

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



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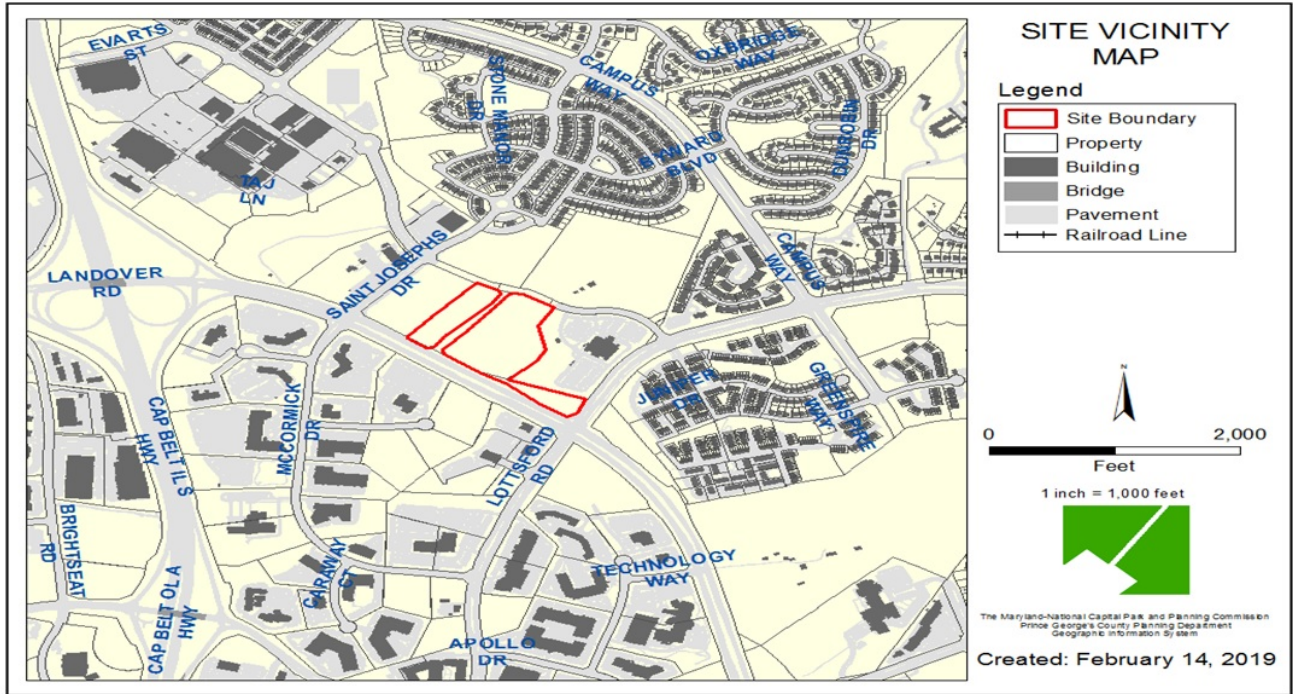
Detailed Site Plan Alternative Compliance

**DSP-18024
 AC-19003**

Application	General Data	
Project Name: Woodmore Overlook, Commercial Location: On the south side of Ruby Lockhart Boulevard, in the northwest quadrant of the intersection of Lottsford Road and MD 202 (Landover Road). Applicant/Address: Woodmore Overlook Commercial, LLC 4326 Mountain Road Pasadena, MD 21122	Planning Board Hearing Date:	05/30/19
	Staff Report Date:	05/15/19
	Date Accepted:	03/22/19
	Planning Board Action Limit:	05/31/19
	Plan Acreage:	19.97
	Zone:	M-X-T
	Dwelling Units:	164
	Gross Floor Area:	218,459 sq. ft.
	Planning Area:	73
	Council District:	05
	Election District:	13
	Municipality:	N/A
	200-Scale Base Map:	203NE08

Purpose of Application	Notice Dates	
Construction of a 4,649-square-foot food and beverage store with a gas station on Parcel 3, a 164-unit multifamily building on Parcel 6, and infrastructure for future commercial development on Parcels 1,2,4 and 5.	Informational Mailing:	05/30/18
	Acceptance Mailing:	03/15/19
	Sign Posting Deadline:	04/30/19

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



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-18024
Alternative Compliance AC-19003
Type 2 Tree Conservation Plan TCP2-037-2017-03
Woodmore Overlook, Commercial

The Urban Design staff has completed its review of the subject detailed site plan 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 detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Mixed Use-Transportation Oriented (M-X-T) Zone and the site design guidelines of the Prince George's County Zoning Ordinance;
- b. The requirements of Zoning Map Amendment A-10020-C;
- c. The requirements of Conceptual Site Plan CSP-10004;
- d. The requirements of Preliminary Plan of Subdivision 4-18007;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance, and;
- h. Referral comments.

FINDINGS

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

1. **Request:** The subject application proposes construction of a 4,649-square-foot food and beverage store with a gas station on Parcel 3, a 164-unit multifamily building on Parcel 6, and infrastructure for future commercial development on Parcels 1, 2, 4 and 5.
2. **Development Data Summary:**

Zone	EXISTING M-X-T	PROPOSED M-X-T
Use	Vacant	Commercial/Multifamily Residential
Total Residential Units	0	164
Multifamily		
One-bedroom units		96
Two-bedroom units		68
Acreage	19.97	18.33
Right-of-way Dedication		1.64
Gross Floor Area (GFA)	0	218,459 sq. ft.

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

Base Density Allowed	0.40 FAR	
Residential Bonus Incentive	1.00 FAR	
Total FAR Permitted by CSP-10004:	1.40 FAR	
FAR Approved with DSP-16025	0.30 FAR	577,400 sq. ft.
FAR Proposed with DSP-18024	0.11 FAR	218,459 sq. ft.*
Total FAR	0.41 FAR	

Note: *The DSP should be revised to remove the commercial square footages on Parcels 1, 2, 4, and 5 that are not included with this application from the total GFA and FAR calculation, as is conditioned herein.

**Pursuant to Section 27-548(e) of the Zoning Ordinance, the proposed FAR shall be calculated based on the entire property, as approved with the CSP. CSP-10004 included 43.87 acres; therefore, the proposed FAR in DSP-18024 is 0.11, as it only proposes to develop the southern portion of the CSP property. The northern portion of the CSP was approved with DSP-16025 and has an approved FAR of 0.30. Cumulatively, the total FAR of the entire Woodmore Overlook development is 0.41, which is within the approved FAR allowed by the CSP.

OTHER DEVELOPMENT DATA

Parking Requirements*

	PROVIDED
Total Residential Parking Spaces	290
Standard Spaces	227
Compact Spaces	10
Garage Spaces	43
Handicap-Accessible Parking Spaces (8 required)	10
Total Commercial Parking Spaces	60
Standard Spaces	57
Handicap-Accessible Parking Spaces (8 required)	3
Total Parking Spaces	350*

	PROVIDED
Total Loading Spaces**	2
Multifamily Building	1
Food and Beverage Store and Gas Station	1

Note: *Pursuant to Part 11 Parking and Loading, Section 27-568 of the Zoning Ordinance, the number of parking spaces required for the multifamily units is 362 spaces, and 50 for the commercial use. However, the number of parking spaces required for developments in the M-X-T Zone is to be calculated by the applicant and submitted for Prince George’s County Planning Board approval at the time of detailed site plan (DSP), as stated in Section 27-574 of the Zoning Ordinance. As discussed in Finding 7, staff recommends that the provided parking is sufficient for the proposed development.

**Pursuant to Section 27-583 of the Zoning Ordinance, the number of loading spaces in the M-X-T Zone is to be calculated by the applicant and submitted to the Planning Board for approval at the time of DSP. The base requirement from Section 27-582 can be reduced when the loading spaces will be shared. However, in this case, due to location and use type, they will not be shared. Therefore, the applicant is providing the number of loading spaces normally required.

3. **Location:** The project is located on the south side of Ruby Lockhart Boulevard, in the northwest quadrant of the intersection of Lottsford Road and MD 202 (Landover Road), in Planning Area 73, and Council District 5.
4. **Surrounding Uses:** The site is bounded to the north by Ruby Lockhart Boulevard with single-family attached homes beyond; to the east by Woodstream Church in the Planned Industrial/Employment Park (I-3) Zone and the public right-of-way of Lottsford Road; to the west by Parcel 2 within the Balk Hill Subdivision, which is vacant and zoned M-X-T; and to the south by the public right-of-way of MD 202, and office buildings in the Commercial Office (C-O) Zone beyond.

5. **Previous Approvals:** The subject site was part of a larger overall tract that was the subject of multiple prior approvals, as detailed below:

On July 12, 2010, the Prince George’s County District Council approved Zoning Map Amendment A-10020-C that rezoned the subject site from the I-3 Zone to the M-X-T Zone with 11 conditions of approval. Subsequently, Conceptual Site Plan CSP-10004 was approved by the District Council on March 26, 2012 with 11 conditions. It should be noted that Prince George’s County Council Bill CB-83-2015 amended Section 27-282 of the Zoning Ordinance, Submittal requirements, to allow the DSP to amend the CSP. For the section of the CSP north of Ruby Lockhart Boulevard, Preliminary Plan of Subdivision (PPS) 4-16019 was approved (PGCPB Resolution No. 18-03) on January 18, 2018, with 21 conditions, and on March 15, 2018, DSP-16025 was approved (PGCPB Resolution No. 18-21) by the Planning Board, with six conditions, for 215 townhouses. PPS 4-18007 was approved (PGCPB Resolution No. 19-32) by the Planning Board on March 7, 2019, subject to 16 conditions for the land area covered in this DSP. The site also has an approved Stormwater Management (SWM) Concept Plan (38393-2018-00), which is valid until January 24, 2022.

6. **Design Features:** The applicant proposes to develop the property covered by this DSP with a mix of residential and commercial development including a five-story, 213,810-square-foot multifamily building with 164 units on Parcel 6, a 4,649-square-foot food and beverage store with a gas station on Parcel 3, and the infrastructure for future commercial uses on Parcels 1, 2, 4, and 5. Access to the parcels are from Grand Way Boulevard, which is a master-planned roadway (I-310) that runs north/south through the property, bisecting the site, and connecting Ruby Lockhart Boulevard to MD 202. The full development of commercial uses on Parcels 1, 2, 4, and 5 will be the subject of a future DSP. The development will be constructed in five phases and generally follows the parcel lines associated with each use. The proposed development included in this DSP on Parcels 3 and 6 is described, as follows:

a. **Parcel 3: Food and beverage store with a gas station**

A 4,649-square-foot food and beverage store with a gas station is proposed on Parcel 3, which is located on the southwestern portion of the site at the intersection of MD 202 and Grande Way Boulevard, with direct access from Grand Way Boulevard. The building is in the center of the parcel, with the gas station canopy closer to MD 202. The parcel includes a two-way drive aisle circling the building, with parking around the building and on the periphery of the parcel.

Architecture

The architecture of the building incorporates a band of composite siding at the top portion, brick veneer in the middle, and stone veneer at the base of the building. The main entrance, with a high-profile roof, projects from the rest of the building. The front elevation is accented with a pitched roof and a cupola over the main entrance, supported by stone veneer and painted steel columns. Oversized windows help break up the horizontal mass of the building. The rear elevation presents long uninterrupted bands of the composite siding, in combination of red brick and stone veneer. The applicant has used durable quality materials including stone, brick, and composite siding. The pumps and canopy are designed to coordinate well with the architecture and materials of the main building.

Staff notes that the building height has not been provided on the building or signage elevations. A condition has been included in the Recommendation section of this report requiring that the dimensions be added to show the building and signage heights prior to certification.

Lighting

The applicant is specifying standard downward-facing light poles in the parking area and a variety of lighting types proposed on the site, such as wall-mounted lights, bollards, sconces, step lights, and accent lights of similar character and style. The photometric plan submitted with the DSP shows appropriate lighting levels in the parking area and at the building entrance. However, the height of the light poles proposed in the parking area is unclear, and the details and specifications should be included on the DSP to clearly show the heights of the light poles and is conditioned herein.

Signage

Multiple building-mounted sign areas are provided on the building above the entrance, on the rear of the building, and on the gas canopy. The sign areas vary in size and measure from approximately 12 to 37 square feet, bearing the tenant's name and logo. The signage for this application is acceptable. However, staff notes that a signage schedule, and the details and specification of the individual signs showing the dimension and type of each sign, have not been included and should be provided at the time of certification, as conditioned herein.

The applicant is proposing one 25-foot-tall pylon sign along MD 202. The sign will be lit internally and includes a plastic sign face and painted aluminum housing. The upper 15 feet of the sign (162 square feet) includes the "Royal Farms" logo and gas pricing.

Loading and trash facilities

One loading space has been proposed for this use and should be appropriately screened from public views. The loading area is located on the southwest portion of the site adjacent to the canopy. A dumpster enclosure is located at the northern corner of the parking area. The enclosure is constructed of brick veneer matching the masonry materials of the building.

b. Parcel 6: Multifamily Building

A 213,810-square-foot residential multifamily building including 164 units is proposed on Parcel 6 and is located in the northeastern portion of the site adjacent to Woodstream Church. Direct access to Parcel 6 is from Grand Way Boulevard. The building is proposed on the northern portion of the parcel, with the parking located south and west of the building close to MD 202 and Grand Way Boulevard.

Architecture

The architectural design of the multifamily residential building is contemporary with a generally flat roof and emphasis on the variation of façades through the application of different building volumes and massing, architectural design elements, and finish materials. The exterior of the building is predominantly finished, with a mix of materials including windows, metal panels, balconies, glass sliding doors, fiber cement panels, accents of brick on the lower level, and decorative metal coping. The building includes a landscaped courtyard in the rear of the building which shows a pool, a pavilion, and a patio for the building's residents.

Recreational Facilities

The Preliminary Plan of Subdivision (4-18007) determined that on-site private recreational facilities are appropriate for the project development to serve the future residents, in accordance with Section 24-134 of the Subdivision Regulations and the standards in the Prince George’s County *Park and Recreation Facilities Guidelines*.

In accordance with the current formula for calculating the value of the recreational facilities, for a development of 164 multifamily dwelling units in Planning Area 73, a recreational facility package worth approximately \$138,485 is needed to serve this development. The proposed recreational facilities and the applicant’s estimated value is as follows:

- Handicap-accessible Park Bench - \$1,500
- Pool - \$75,000
- Pool House - \$50,000
- Fitness Room - \$110,000
- Game Room - \$19,000

Most of the details of the facilities have been provided on the landscape plan; however, the cost estimates of the proposed private recreational facilities are not provided on the DSP. Additionally, it appears that the value of some of these recreational facilities provided have been inflated and are not the consistent with those provided in the *Park and Recreation Facilities Guidelines*. A condition has been included in the Recommendation section of this report to require the applicant to provide a list of cost estimates of the proposed private recreational facilities on the DSP and revise the recreational facilities spreadsheet in accordance with the values and multiplier provided in the *Park and Recreation Facilities Guidelines*. Another condition requires floorplans demonstrating size and location of all internal recreational facilities, with full details of all proposed equipment.

Lighting

The applicant is specifying standard downward-facing light poles in the parking area surrounding the multifamily building and a variety of lighting types proposed on the grounds of the multifamily site such as bollards, sconces, and accent lights. The photometric plan submitted with the DSP shows appropriate lighting levels in the parking area and at the building entrance. However, the height of the proposed light poles in the parking area is unclear and the details and specifications should be included on the DSP to clearly show the heights of the light poles and is conditioned herein.

Signage

The DSP is proposing one 64-square-foot, back-lit, metal building-mounted sign on the southeast elevation. Additionally, one 6-foot-tall, double-faced monument sign is proposed along Grand Way Boulevard, near the entrance to the multifamily site. The sign is constructed of light brown masonry and includes back-lit, gold-leafed-lettering on a dark brown background at the center of the sign. The 12-foot-wide sign includes landscaping at its base for seasonal interest and has been found acceptable.

Loading and trash facilities

One loading space has been proposed for the multifamily building and is located on the southeast portion of the site adjacent to the trash facility. It is noted that the location of this loading space is within the drive aisle for the parking area and should be relocated,

because it may obstruct traffic, and a condition has been included in the Recommendation section to require the applicant to relocate the loading space to a more appropriate location. A dumpster enclosure is located south of the building on the eastern portion of the parking area, and includes an enclosure constructed of brick veneer that appropriately screens the trash facilities.

c. **Parcels 1, 2, 4, and 5: Future Development**

Only grading and stormwater information has been provided for these parcels, which have been labeled as a “future phase” of the development.

COMPLIANCE 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. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, Uses permitted, which governs permitted uses in the M-X-T Zone. The gas station, food and beverage store, and the multifamily building proposed with the subject DSP are permitted uses in the M-X-T Zone.

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

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development—0.40 FAR

(2) With the use of the optional method of development—8.0 FAR

This development will use the optional method of development in Section 27-545(b), as follows:

(b) Bonus incentives.

(4) Residential use.

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

The applicant uses the optional method of development for the project by proposing a residential component of more than 20 units as part of the overall development. This increases the permitted floor area ratio (FAR) by 1.0 above the base of 0.40. Therefore, 1.4 FAR is permitted for the overall development. The proposed FAR is approximately 0.11 for this part of the development, and the accumulative FAR for the entire area of the CSP development is 0.41, which is below the allowed 1.4.

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

The DSP proposes multiple uses in more than one building and on more than one lot.

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

The site plans indicate the location, coverage, and height of all improvements in accordance with this regulation.

- (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 development is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Additional buffering and screening are required to satisfy the purposes of the M-X-T Zone and is discussed in detail in Finding 10 below.

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

The FAR for the proposed development within the area of the CSP is 0.41, which is calculated in accordance with the requirement.

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

There are no private structures within the air space above, the ground below, or in public rights-of-way as part of this project. Therefore, this requirement is inapplicable to the subject DSP.

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

This requirement was reviewed at the time of PPS 4-18007, which was approved by the Planning Board on March 7, 2019. Each parcel has frontage and direct access to a public right-of-way.

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

The multifamily building proposed with this DSP is approximately 56 feet in height and below this limit.

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

This requirement does not apply to this DSP because the site was rezoned to the M-X-T Zone through a Zoning Map Amendment A-10020-C.

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

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

Conformance with the purposes of the M-X-T Zone was found with the CSP approval and is adopted herein by reference (PGCPB Resolution No. 14-128). The proposed DSP does not change that finding because it still promotes the orderly development of land with a new residential component of the mixed-use development in close proximity to the major intersection of Landover and Lottsford Roads. It is also noted that the development provides good connectivity through the construction of the master-planned right-of-way for I-310, Grand Way Boulevard.

- (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 rezoned to the M-X-T Zone, through A-10020-C, as approved by the District Council on July 12, 2010. Therefore, this required finding does not apply.

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

The proposed layout with this application generally orients units toward the existing and proposed street pattern, achieving an outward orientation. The DSP is designed to accommodate the construction of master-planned roadway I-310 and will also provide connectivity and help to improve the existing adjacent communities. Additionally, the provision of a connection to the MXT-zoned property to the west, as conditioned herein, will physical integrate these developments.

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

The development proposed in this DSP is compatible with the surrounding uses, which include a mix of office, commercial, institutional, and residential uses.

- (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 subject DSP includes amenities for the residents and was designed to create a cohesive development and create 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 subject DSP is phased. The multifamily building and gas station with food and beverage store will be built in the first phase of development in this DSP, with future commercial and retail uses proposed in subsequent phases. All are being designed to be self-sufficient and will allow for the overall integration of the development at completion.

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

A comprehensive internal sidewalk network is proposed for the development, with sidewalks located on both sides of Grand Way Boulevard and along Ruby Lockhart Boulevard to the north.

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

screening, street furniture, and lighting (natural and artificial); and

The applicant is proposing amenities throughout the site and has paid attention to the quality and human-scale of these facilities, which include street furniture, trash receptacles, and bicycle racks.

- (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 site application is a DSP, therefore, this required 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).**

The governing PPS 4-18007 was approved by the Planning Board on March 7, 2019. The transportation adequacy findings are discussed in detail in Finding 9.

- (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 DSP is not subject to this requirement.

- d. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283. For example, the subject development provides amenities that are functional and constructed of durable, low-maintenance materials; pedestrian access is provided to the site from the public right-of-way; and the architecture proposed for the multifamily dwellings as well as the gas station, in combination with the food and beverage store, employ a variety of architectural features and designs, such as window and door treatments, projections, colors, and materials.

- e. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval. The Transportation Planning Section has reviewed the parking analysis provided by the applicant in accordance with the methodology for determining parking requirements in the M-X-T Zone. The transportation staff believes that the number of parking spaces shown on the plan is satisfactory to serve the proposed uses. The staff believes that, between the use of transit and bicycles, there is evidence to consider a reduction in the base requirement of 7.5 percent. With the proposed reduction, 340 parking spaces are required and 350 are provided, which is sufficient parking for the proposed uses.
8. **Zoning Map Amendment A-10020-C:** A-10020-C was previously approved by the District Council on July 12, 2010. The development program included in this DSP has been reviewed for conformance with the relevant conditions of this approval, as follows:

- 1. **The applicant shall observe these recommendations should be observed during the preparation and review of the Conceptual Site Plan (CSP):**
 - a. **The site plan shall provide adequate open space at the perimeter, as determined by the Urban Design Section, to serve as a buffer between the project and adjacent lower-density residential development and the church.**

The previously approved CSP-10004 provided a buffer along the entire perimeter of the site, acknowledging the requirements of the Landscape Manual. The current DSP provides a setback of approximately 495 feet between the multifamily building and Woodstream Church building to the east of the site. Additionally, it is noted that existing vegetation will be preserved in this area and will ensure adequate buffering. The requirements related to the Landscape Manual are discussed in detail in Finding 11 below.

- b. **Wherever possible, living areas shall be linked to community facilities, transportation facilities, employment areas, and other living areas by a continuous system of pedestrian walkways and bike trails utilizing the open space network.**

The DSP proposes an internal sidewalk system providing a continuous system of pedestrian walkways. The 5-foot-wide sidewalks that link to the proposed facilities on and off the property have been determined to adequately serve the community.

- c. **Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect existing residential areas, particularly those interfaces with the multifamily buildings in Phase 1 and that adjoining the church in Phase 2.**

The previously approved CSP-10004 acknowledged the need for landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques to protect the existing church adjacent to the site. The current DSP is providing a bufferyard in conformance with the Landscape Manual.

2. All future submissions for development activities on the subject property shall contain the following:

a. A signed Natural Resources Inventory (NRI)

b. A Tree Conservation Plan that covers the entire subject property.

A Type 2 Tree Conservation Plan (TCP2-037-2017-01) and an approved Natural Resource Inventory (NRI 10-10-03) were submitted with this application, satisfying this condition.

3. At the time of CSP review, the Applicant and staff of the Department of Parks and Recreation shall develop a mutually acceptable package of parkland, outdoor recreational facilities, fees, or donations to meet the future needs of the residents of the planned retirement community.

The approval of CSP-10004 established a mutually acceptable recreational package, which was revised for Phase 1 of the project with the approval of DSP-16025 to reflect the conversion from a retirement community to market-rate townhouses. The current DSP proposes a food and beverage store with a gas station and a multifamily building. Private recreational facilities are proposed to serve the residents of the multifamily units and include facilities such as a pool and a fitness room. See Finding 6 above for a detailed list of the recreational facilities.

5.a. Total development within the subject property shall be limited to uses which generate no more than 514 AM and 963 PM peak-hour vehicle trips. Any development generating a greater impact shall require an amendment of conditions with a new determination of the adequacy of transportation facilities.

This condition establishes a trip cap for the overall development of 514 AM and 963 PM peak-hour trips. In a memorandum dated April 26, 2019 (Masog to Bishop), the Transportation Planning Section indicated that the development proposed by this site plan conforms to the trip cap condition.

7. Prior to the issuance of any commercial building permits within the subject property under Phase II, all required road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency.

This condition is applicable to the subject application as it includes the commercial buildings. Required road improvements were reviewed and conditioned at the time of PPS and will be enforced as conditioned therein.

8. Prior to the approval of the initial Detailed Site Plan, the Applicant shall submit an acceptable traffic signal warrant study to the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Lottsford Road and Ruby Lockhart Boulevard/Palmetto Drive. The Applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T, and examine alternatives to signalization for reducing delays from the minor street approaches. If signalization

or other traffic control improvements are deemed warranted at that time, the Applicant shall bond the improvements with DPW&T prior to the release of any building permits within the subject property, and complete installation at a time when directed by DPW&T. Such installation shall also include the restriping and/or minor widening of the northbound Palmetto Drive approach to provide two approach lanes to the intersection.

This condition requires submittal of a signal warrant study at the Lottsford Road/Ruby Lockhart Boulevard intersection at the time of the initial DSP-16025. The study has been done and reviewed by the County, and it has been determined that the signal is warranted. This signal has been bonded and permitted by the County for installation.

- 9. Prior to the approval of the initial commercial Detailed Site Plan under Phase II, the Applicant shall submit an acceptable traffic signal warrant study to the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Ruby Lockhart Drive and the commercial access. The Applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T, and examine alternatives to signalization for reducing delays from the minor street approaches. If signalization or other traffic control improvements are deemed warranted at that time, the Applicant shall bond the improvements with DPW&T prior to the release of any commercial building permits under Phase II, and complete installation at a time when directed by DPW&T.**

This condition requires submittal of a signal warrant study at the time of the initial commercial DSP for Ruby Lockhart Drive and the commercial access. This study was submitted to the County on April 3, 2019, and it was determined that signal warrants were not met. This study is currently under review by the County, and the applicant must address any comments that may arise as a part of the County's review.

- 10. There shall be no direct driveway access between the subject property and Landover Road (MD 202).**

There is no direct driveway access between the subject application and MD 202. Access to this site and the proposed parcels are from Grand Way Boulevard.

- 11. The Applicant shall provide eight-foot wide sidewalks and designated bike lanes along both sides of the subject site's portion of Ruby Lockhart Boulevard (consistent with approvals for the Woodmore Town Center), unless modified by DPW&T.**

At the time of the PPS 4-18007, it was determined that the site plans should include an 8-foot-wide sidewalk along the site's frontage, per Condition 11, unless modified by Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and the Prince George's County Department of Public Works and Transportation (DPW&T). After the approval of PPS 4-18007, the trails reviewer has been in communication with the appropriate DPIE/DPW&T representative in relation to this condition and provided the following:

The Basic Plan for Woodmore Overlook included a condition that bike lanes and an 8-foot sidewalk be provided along Ruby Lockhart Boulevard. These are the same

improvements that were constructed at Woodmore Town Center. However, it should be noted that the road classification changes from a major collector to an industrial road east of St. Joseph's Drive, and the right-of-way is reduced by 20 feet. An April 25, 2019 email from DPIE Associate Director Mary Giles explained that DPIE and DPW&T are going to require the following improvements within the right-of-way of Ruby Lockhart Boulevard:

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

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

9. **Conceptual Site Plan CSP-10004:** CSP-10004 was previously approved by the District Council on March 26, 2012. This DSP application amends the approved CSP in accordance with Council Bill CB-83-2015 that amended Section 27-282 of the Zoning Ordinance, Submittal requirements, to include the following language:

- (g) A Detailed Site Plan application may amend an existing Conceptual Site Plan applicable to a proposal for development of the subject property.**

Staff notes that the layout and the proposed residential unit type differ from that of the approved CSP, which proposed office and commercial uses in this portion of the site. The applicant's statement of justification states that the development program, as proposed in the DSP application, will supersede what was previously approved in CSP-10004, as the DSP can amend the CSP. The following conditions from CSP-10004 are applicable to this DSP and are met or are amended, as follows:

3. **At the time of detailed site plan, the following issues shall be addressed, or information shall be provided:**
- c. **The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture shall be coordinated in order to enhance the visual unity of the site.**

The design of light fixtures, benches, trash receptacles, bicycle racks, and street furniture proposed on-site have been coordinated and are harmonious in visual quality.

- d. **All buildings shall have articulated building façades. Separations, changes in plane and height, and the intermittent inclusion of such elements as bay windows, porches, overhangs, balconies and chimneys are encouraged. Vertical and horizontal articulation of sloped roofs is encouraged, including gables and dormers.**

The architectural design of the proposed buildings has been reviewed by staff and found to be in conformance with this condition.

- e. **The applicant shall provide a variety of housing options, including some that do not require an intensive use of stairs. The applicant shall demonstrate that a reasonable proportion of the housing is handicap accessible.**

The CSP was amended previously with the approval of DSP-16025 to remove a retirement community component. However, this DSP is offering another type of housing option, multifamily, which will include units on the first floor with the potential for handicap accessibility.

- g. **Provide bicycle parking on the detailed site plan in close proximity to the main entrance of each of the three proposed office buildings, club house and recreational amenities.**

A club house and office building are no longer being proposed with this application. Therefore, this condition is no longer applicable. However, it is noted that the location of bicycle parking is being provided within the interior of the multifamily structure on the property. This DSP does not provide bicycle parking spaces near the gas station with food and beverage store and should be shown. A condition has been included herein requiring the applicant to provide a minimum of three bicycle spaces at the gas station with the food and beverage store.

- h. **Provide a schedule of bicycle parking and bicycle parking details at the time of detailed site plan review.**

A schedule of bicycle parking and rack details has not been included with this application, and therefore a condition has been included in the Recommendation section of this report requiring the applicant to revise the plans to provide the required bicycle parking schedule and details in conformance with this condition.

- i. **The layout of the commercial office complex shall be reconsidered. The buildings shall have a strong relationship with each other and the street. The buildings shall also be reorganized to provide a quality public space that will provide a pleasant outdoor setting for employees and visitors.**

The office buildings are not proposed with this DSP. Therefore, this condition is not applicable, but staff will ensure the parcels continue to have a strong relationship with each other as they are developed.

- 4. **At time of detailed site plan the private on-site recreational facilities shall be reviewed. The following issues shall be addressed:**

- a. **The applicant shall provide a list of proposed private recreational facilities and their cost estimates.**

A list of the proposed private recreational facilities has been provided with the subject application. However, it is noted that this spreadsheet should be revised as conditioned and discussed in Finding 6.

- b. **The minimum size of the community building and the timing of its construction shall be determined.**

A club house is no longer being proposed with this application due to the change in unit type. Therefore, this condition is not applicable. However, the DSP includes a private recreational facilities package that will serve the future residents.

- c. **The developer, his successor and/or assigns shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.**

The Private Recreational Facilities Agreement established with the PPS will ensure construction of the facilities. The multifamily building will be operated as a rental community and therefore the recreational facilities will be retained and maintained by the management company.

11. **The Woodstream Church property owner shall be made a party of record, and good faith efforts shall be made by the Applicant to contact and inform the church of this project.**

This DSP is adjacent to the Woodstream Church property, and the applicant has indicated that they have met with a representative from the church and have informed the church of the status of the development related to this DSP.

10. **Preliminary Plan of Subdivision 4-18007:** PPS 4-18007 was approved on March 7, 2019, (PGCPB Resolution No. 19-32) with 16 conditions. The following conditions of approval of the PPS relate to the review of this DSP:

3. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73*, and *Zoning Map Amendment A-10020-C*, the applicant shall provide the following:**
 - a. **An eight-foot-wide, shared-use side path, or wide sidewalk along the site's entire frontage of MD 202 (Landover Road), unless modified by the Maryland State Highway Administration.**
 - b. **Standard sidewalks along both sides of Grand Way Boulevard, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation.**
 - c. **An eight-foot-wide sidewalk along the subject site's entire frontage of Ruby Lockhart Boulevard, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation.**
 - d. **Sidewalk access should be provided from the public rights-of-way to building entrances. Internal sidewalk access will be evaluated at the time of detailed site plan.**

The trails reviewer noted that standard sidewalks are shown at appropriate locations on the submitted DSP. Additionally, it is noted that sidewalks and bike lanes are included on both sides of Grand Way Boulevard and sidewalk access is provided from the public right-of-way to the proposed buildings. At the time of DSP for Parcels 4 and 5, pedestrian access will be considered from Grand Way Boulevard to Parcel 6.

5. **Total development within the subject property shall be limited to uses which generate no more than 364 AM and 347 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

This condition establishes a trip cap for the overall property of 364 AM and 347 PM peak-hour trips. The development proposed by this site plan was reviewed by the Transportation Section and it was noted that this DSP is below this trip cap and meets this condition.

7. **Prior to approval of the initial commercial detailed site plan, the applicant shall submit an acceptable traffic signal warrant study to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and/or the Prince George's County Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Ruby Lockhart Drive and the commercial access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of DPW&T. If signalization or other traffic control improvements are deemed warranted at that time, the applicant shall bond the improvements with DPIE/DPW&T prior to release of any building permits under Phase II, and complete installation at a time when directed by DPIE/DPW&T.**

This study was submitted to the County on April 3, 2019 and determined that signal warrants were not met. Nevertheless, it is under review by the County, and the applicant must address any comments that may arise as part of the County's review.

9. **The applicant and the applicant's heirs, successors, and/or assignees shall provide private on-site recreational facilities in accordance with the *Park and Recreation Facilities Guidelines*. At the time of detailed site plan, the type and siting of the facilities shall be determined, including appropriate triggers for construction.**

A private recreational package has been provided with this DSP. The Urban Design Section found the package acceptable, subject to conditions. The proposed facilities should be installed in accordance with the approved plan prior to issuance of the final certificate of occupancy of the multifamily building as conditioned herein.

14. **Substantial revision to the uses on the subject property that affect Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision, prior to approval of any permits.**

The lot line shared by Parcels 1 and 2 has been shifted significantly, and Parcel 2 has been reduced from 1.34 acres to 1,150 square feet and is therefore not adequate for development. This is not consistent with the PPS and a parcel adequate in size to support access and development should be proposed as conditioned herein. However, the DSP does not propose a substantial revision to the uses.

11. **2010 Prince George’s County Landscape Manual:** Per Section 27-544(a) of the Zoning Ordinance, landscaping, screening, and buffering for property zoned M-X-T, is subject to the provisions of the Landscape Manual. The proposed development is subject to Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The required plantings and schedules are provided in conformance with the Landscape Manual, with the exception of the requirements for Section 4.2 and 4.6. The applicant has filed a request for Alternative Compliance, AC-19003, to seek relief from the requirements of Sections 4.2 and 4.6, as follows:

Section 4.2 Requirements for Landscape Strips Along Streets

REQUIRED: Section 4.2 (c)(3)(A)(i), Requirements for Landscape Strips Along Streets, for proposed Parcel 3 along MD 202

Length of Landscape Strip	248 feet
Width of Landscape Strip	10 feet
Shade Trees (1 per 35 l.f.)	8
Shrubs (10 per 35 l.f.)	72

PROVIDED: Section 4.2 (c)(3)(A)(i), Requirements for Landscape Strips Along Streets, for proposed Parcel 3 along MD 202

Length of Landscape Strip	248 feet
Width of Landscape Strip	15–30
Shade Trees (1 per 35 l.f.)	3*
Ornamental Trees	8
Shrubs (10 per 35 l.f.)	150

Note: *The three shade trees are located outside, but in very close vicinity, of the landscape strip along the MD 202 frontage and are not counted toward total plant units.

Justification of Recommendation

The applicant requests alternative compliance from the requirements of Section 4.2 and seeks to provide an alternative solution to the required landscape strip. Section 4.2 for the Developing Tier requires a minimum 10-foot-wide landscape strip to be planted with a minimum of one shade tree and ten shrubs per 35 linear feet of frontage, excluding driveway openings. The applicant proffers that the planting requirement is impractical due to overhead wires, proposed micro-bioretenion facilities, and a retaining wall, and proposes only three shade trees and eight ornamental trees in lieu of the required eight shade trees. The three shade trees are located outside of the landscape strip, approximately 10 feet further into the site.

As an alternative method to fulfill the design criteria for the landscape strip, the applicant is offering two times the amount of shrubs, eight ornamental trees, and three shade trees along the frontage, as well as providing a strip that is 15–30 feet wide. Section 4.2 (c)(3)(B)(ii) allows for two ornamental trees as substitution for one shade tree in the case of overhead wires. However, planting the full requirement of 8 shade trees or 16 ornamental trees could conflict with the

proposed retaining wall, overhead wires, and micro-bioretenion facilities along this frontage. Ornamental and shade trees have been placed where possible along the frontage, so as not to become problematic to these structures and utilities, and shrubs have been used to fill in the remainder of the landscape strip.

The Planning Director found the applicant’s proposal equally effective as normal compliance with Section 4.2, as the proposed solution provides a comparable number of plants and an increased landscape strip width to mitigate the space limitations created by the retaining wall and utilities.

Section 4.6 Buffering Development from Streets

REQUIRED: Section 4.6, (c)(1)(B)(ii), Buffering Development from Streets, for proposed Parcel 6 along MD 202

Length of bufferyard	243 feet
Minimum bufferyard width	75 feet
Shade Trees (8 per 100 l.f)	20
Evergreen Trees (20 per 100 l.f.)	49
Shrubs (40 per 100 l.f.)	98

PROVIDED: Section 4.6, (c)(1)(B)(ii), Buffering Development from Streets, for proposed Parcel 6 along MD 202

Length of bufferyard	243 feet
Minimum bufferyard width	40–75 feet*
Shade Trees (8 per 100 l.f)	20
Evergreen Trees (20 per 100 l.f.)	49
Shrubs (40 per 100 l.f.)	174

Note: *A surface parking lot encroaches into the bufferyard.

Justification of Recommendation

The applicant is also seeking relief from the provisions of Section 4.6 for proposed Parcel 6, which is to be developed with a multifamily development. Specifically, Section 4.6(c)(1)(B)(ii) requires a 75-foot bufferyard, to be planted with 8 shade trees, 20 evergreen trees, and 40 shrubs per 100 linear feet of the property line adjacent to MD 202, which is classified as an expressway. The landscape plan measures the provided bufferyard incorrectly; the bufferyard should be measured from the proposed property line. The provided bufferyard has a varied width of 40 to 75 feet because a surface parking lot encroaches into it. The applicant meets the required planting requirements and provides an additional 76 shrubs, accounting for a 12.3 percent increase above the required plant units. In addition, the closest multifamily building is set back over 300 feet from the proposed property line, with planting islands in between. This arrangement will help to reduce adverse road impacts on the residents.

The Planning Director found that the applicant’s proposal is equally effective as normal compliance with Section 4.6, by providing additional shrubs and an enlarged building setback, with intervening landscaping, to reduce adverse impacts on the proposed multifamily development.

Recommendation

The Planning Director recommends APPROVAL of Alternative Compliance AC-19003, Woodmore Overlook, Commercial, from the requirements of Section 4.2 (c)(3)(A)(i), Requirements for Landscape Strips Along Streets, and Section 4.6 (c)(1)(B)(ii), Buffering Development from Streets, of the 2010 *Prince George's County Landscape Manual*, along the southern property line, adjacent to MD 202 (Landover Road), subject to conditions that have been included in the Recommendation section of this report.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved tree conservation plans.

The site has a Natural Resources Inventory, NRI-010-10-03, that was approved on March 6, 2018. The subject TCP2 is in conformance with the approved NRI.

The 46.28-acre site contains 33.54 acres of existing woodland on the net tract and 0.04 acre of woodland within the 100-year floodplain. The site has a woodland conservation threshold of 6.90 acres, or 15 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 18.05 acres. The TCP2 shows this requirement will be met by providing 2.97 acres of on-site woodland preservation, 0.10 acre or reforestation/afforestation, and 14.98 acres of off-site conservation credits

The plan should be revised to match the level of disturbance and woodland conservation shown on TCP2-037-2017-02 currently under review for rough grading and be in conformance with all technical requirements found in Subtitle 25 and the Environmental Technical Manual. A condition has been added to the Recommendation section of this report requiring the applicant to revise the plan to match the TCP under review.

13. **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 covered in TCC. The subject application provides the required TCC schedule demonstrating conformance with this ordinance and meets this requirement. However, it is noted that the acreage provided in the schedule does not reflect the road dedication approved with the PPS and the acreage of the property should be revised to be consistent. Therefore, a condition has been added to the Recommendation section of this report to show the appropriate acreage.

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

- a. **Historic Preservation**—In a memorandum dated April 3, 2019 (Stabler to Bishop), incorporated herein by reference, the Historic Preservation Section noted that a Phase I archeological survey was conducted on the subject property in 2009. No further work was recommended as a result of this survey, and it was noted that the proposal will not impact any historic sites or resources or known archeological sites. The Historic Preservation Section recommended approval of DSP-18024, Woodmore Overlook, Commercial, with no conditions.

- b. **Community Planning**—In a memorandum dated April 24, 2019 (Umeozulu to Bishop), incorporated herein by reference, the Community Planning Division provided the following summarized determinations:

Plan Prince George's 2035 Approved General Plan designates the area in the Established Communities Growth Policy area. The vision for Established Communities is a context-sensitive infill and low- to medium-density development. Additionally, the 1990 *Approved Master Plan Amendment and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* recommends employment land uses on the subject property; however, master plan conformance is not required with this DSP.

- c. **Transportation Planning**—In a memorandum dated April 26, 2019 (Masog to Bishop), incorporated herein by reference, the Transportation Planning Section provided the following summarized determinations, as well as a discussion of relevant previous conditions of approval:

The most recent finding regarding transportation adequacy was made in March 2019 and so further traffic-related analyses are not required. Parking within the M-X-T Zone must be analyzed consistent with Section 27-574, and an analysis of the requirements of this zone are discussed in detail in Finding 7, concluding that the provided off-street parking is sufficient.

Three master-planned roadways were identified and are discussed, as follows:

- Ruby Lockhart Boulevard is a master plan industrial/commercial facility. Adequate right-of-way of 70 feet has already been dedicated and is shown on the plan. No further dedication is required of this plan.
- The I-310 facility is a master plan commercial/industrial roadway as well, with a proposed width of 70 feet. This roadway is intended to connect northbound MD 202 to Ruby Lockhart Boulevard when the McCormick/St Joseph's intersection with MD 202 is converted to a flyover. The proposed right-of-way is shown slightly adjusted to allow construction by this applicant without the need of obtaining land from adjacent properties. This right-of-way has already been dedicated, and the current right-of-way is adequate. No additional dedication is required from this plan.
- MD 202 is a master plan expressway with a variable right-of-way. The current right-of-way is adequate, and no additional dedication is required from this plan.

The Transportation Planning Section recommends that the driveway between Parcels 1 and 3 be constructed to the property line with no retaining wall at the end. This will provide a connection between the subject property and the adjacent M-X-T property. This connection is recommended for the following reasons:

- (1) This potential access will eliminate turning movements along Ruby Lockhart Boulevard and relieve traffic at MD 202 and St. Josephs Drive. Two M-X-T developments operating with their own access points along Ruby Lockhart Boulevard, could create congestion by drivers traveling between the two developments. Furthermore, the access to/from MD 202 via Grand Way

Boulevard would provide an additional access/egress for patrons of the adjacent site.

- (2) This access would enhance pedestrian access from the residential use on the subject site to the commercial uses on the adjacent site, and generally improve accessibility for commercial uses on both sites. Improved accessibility should improve the long-term sustainability of development on both adjacent properties.
- (3) Such access between these two adjacent M-X-T sites is fully consistent with the purposes of the M-X-T Zone, and particularly the first and fifth purposes. It is believed that an additional connection is a means of promoting orderly development in the vicinity of the MD 202/St. Joseph's Drive intersection and enhancing the economic status of the County by improving the long-term sustainability of the uses on both sites. Additionally, with the potential presence of residences, restaurants, and late-night services on both properties, a connection will enhance the use of the services during extended hours in an area that is on the fringe of one of the County's future "downtowns."

The applicant indicates that there is a sizable elevation change between the two properties, but evidence has not been provided regarding the elevation change. The site is reasonably flat in the area where access is recommended, and no grading plans have been approved for the adjacent property to date. The CSP for the subject site shows no indication of potential access at the recommended location; instead CSP-10004 places a master plan street along the western property line, and by virtue of that street being a public street, access to individual parcels proposed along its alignment would have been presumed. This property moved the proposed public right-of-way, I-310, away from the property line and into the middle of the site and deeded it prior to the PPS.

Beyond this issue of access between this site and the property to the west, access and circulation are acceptable.

The Transportation Planning Section issues have either been addressed through revisions to the plans or through conditions included in the Recommendation section of this report

- d. **Subdivision Review**—In a memorandum dated April 24, 2019 (Turnquest to Bishop), revised on May 3, 2019, and is incorporated herein by reference, the Subdivision Review Section offered an analysis of the DSP's conformance with the PPS conditions, which are incorporated into Finding 10 above. The Subdivision Section issues have either been addressed through revisions to the plans or through conditions included in the Recommendation section of this report.
- e. **Trails**—In a memorandum dated April 26, 2019 (Shaffer to Bishop), incorporated herein by reference, the Transportation Planning Section analyzed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation*. It was noted that two master plan trails impact the subject site. A shared use sidepath is recommended along MD 202 and a shared used sidepath and designated bike lanes are recommended along Lottsford Road. The submitted site plan generally complies with the master plan and the previous conditions of approval. The trail issues have either been addressed through revisions to the plans or through conditions included in the Recommendation section of this report

- f. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated April 22, 2019 (Sun to Bishop), incorporated herein by reference, DPR provided an analysis of the DSPs conformance with the previous conditions of approval, that have been incorporated into the findings of this report, and it is noted that on-site private recreational facilities will be used to satisfy the recreational requirement for the residential portion of the development.
- g. **Permits**—In a memorandum dated April 25, 2019 (Jacobs to Bishop), incorporated herein by reference, the Permit Review Section provided comments that have either been addressed through revisions to the plans or through conditions included in the Recommendation section of this report.
- h. **Environmental Planning**—In a memorandum dated April 29, 2019 (Reiser to Bishop), incorporated herein by reference, the Environmental Planning Section provided a comprehensive analysis of the DSPs conformance with all applicable environmental-related conditions attached to previous approvals, and a discussion of the DSPs conformance with the WCO has been included in above findings. Additional comments are as follows:

Specimen Trees

TCP applications are required to meet all of the requirements of Subtitle 25, Division 2 which includes the preservation of specimen trees, Section 25-122(b)(1)(G). Every effort should be made to preserve the trees in place, considering the different species’ ability to withstand construction disturbance (refer to the Construction Tolerance Chart in the Environmental Technical Manual for guidance on each species’ ability to tolerate root zone disturbances).

A variance from Section 25-122(b)(1)(G) was granted with the PPS for the removal of the site’s four existing specimen trees. The required findings of Section 25-119(d) were adequately addressed for the removal of specimen trees with PPS 4-18007.

Stormwater Management

SWM Concept Plan (38393-2018-00) was submitted with the subject application, which includes 44 micro-bioretenion areas, a bioswale, and an underground facility. No additional information regarding SWM is needed.

The Environmental Planning Section recommends approval of DSP-18024 and TCP2-037-2017-03 subject to one condition that has been included in the Recommendation section of this technical staff report.

- i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not provide comments on the subject application.
- j. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not provide comments on the subject application.
- k. **Prince George’s County Health Department**—At the time of the writing of this technical staff report, the Health Department did not provide comments on the subject application.

- l. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not provide comments on the subject application.
 - m. **Verizon**—At the time of the writing of this technical staff report, Verizon did not provide comments on the subject application.
 - n. **Baltimore Gas and Electric Company (BG&E)**—At the time of the writing of this technical staff report, BG&E did not provide comments on the subject application.
15. Based on the foregoing, and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will, if approved with the proposed conditions below, represent 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.
16. As required by Section 27-285(b)(2) of the Zoning Ordinance, the DSP is required to be in conformance with the approved CSP-10004. However, it is noted that Council Bill CB-83-2015 amended Section 27-282, Submittal Requirements, to allow the DSP to amend the CSP, which is discussed in Finding 9. Therefore, the DSP can be found to be in general conformance with the CSP.
17. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:

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).

There are regulated environmental features on-site. In accordance with the review by the Environmental Planning Section (Reiser to Bishop, dated April 29, 2019), it is noted that the regulated environmental features on the subject property have been preserved and/or restored in a natural state to the fullest extent possible as no new impacts beyond those approved with PPS 4-18007, are proposed.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-18024, Alternative Compliance AC-19003, and Type 2 Tree Conservation Plan TCP2-037-2017-03 for Woodmore Overlook, Commercial, subject to the following conditions:

- 1. Prior to certification, the applicant shall revise the detailed site plan (DSP), as follows or provide the specified documentation:
 - a. Revise the acreage provided in the tree canopy coverage schedule to reflect the acreage approved with the preliminary plan of subdivision.
 - b. Provide a schedule of bicycle parking and bicycle rack details.

- c. Provide details and specifications for the proposed lighting on Parcels 3 and 6, and clearly show the height of the proposed light poles in the parking area.
- d. Provide a signage schedule and the details and specifications of the individual building mounted signs on Parcel 3 showing the dimension, type, and method of illumination of each sign.
- e. Provide a list and cost estimate of the proposed private recreational facilities on the DSP and revise the recreational facilities spreadsheet in accordance with the values and multiplier provided in the *Park and Recreation Facilities Guidelines*.
- f. Revise the floor area ratio note to remove the commercial square footage on Parcels 1, 2, 4, and 5.
- g. Revise the site plan to show the driveway between Parcels 1 and 3 as constructed to the western property line with no retaining wall at the end.
- h. Revise the General Note 8 to reflect the 4,649 square feet of nonresidential development proposed with this detailed site plan.
- i. Clearly label all property lines and bearings and distances.
- j. Revise Parcel 2 to be consistent with the approved preliminary plan of subdivision, ensuring it is sized adequately to support access and development.
- k. Provide an 8-foot wide shared use path along the subject site's entire frontage of MD 202 (Landover Road), unless modified by the Maryland State Highway Administration.
- l. Provide a 5-foot sidewalk and designated bike lanes along the subject site's entire frontage of Ruby Lockhart Boulevard, unless modified by Prince George's County Department of Permitting, Inspections and Enforcement/Prince George's County Department of Public Works and Transportation.
- m. Provide a minimum of 3 bicycle spaces at the gas station with the food and beverage store and a minimum of 15 bicycle parking spaces at the multifamily residential building.
- n. Provide an additional sidewalk connection on Parcel 6 along the east side of Grand Way Boulevard in the vicinity of the garage parking.
- o. Provide the method of erecting the various building signs, pursuant to Section 27-596(c)(4) of the Zoning Ordinance.
- p. Relocate the loading space on Parcel 6 to a more appropriate location that does not obstruct traffic, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
- q. Provide floorplans of the multifamily building demonstrating the proposed bike storage and internal recreational facilities, with details of any equipment.

- r. Revise the Type 2 tree conservation plan, to match previously approved TCP2-037-2017-02 for rough grading. The plans shall be in conformance with all technical requirements found in Subtitle 25 and the Environmental Technical Manual.
 - s. Revise the note on the Section 4.6 schedule to be consistent with the alternative compliance note on the Section 4.2 schedule.
 - t. Revise the Section 4.6 schedule to identify the minimum width of the provided bufferyard, as reflected in this alternative compliance.
 - u. Revise the landscape plan to correctly label the Section 4.6 bufferyard.
2. At time of detailed site plan for Parcels 4 and 5, the applicant shall consider sidewalk access to connect Parcel 6 with the uses on Parcels 4 and 5 and the sidewalks along Grand Way Boulevard.
 3. Prior to issuance of the final certificate of occupancy for the multifamily building, all on-site recreational facilities and amenities shall be completed and verified by the Maryland-National Capital Park and Planning Commission.

ITEM: 6

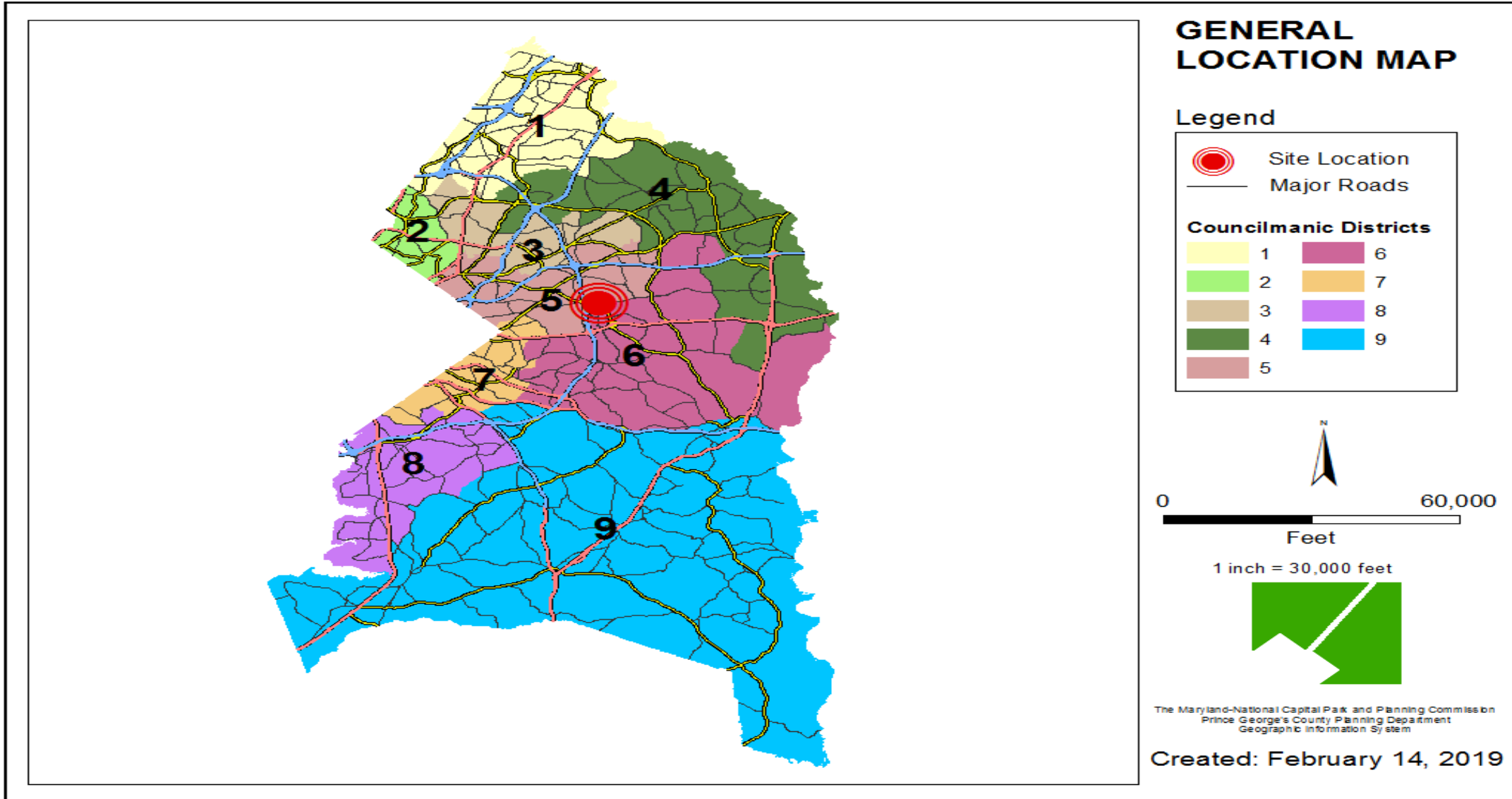
CASE: DSP-18024

WOODMORE OVERLOOK COMMERCIAL

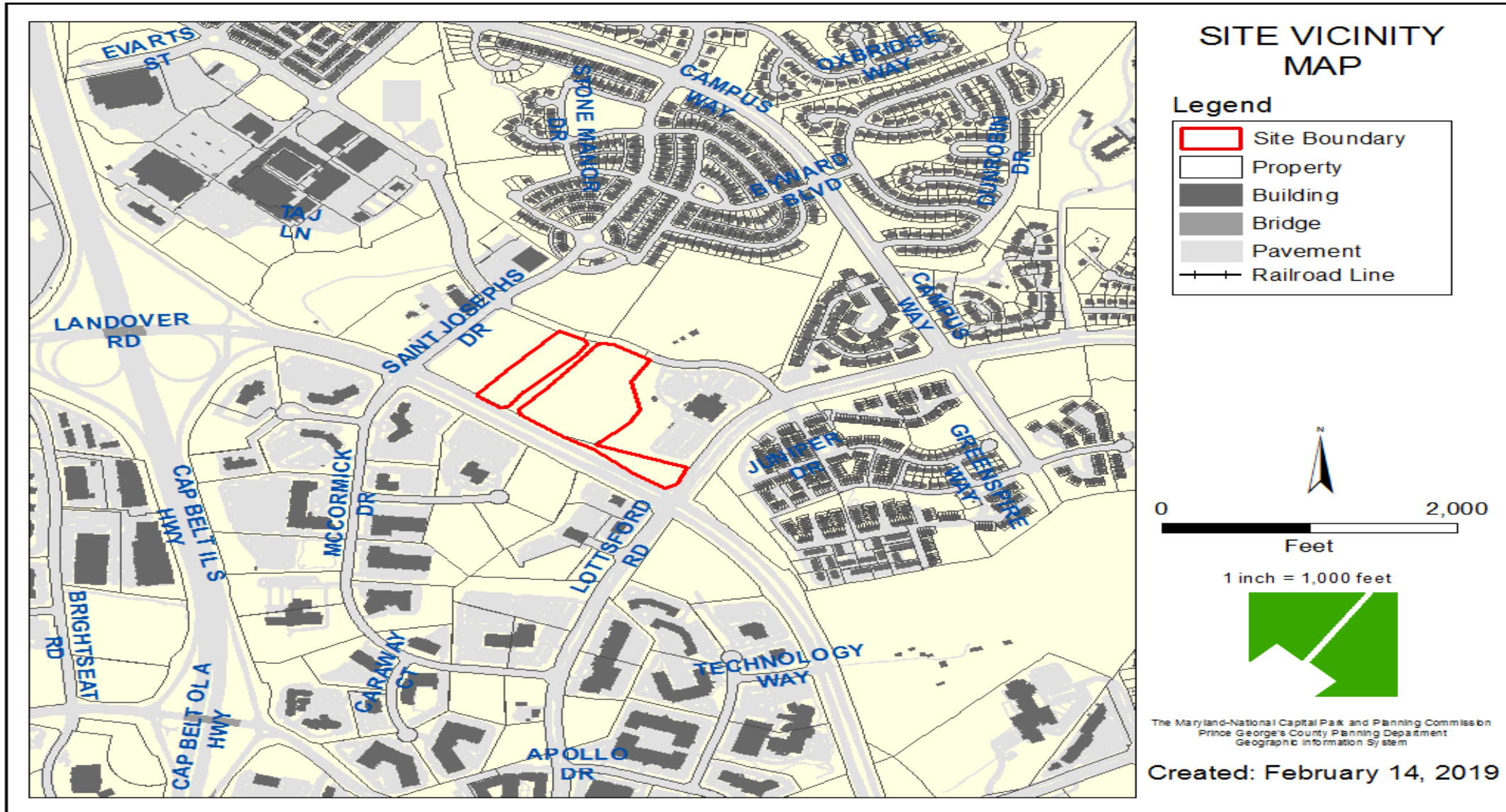
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



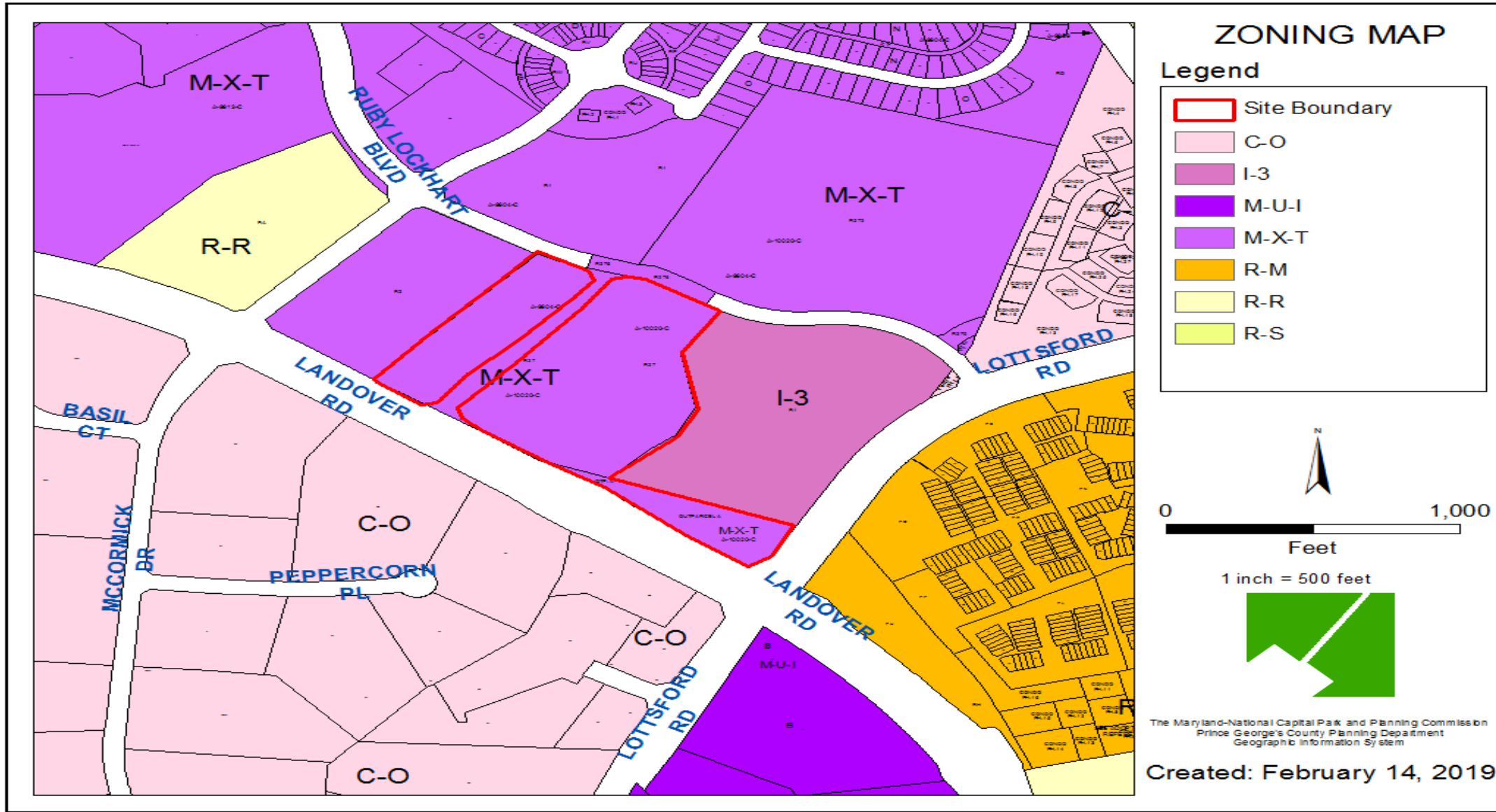
GENERAL LOCATION MAP



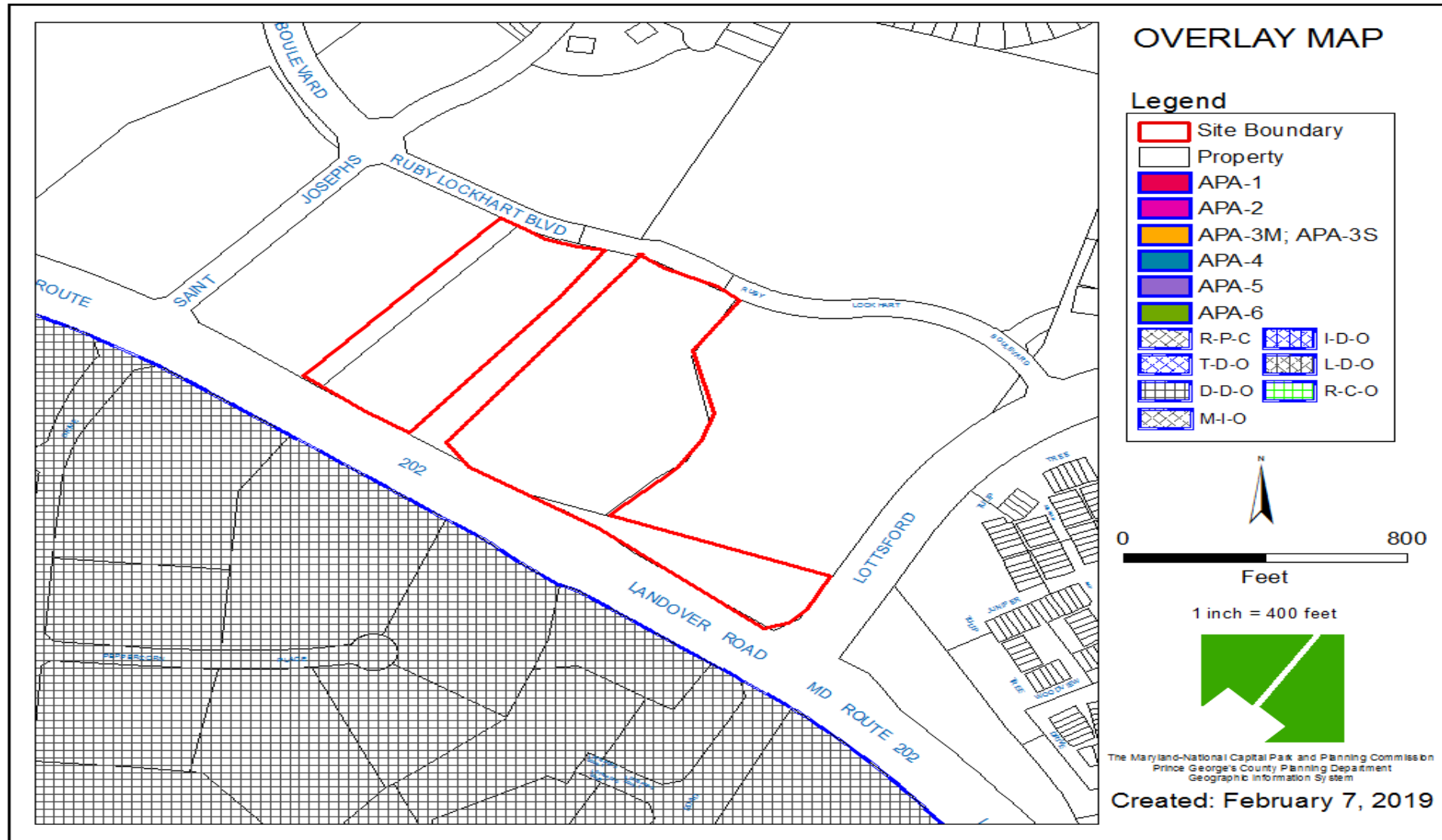
SITE VICINITY



ZONING MAP



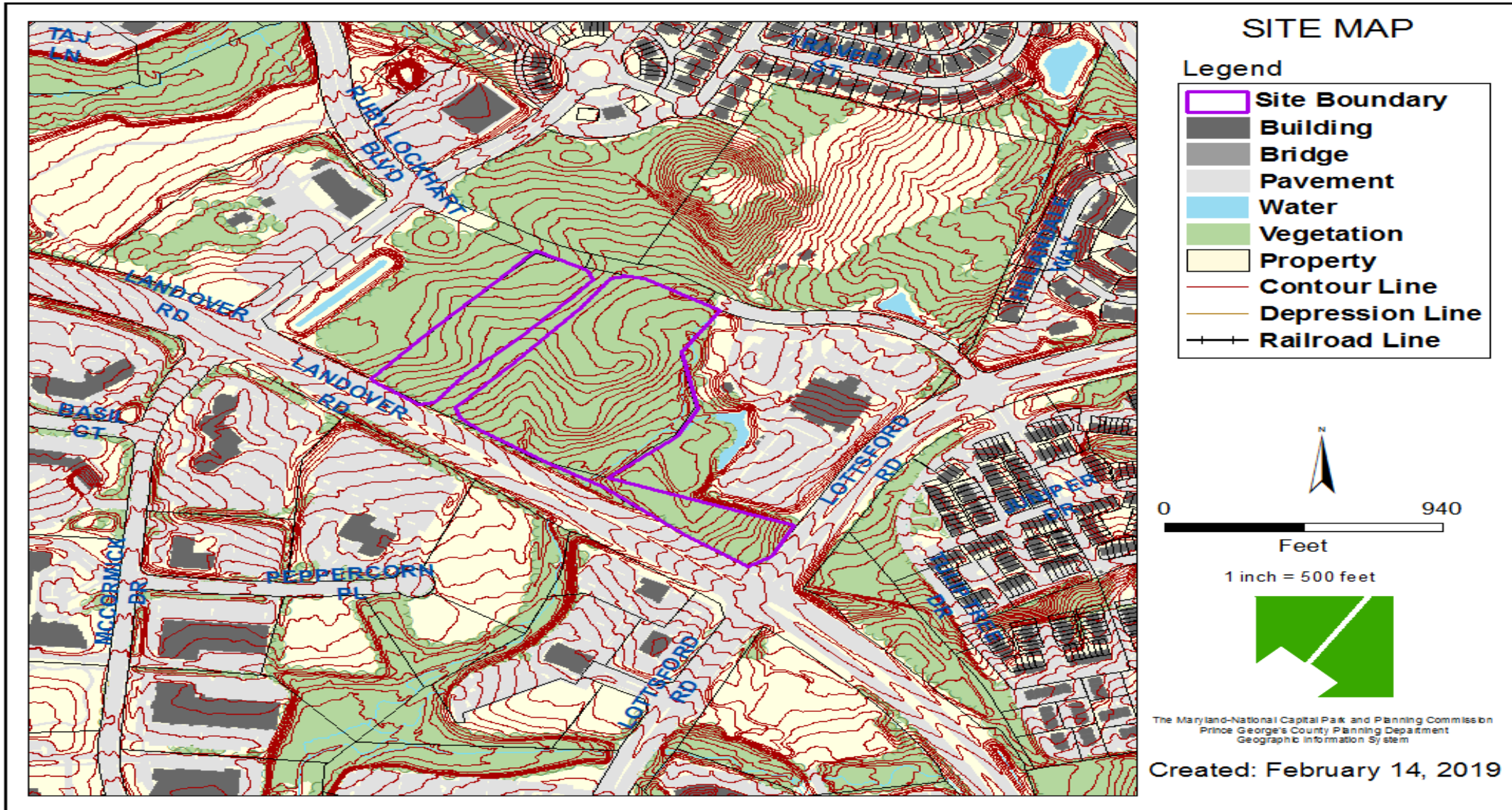
OVERLAY MAP



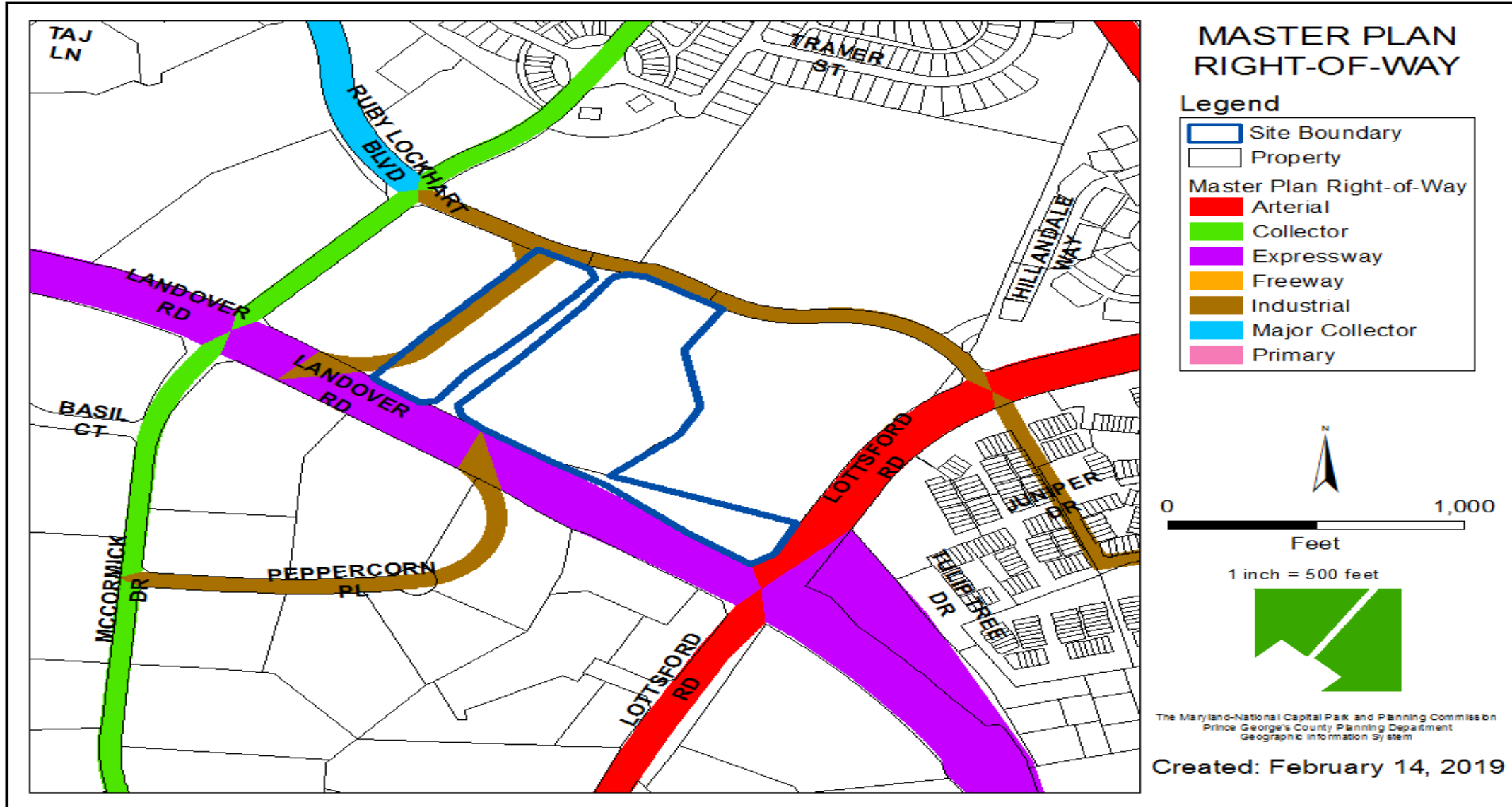
AERIAL MAP



SITE MAP



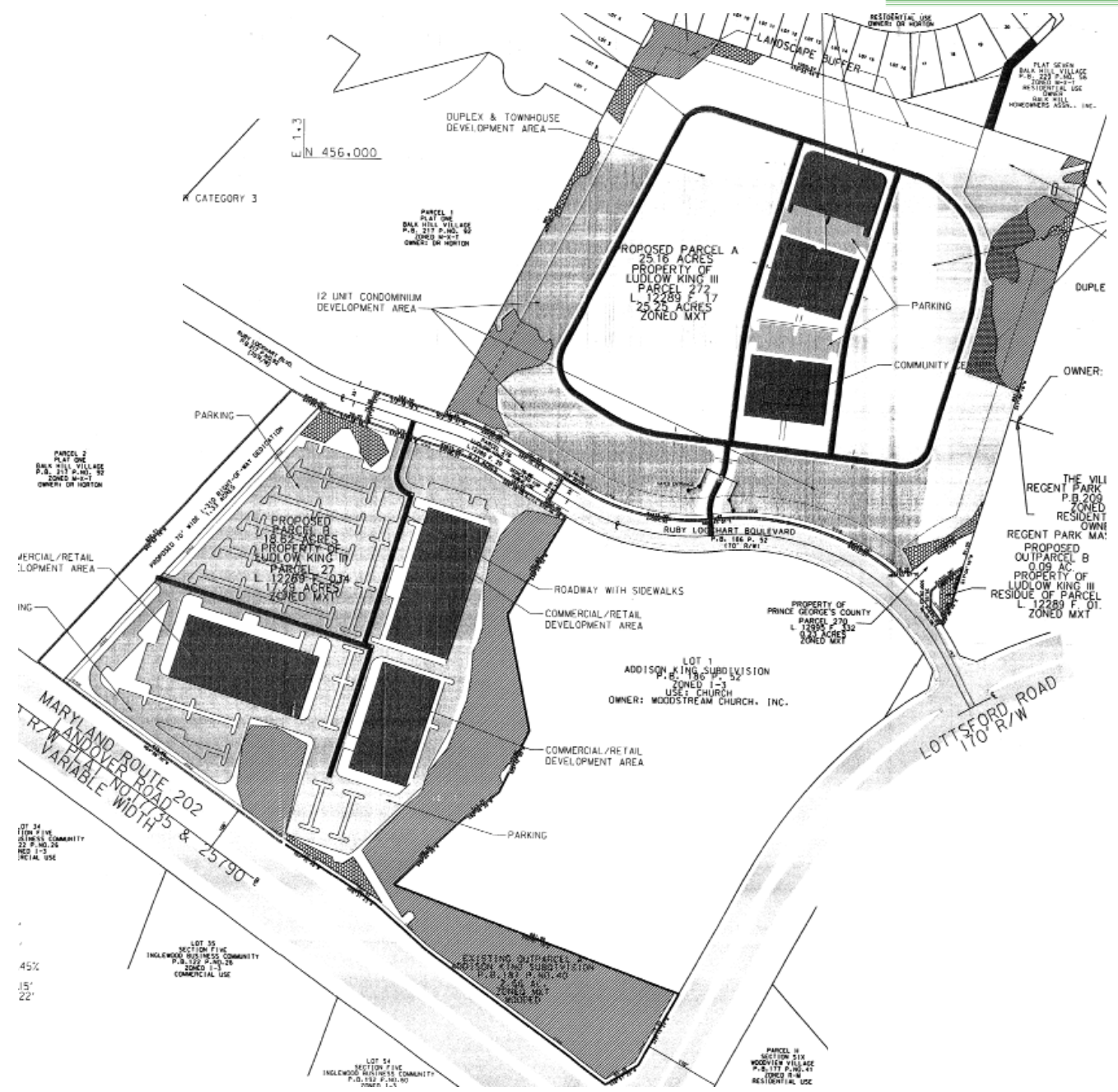
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



CSP-10004

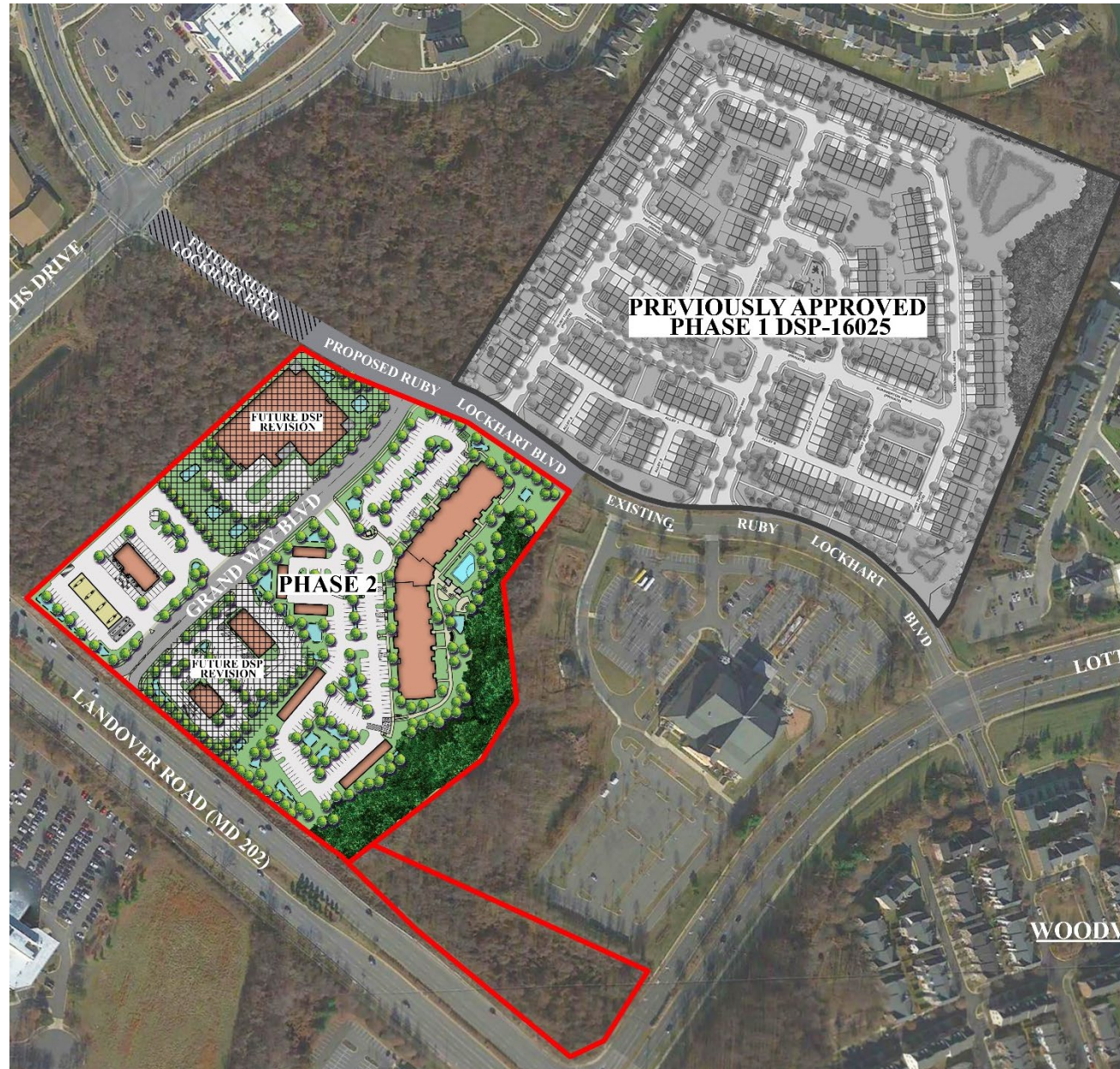


LEGEND

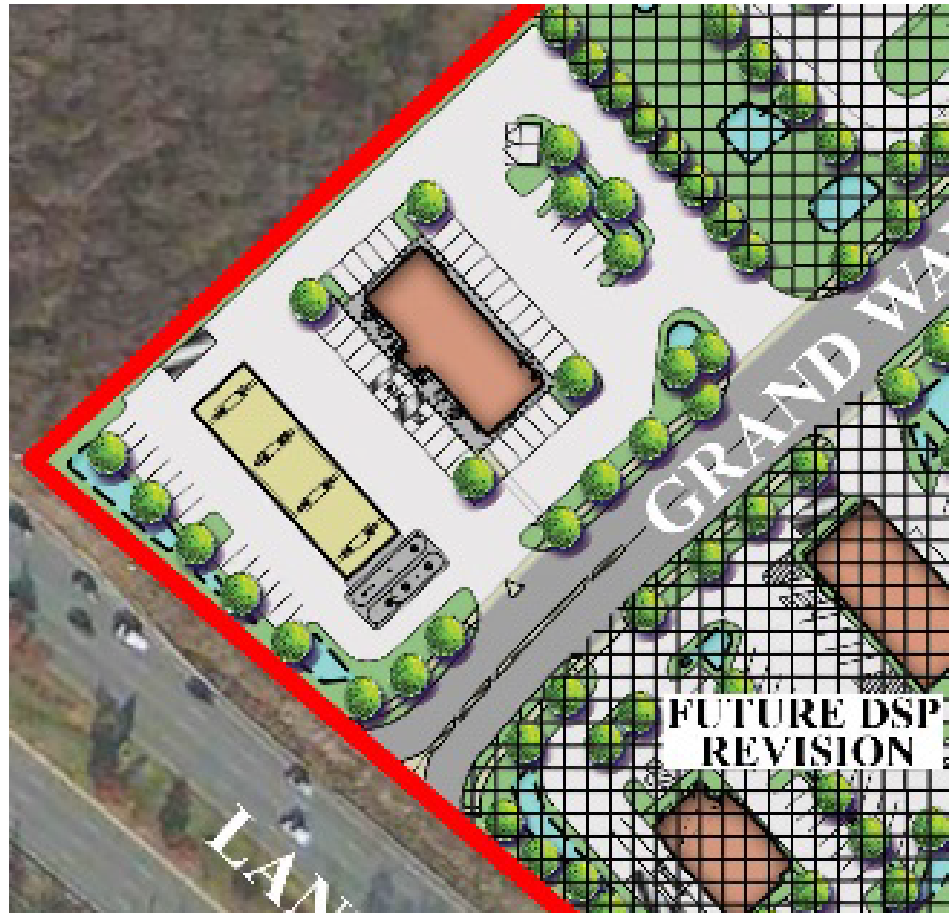
- DUPLEX & TOWNHOUSE DEVELOPMENT
- 12 UNIT CONDOMINIUM DEVELOPMENT
- COMMERCIAL & RETAIL DEVELOPMENT
- PARKING AREA
- RECREATIONAL FACILITY
- COMMUNITY CENTER
- NON-TYPICAL WALKWAY LIMIT
- EXISTING PAVING
- TREE PRESERVATION AREA
- PRIVATE ROADWAY WITH SIDEWALKS OR BIKE LANE
- PRIVATE ROADWAY WITH SIDEWALKS OR BIKE LANE TO BE SIGNED TO THE STREET
- SIDEWALK
- BIKE LANE



OVERALL ILLUSTRATIVE SITE PLAN



ILLUSTRATIVE SITE PLAN - PARCELS 3 AND 6



ARCHITECTURE AND SIGNAGE, PARCEL 6



- ROOFLINE 00'-00"
- THIRD FLOOR 30'-00"
- SECOND FLOOR 20'-00"
- FIRST FLOOR 10'-00"
- GROUND FLOOR 0'-00"



- ROOFLINE 00'-00"
- THIRD FLOOR 30'-00"
- SECOND FLOOR 20'-00"
- FIRST FLOOR 10'-00"
- GROUND FLOOR 0'-00"

NORTH ELEVATION



- ROOFLINE 00'-00"
- THIRD FLOOR 30'-00"
- SECOND FLOOR 20'-00"
- FIRST FLOOR 10'-00"
- GROUND FLOOR 0'-00"

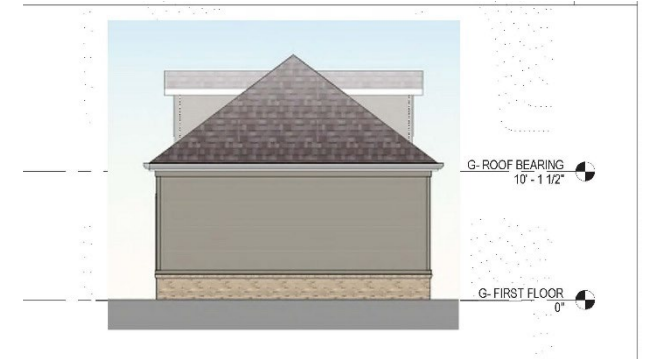


- ROOFLINE 00'-00"
- THIRD FLOOR 30'-00"
- SECOND FLOOR 20'-00"
- FIRST FLOOR 10'-00"
- GROUND FLOOR 0'-00"

SOUTHEAST ELEVATION



ARCHITECTURE AND SIGNAGE, PARCEL 6



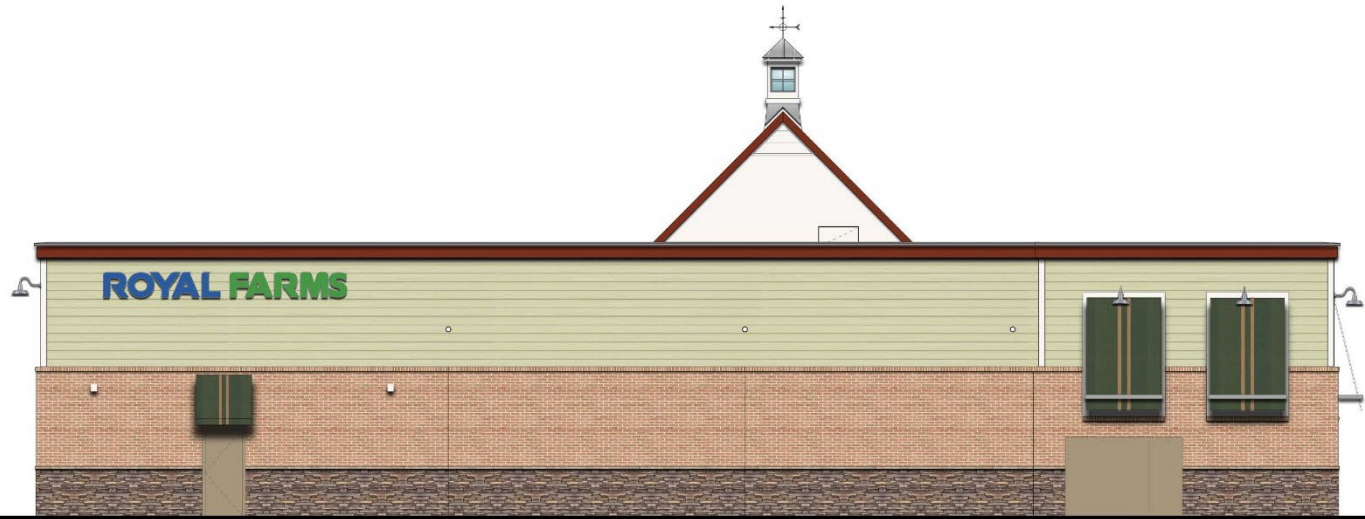
ARCHITECTURE AND SIGNAGE, PARCEL 3



Front Elevation



Right Elevation

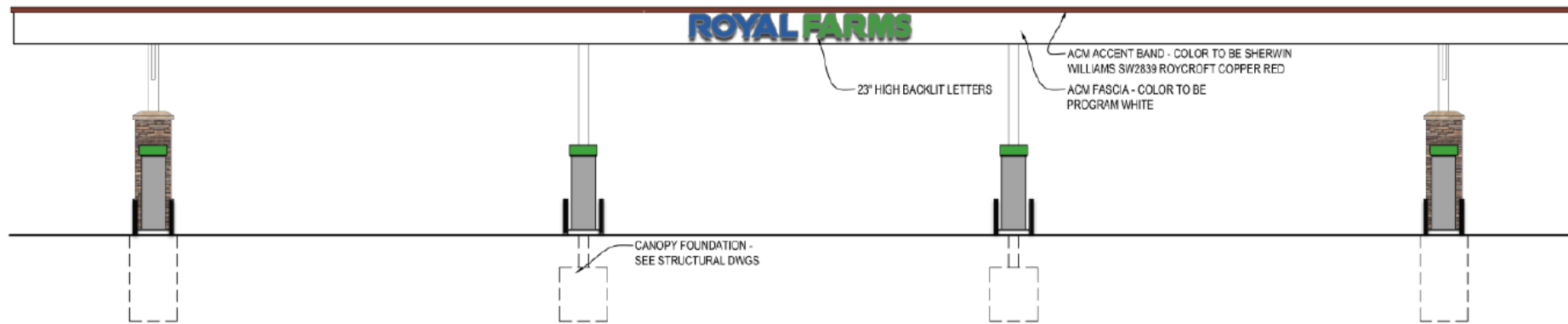
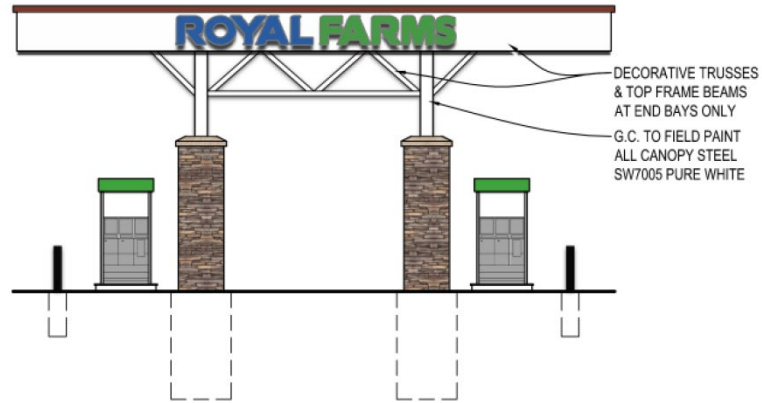


Rear Elevation



Left Elevation

CANOPY AND SIGNAGE, PARCEL 3



Case No.: A-10020-C

Applicant: Ludlow King, III

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 6 - 2010

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland.

WHEREAS, Application No. A-10020 was filed for property described as 46.2 acres of land in the I-3 Zone, located in the northwest quadrant of the intersection of Lottsford Road and Landover Road (MD 202), identified as 9700 Ruby Lockhart Boulevard and 9800 Old Landover Road, Landover, Maryland, to rezone the property to the M-X-T Zone; and

WHEREAS, the application was advertised and the property posted prior to public hearing, in accordance with all requirements of law; and

WHEREAS, the application was reviewed by the Technical Staff and the Planning Board, which filed recommendations with the District Council; and

WHEREAS, a public hearing was held before the Zoning Hearing Examiner; and

WHEREAS, the Zoning Hearing Examiner's recommendations were duly filed with and considered by the District Council; and

WHEREAS, having reviewed the record in this case, the District Council has determined, based on consideration of the entire record, that the subject property should be rezoned to the M-X-T Zone; and

WHEREAS, as the basis for this action, the District Council adopts the recommendations of the Zoning Hearing Examiner as its findings and conclusions in this case.

WHEREAS, to protect adjacent properties and the general neighborhood, approval of the M-X-T Zone is granted subject to conditions.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, is hereby amended by rezoning the property that is the subject of Application No. A-10020 from the I-3 Zone to the M-X-T Zone.

SECTION 2. The rezoning approved herein is subject to the following conditions:

1. The applicant shall observe these recommendations should be observed during the preparation and review of the Conceptual Site Plan (CSP):
 - a. The site plan shall provide adequate open space at the perimeter, as determined by the Urban Design Section, to serve as a buffer between the project and adjacent lower-density residential development and the church.
 - b. Wherever possible, living areas shall be linked to community facilities, transportation facilities, employment areas, and other living areas by a continuous system of pedestrian walkways and bike trails utilizing the open space network.
 - c. Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect existing residential areas, particularly those interfaces with the multifamily buildings in Phase 1 and that adjoining the church in Phase 2.
2. All future submissions for development activities on the subject property shall contain the following:

- a. A signed Natural Resources Inventory (NRI).
 - b. A Tree Conservation Plan that covers the entire subject property.
3. At the time of CSP review, the Applicant and staff of the Department of Parks and Recreation shall develop a mutually acceptable package of parkland, outdoor recreational facilities, fees, or donations to meet the future needs of the residents of the planned retirement community.
4. The Conceptual Site Plan shall show right-of-way along I-308 (Ruby Lockhart Boulevard) and I-310 (the ramp/roadway linking Ruby Lockhart Boulevard and MD 202) consistent with Master Plan recommendations. This right-of-way shall be shown for dedication at the time of Preliminary Plan of Subdivision.
- 5.a. Total development within the subject property shall be limited to uses which generate no more than 514 AM and 963 PM peak-hour vehicle trips. Any development generating a greater impact shall require an amendment of conditions with a new determination of the adequacy of transportation facilities.
- 5.b. The applicant shall make these improvements:
 - (1) MD 202 at Saint Joseph Drive – Provide a third southbound left-turn lane along the southbound MD 202 approach.
 - (2) MD 202 at Lottsford Road – (i) Convert the existing eastbound right-turn lane to a shared through/right-turn lane; (ii) Convert the westbound shared through/left turn lane to left-turn only (maintaining two (2) through lanes and two (2) left-turn lanes; (iii) Change the existing split-signal phasing to concurrent phasing on the Lottsford Road approaches; and (iv) Modify the median and signals accordingly, as required by the operating agency.
 - (3) Lottsford Road at Campus Way North – Provide a second southbound left-turn-lane along Campus Way.
6. All required transportation facility improvements shall be determined at the time of subdivision approval.
7. Prior to the issuance of any commercial building permits within the subject property under Phase II, all required road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the

operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency.

8. Prior to the approval of the initial Detailed Site Plan, the Applicant shall submit an acceptable traffic signal warrant study to the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Lottsford Road and Ruby Lockhart Boulevard/Palmetto Drive. The Applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T, and examine alternatives to signalization for reducing delays from the minor street approaches. If signalization or other traffic control improvements are deemed warranted at that time, the Applicant shall bond the improvements with DPW&T prior to the release of any building permits within the subject property, and complete installation at a time when directed by DPW&T. Such installation shall also include the restriping and/or minor widening of the northbound Palmetto Drive approach to provide two approach lanes to the intersection.
9. Prior to the approval of the initial commercial Detailed Site Plan under Phase II, the Applicant shall submit an acceptable traffic signal warrant study to the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Ruby Lockhart Drive and the commercial access. The Applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T, and examine alternatives to signalization for reducing delays from the minor street approaches. If signalization or other traffic control improvements are deemed warranted at that time, the Applicant shall bond the improvements with DPW&T prior to the release of any commercial building permits under Phase II, and complete installation at a time when directed by DPW&T.
10. There shall be no direct driveway access between the subject property and Landover Road (MD 202).
11. The Applicant shall provide eight-foot wide sidewalks and designated bike lanes along both sides of the subject site's portion of Ruby Lockhart Boulevard (consistent with approvals for the Woodmore Town Center), unless modified by DPW&T.

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall take effect initially on the date of its enactment, and shall become final and effective when the applicant accepts in writing the conditions in Section 2.

Enacted this 12th day of July, 2010, for initial approval, by the following vote:

In Favor: Council Members Dernoga, Bland, Campos, Harrison, Knotts, Olson, Turner

Opposed:

Abstained:

Absent: Council Members Dean and Exum

Vote: 7-0

COUNTY COUNCIL OF PRINCE
GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL
FOR THAT PART OF THE MARYLAND-
WASHINGTON REGIONAL DISTRICT IN
PRINCE GEORGE'S COUNTY,
MARYLAND

BY: _____
Thomas E. Dernoga, Chair

ATTEST:

Redis C. Floyd
Clerk of the Council

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

FINAL CONDITIONAL ZONING APPROVAL

AN ORDINANCE to incorporate the applicant's acceptance of conditional zoning and to grant final conditional zoning approval.

WHEREAS, the District Council in approving Application No. A-10020-C, to rezone the subject property from the I-3 Zone to the M-X-T Zone, attached conditions; and

WHEREAS, the District Council, having reviewed the application and the administrative record, deems it appropriate to accept the applicant's consent to the conditions and to approve final conditional rezoning.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. Final conditional zoning approval of Application No. A-10020-C is hereby granted. The applicant's written acceptance of the conditions referred to above, at the time of initial conditional zoning approval, is hereby incorporated into this amendment of the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland.

SECTION 2. Use of the subject property as conditionally reclassified shall be subject to all requirements in the applicable zones and to the requirements in the conditions referred to above. Failure to comply with any stated condition shall constitute a zoning violation and shall be sufficient grounds for the District Council to annul the rezoning approved herein; to

revoke use and occupancy permits; to institute appropriate civil or criminal proceedings; or to take any other action deemed necessary to obtain compliance.

SECTION 3. This Ordinance is effective August 6, 2010, the date of receipt of the applicant's acceptance of the conditions imposed.

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S COUNTY,
MARYLAND

BY: _____
Thomas E. Dernoga, Chair

ATTEST:

Redis C. Floyd
Clerk of the Council



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-4366
 www.mncppc.org/pgco

PGCPB No. 11-116

File No. CSP-10004

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on December 8, 2011, regarding Conceptual Site Plan CSP-10004 for King Property, the Planning Board finds:

1. **Request:** The subject conceptual site plan (CSP) proposes to construct a 929,000 square-foot mixed-use residential/commercial development in two phases. Phase 1 includes 525,000 square feet of residential development for a planned residential retirement community, while Phase 2 includes 404,000 square feet of retail and office space.

2. **Development Data Summary:**

Zone(s) Use(s)	EXISTING	APPROVED
	M-X-T Vacant	M-X-T Residential, Office/Commercial
Net Tract Area	45.93	43.87
Square Footage/GFA	0	404,000 sq. ft. office/commercial 525,000 sq. ft. residential
Dwelling Units:		
Duplexes	0	72±
Townhomes	0	40±
Multifamily Units	0	96±

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

Base Density	0.4 FAR
Residential	1.0 FAR
Total FAR Permitted	1.4 FAR
Total FAR Proposed:	0.46 FAR

3. **Location:** The subject 45.93 acre property is located on Tax Map 60 in Grid E-3, and comprises Parcels 27, 276, 272, 270 and Outparcel A. It is located in the northwest quadrant of the intersection of Lottsford Road with Landover Road (MD 202), with additional frontage along both the north and south sides of Ruby Lockhart Boulevard. The property is located in Planning Area 73 within the Developing Tier.
4. **Surrounding Uses:** North of existing Parcel 272 of the subject property are single-family homes in the M-X-T (Mixed-Use-Transportation Oriented) Zone (Balk Hill Village). East of existing

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Page 3

The retirement community is proposed as a condominium development. The applicant indicated that one of the purposes of the development is to provide a large percentage of common area. As a condominium community, the development will provide for common maintenance of all of the grounds and yards around buildings to reduce the burden of landscape upkeep on residents.

(a) Development Standards

While the conceptual site plan does not propose specific architectural guidelines it does propose some development standards as described below:

Standards for Townhouses and Duplexes

Minimum distance between buildings	10 feet
Minimum width of individual dwelling unit	22 feet
Minimum finished living area	1,500 square feet

Standards for Multifamily Buildings (12-plex apartments)

Minimum distance between two buildings	20 feet
Minimum distance from building to property line	50 feet
Minimum distance from building to parking lot	5 feet
Percent of façade that shall be full brick	60 percent
Minimum green space	45 percent

Of the development standards proposed, the Planning Board has the most concern about the minimum distances between buildings proposed by the applicant. A ten-foot distance between groupings of townhouses or duplexes does not provide adequate space between buildings to accommodate foundation plantings and ornamental trees. The Planning Board finds that the minimum distance between groupings of townhomes or duplexes shall be increased to 15 feet. The need for additional distance between buildings will be evaluated at time of detailed site plan. Limited reductions in the distances between buildings may be permitted with adequate justification, and a finding that the reduction will not negatively impact the site design.

(b) Architectural Guidelines

The Planning Board finds that the applicant has not proposed comprehensive architectural guidelines for development of the residential community. In lieu of having architectural guidelines, the Planning Board adopts the following architectural considerations be addressed at time of detailed site plan review:

The applicant shall provide a variety of housing options for future residents of the age-restricted community, including housing options that do not require an intensive use of stairs. The applicant shall also demonstrate that a satisfactory proportion of the housing is handicap accessible. The

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Phase 2: Commercial and Retail Development Area

The section of the site south of Ruby Lockhart Boulevard proposes to contain two three-story and one five-story office/retail buildings with a combined square footage of 404,000 square feet. Access is envisioned from Ruby Lockhart Boulevard for both development parcels.

The Planning Board finds that as currently proposed the design of the commercial retail complex does not have a central organizing theme. The buildings do not appear to have a strong relationship with each other or the adjacent roads, Ruby Lockhart Boulevard or MD 202. At time of detailed site plan the layout of these buildings shall be reconsidered when information about the necessary parking ratio is obtained. These buildings shall have a strong relationship with each other and the street. The buildings shall also be organized to provide a quality public space that will provide a pleasant outdoor setting for employees and visitors.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The requirements of the Zoning Ordinance:** The Planning Board finds that the subject conceptual site plan (CSP) complies with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.

a. The Planning Board finds that the subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs uses in mixed use zones.

(1) All types of office and research, many types of retail, and eating and drinking establishments are permitted in the M-X-T Zone. The submitted conceptual site plan proposes office and retail space, and residential development.

Residential uses are permitted in the M-X-T Zone, with the following footnote:

Section 27-547(b), Footnote 7

Except as provided in Section 27-544(b), for development pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, the number of townhouses shall not exceed 20% of the total number of dwelling units in the total development. This townhouse restriction shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000.

The Planning Board finds that the townhouse restriction does apply to the subject property. The applicant proposes approximately 210 residential units, of which 40

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- (2) As discussed in Section 27-274(a)(11)(A), Townhouses and three-family dwellings, preservation of existing trees is encouraged.

Section 27-274(a)(11), Townhouses and three-family dwellings,

- (A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.

The conceptual site plan identifies opportunities, however limited, for the preservation of existing tree stands. Most of the preservation is proposed at the perimeter of the site, due the necessity of the applicant to grade the interior of the sloping development parcels. The Planning Board finds that additional opportunities for tree preservation shall be reviewed at the time of detailed site plan once a Type 2 Tree Conservation Plan is submitted.

- (3) The applicant proposes a central recreational area for the entire retirement community. In accordance with Section 27-274(a)(11)(C), the recreational facilities are separated from dwelling units. This has been done through the proposal of a private driveway around the central recreational area with club house. The one-family semi-detached units and townhomes front the private driveway and recreational area.

d. Section 27-548 (h) includes additional regulations for townhouses in the M-X-T Zone. The applicant proposes townhouses, duplexes, and multifamily buildings on existing Parcel 272. The Planning Board adopts the following findings:

- (1) The following section addresses required lot sizes for townhomes in an M-X-T proposal.

Section 27-548(h)

Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand eight hundred (1,800) square feet in size...

The applicant is not proposing townhouses on private lots, but rather the applicant is proposing townhouses as a part of one condominium regime. The Planning

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24-574(b). The conceptual site plan is not required to include detailed parking rate information. At time of detailed site plan review, adequate parking shall be demonstrated for the residential and commercial portions of the development. Sufficient visitor parking shall also be demonstrated. The Planning Board recommends that on-street parking be accommodated within portions of the retirement community, as deemed appropriate at the time of detailed site plan, in consultation with Urban Design and Transportation Planning staff.

f. The subject application is in conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a conceptual site plan in the M-X-T Zone. The Planning Board finds that the requirement of Section 27-546(d) have been met as follows:

(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(a) include the following:

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

The subject application proposes both employment and living opportunities in close proximity to a major intersection (Landover Road and Lottsford Road). The Planning Board finds that the variety and quality in housing combined with the proposed commercial uses will generate increased tax revenues for the county by locating development at a major intersection along a recognized corridor.

(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 1990 Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73, recommends employment-related development for this site; therefore the Planning Board finds that the development plan conforms to the vision established within the master plan. Focusing the mixed-use community near the metro and the Beltway maximizes the development potential of the property.

(3) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of**

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architecture of the buildings, entrance features and landscape plantings. The visual character of the development will be under close examination at time of detailed site plan review. The Planning Board finds that buildings shall be designed with high quality detailing and design variation. They shall be appropriate in scale with their location. The architecture, street furniture, landscape treatment, signage, and other elements shall be coordinated to give the development a distinctive visual character.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;**

A number of factors help to make this design a multipurpose energy-efficient plan. The number of proposed residential units and the concentration of a portion of them in multifamily complexes allow for economies of scale in the construction process and for the municipal services required to serve the residents. The Planning Board finds that the mixture of uses proposed could provide some employment opportunities for those residents of the retirement community who continue to work part or fulltime.

- (9) To permit a flexible response to the market; and**

The Planning Board finds that the project is responsive to the existing market, as it aims to meet the growing needs of retirement-aged individuals in the county.

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

The Planning Board finds that as approved, with the conditions and detailed site plan review, the applicant will be allowed freedom in architectural design to provide an attractive product for the area.

- (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 rezoned to the M-X-T Zone in 2010 through Zoning Map Amendment A-10020-C. The Planning Board finds that this requirement is not applicable to this CSP.

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Sidewalks are proposed along all internal drives within the development and along Ruby Lockhart Boulevard, which will contribute to a comprehensive pedestrian system. The Planning Board finds that if any additional roadway dedication is deemed necessary to support the indicated sidewalk widths along Ruby Lockhart, then this will be determined at time of preliminary plan of subdivision.

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

The subject application is a conceptual site plan.

- (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 Planning Board finds that the CSP is not subject to this requirement because the property was not placed in the M-X-T Zone by sectional map amendment.

- (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 approved by the applicant.

The Planning Board finds that this requirement is not applicable to this conceptual site plan.

- (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

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- a. **A signed Natural Resources Inventory (NRI).**
- b. **A Tree Conservation Plan that covers the entire subject property.**

The Planning Board finds that the above condition has been addressed. An approved Natural Resource Inventory, NRI-010-10-01 was submitted with the review package, which was approved on May 17, 2011. A Tree Conservation Plan (TCP1-001-11) that covers the entire subject property was also submitted. Environmental Planning is recommending approval of that Type 1 TCP with conditions.

3. **At the time of CSP review, the Applicant and staff of the Department of Parks and Recreation shall develop a mutually acceptable package of parkland, outdoor recreational facilities, fees, or donations to meet the future needs of the residents of the planned retirement community.**

The Planning Board finds that a mutually agreeable recreational package has been determined. The applicant has agreed to provide a donation to The Maryland-National Capital Park and Planning Commission (M-NCPPC) and private recreational facilities to meet the needs of future residents. The applicant has agreed to contribute \$165,000 to M-NCPPC to assist in the development of public recreational facilities in the vicinity of the subject project. The monies collected could be used to further enhance the nearby parks such as Regent Forest Community Park or the new Woodmore Town Center Park.

The Planning Board finds that the proposed private recreational facilities are subject to additional analysis at the time of preliminary plan and detailed site plan. Conceptually the proposed package that includes a donation and an agreement to provide on-site private recreational facilities, including a clubhouse building, meets the requirement of the rezoning, without prejudice regarding the ability of the recreational package to meet the requirements of Subtitle 24 or Subtitle 27.

The Planning Board finds that the primary private recreational facility proposed is the 10,000 square-foot clubhouse building, which proposes numerous uses of benefit to the future residents. The proposed putting greens and tennis courts are considered to be approved only in concept, as it may be determined upon more detailed review that another combination of active or passive spaces is equally, or more, beneficial to future residents.

4. **The Conceptual Site Plan shall show right-of-way along I-308 (Ruby Lockhart Boulevard) and I-310 (the ramp/roadway linking Ruby Lockhart Boulevard and MD 202) consistent with Master Plan recommendations. This right-of-way shall be shown for dedication at the time of Preliminary Plan of Subdivision.**

Facilities for the I-308 and the I-310 are shown on the conceptual site plan consistently with master plan recommendations.

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This condition sets bonding and permitting requirements for needed roadway improvements. This condition is not yet applicable, and will be enforced in the future.

8. Prior to the approval of the initial Detailed Site Plan, the Applicant shall submit an acceptable traffic signal warrant study to the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Lottsford Road and Ruby Lockhart Boulevard/Palmetto Drive. The Applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T, and examine alternatives to signalization for reducing delays from the minor street approaches. If signalization or other traffic control improvements are deemed warranted at that time, the Applicant shall bond the improvements with DPW&T prior to the release of any building permits within the subject property, and complete installation at a time when directed by DPW&T. Such installation shall also include the restriping and/or minor widening of the northbound Palmetto Drive approach to provide two approach lanes to the intersection.

This condition requires submittal of a signal warrant study at the time of the initial detailed site plan. Given that the current review is for a conceptual site plan, this condition is not yet applicable, and will be enforced in the future.

9. Prior to the approval of the initial commercial Detailed Site Plan under Phase II, the Applicant shall submit an acceptable traffic signal warrant study to the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Ruby Lockhart Drive and the commercial access. The Applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T, and examine alternatives to signalization for reducing delays from the minor street approaches. If signalization or other traffic control improvements are deemed warranted at that time, the Applicant shall bond the improvements with DPW&T prior to the release of any commercial building permits under Phase II, and complete installation at a time when directed by DPW&T.

This condition requires submittal of a signal warrant study at the time of the initial commercial detailed site plan. Given that the current review is for a conceptual site plan, this condition is not yet applicable, and will be enforced in the future.

10. There shall be no direct driveway access between the subject property and Landover Road (MD 202).

No such access is shown on the plan. The I-310 right-of-way is intended to be a public use connection between Ruby Lockhart Way and Landover Road (MD 202), and as such is not to be considered a driveway.

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required along a portion of Ruby Lockhart Boulevard, and any other roads required to be dedicated at time of preliminary plan of subdivision that front proposed non-residential uses or parking lots.

- c. **Section 4.3—Parking Lot Requirements**, specifies that proposed parking lots larger than 7,000 square feet shall be subject to Section 4.3. The CSP indicates the location of parking lots that will be subject to this requirement based on their approximate size.
- d. **Section 4.4—Screening Requirements**, 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.
- e. **Section 4.6—Buffering Development from Streets**, does not appear to apply to the subject site. Neither Landover Road, nor Ruby Lockhart Boulevard is a designated scenic or historic road in the vicinity of the subject site. Lottsford Road is a designated scenic road in the vicinity of the subject site; however, because no proposed development of the site fronts directly onto Lottsford Road, no bufferyard, Inventory of Significant Visual Features, or viewshed analysis is required.

Section 4.6 also applies when rears of single-family attached or detached dwellings are oriented towards a street of any classification (excluding alleys); or in the instance that any yard of a multifamily development is oriented toward a major collector road, arterial, freeway, or expressway. In the current conceptual layout, no rears of single-family dwellings are oriented toward a street. Multifamily buildings are proposed to front Ruby Lockhart Boulevard. Due to the fact that Ruby Lockhart Boulevard is classified as a master planned industrial road, not a major collector road, arterial, freeway, or expressway, a Section 4.6 buffer is not required between the multifamily buildings and Ruby Lockhart Boulevard.

Layout revisions, at time of detailed site plan, could affect the ultimate applicability of Section 4.6 of the *Prince George's County Landscape Manual* to the subject site.
- f. **Section 4.7—The site will be subject to Section 4.7, Buffering Incompatible Uses**. More specific information regarding the bufferyard requirements along property lines adjoining other uses will be evaluated at time of detailed site plan. A goal of Section 4.7 is to provide a comprehensive, consistent, and flexible landscape buffering system that provides transitions between moderately incompatible uses.
- g. **Section 4.9—The site will be subject to Section 4.9 of the *Prince George's County Landscape Manual***, which requires that a percentage of the proposed plant materials be native plants.
- h. **Section 4.10—Street Trees along Private Street**, provides standards for the planting of street trees along private streets in a manner that will enhance private streets both visually

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cleared for woodland conservation purposes. The plan must be revised to show and label this area as woodland counted as cleared and the worksheet must be revised to include this area in the clearing total.

A majority of the symbols shown on the TCP1 appear to be in general conformance with the standard symbols found in the Environmental Technical Manual; however, the existing treeline and the specimen trees proposed to be removed should be revised to be in conformance with the standard symbols. The existing treeline is very difficult to read and should be made darker for plan clarity. The proposed treeline should be removed from the plan and the legend because this line is easily confused with the existing treeline.

The plan currently shows notes labeled as a "maintenance plan for tree save area" and "general notes." These notes should be replaced with the standard Type 1 TCP notes available in the Environmental Technical Manual.

After all revisions have been made, have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revisions made. All recommended revisions to the Type 1 TCP are included in the Recommendations Section.

The applicant submitted revised plans on October 31, 2011, which indicates a minor modification to the Type 1 TCP. Final review of the Type 1 TCP will occur prior to signature approval of the conceptual site plan.

b. **Variance from Section 25-122(b)(1)(G)**

Effective October 1, 2009, the State Forest Conservation Act was amended to include a requirement for a variance if a specimen, champion, or historic tree is proposed to be removed. This state requirement was incorporated in the adopted WCO effective on September 1, 2010.

The Planning Board finds that TCP1 applications are required to meet all of the requirements of Subtitle 25, Division 2 which includes the preservation of specimen trees, Section 25-122(b)(1)(G). If the specimen trees on-site have a condition rating of 70 or above, every effort shall be made to preserve the trees in place, considering the different species' ability to withstand construction disturbance (refer to the Construction Tolerance Chart in the Environmental Technical Manual for guidance on each species' ability to tolerate root zone disturbances).

If there is a need to remove any of the specimen trees, a variance from Section 25-122(b)(1)(G) is required. Applicants can request a variance from the provisions of Division 2 of Subtitle 25 (the Woodland and Wildlife Habitat Conservation Ordinance or WCO) provided all of the required findings in Section 25-119(d) can be met and the request is not less stringent than the requirements of the applicable provisions of COMAR.

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If other properties include trees in similar locations and in similar condition on a site, the same considerations would be provided during the review of the required variance application.

- (C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants**

If other properties include trees in similar locations and in similar condition on a site, the same considerations would be provided during the review of the required variance application.

- (D) The request is not based on conditions or circumstances which are the result of actions by the applicant**

The applicant has taken no action to date on the subject property.

- (E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property**

The request to remove the trees does not arise from any condition on a neighboring property.

- (F) Granting of the variance will not adversely affect water quality**

Granting the variance to remove the specimen trees will not directly affect water quality because the reduction in tree cover caused by specimen tree removal is minimal. Specific requirements regarding stormwater management for the site will be further reviewed by the Department of Public Works and Transportation (DPW&T).

The Planning Board finds that the required findings of Section 25-119(d) have been adequately addressed for the removal of specimen trees numbered 2 and 3.

12. **Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage on projects that require a grading permit. Properties that are 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 45.93 acres in size, resulting in a tree canopy coverage requirement of 4.59 acres.

The Planning Board finds that during the review of the first permit, the permit plans will be required to demonstrate conformance with Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance.

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- (3) The County recently approved a set of "Complete Street" policies that are contained in the Master Plan of Transportation (MPOT). The proposal does not conflict with the county Complete Streets Policy because it provides standard sidewalks within both the residential and the office park sections of the site. At the time of detailed site plan, staff will review the parking areas for adequate striping within the paved parking areas to connect the main sidewalks together accessible parking spaces.

It is recommended that the applicant provide bicycle parking because of the proximity to the trail system and planned bicycle lanes. The specific location of any proposed bicycle parking facilities can be reviewed at the time of detailed site plan. Bicycle parking areas should be provided at each office building, and at the proposed recreational amenities area. The parking should be constructed with u-shaped bicycle racks on concrete pads and shall be reviewed at the time of detailed site plan.

- (4) The plan conforms to the required findings for approval of the conceptual site plan from the standpoint of transportation, in consideration of the requirements of Sections 27-276 and 27-546, if the application is approved with conditions.

c. **Environmental Planning**—The Planning Board adopts the following findings:

- (1) An approved Natural Resource Inventory NRI-010-10-01 was submitted with the review package, which was approved on May 17, 2011. There is primary management area (PMA) comprised of streams, wetlands, and floodplain located on this property.

The forest stand delineation (FSD) indicates the presence of one forest stand totaling 31.16 acres and five specimen trees. However, it should be noted that Specimen Tree 5 is located off-site and shown on the NRI because the Critical Root Zone is located on-site.

There is a discrepancy in gross tract site area between the approved NRI and the TCP1 as submitted because the NRI includes Parcel 270 and the TCP1 associated with the subject application does not. Rather than revising the NRI to address this issue, the site statistics table that is shown on the NRI should be shown on the TCP1 and updated to address the site statistics for the area of this application including: gross tract area, existing 100-year floodplain, net tract area, existing woodland in the floodplain, existing woodland net tract, existing woodland total, existing PMA, and regulated streams (linear feet of centerline).

Prior to certification of the conceptual site plan, the TCP1 shall be revised to include a site statistics table for the following information: gross tract area, existing 100-year floodplain, net tract area, existing woodland in the floodplain,

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e. **Historic Preservation**—The Planning Board finds that the conceptual site plan has no effect on archeological or historic resources.

- (1) The CSP proposal will have no effect on identified Historic Sites, Resources, or Districts.
- (2) A Phase 1 archeological survey was conducted on the 45.93-acre subject property located at 9700 Ruby Lockhart Boulevard in Bowie, Maryland in April and May 2009. The Phase 1 archeological survey of the King property identified three farm-related outbuildings: the base of a silo, a well, and an animal pen.

A total of 293 shovel test pits (STPs) were excavated across the site and only 13 contained cultural materials. Three archeological sites, 18PR975, 18PR976 and 18PR977, were identified in the Phase 1 survey of the King Property. All were located within the northern portion of the property. Site 18PR975 comprises a sparse scatter of green-tinted window glass. Due to the low concentration and variety of artifacts on site 18PR975, no further work was recommended in the Phase 1 report.

Site 18PR976 was the location of several extant 20th century farm outbuildings and features associated with a tenant house that was located on an adjoining property. Only three artifacts were recovered from the STPs. Due to the low concentration and variety of artifacts and the lack of research value, no further work was recommended on site 18PR976.

Site 18PR977 contained six artifacts dating to the 19th century and possibly represents a temporary residence associated with the Rose Mount plantation. Due to the lack of intact features and the low concentration of artifacts, no further work was recommended on site 18PR977.

The Planning Board finds that no additional archeological work is necessary on the King property. Four copies of the final Phase 1 report were submitted to the Historic Preservation Section and were approved on January 18, 2011.

f. **Subdivision Review**—The Planning Board adopts the following findings:

- (1) The site plan indicates that the subject property as Parcels 27, 276, 272, 270 and Outparcel A, located on Tax Map 60 in Grid E-3, zoned M-X-T, and is 45.93 acres. The site is mostly undeveloped with the exception of a barn and other farm buildings on Parcel 272.
- (2) Outparcel A was recorded in Plat Book VJ 187@40 on June 24, 1999 and is the subject of approved Preliminary Plan of Subdivision 4-97013. Parcel 270 was created by a deed conveyance to Prince George's County recorded in Liber 12955 Folio 332 in 1999, which is exempt from filing a preliminary plan of subdivision

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- h. **Maryland State Highway Administration (SHA)**—SHA provided comment on the subject proposal. MD 202 is a state-maintained highway, therefore; coordination with SHA is required. The referral discussed a number of hydraulics-related comments, which will need to be addressed by the applicant's engineer.
- i. **Verizon**—Verizon expressed a preference for a ten-foot-wide public utility easement (PUE) adjacent to all traveled/ingress-egress road ways to ensure all possible service entries are accounted for in any future design.

At time of preliminary plan of subdivision the location of public utility easements will be determined. Free and clear access for utilities will also be reviewed at time of detailed site plan. If the applicant does not propose a ten-foot public utility easement along all traveled roadways at time of preliminary plan, then the applicant shall provide verification that utility companies are in acceptance of the applicant's utility proposal at time of detailed site plan.

A detail sheet provided in the conceptual site plan, indicates that a PUE is currently proposed along Ruby Lockhart Boulevard only.

- j. **Washington Suburban Sanitary Commission (WSSC)**—WSSC provided comment on the subject conceptual site plan and detail sheets.

At time of detailed site plan the exact locations of proposed buildings and proposed water and sewer easements will be reviewed. The location of the buildings and structures in relation to WSSC easements will be required to meet WSSC standards. The referral expressed that some minimum WSSC standards are not met in the conceptual layout.

- 12. As required by Section 27-276(b)(1) of the Zoning Ordinance, the Planning Board finds that the CSP 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.
- 13. Section 27-276(b)(4) of the Zoning Ordinance provides the following required finding for approval of a conceptual site plan, as follows:

Section 27-276(b)(4)

The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible.

The Planning Board finds that the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance (LOD) shown on the tree conservation plan and impact exhibits submitted for review. The impacts approved are for the installation of a sanitary sewer line connection to an existing line on

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- a. Revise all symbols on the plan to be in conformance with the standard symbols found in the Environmental Technical Manual.
 - b. Show areas of woodland retained that are not part of the woodland conservation requirement, off-site clearing areas, and floodplain clearing areas using the standard symbols and identified with associated area labels.
 - c. Ensure that all proposed woodland conservation areas meet the minimum design criteria per Section 25-122(b).
 - d. Show all existing and proposed easements and rights-of-way as cleared, or counted as cleared.
 - e. Show areas of reforestation if proposed.
 - f. Remove the proposed treeline from the plan and the legend.
 - g. Revise the worksheet to reflect all changes made to the plan.
 - h. Replace the notes currently labeled as "maintenance plan for tree save area" and "general notes" with the standard TCP1 notes.
 - i. Revise the plan to indicate the revision to the residential entrance location.
 - j. Have the plan signed and dated by the qualified professional who prepared it.
3. At the time of detailed site plan, the following issues shall be addressed, or information shall be provided:
- a. In accordance with Section 27-548, the applicant shall illustrate that 1,800-square-foot lots for townhomes could be accommodated with the subject proposal. While the applicant shall not be required to plat those illustrative lots, the lot size provision will inform the site design process, and ensure that adequate space is allotted for the development of townhouses.
 - b. Front-loaded garages that are incorporated into any townhouse or one-family semi-detached dwelling shall be designed in accordance with Section 27-548(h) of the Zoning Ordinance, unless a variance is granted from that provision.
 - c. The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture shall be coordinated in order to enhance the visual unity of the site.
 - d. All buildings shall have articulated building façades. Separations, changes in plane and height, and the intermittent inclusion of such elements as bay windows, porches,

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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, Shoaff, Squire and Hewlett voting in favor of the motion at its regular meeting held on Thursday, December 8, 2011, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 5th day of January 2012.

Patricia Colihan Barney
Executive Director

Jessica Jones
By Jessica Jones
Planning Board Administrator

PCB:JJ:MF:arj

APPROVED AS TO LEGAL SUFFICIENCY
[Signature]
M-NCP/C Legal Department
Date 12/16/11

**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

April 2, 2019

Woodmore Overlook, LLC
4326 Mountain Road
Pasadena, MD 21122

Re: Notification of Planning Board Action on
Preliminary Plan of Subdivision 4-18007
Woodmore Overlook, LLC

Dear Applicant:

This is to advise you that, on **March 28, 2019**, the above-referenced Preliminary Plan of Subdivision was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Article 28, Section 7-116(g), of the Maryland Annotated Code, an appeal of the Planning Board's action must be filed with the Circuit Court for Prince George's County, Maryland within 30 calendar days after the date of the final notice **April 2, 2019**.

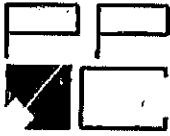
Sincerely,
James R. Hunt, Chief
Development Review Division

By: 
Reviewer

Attachment: PGCPB Resolution No. 19-32

cc: Persons of Record

MN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

PGCPB No. 19-32

File No. 4-18007

RESOLUTION

WHEREAS, Woodmore Overlook, LLC is the owner of an 18.33-acre parcel of land known as Outparcel A, Addison King Subdivision, recorded in Plat Book VJ 187-40, and Parcel 27 recorded in Prince George's County Land Records, in Liber 40521 folio 497, said property being in the 13th Election District of Prince George's County, Maryland, and being zoned Mixed Use-Transportation Oriented (M-X-T); and

WHEREAS, on December 18, 2018, Woodmore Overlook, LLC filed an application for approval of a Preliminary Plan of Subdivision for six parcels and one outparcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-18007 for Woodmore Overlook Commercial was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on March 7, 2019, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on March 7, 2019, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-001-11-03, and APPROVED a Variance to Section 25-122(b)(1)(G), and further APPROVED Preliminary Plan of Subdivision 4-18007, including a Variation from Section 24-122(a), for six parcels and one outparcel with the following conditions:

1. Prior to signature approval of this preliminary plan of subdivision, the following revisions shall be made to the plan:
 - a. Revise General Note 1 to provide the correct recording reference for Outparcel A.
 - b. Revise General Notes 5 and 12 and the zoning map detail acreage from "19.98 acres" to "18.33 acres."
 - c. Delete General Note 8.
 - d. Revise General Note 12(b) and the Parcel Area Summary Table to provide the correct floor area ratio.

- e. Revise General Note 20 to provide the correct proposed nonresidential gross floor area.
 - f. Provide the Liber/folio for the roadway dedication along MD 202 (Landover Road).
 - g. Show a 10-foot-wide public utility easement along the site's frontage of Ruby Lockhart Boulevard.
 - h. Revise General Note 12 and 20, and the parcel area summary table to reflect the square footage of commercial development proposed.
2. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 38393-2018-0 and any subsequent revisions.
 3. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73*, and Zoning Map Amendment A-10020-C, the applicant shall provide the following:
 - a. An eight-foot-wide, shared-use side path, or wide sidewalk along the site's entire frontage of MD 202 (Landover Road), unless modified by the Maryland State Highway Administration.
 - b. Standard sidewalks along both sides of Grand Way Boulevard, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation.
 - c. An eight-foot-wide sidewalk along the subject site's entire frontage of Ruby Lockhart Boulevard, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation.
 - d. Sidewalk access shall be provided from the public rights-of-way to building entrances. Internal sidewalk access will be evaluated at the time of detailed site plan.
 4. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall include a note on the final plat indicating that a variation from Section 24-122(a) of the Subdivision Regulations is approved for the location of public utility easements along MD 202 (Landover Road), pursuant to the approved preliminary plan of subdivision.
 5. Total development within the subject property shall be limited to uses which generate no more than 364 AM and 347 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

6. Prior to issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency (with improvements designed, as deemed necessary, to accommodate bicycles and pedestrians):
 - a. MD 202 at Lottsford Road: Convert the existing eastbound right-turn lane to a shared through/right-turn lane.
 - b. Lottsford Road at Campus Way North: Provide a second, southbound, left-turn lane along Campus Way.
 - c. I-310/Grand Way Boulevard: Construct the entire roadway between MD 202 and Ruby Lockhart Boulevard within the dedicated right-of-way to County standards.
7. Prior to approval of the initial commercial detailed site plan, the applicant shall submit an acceptable traffic signal warrant study to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and/or the Prince George's County Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Ruby Lockhart Drive and the commercial access. The applicant shall utilize a new 12-hour count and shall analyze signal warrants under total future traffic, as well as existing traffic, at the direction of DPW&T. If signalization or other traffic control improvements are deemed warranted at that time, the applicant shall bond the improvements with DPIE/DPW&T prior to release of any building permits under Phase II, and complete installation at a time when directed by DPIE/DPW&T.
8. Final plats shall include a plat note indicating no direct driveway access between this site and MD 202 (Landover Road).
9. The applicant and the applicant's heirs, successors, and/or assignees shall provide private on-site recreational facilities in accordance with the *Park and Recreation Facilities Guidelines*. At the time of detailed site plan, the type and siting of the facilities shall be determined, including appropriate triggers for construction.
10. The applicant and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFA) to the Development Review Division (DRD) for construction of recreational facilities on-site, for approval prior to submission of final plats for any parcels containing residential development. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the liber folio indicated on the plat prior to recordation.
11. Development of this subdivision shall be in conformance with an approved Type I Tree Conservation Plan (TCP1-001-11-03). The following note shall be placed on the final plat of subdivision:

“Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-001-11-03), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

12. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

13. Prior to approval of the preliminary plan of subdivision (PPS), the approved stormwater management concept plan and letter for the current proposal shall be correctly reflected on the Type 1 tree conservation plan and the PPS.
14. Substantial revision to the uses on the subject property that affect Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision, prior to approval of any permits.
15. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the United States, the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
16. Prior to approval of the final plat, the applicant and the applicant’s heirs, successors, and/or assignees shall grant 10-foot-wide public utility easements along the public rights-of-way of Grand Way Boulevard and Ruby Lockhart Boulevard.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George’s County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George’s County Code and the Land Use Article of the Annotated Code of Maryland.

2. **Background**—The subject property is located in the northwest quadrant of the intersection of MD 202 (Landover Road) and Lottsford Road. This preliminary plan of subdivision (PPS) includes Outparcel A, Addison King Subdivision, recorded in Plat Book VJ 187-40, and Parcel 27 recorded in Prince George’s County Land Records, in Liber 40521 folio 497. The plan contains 6 parcels and 1 outparcel for a mixed-use development including 32,930 square feet of commercial development and 164 multifamily dwelling units.

Grand Way Boulevard, an unimproved roadway, bisects Parcel 27 and was conveyed to Prince George’s County via deed Liber 41329 folio 467, recorded on September 20, 2018. The parcels approved in this application are to be accessed via Grand Way Boulevard. Outparcel 1 has no development or access.

Section 24-122(a) of the Subdivision Regulations requires that a 10-foot-wide public utility easement (PUE) be provided along the public road right-of-way. A variation was approved for the location of the PUE along MD 202, as discussed further.

A variance to Section 25-122(b)(1)(G) of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) was approved for the removal of one specimen tree, as discussed further.

3. **Setting**—The property is located on Tax Map 60 in Grids E-3 and E-4 in Planning Area 73 and is zoned Mixed Use-Transportation Oriented (M-X-T). The subject property is bounded to the northeast by Ruby Lockhart Boulevard, to the south by MD 202, and to the southeast by Lottsford Road. Adjacent property to the east is zoned Planned Industrial/Employment Park (I-3) and is developed with an institutional use. Adjacent property to the west is vacant and zoned M-X-T, as well as the property to the northeast beyond Ruby Lockhart Boulevard.
4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	EXISTING	APPROVED
Zone	M-X-T	M-X-T
Use(s)	Vacant	Residential/Commercial
Acreage	18.33	18.33
Gross Floor Area	0	32,930
Dwelling Units	0	164
Parcels	1	6
Outparcels	1	1
Variance	No	Yes Section 25-122(b)(1)(G)
Variation	No	Yes Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on January 11, 2019. The requested variation from Section 24-122(a) was accepted on December 18, 2018, and heard at the SDRC meeting on January 11, 2019, as required by Section 24-113(b) of the Subdivision Regulations.

5. **Previous Approvals**—The site is subject to Zoning Map Amendment (ZMA) A-10020-C, which was approved by the Prince George's County District Council on July 12, 2010 (Zoning Ordinance No. 6-2010). The ZMA rezoned 45.93 acres, located north and south of Ruby Lockhart Boulevard, which included Parcel 27 and Outparcel A, from the I-3 Zone to the M-X-T Zone, with 11 conditions.

The following conditions in boldface type are applicable to this PPS, followed by the findings of the Planning Board:

1. **The applicant shall observe these recommendations [should be observed] during the preparation and review of the Conceptual Site Plan (CSP):**
 - a. **The site plan shall provide adequate open space at the perimeter, as determined by the Urban Design Section, to serve as a buffer between the project and adjacent lower-density residential development and the church.**
 - b. **Wherever possible, living areas shall be linked to community facilities, transportation facilities, employment areas, and other living areas by a continuous system of pedestrian walkways and bike trails utilizing the open space network.**
 - c. **Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect existing residential areas, particularly those interfaces with the multifamily buildings in Phase 1 and that adjoining the church in Phase 2.**

This issue will be further evaluated at the time of detailed site plan (DSP) when full site details are provided; however, the submitted tree conservation plan (TCP) shows a buffer between the proposed development and the adjacent church to the east.

2. **All future submissions for development activities on the subject property shall contain the following:**
 - a. **A signed Natural Resources Inventory (NRI).**
 - b. **A Tree Conservation Plan that covers the entire subject property.**

The above condition has been addressed. A Natural Resources Inventory, NRI-010-10-03, was approved and signed on March 6, 2018. A Type 1 Tree Conservation Plan, TCP1-001-11-03, was submitted with this PPS, has been reviewed, and is discussed further.

3. **At the time of CSP review, the Applicant and staff of the Department of Parks and Recreation shall develop a mutually acceptable package of parkland, outdoor recreational facilities, fees, or donations to meet the future needs of the residents of the planned retirement community.**

Conformance to Condition 3 was evaluated at the time of conceptual site plan (CSP). A planned retirement community is no longer being proposed. The area south of Ruby Lockhart Boulevard was not contemplated for residential development at the time of CSP; therefore, the mandatory dedication for this section will stand on its own based on the proposed residential density. The required findings for adequate recreational facilities for this PPS, pursuant to Subtitle 24 of the Prince George's County Code, are being met with private on-site recreational facilities.

4. **The Conceptual Site Plan shall show right-of-way along I-308 (Ruby Lockhart Boulevard) and I-310 (the ramp/roadway linking Ruby Lockhart Boulevard and MD 202) consistent with Master Plan recommendations. This right-of-way shall be shown for dedication at the time of Preliminary Plan of Subdivision.**

This condition requires that the right-of-way for the I-308 and the I-310 facilities be shown on the CSP and shall be shown for dedication on the PPS. Both facilities are adequately shown on the submitted plan.

- 5.a. **Total development within the subject property shall be limited to uses which generate no more than 514 AM and 963 PM peak-hour vehicle trips. Any development generating a greater impact shall require an amendment of conditions with a new determination of the adequacy of transportation facilities.**

This subdivision, in combination with PPS 4-16019, is within the trip cap established with this condition.

- 5.b. **The applicant shall make these improvements:**

- (1) **MD 202 at Saint Josephs Drive—Provide a third southbound left-turn lane along the southbound MD 202 approach.**
- (2) **MD 202 at Lottsford Road—(i) Convert the existing eastbound right-turn lane to a shared through/right-turn lane; (ii) Convert the westbound shared through/left turn lane to left-turn only (maintaining two (2) through lanes and two (2) left-turn lanes; (iii) Change the existing split-signal phasing to**

concurrent phasing on the Lottsford Road approaches; and (iv) Modify the median and signals accordingly, as required by the operating agency.

- (3) Lottsford Road at Campus Way North- Provide a second southbound left turn-lane along Campus Way.**

This condition requires physical improvements at three locations within the study area. This condition is enforceable at the time of the first commercial building permit. It is noted that the conditioned improvements at MD 202 and Saint Josephs Drive have been constructed by others and that the conditioned improvements at MD 202 and Lottsford Road are to be amended pursuant to Section 27-213(a)(3)(B) of the Prince George's County Zoning Ordinance.

- 6. All required transportation facility improvements shall be determined at the time of subdivision approval.**

This condition affirms that the needed transportation improvements shall be determined at the time of subdivision approval, and that is done herein.

- 7. Prior to the issuance of any commercial building permits within the subject property under Phase II, all required road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency.**

The instant application is Phase II of the development approved with A-10020-C. This condition sets bonding and permitting requirements for needed roadway improvements. This condition is not yet applicable and will be enforced in the future.

- 8. Prior to the approval of the initial Detailed Site Plan, the Applicant shall submit an acceptable traffic signal warrant study to the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Lottsford Road and Ruby Lockhart Boulevard/Palmetto Drive. The Applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T, and examine alternatives to signalization for reducing delays from the minor street approaches. If signalization or other traffic control improvements are deemed warranted at that time, the Applicant shall bond the improvements with DPW&T prior to the release of any building permits within the subject property, and complete installation at a time when directed by DPW&T. Such installation shall also include the restriping and/or minor widening of the northbound Palmetto Drive approach to provide two approach lanes to the intersection.**

This condition requires submittal of a signal warrant study at the time of the initial DSP at Lottsford Road at Ruby Lockhart Boulevard/Palmetto Drive. That signal has been studied, determined to be warranted, and has been bonded and permitted by the County for installation.

9. **Prior to the approval of the initial commercial Detailed Site Plan under Phase II, the Applicant shall submit an acceptable traffic signal warrant study to the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Ruby Lockhart Drive and the commercial access. The Applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T, and examine alternatives to signalization for reducing delays from the minor street approaches. If signalization or other traffic control improvements are deemed warranted at that time, the Applicant shall bond the improvements with DPW&T prior to the release of any commercial building permits under Phase II, and complete installation at a time when directed by DPW&T.**

This condition requires submittal of a signal warrant study at the time of the initial commercial DSP for Ruby Lockhart Drive and the commercial access. Given that the current review is for a subdivision plan, this condition is not yet applicable, and is being conditioned with this plan for enforcement in the future.

10. **There shall be no direct driveway access between the subject property and Landover Road (MD 202).**

This condition requires that there be no direct driveway access between the site and MD 202. No such access is shown on the plan; the sole access is by means of Grand Way Boulevard. Nevertheless, a condition requiring a plat note is included in this approval.

11. **The Applicant shall provide eight-foot-wide sidewalks and designated bike lanes along both sides of the subject site's portion of Ruby Lockhart Boulevard (consistent with approvals for the Woodmore Town Center), unless modified by DPW&T.**

The applicant noted at the time of SDRC that the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and the Prince George's County Department of Public Works and Transportation (DPW&T) is requiring striping for designated bike lanes along Ruby Lockhart Boulevard and Grand Way Boulevard, consistent with the recommendation above. The submitted plans reflect five-foot-wide sidewalks along the site's frontage of Ruby Lockhart Boulevard. Plans shall be revised to include an eight-foot-wide sidewalk along the site's frontage, per Condition 11, unless modified by DPIE/DPW&T.

The property is the subject of Conceptual Site Plan CSP-10004 (PGCPB Resolution No. 11-116), approved for a two-phase, mixed-used residential and commercial development by the Prince George's County Planning Board on December 8, 2011. Subsequently, the District Council approved the CSP on March 26, 2012, subject to 11 conditions. The CSP was approved for 404,000 square feet of retail and commercial development. The following conditions in **boldface type** from CSP-10004 are applicable to the review of this PPS:

4. **At time of detailed site plan the private on-site recreational facilities shall be reviewed. The following issues shall be addressed:**
 - a. **The applicant shall provide a list of proposed private recreational facilities and their cost estimates.**
 - b. **The minimum size of the community building and the timing of its construction shall be determined.**
 - c. **The developer, his successor and/or assigns shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.**

The PPS will meet the mandatory park dedication requirement with private on-site facilities. The requirement of private on-site recreational facilities is discussed further in the Parks and Recreation finding. Further conformance with this condition will be determined at the time of DSP when details of specific facilities are provided.

5. **The developer, his successor and/or assigns shall contribute a lump sum payment of a \$165,000 to M-NCPPC for the development of recreational facilities in the local area. The fee payment shall be paid prior to the recordation of the record plat to Park Community CG, Account Code 840702.**

The requirement of payment of this fee was removed via the District Council's approval of DSP-16025 on July 10, 2018, which amended the CSP, as allowed pursuant to Section 27-282(g) of the Zoning Ordinance. The required findings for adequate recreational facilities for this PPS, pursuant to Subtitle 24, are being met with private on-site recreational facilities.

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

This condition must be addressed prior to issuance of any permits with proposed impacts to wetlands, wetland buffers, and streams.

The site is subject to a previous PPS 4-10022 (PGCPB Resolution No. 12-13), approved on February 23, 2012, by the Planning Board, for 2 parcels and 1 outparcel on 45.93 acres, for a mixed-use development of 210 dwelling units for senior housing and 404,000 square feet of office space. The subject property is a portion (18.33 acres) of PPS 4-10022, located south of Ruby Lockhart Boulevard, which was previously approved for office development. The remaining area included in PPS 4-10022, is located north of Ruby Lockhart Boulevard, and was resubdivided via PPS 4-16019 for market-rate townhouse development. This PPS (4-18007) will supersede the previous PPS for the subject site.

6. **Community Planning**—The *Plan Prince George's 2035 Approved General Plan (Plan 2035)* locates the subject site in the Established Communities area. The vision for the Established Communities area is to accommodate context-sensitive infill and low- to medium-density development.

The 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73 (Largo-Lottsford Master Plan and SMA)* recommends employment land uses on the subject property. Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application is not required to conform to the employment land use recommendation of the master plan because the District Council approved ZMA A-10020, which changed the zoning from the I-3 Zone to the M-X-T Zone in 2010. Subsequently the Planning Board approved Conceptual Site Plan CSP-10004 on December 8, 2011, for a mixed-use office and residential development.

7. **Stormwater Management**—Stormwater Management (SWM) Concept Plan 38393-2018-0 was approved for this site on January 24, 2019, which includes 44 micro-bioretenion areas, a bioswale, and an underground facility. Development must be in conformance with the approved SWM concept plan, or subsequent revisions, to ensure that on-site or downstream flooding does not occur.
8. **Parks and Recreation**—The PPS has been reviewed and evaluated for conformance with the requirements and regulations of the Largo-Lottsford Master Plan and SMA, the *Formula 2040 Functional Master Plan for Parks, Recreation and Open Space*, the Subdivision Regulations, the conditions associated with the rezoning for the property (A-10020), and Conceptual Site Plan CSP-10004, as they pertain to public parks and recreation.

The subject development is comprised of 18.33 acres of land and is zoned M-X-T. The subject property does not abut any Maryland-National Capital Park and Planning Commission (M-NCCPC) property, but is in the vicinity of Regent Forest Community Park (0.75 mile to the northeast) and Woodmore Town Center Park (0.5 mile to the west).

The current PPS plan subdivides the property into six parcels and one outparcel, with one parcel to be used for residential development and the remaining parcels to be used for commercial-type uses.

Based on the information provided, the plans indicate that the residential parcel is 9.57 acres in size and will be developed with 164 multifamily residential units. Section 24-134 of the Subdivision Regulations requires mandatory dedication of parkland on all residential subdivisions. The mandatory dedication requirement for this development is approximately 1.44 acres. However, mandatory dedication of parkland is not recommended due the size, shape, and utility of the land to be dedicated.

It has been determined that, per Section 24-135(b) of the Subdivision Regulations, the mandatory dedication requirements can be met by the provision of on-site private recreational facilities. The applicant has provided a list of proposed on-site recreational facilities, which include a swimming pool, a club room, an indoor game room, a fitness facility, an outdoor pavilion (for cooking and entertainment), a fire pit, and bike racks. The on-site recreation facilities package shall be reviewed and approved at time of the DSP for this project.

The Planning Board finds that the provision of on-site private recreational facilities will address the recreational needs of the future residents of this development.

9. **Trails**—This PPS has been reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Largo-Lottsford Master Plan and SMA, in order to implement planned trails, bikeways, and pedestrian improvements. The submitted subdivision plan includes six parcels with commercial and multifamily residential uses. Because the site is not within a designated center or corridor, it is not subject to Section 24-124.01 (Adequate Public Pedestrian and Bikeway Facilities Required in County Centers and Corridors) of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2.”

Two master plan trails impact the subject site. A shared-use side path is recommended along MD 202 and a shared-used side path and designated bike lanes are recommended along Lottsford Road. The MPOT includes the following text regarding this master plan trail:

Lottsford Road Shared-Use Side path: This planned facility has been implemented as a wide sidewalk along some frontages. On-road bicycle facilities should be considered as road improvements occur. (MPOT, page 26).

This facility has been implemented along the frontage of the subject site as a decorative wide sidewalk. The sidewalk is concrete with decorative brick edges and appears to be six feet wide. DPW&T is also considering designated bike lanes along the road as part of future road resurfacing/restriping.

The Complete Streets section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians:

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Sidewalks are required along all road frontages, consistent with these policies. Sidewalk access is also required from the public rights-of-way to all building entrances. The sidewalk network will be evaluated in more detail at the time of DSP. The applicant noted, at the time of SDRC, that DPWE/DPW&T is requiring striping for designated bike lanes along Ruby Lockhart Boulevard and Grand Way Boulevard. The sidewalks and bike lanes along Ruby Lockhart Boulevard will connect the site with Woodmore Town Center.

DPW&T is currently implementing Capital Bikeshare in the vicinity of the subject site. Three bikeshare stations have been implemented in Largo and more stations are planned in the immediate vicinity. Bikeshare may be an appropriate on-site amenity for some of the uses proposed and should be considered as an on-site amenity at the time of DSP.

Bike parking is appropriate at the commercial and multifamily buildings. The location and type of bike parking can be determined at the time of DSP.

10. **Transportation**—This PPS is within an area of a previously approved PPS for Parcel B of King Property, PPS 4-10022. King Property has an approved PPS for Parcel A (residential Phase I) and Parcel B (nonresidential Phase II), with a total trip cap for both Parcels of 514 trips during the AM peak-hour and 963 trips during the PM peak-hour. However, Parcel A recently obtained an approved PPS (4-16019) for 215 townhouse residences, which contains a separate trip cap.

It is noted that the development of this site is within the overall trip cap for PPS 4-10022. The traffic study is required because the proposal is more than 50 peak-hour trips. While the underlying PPS 4-10022 remains a valid plan at this time, the subject application is a new PPS which requires new findings based on current data and analyses. The traffic study was referred to DPW&T/DPIE, as well as the Maryland State Highway Administration (SHA).

The subject property is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

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

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (1) vehicle delay is computed in all movements using the *Highway Capacity Manual*

(Transportation Research Board) procedure; (2) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds; (3) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (1) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (2) if delay exceeds 50 seconds, the CLV is computed.

Analysis of Traffic Impacts

The application is a PPS for a mixed-use subdivision. The table below summarizes trip generation in each peak-hour that will be used in reviewing the trip cap for the site:

Trip Generation Summary: 4-18007: Woodmore Overlook Commercial								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Existing Trip Cap from PPS 4-10022			--	--	514	--	--	963
Proposal								
Medical Office	20,000	square feet	46	11	57	24	52	76
Fast Food Restaurant	4,774	square feet	111	106	217	81	75	156
Less Internal (10 percent)			-11	-11	-22	-8	-8	-16
Less Pass-By (49/50 percent of net AM/PM)			-49	-47	-96	-37	-34	-71
Net Trips for Fast Food Restaurant			51	48	99	36	33	69
Drive-In Bank	3,002	square feet	17	12	29	30	31	61
Less Internal (10 percent)			-2	-1	-3	-3	-3	-6
Less Pass-By (40/49 percent of net AM/PM)			-6	-4	-10	-13	-14	-27
Net Trips for Drive-In Bank			9	7	16	14	14	28
Super Gas Station and Convenience Store	5,154	square feet	214	215	429	178	179	357
Less Internal (10 percent)			-21	-22	-43	-18	-18	-36
Less Pass-By (63/66 percent of net AM/PM)			-135	-135	-270	-117	-118	-235
Net Trips for Super Gas Station/Store			58	58	116	43	43	86
Apartments	164	units	17	68	85	64	34	98
Less Internal (10 percent)			-2	-7	-9	-7	-3	-10
Net Trips for Apartments			15	61	76	57	31	88
Total Proposed Trips			179	185	364	174	173	347

The traffic generated by the PPS would impact the following intersections, interchanges, and links in the transportation system:

- MD 202 at McCormick Drive/Saint Josephs Drive (signalized)
- MD 202 at Lottsford Road (signalized)
- Lottsford Road at Ruby Lockhart Boulevard/Palmetto Drive (unsignalized)
- Lottsford Road at Campus Way (signalized)
- Ruby Lockhart Boulevard at Saint Josephs Drive (future/signalized)
- MD 202 at commercial site access (future/unsignalized)

Two points are noted. The intersection of Lottsford Road at Ruby Lockhart Boulevard/Palmetto Drive is currently unsignalized. A signal warrant study was previously conducted at this location, and that study concluded that a signal is warranted. As a result, Prince George's County has approved the construction of a signal at this location. Therefore, this intersection was evaluated as signalized for the purposes of this analysis. Also, for informational purposes, the intersection of Ruby Lockhart Boulevard and commercial site access is included in the table below; it was not included in the traffic study because the intersection does not yet exist.

Existing Traffic

The following critical intersections, interchanges, and links identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 202 at McCormick Drive/Saint Josephs Drive	1,009	1,223	B	C
MD 202 at Lottsford Road	1,016	1,192	B	C
Lottsford Rd at Ruby Lockhart Blvd/Palmetto Dr	777	627	A	A
Lottsford Road at Campus Way	899	882	A	A
Saint Josephs Drive at Ruby Lockhart Boulevard	389	919	A	A
MD 202 at commercial site access	Future			
Ruby Lockhart Boulevard at commercial site access	Future			

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.

Background Traffic

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. Background traffic has been developed for the study area using 11 approved, but unbuilt, developments within the study area. These developments include the entire King Property site approved as PPS 4-10022, given that this plan is a prior approved and unexpired PPS. A 0.5 percent annual growth rate for a period of six years has been assumed. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 202 at McCormick Drive/Saint Josephs Drive	1,439	1,822	D
MD 202 at Lottsford Road	1,301	1,617	D	F
Lottsford Rd at Ruby Lockhart Blvd/Palmetto Dr	1,243	956	C	A
Lottsford Road at Campus Way	1,240	1,499	C	E
Saint Josephs Drive at Ruby Lockhart Boulevard	816	1,396	A	D
MD 202 at commercial site access	Future			
Ruby Lockhart Boulevard at commercial site access	Future			

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.

Total Traffic

Under Total Traffic, the applicant has removed the trips associated with PPS 4-10022, and then reassigning the same trips from PPS 4-10022 accounting for the completion of Ruby Lockhart Boulevard and the introduction of access into the site from MD 202. Even though the number of trips on the network remains the same, with the additions to the transportation network and the changes in the directionality of the assigned trips (due to a shift in uses), the result should be that the operations of some intersections will be improved, and some will worsen under Total Traffic, but any changes should be small.

The following critical intersections, interchanges, and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the "Transportation Review Guidelines, Part 1" including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 202 at McCormick Drive/Saint Josephs Drive	1,398	1,839	D
MD 202 at Lottsford Road	1,323	1,629	D	F
Lottsford Rd at Ruby Lockhart Blvd/Palmetto Dr	1,157	877	C	A
Lottsford Road at Campus Way	1,213	1,462	C	E
Saint Josephs Drive at Ruby Lockhart Boulevard	810	1,322	A	D
MD 202 at site access commercial	<50*	<50*	--	--
Ruby Lockhart Boulevard at commercial site access	<50*	<50*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Several inadequacies in one or both peak-hours are noted in the table above. All inadequacies and their related recommendations are summarized below:

MD 202 and Saint Josephs Drive: The intersection of MD 202 and Saint Josephs Drive operates below the appropriate standard, under total traffic, in both peak-hours. No improvements are recommended by the traffic study at this location. Instead, the applicant proposes the completion of Ruby Lockhart Boulevard from the subject site to Saint Josephs Drive. This connection will redirect some site trips away from this intersection and direct some trips from critical to non-critical movements. This connection is proposed to mitigate the intersection.

Therefore, the applicant proposes mitigation at the intersection of MD 202 and Saint Josephs Drive. The application meets the geographic eligibility criteria for a Transportation Facilities Mitigation Plan (TFMP) established by the Prince George's County Council in CR-29-1994, "Guidelines for Mitigation Actions." The application was found to meet the fifth criterion by virtue of the site being within one-half mile of a bus stop having peak-hour headways of 15 minutes or less. This identical improvement was considered during the review of PPS 4-10022 and PPS 4-16019.

SHA reviewed this proposal and did not oppose the mitigation recommendation when it was last proposed under PPS 4-10022 and PPS 4-16019, and currently supports the access point needed to make this connection. This action involves an improvement that does not modify the intersection in terms of physical improvements or changes to lane assignments or signal operations.

The options for improving this intersection to LOS D, the policy LOS at this location, are very limited. Additional through lanes along MD 202 would not be feasible to implement, due to existing development, and the master plan proposes an overpass to connect Saint Josephs Drive with McCormick Drive. Given the size of the proposal, versus the potential cost of such structures, the applicant has opted for a smaller-scale improvement.

During the review of PPS 4-10022 and PPS 4-16019, it was determined that this mitigation action at MD 202 and Saint Josephs Drive met the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Regulations in considering traffic impacts and this condition is carried forward for the subject application.

MD 202 and Lottsford Road: The intersection of MD 202 and Lottsford Road operates below the appropriate standard under total traffic in the PM peak-hour. The traffic study recommends conversion of the existing eastbound right-turn lane to a shared through/right-turn lane. Under total traffic with these improvements in place, it is determined that the MD 202/Lottsford Road intersection would operate at LOS F, with a critical lane volume (CLV) of 1,618, in the PM peak-hour at this location.

Notice is taken that the council resolution approving the zoning includes several conditions at this location, including: (a) conversion of the existing eastbound right-turn lane to a shared through/right-turn lane; (b) conversion of the westbound shared through/left-turn lane to left-turn only (maintaining two through lanes and two left-turn lanes); (c) changing the existing split-signal phasing to concurrent phasing on the Lottsford Road approaches; and (d) modifying the median and signals, accordingly. The applicant has analyzed the intersection with all of the above changes and has determined that the concurrent phasing would worsen operations at the intersection to LOS F, with a CLV of 1,696 in the PM peak-hour.

All information provided was reviewed and the computations were verified. The following are noted:

- With the full proposed trip cap, mitigation in accordance with Section 24-124(a)(6) is not viable at this location. The impact, while small, could not be mitigated with practical at-grade improvements.
- At the time of rezoning to M-X-T, the District Council is given responsibility to find transportation adequacy pursuant to Section 27-213(a)(3)(A). In approving ZMA A-10020, the District Council determined the improvements needed for adequacy, in consideration of the fact that, at that time, the intersection was shown to operate with CLV exceeding 1,600 in both peak-hours.
- Per Section 27-213(a)(3)(B), the District Council's finding of adequate transportation facilities "shall not prevent the Planning Board from later amending this finding during its review of subdivision plats."

The site was analyzed and it was determined that a smaller trip cap in the PM peak-hour would provide a legal basis for approval of this subdivision. As stated earlier, the traffic study recommends conversion of the existing eastbound right-turn lane to a shared through/right-turn lane. The application meets the geographic eligibility criteria for a TFMP established by the County Council in CR-29-1994. The application was found to meet the fifth criterion by virtue of

the site being within one-half mile of a bus stop, having peak-hour headways of 15 minutes or less. This identical improvement was considered during the review of PPS 4-10022 and PPS 4-16019, but it was not analyzed at that time as a mitigation improvement pursuant to Section 24-124(a)(6).

SHA reviewed this proposal, in conjunction with past applications, and has not opposed the mitigation recommendation. The impacts of various levels of PM peak-hour trips on the area network was reviewed and it was determined that 738 PM peak-hour trips is the maximum trip cap that can be recommended and still be able to be mitigated by the proposed improvements (the AM peak-hour is within the policy LOS under total traffic). The impact of the mitigation actions at this intersection is summarized, as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
	MD 202 and Lottsford Road			
Background Conditions	D/1301	F/1617		
Total Traffic Conditions	D/1323	F/1624	+22	+7
Total Traffic Conditions w/Mitigation	N/A	F/1613	N/A	-11

As the CLV at the critical intersection is between 1,450 and 1,813 during the PM peak-hour, the proposed mitigation actions must mitigate at least 150 percent of the trips generated by the subject property, according to the guidelines. The above table indicates that the proposed mitigation action would mitigate more than 150 percent of site-generated trips during the PM peak-hour (157 percent). Therefore, the applicant's proposed mitigation at MD 202 and Lottsford Road meets the requirements of Section 24-124(a)(6)(B)(i), in considering traffic impacts. Once again, this finding results from reducing the trip cap for the site to 364 AM and 738 PM peak-hour vehicle trips. While this is a reduction in the trip cap from what was recommended in the traffic study and approved pursuant to PPS 4-10022, the applicant's current proposal can easily be accommodated within this revised cap.

It is noted that this mitigation improvement is less than the requirements at this intersection, per the District Council resolution approving ZMA A-10020. Per Section 27-213(a)(3)(B), the Council's finding of adequate transportation facilities "shall not prevent the Planning Board from later amending this finding during its review of subdivision plats" and, by way of that provision, the requirements at the MD 202/Lottsford Road intersection are being amended.

Lottsford Road and Campus Way North: The intersection of Lottsford Road and Campus Way North operates below the appropriate standard under total traffic in the PM peak-hour. The traffic study recommends the provision of a second left-turn lane on the southbound approach. Under total traffic with this improvement in place, it is determined that the Lottsford Road/Campus Way North intersection would operate at LOS C, with a CLV of 1,174 in the PM peak-hour.

Ruby Lockhart Boulevard at commercial site access: The analysis of the intersection of Ruby Lockhart Boulevard, at the commercial site access, operates acceptably as an unsignalized intersection under total traffic in both peak-hours. Nevertheless, the traffic study recommends that a traffic signal warrant study be provided, with installation of the signal if it is deemed warranted by the appropriate operating agency. This is also a requirement of the District Council's approval of the zoning. Therefore, the warrant study at this location is included as a condition.

Trip Cap

The recommended trip cap requires additional discussion. The underlying PPS 4-10022 included a trip cap of 514 AM and 963 PM peak-hour trips. The Trip Generation Summary table shown earlier in this finding indicates that the uses being proposed would generate 364 AM and 347 PM peak-hour trips, which is consistent with the development proposal provided in the application and plans submitted with this PPS. While the applicant's traffic study has recommended retaining the entire available cap, the approval of additional trips where no development proposal has been put forth, as provided within the Transportation Review Guidelines, Part 1, which would result in the stockpiling of trips for properties that have no proposal to use them, is not supported. As a result, a trip cap consistent with the uses proposed, 364 AM and 347 PM peak-hour trips, is attached as a condition of this plan.

Plan Comments

Ruby Lockhart Boulevard is a master plan commercial/industrial roadway with a proposed width of 70 feet. The current right-of-way is adequate, and no additional dedication is required from this plan.

The I-310 facility, Grand Way Boulevard, is a master plan commercial/industrial roadway as well, with a proposed width of 70 feet. This facility is intended to connect northbound MD 202 to Ruby Lockhart Boulevard at such time that the McCormick/Saint Josephs intersection with MD 202 is converted to a flyover. The existing right-of-way is shown slightly adjusted, compared to the master plan alignment, to allow construction by this applicant without the need of obtaining land from adjacent properties. It is already dedicated. The current right-of-way is adequate, and no additional dedication is required from this plan.

MD 202 is a master plan expressway with a variable right-of-way. The current right-of-way is adequate, and no additional dedication is required from this plan.

Access and circulation are acceptable. Driveways and connections within the site will be reviewed in greater detail at the time of DSP.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required pursuant to Section 24-124.

11. **Schools**—This PPS has been reviewed for its impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and Council Resolution CR-23-2003. The results are as follows:

Impact on Affected Public School Clusters
 Multifamily Units

Affected School Clusters #	Elementary School Cluster #4	Middle School Cluster #4	High School Cluster #4
Dwelling Units	164 DU	164 DU	164 DU
Pupil Yield Factor	0.119	0.054	0.074
Subdivision Enrollment	20	9	12
Actual Enrollment in 2018	10,847	5,049	7,716
Total Enrollment	10,867	5,058	7,728
State Rated Capacity	13,616	5,374	8,998
Percent Capacity	80%	94%	86%

County Council Bill CB-31-2003 allows for the establishment of school surcharges with an annual adjustment for inflation. The current school surcharge amount is \$16,371, to be paid at the time of issuance of each building permit.

The commercial portion of the subdivision is exempt from a review for schools because it is a nonresidential use.

12. **Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated January 4, 2019 (Kowaluk to Turnquest), incorporated by reference herein.
13. **Use Conversion**—The total development included in this PPS includes 164 multifamily dwelling units and 32,930 square feet of commercial development in the M-X-T Zone. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and reflected on the PPS, that revision of the mix of uses shall require approval of a new PPS, prior to approval of any building permits.
14. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a), when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on public rights-of-way Ruby Lockhart Boulevard to the northeast, MD 202 to the south, Lottsford Road to the southeast, and Grand Way Boulevard which bisects the site. The applicant has requested approval of a variation from Section 24-122(a), in order that PUEs not be provided along MD 202.

Variation—Section 24-113 sets forth the required findings for approval of a variation.

Section 24-113. - Variations.

(a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:**

- (1) **The granting of the variation request would not be detrimental to public safety, health or welfare, or injurious to other property;**

The PPS does not propose PUEs along MD 202, located south of the site. As evidenced by the correspondence provided by the applicant, incorporated by reference herein, between the applicant's engineers and the Potomac Electric Power Company (PEPCO) engineers, all properties will continue to be served by public utilities, without the provision of a PUE along MD 202. Utilities along MD 202 will be located on poles, which are within the existing right-of-way. The SHA right-of-way provides a designated area within it for pole relocation. Therefore, a PUE is not necessary along the frontage of the roadway, as it would be duplicitous. A 10-foot-wide PUE will be provided along both sides of Grand Way Boulevard, connecting Ruby Lockhart Boulevard to MD 202. The alternative location of the PUE will not result in any reduction of utility availability to the development. Therefore, granting of the variation will not be detrimental to the public safety, health, or welfare, or be injurious to other property.

- (2) **The conditions on which the variations are based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

Utilities exist along MD 202 on poles, which are proposed to be relocated within the existing right-of-way. Therefore, a PUE is not necessary in order to accommodate utilities, adjacent to the right-of-way, as is typical along most roadways. These conditions are unique to the property and generally not applicable to other properties.

- (3) **The variation does not constitute a violation of any other applicable law, ordinance or regulations;**

This PPS and variation request for the location of the PUE was referred to PEPCO, the Washington Suburban Sanitary Commission (WSSC), Washington Gas, and Comcast. The applicant provided correspondence from PEPCO, incorporated by reference herein, stating that a PUE along MD 202 is not needed. No other comments concerning the variation were received. The variation from Section 24-122(a) is unique to the Subdivision Regulations and under the sole authority of the Planning Board. Therefore, the variation does not constitute a violation of any other applicable law, ordinance, or regulation.

- (4) **Because of the peculiar physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.**

Because of the peculiar physical surroundings, which include existing pole-mounted utilities that are to be located entirely within the existing right-of-way of MD 202, provision of an unnecessary PUE would result in a particular hardship to the applicant. If the applicant is required to establish a PUE in this location, it would not be used and would encumber developable land unnecessarily. In addition, the area where the PUE would be required is largely occupied by micro-bioretenion facilities and bioswales. Providing the PUE would require the shifting of these critical SWM facilities. Provision of the PUE would result in a particular hardship to the applicant by requiring unnecessary redesign and inefficient use of the available land area.

- (5) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

This finding is not applicable because the site is zoned M-X-T.

The Planning Board finds that the site is unique to the surrounding properties, and the variation request is supported by the required findings. Approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which is to guide development according to the General Plan and master plan.

Therefore, the Planning Board approves the variation from Section 24-122(a) to eliminate the requirement of a PUE along MD 202.

15. **Historic**—The subject property was surveyed for archeological resources in 2010. Three archeological sites were identified: 18PR975, a historic artifact scatter and an isolated prehistoric fire-cracked rock; 18PR976, a twentieth-century farmstead; and 18PR977, a nineteenth-century domestic artifact scatter. No further work was recommended on any of the sites by the applicant's consultant archeologist. No further archeological investigations were necessary on Sites 18PR975, 18PR976, and 18PR977. Four copies of the final report were received and accepted as complete on January 18, 2011.

This proposal will not impact any historic sites, resources, or known archeological sites.

16. **Environmental**—The following applications and associated plans were previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
CSP-10004	TCP1-001-11	Planning Board	Approved	12/08/2011	11-116
4-10022	TCP1-001-11-01	Planning Board	Approved	02/23/2012	12-13
4-16019	TCP1-001-11-02	Planning Board	Approved	1/18/2018	18-03
N/A	TCP2-037-2017	Staff	Approved	5/17/2018	N/A
DSP-16025	TCP2-037-2017-01	Planning Board	Approved	3/15/2018	18-21
N/A	TCP2-037-2017-02	Staff	Pending	Pending	N/A
4-18007	TCP1-001-11-03	Planning Board	Pending	Pending	Pending

Activity

The current application is a PPS for a mixed-use subdivision containing five parcels for commercial use, one parcel for multifamily residential use, and one parcel to remain unimproved.

Grandfathering

This project is not grandfathered, with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010, because the application is for a PPS. This project is subject to the WCO and the Environmental Technical Manual.

Master Plan Conformance

The site is currently located within Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035.

The Largo-Lottsford Master Plan and SMA does not indicate any significant environmental issues applicable to this property. The project is in conformance with the master plan and SMA.

Countywide Green Infrastructure Plan

The site is within the designated network of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Resource Conservation Plan) and contains regulated and evaluation areas. The regulated areas are located along the eastern boundary of the site and associated with the floodplain and streams. The remainder of the site is within the evaluation area. The TCP1 focuses preservation and protection within the regulated area, where woodland preservation is proposed. A limited portion of the regulated area will be impacted for the connection to the existing sewer and for SWM outfalls. The remainder of the site is to be developed.

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

Natural Resources Inventory/Existing Conditions

Natural Resources Inventory NRI-010-10-03 was approved on March 6, 2018. The subject TCP1 is in conformance with the approved NRI.

Woodland Conservation

This property is subject to the provisions of the WCO because the property is greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. A Type I Tree Conservation Plan (TCP1-001-11-03) has been submitted for review. This proposal also includes impacts to the adjacent property, known as the Balk Hill subdivision. A revision to Type II Tree Conservation Plan TCP1I-082-05-04 is currently under review for rough grading and will be addressed separately.

The TCP includes the entirety of the site identified in PPS 4-10022, north and south of Ruby Lockhart Boulevard, of which this 18.33-acre property is a part. The site contains 33.82 acres of existing woodland on the net tract and 0.04 acre of woodland within the 100-year floodplain. The site has a woodland conservation threshold of 6.90 acres, or 15 percent of the net tract, as tabulated. The TCP1 shows a total woodland conservation requirement of 17.35 acres. The TCP1 shows that this requirement will be met by providing 2.97 acres of on-site woodland preservation, 0.10 acre of reforestation/afforestation, and 14.28 acres of off-site conservation credits. Four specimen trees are identified on the property and one off-site, with the critical root zone extending onto the property. One specimen tree is approved to be removed with this application; three specimen trees were approved for removal with previous applications.

Specimen Trees

Section 25-122(b)(1)(G) of the WCO requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual."

A Subtitle 25 Variance application, a statement of justification (SOJ) in support of a variance, and a plan showing three specimen trees to be removed (ST 2, 3, and 4) was approved with PPS 4-16019. With this application, a Subtitle 25 variance request was submitted with an SOJ in support of a variance, and a plan showing the removal of one additional specimen tree (ST 1), a 43-inch diameter Pin oak in good condition.

Section 25-119(d)(1) of the WCO contains six required findings to be made before a variance can be granted. The SOJ submitted seeks to address the required findings for the specimen tree. The text in **BOLD**, labeled A-F, are the six criteria listed in Section 25-119(d)(1). The plain text provides responses to the criteria.

(A) Special conditions peculiar to the property have caused the unwarranted hardship;

Direct access to the site is from Grand Way Boulevard, which has already been dedicated through the subject site. The right-of-way layout has, in part, been based on limited options for viable ingress and egress on-site. Due to the property having frontage on a master plan right-of-way, in close proximity to freeway access, development options and the ability to provide sufficient, but safe, access to the site and provide internal site circulation is limited. Hardships related to the buildable area of the site, ingress and egress requirements, preservation of existing natural features within the primary management area (PMA), and previous public right-of-way dedication by Prince George's County result in unusual hardships to develop the property. Strict compliance with the applicable requirements defined in Subtitle 25 would further reduce the ability to develop the property.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas;

In order for the site to be developed, based on the proposed land use, layout design, and SWM facilities, construction including grading and clearing is necessary to meet the minimum construction standards set forth by Prince George's County. In order to provide adequate SWM, a micro-bioretenion SWM device is proposed to treat and discharge stormwater to a proposed outfall location within the limits of disturbance. The device is proposed to be located near the southern boundary of the site, within the PMA, where ST 1 is located. Due to the proposed drainage pattern and location of the PMA, the amount of developable area in this portion of the site is already limited. Requiring the

preservation of ST 1 would further limit the developable area, depriving the applicant of rights afforded to others with similar properties and land uses.

- (C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants;**

The subject variance is necessary in order for the applicant to develop the property, based on the layout, and to achieve the highest and best use of the property in ways similar to other comparable properties and uses. Granting this variance would mitigate potential impacts to the PMA due to previous layout and grading. The variance would not result in a privilege to the applicant; and it would allow for development to proceed with similar rights afforded to others with similar properties and land uses.

- (D) The request is not based on conditions or circumstances which are the result of actions by the applicant;**

The nature of the variance request is premised on preserving the existing natural features of the site and the necessity to implement additional grading and clearing, to allow for adequate and safe development practices.

- (E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and**

The subject request is based on conditions pertaining solely to the site and proposed development. The required grading and clearing of the land that is suitable for development practices has led to the need to remove ST 1, in order to create buildable parcels and lots.

- (F) Granting of the variance will not adversely affect water quality**

A revised SWM Concept Plan, 38393-2018, was approved by DPIE for review. There are no impacts to the water quality anticipated and there is no evidence that removal of ST 1 would adversely impact the water quality on-site and/or within the general vicinity of the property.

The required findings of Section 25-119(d)(1) have been adequately addressed by the applicant for the removal of ST 1.

Regulated Environmental Features/Primary Management Area

Impacts to the regulated environmental features shall be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines,

road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property shall be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code.

The site contains regulated environmental features. According to the TCP1, impacts to the PMA/wetland and buffer are proposed for SWM micro-bioretenion, stormwater outfalls, road improvements required by SHA, and sewer line connections. An SOJ has been received for the impacts to the wetlands, wetland buffer, stream, and stream buffer, all within the PMA.

Statement of Justification for PMA Impacts

The SOJ includes a request for five impacts to the PMA, totaling approximately 0.697 acre on-site.

Analysis of Impacts

Based on the SOJ, the applicant is requesting a total of five impacts described below (Note: Impacts 1 and 2 are not within the area of this PPS):

Impact 3: Stormwater Outfall

In order to adequately route stormwater generated, as a result of the additional area of right-of-way, a stormwater outfall is shown to be located in the PMA area, as indicated by PMA Impact 3, shown in detail on the PMA/Stream Buffer Impacts Exhibit which is incorporated by reference herein. The stormwater outfall impact is necessary to maintain the existing drainage divide and sufficiently discharge stormwater generated on-site and off-site into the drainage outfall.

This impact was previously approved per DSP-16025 (PGCPB Resolution No. 18-21) and is approved with this application.

Impact 4: Stormwater Outfall

This impact concerns a stormwater outfall located on the eastern portion of the parcel designated for residential use, located in close proximity to the existing stream. In order to mitigate the flow of stormwater generated from this section of the property, a stormwater outfall is shown in the PMA area, as indicated by PMA Impact 4, shown in detail on the PMA/Stream Buffer Impacts Exhibit which is incorporated by reference herein. The stormwater outfall impact is required to discharge stormwater generated on-site into the outfall.

Impact 4 is approved.

Impact 5: Stormwater Bioretention and Road Improvements

The majority of the permanent environmental impacts to this area are due to the widening of MD 202, which is a SHA requirement. The degraded impacts and isolation of this existing wetland is unavoidable in this circumstance. Action has been taken to mitigate the effects of this development, including relocating a stormwater outfall outside the wetlands boundary and permitting out this impact with the Maryland Department of the Environment (MDE). The MDE permit application was provided with this PPS application. In addition to both the SHA dedication and the stormwater outfalls, Impact 5 involves the development of parking lots to be located on three parcels on the southern end of the property, to be designated for both commercial and residential uses. Due to the presence of existing wetlands located centrally on the site, the area in which parking lots can be proposed is limited. In order to conform to the parking requirements, set forth by M-NCPPC, the proposed parking lots are deemed necessary to the development and are designed to ensure ongoing preservation of the PMA and limit disturbance, to the fullest extent possible.

Impact 5 is approved.

Impact 6: Stormwater Outfall

Impact 6 is for a stormwater outfall located on the southeastern portion of the parcel designated for residential use, adjacent to the proposed parking lot and protruding into an existing wetland. In order to mitigate the flow of stormwater generated in this section of the property, a stormwater outfall is shown in the PMA area, as indicated by PMA Impact 6 of the PMA/Stream Buffer Impacts Exhibit which is incorporated by reference herein.

The stormwater outfall impact is required to discharge stormwater generated on-site into the existing wetland via the outfall.

Impact 6 is approved.

Impact 7: Sewer Line Connection

Impact 7 is for a sewer line connection located on the southeastern portion of the parcel designated for residential use, adjacent to the proposed parking lot, located directly in between the two existing wetlands identified on the property. In order for necessary sewer facilities to exist on the property, a sewer line connection is shown in the PMA area, as indicated by PMA Impact 7 shown in detail on Sheet 6 of the PMA/Stream Buffer Impacts Exhibit which is incorporated by reference herein. The sewage outfall impact is located in the only section of the property where it will not encroach on any existing wetlands.

Impact 7 is approved.

Based on the level of design information currently available, the regulated environmental features on the subject property have been preserved and/or restored, to the fullest extent possible, based on the limits of disturbance shown on the impact exhibits and the TCP submitted for review.

Soils

According to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, the predominant soils found to occur on-site include the Collington Wist complexes (0 to 10 percent slopes) and Widewater and Issue soils (frequently flooded). Marlboro clay is not found to occur in the vicinity of this property, nor are Christiana complexes.

Prior to approval of the DSP, the approved SWM concept plan and letter for the current proposal shall be correctly reflected on the TCP2 and the DSP.

17. **Urban Design**—The subject property is zoned M-X-T. The 18.33-acre site consists of two existing parcels (Parcel 27 and Outparcel A), which are unimproved and located on the north side of MD 202 and south of the platted, but unimproved, Ruby Lockhart Boulevard.

Conformance with the Requirements of the Zoning Ordinance

Conformance with the following Zoning Ordinance regulations is required for the proposed development at the time of the required DSP review including, but not limited to, the following:

- Section 27-543 (a) regarding the uses allowed in the M-X-T Zone;
- Section 27-544 regarding regulations in the M-X-T Zone;
- Section 27-547(b) regarding the Table of Uses for the M-X-T Zone, and;
- Section 27-548 regarding regulations in the M-X-T Zone;

Various commercial and residential uses are permitted in the M-X-T Zone, per Section 27-547(b) of the Zoning Ordinance.

Section 27-548(g) of the Zoning Ordinance reads as follows:

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.

All approved parcels, except the outparcel, will have frontage on and access to Grand Way Boulevard, in conformance with this requirement.

Conformance with the 2010 Prince George's County Landscape Manual

In accordance with Section 27-544(a) of the Zoning Ordinance, the proposed development is subject to the 2010 *Prince George's County Landscape Manual* (Landscape Manual), specifically Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscape Requirements. Conformance with the applicable landscaping requirements will be determined at the time of DSP review.

Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development project that proposes 5,000 square feet, or greater, of gross floor area or disturbance and requires a grading permit. The subject site is zoned M-X-T and is required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of DSP.

Other Design Issues

Parcel 6, with residential uses, is adjacent to MD 202, a master-planned expressway. The submitted PPS shows the 65 dBA Ldn unmitigated noise contour, based on the M-NCPPC noise model, as impacting this parcel. A Phase II noise study may be required at the time of DSP if any outdoor recreation areas or residential buildings are placed within this noise contour.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Doerner temporarily absent at its regular meeting held on Thursday, March 7, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28th day of March 2019.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:AT:gh

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department

Date 3/15/19



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772

DATE: May 8, 2019
TO: Andree Green Checkley, Planning Director
VIA: Jill Kosack, Co-Chair, Alternative Compliance Committee
FROM: Jonathan Bush, Alternative Compliance Committee Member
PROJECT NAME: Woodmore Overlook
PROJECT NUMBER: Alternative Compliance AC-19003
COMPANION CASE: Detailed Site Plan DSP-18024

ALTERNATIVE COMPLIANCE

Recommendation: X Approval Denial

Justification: SEE ATTACHED

Jonathan Bush

Jonathan A. Bush
 Reviewer's Signature

PLANNING DIRECTOR'S REVIEW

 Final Decision Approval Denial

 X Recommendation * Approval Denial

 X To Planning Board

 To Zoning Hearing Examiner

Planning Director's Signature *Andree Green Checkley* 5/13/19
 Date

APPEAL OF PLANNING DIRECTOR'S DECISION

Appeal Filed:

Planning Board Hearing Date:

Planning Board Decision: Approval Denial

Resolution Number:

PROVIDED: Section 4.2 (c)(3)(A)(i), Requirements for Landscape Strips Along Streets, for proposed Parcel 3 along MD 202

Length of Landscape Strip	248 feet
Width of Landscape Strip	15 - 30
Shade Trees (1 per 35 l.f.)	3*
Ornamental Trees	8
Shrubs (10 per 35 l.f.)	150

Note: *The three shade trees are located outside, but in very close vicinity, of the landscape strip along the MD 202 frontage and are not counted toward total plant units.

Justification of Recommendation

The applicant requests alternative compliance from the requirements of Section 4.2 and seeks to provide an alternative solution to the required landscape strip. Section 4.2 for the Developing Tier requires a minimum 10-foot-wide landscape strip, to be planted with a minimum of one shade tree and ten shrubs per 35 linear feet of frontage, excluding driveway openings. The applicant proffers that the planting requirement is impractical due to overhead wires, proposed microbioretention facilities, and a retaining wall and proposes only three shade trees and eight ornamental trees in lieu of the required eight shade trees. The three shade trees are located outside of the landscape strip, approximately 10 feet further into the site.

As an alternative method to fulfill the design criteria for the landscape strip, the applicant is offering two times the amount of shrubs, eight ornamental trees, and three shade trees, along the frontage, as well as providing a strip that is 15 – 30 feet wide. Section 4.2 (c)(3)(B)(ii) allows for two ornamental trees as substitution for one shade tree in the case of overhead wires. However, planting the full requirement of eight shade trees or 16 ornamental trees could conflict with the proposed retaining wall, overhead wires and microbioretention facilities along this frontage. Ornamental and shade trees have been placed where possible along the frontage so as not to become problematic to these structures and utilities, and then shrubs have been used to fill in the remainder of the landscape strip.

The Alternative Compliance Committee finds the applicant’s proposal equally effective as normal compliance with Section 4.2, as the proposed solution provides a comparable number of plants, and an increased landscape strip width to mitigate the space limitations created by the retaining wall and utilities.

Section 4.6 Buffering Development from Streets

REQUIRED: Section 4.6, (c)(1)(B)(ii), Buffering Development from Streets, for proposed Parcel 6 along MD 202

Length of bufferyard	243 feet
Minimum bufferyard width	75 feet
Shade Trees (8 per 100 l.f.)	20
Evergreen Trees (20 per 100 l.f.)	49
Shrubs (40 per 100 l.f.)	98

PROVIDED: Section 4.6, (c)(1)(B)(ii), Buffering Development from Streets, for proposed Parcel 6 along MD 202

Length of bufferyard	243 feet
Minimum bufferyard width	40-75 feet*
Shade Trees (8 per 100 l.f.)	20
Evergreen Trees (20 per 100 l.f.)	49
Shrubs (40 per 100 l.f.)	174

Note: *A surface parking lot encroaches into the bufferyard.

Justification of Recommendation

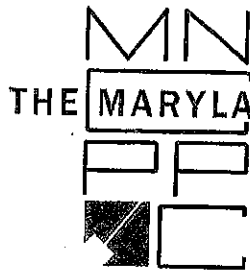
The applicant is also seeking relief from the provisions of Section 4.6 for proposed Parcel 6, which is to be developed with a multifamily development. Specifically, Section 4.6(c)(1)(B)(ii) requires a 75-foot bufferyard, to be planted with 8 shade trees, 20 evergreen trees, and 40 shrubs per 100 linear feet of the property line adjacent to MD 202, which is classified as an expressway. The landscape plan measures the provided bufferyard incorrectly; the bufferyard should be measured from the proposed property line. The provided bufferyard has a varied width of 40 to 75 feet because a surface parking lot encroaches into it. The applicant meets the required planting requirements and provides an additional 76 shrubs, accounting for a 12.3 percent increase above the required plant units. Additionally, the closest multifamily building is setback over 300 feet from the proposed property line, with plantings islands in between. This arrangement will help to reduce adverse road impacts on the residents.

The Alternative Compliance Committee finds that the applicant's proposal is equally effective as normal compliance with Section 4.6, by providing additional shrubs and an enlarged building setback, with intervening landscaping, to reduce adverse impacts on the proposed multifamily development.

Recommendation

The Alternative Compliance Committee recommends APPROVAL of Alternative Compliance AC-19003, Woodmore Overlook, from the requirements of Section 4.2 (c)(3)(A)(i), Requirements for Landscape Strips Along Streets, and Section 4.6 (c)(1)(B)(ii), Buffering Development from Streets, of the 2010 *Prince George's County Landscape Manual*, along the southern property line, adjacent to MD 202 (Landover Road), subject to the following conditions:

1. Prior to certification of the detailed site plan, the applicant shall:
 - a. Revise the note on the Section 4.6 schedule to be consistent with the alternative compliance note on the Section 4.2 schedule.
 - b. Revise the Section 4.6 schedule to identify the minimum width of the provided bufferyard as reflected in this AC.
 - c. Revise the landscape plan to correctly label the Section 4.6 bufferyard.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

April 3, 2019

MEMORANDUM

TO: Andrew Bishop, Urban Design Review, Development Review Division

VIA: Howard Berger, Supervisor, Historic Preservation Section, Countywide Planning Division *HB*

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division *JAS*
Tyler Smith, Historic Preservation Section, Countywide Planning Division *TAS*

SUBJECT: DSP-18024: Woodmore Overlook Commercial

The subject property comprises 19.97 acres located at 9800 Landover Road, Landover Road, MD, on the south side of Ruby Lockhart Drive, west of Lottsford Road. The subject application proposes approximately 164 multi-family dwelling units, 50,000 square feet of commercial/retail, and associated infrastructure for mixed-use development. The subject property is currently undeveloped.

Phase I archeology was completed in 2009. No further archeological investigations are recommended. This proposal will not impact any historic sites or resources or known archeological sites. Historic Preservation staff recommends approval of DSP-18024, Woodmore Overlook Commercial, with no conditions.

April 24, 2019

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section, Development Review Division

VIA: Scott Rowe, AICP, CNU-A, Supervisor, Community Planning Division *BSR*
David Green, Master Planner, Community Planning Division *BSR*

FROM: Chidy Umeozulu, Planner Coordinator, Neighborhood Revitalization Section,
Community Planning Division *BSR* for Chidy Umeozulu

SUBJECT: **DSP-18024, Woodmore Overlook Commercial**

FINDINGS

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

BACKGROUND

Application Type: Detailed Site Plan for property outside of an overlay zone

Location: South side of Ruby Lockhart Drive, at the northwest quadrant of the intersection of Lottsford Road and Landover Road.

Size: 19.97 acres

Existing Uses: Undeveloped

Proposal: Construction of 164 multifamily units, a 4,649 square foot food and beverage store with gas station and infrastructure for the future development of 152,132 square feet of commercial

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the Established Communities. The vision for the Established Communities is context sensitive infill and low- to medium-density development.

Master Plan: The 1990 *Approved Largo-Lottsford Master Plan Amendment* recommends Employment land uses on the subject property.

Planning Area: 73

Community: Enterprise

Aviation/MIOZ: This application is not located within the Military Installation Overlay (M-I-O) Zone.

SMA/Zoning: Zoning Map Amendment A-10020 reclassified the subject property from the Planned Industrial Park (I-3) Zone to the M-X-T Zone.

MASTER PLAN CONFORMANCE ISSUES:

None


c: Long-range Agenda Notebook

Fred Stachura, Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division

April 26, 2019

MEMORANDUM

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

FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DSP-18024: Woodmore Overlook Commercial**

Proposal

The applicant is proposing a multifamily building and a gas station, along with infrastructure to serve the remainder of the site.

Background

This is the initial detailed site plan (DSP) for this site, and it is subject to conditions on all prior plan including Zoning Map Amendment A-10020, Conceptual Site Plan CSP-10004, and Preliminary Plan of Subdivision 4-18007. The site plan is required to address issues related to architecture, building siting, and relationships between the development and any open space. The site plan is also required to address general detailed site plan requirements such as access and circulation. The transportation-related findings are limited to the circumstance in which at least six years have elapsed since a finding of adequacy was made. In this case, the most recent finding regarding transportation adequacy was made in March 2019 and so further traffic-related analyses are not required. Finally, parking within the M-X-T Zone must be analyzed consistent with Section 27-574 of the Zoning Ordinance.

Review Comments

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

Trip Generation Summary: DSP-18024: Woodmore Overlook Commercial								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Trip Cap from PPS 4-18007			--	--	364	--	--	791
Current Proposal								
Super Gas Station and Convenience Store	4,649	square feet	193	193	386	161	161	322
Less Pass-By (63/66 percent of net AM/PM)			-121	-121	-242	-106	-106	-212
Net Trips for Super Gas Station/Store			72	72	144	55	55	110
Apartments	164	units	17	68	85	64	34	98
Net Trips for Apartments			17	68	85	64	34	98
Total Proposed Trips			89	140	229	119	89	208

The plan includes infrastructure for additional uses on the site, and once they are known during subsequent DSP reviews the reductions for internal trips will be considered and reflected. As evidenced above, the uses proposed are within the PPS trip cap.

Regarding parking, Section 27-574 of the Zoning Ordinance provides a methodology for determining parking requirements in the M-X-T Zone. The applicant has submitted a parking analysis. A parking analysis was provided initially when this case was accepted, and upon receipt of initial staff comments was revised. The following are the major points highlighted in the parking analysis:

1. The methodology in Section 27-574 requires that parking be computed for each use in accordance with Section 27-568. Using the parking schedule, it is shown that the uses would require 412 parking spaces.
2. Using separate hourly fluctuations by use for parking demand for weekdays and weekends, it is determined that the uses combined have a requirement of 367 parking spaces. This is the base requirement per Section 27-574.
3. The applicant provides two arguments for further reductions in the parking requirement for this site:
 - A. The study claims a 10 percent reduction due to transit availability. While the subject site is not within the Largo Town Center borders, the subject site's proximity to the County's The Bus system and the Largo Town Center Metrorail Station is cited as justification for the reduction. The following are noted:
 - i. The walking distance from the residential complex to the Largo Town Center Metrorail Station is approximately 1.27 miles.
 - ii. The Bus Route 21 has its nearest stop at McCormick Drive/Basil Court, which is a 0.42 mile walk from the residential building.
 - iii. The Bus Route 28 has its nearest stop at Campus Way/Hillandale Way, which is a 0.62 mile walk from the residential building.
 - iv. The Bus Route 21X passes along MD 202 next to the subject site but has no stops.
 - v. It is noted that these The Bus routes offer service between 6 a.m and 6 p.m. on weekdays and no service on weekends.
 - B. The parking analysis takes notice of *Parking Generation Manual, 5th Edition* (Institute of Transportation Engineers) to indicate that parking demand for the uses on the site is approximately two-thirds of the base requirement developed in accordance with Subtitle 27-574.
4. Accordingly, the parking analysis concludes that the provision of 347 parking spaces on the site (vis-à-vis the 367-space base requirement) is adequate to serve the proposed uses.

Based on the information offered in the parking analysis, the following determinations are made:

1. A 10-percent reduction in parking demand due to the availability of transit seems very aspirational given the actual transit availability. Few people walk one-half mile along a route with spotty pedestrian amenities for bus services that are infrequent and very limited.
2. The applicant gave too much credit to transit and not enough credit to bicycles and the potential of that mode to reduce parking demand. In this area, a bicycle can be easily used to access several goods and services in the immediate area of the site.

3. While a reduction from the base parking requirement in the M-X-T Zone is emphatically not a departure, the transportation staff believes that issues similar to those reviewed within departures are relevant for consideration. In this circumstance, the transportation staff does not believe that the parking and loading needs of adjacent residential areas will be infringed upon if the site plan is approved with the parking supply as shown.
4. There will be future site plans filed for this site with additional uses and parking, and it will be possible to review the parking issue with those plans.
5. In summary, the transportation staff believes that the number of parking spaces shown on the plan is satisfactory to serve the proposed uses. The staff believes that, between the use of transit and bicycles, there is evidence to consider a reduction in the base requirement of 7.5 percent. With that reduction, 340 parking spaces are required and 347 are provided. As such, accessibility of this site by bicyclists and pedestrians along with bike parking, are essential needs for making the parking plan work and for making this site a quality node of mixed-use development.

Ruby Lockhart Boulevard is a Master Plan commercial/industrial roadway with a proposed width of 70 feet. The current right-of-way is adequate, and no additional dedication is required from this plan.

The I-310 facility is a Master Plan commercial/industrial roadway as well, with a proposed width of 70 feet. This facility is intended to connect northbound MD 202 to Ruby Lockhart Boulevard at such time that the McCormick/St Joseph's intersection with MD 202 is converted to a flyover. The proposed right-of-way is shown slightly adjusted to allow construction by this applicant without the need of obtaining land from adjacent properties. It is already dedicated. The current right-of-way is adequate, and no additional dedication is required from this plan.

MD 202 is a Master Plan expressway with a variable right-of-way. The current right-of-way is adequate, and no additional dedication is required from this plan.

For a variety of reasons, the Transportation Planning Section recommends that the driveway between Parcels 1 and 3 be constructed to the property line with no retaining wall at the end. This will provide a connection between the subject property and the adjacent M-X-T property. This connection is recommended for the following reasons:

1. This potential access will eliminate turning movements along Ruby Lockhart Boulevard and relieve traffic at MD 202 and St. Josephs Drive. With two M-X-T developments operating with their own access points along Ruby Lockhart Boulevard, that situation could create congestion by drivers traveling between the two developments. Furthermore, the access to/from MD 202 via Grand Way Boulevard would provide an additional access/egress for patrons of the adjacent site.
2. This access would enhance pedestrian access from the residential on the subject site to the commercial uses on the adjacent site, and generally improve accessibility for commercial uses on both sites. Improved accessibility should improve the long-term sustainability of development on both adjacent properties.
3. Such access between these two adjacent M-X-T sites is fully consistent with the purposes of the M-X-T Zone, and particularly the first and fifth purposes:
 - A. **Purpose 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. It is believed that an additional connection is a means of promoting orderly development in the vicinity of the MD 202/St. Josephs intersection and enhancing the economic status of the County by improving the long-term sustainability of the uses on both sites.

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

At this point, the applicant indicates that there is a sizable elevation change between the two properties, but evidence has not been provided regarding the elevation change. The site is reasonably flat in the area where access is proposed, and no grading plans have been approved to date. And while it has been stated that the conceptual site plan for the subject site shows no indication of potential access at staff's recommended location, Conceptual Site Plan CSP-10004 places a master plan street along the western property line of the site; by virtue of that street being a public street, access could have been presumed at any location along it.

Beyond this issue of access between this site and the property to the west, access and circulation are acceptable.

The resolution approving the rezoning of this site to M-X-T contains several transportation-related conditions. The status of each condition is noted below:

A-10020:

Condition 4: OK. This condition requires that right-of-way for the I-308 and the I-310 facilities be shown on the conceptual site plan and shall be shown for dedication on the preliminary plan of subdivision. Both facilities were adequately shown on those plans, and the site plan is consistent with the PPS.

Condition 5(A): OK. This condition establishes a trip cap for the overall property of 514 AM and 963 PM peak hour trips. The development proposed by this site plan conforms to that condition.

Condition 5(B): OK. This condition requires physical improvements at three locations within the study area. This condition is enforceable at the time of the first commercial building permit. It should be noted that the conditioned improvements at MD 202 and Saint Joseph Drive have been constructed by others. It should also be noted that the conditioned improvements at MD 202 and Lottsford Road were amended by PPS 4-18007 pursuant to Section 27-213(a)(3)(B).

Condition 6: OK. This condition affirms that the needed transportation improvements shall be determined at the time of subdivision approval, and this occurred with the approval of PPS 4-18007.

Condition 7: OK. This condition sets bonding and permitting requirements for needed roadway improvements. This condition is not yet applicable and will be enforced in the future.

Condition 8: OK. This condition requires submittal of a signal warrant study at the time of the initial detailed site plan at Lottsford Road at Ruby Lockhart Boulevard/Palmetto Drive. This signal has been studied, determined to be warranted, and has been bonded and permitted by the County for installation.

Condition 9: OK. This condition requires submittal of a signal warrant study at the time of the initial commercial detailed site plan for Ruby Lockhart Drive and the commercial access. This study was submitted to the County on April 3, 2019 and determined that signal warrants were not met.

Nevertheless, it is under review by the County, and the applicant must address any comments that may arise as a part of the County's review.

Condition 10: OK. This condition requires that there be no direct driveway access between the site and MD 202. No such access is shown on the plan; the sole access is by means of I-310, which is on the master plan and has been fully considered within the approval process.

4-18007:

Condition 5: OK. This condition establishes a trip cap for the overall property of 364 AM and 347 PM peak hour trips. As shown earlier in this memorandum, the development proposed by this site plan conforms to that condition.

Condition 6: OK. This condition requires physical improvements at three locations within the study area: MD 202 at Lottsford Road; Lottsford Road at Campus Way North; and I-310/Grand Way Boulevard. This condition is enforceable at the time of the first commercial building permit.

Condition 7: OK. This condition requires submittal of a signal warrant study at the time of the initial commercial detailed site plan for Ruby Lockhart Drive and the commercial access. This study was submitted to the County on April 3, 2019 and determined that signal warrants were not met. Nevertheless, it is under review by the County, and the applicant must address any comments that may arise as a part of the County's review.

Condition 8: OK. This condition requires a plat note that there be no direct driveway access between the site and MD 202. No such access is shown on this plan, and this requirement will be reflected by a note on a future plat.

There are no transportation conditions on underlying Conceptual Site Plan CSP-10004.

Conclusion


From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a detailed site plan as described in the Zoning Ordinance if the plan is approved with the following condition:


1. Revise the site plan to show the driveway between Parcels 1 and 3 as constructed to the western property line with no retaining wall at the end.

May 3, 2019

MEMORANDUM

TO: Andrew Bishop, Senior Planner Urban Design Section

VIA: Sherri Conner, Supervisor Subdivision and Zoning Section 

FROM: Amber Turnquest, Senior Planner Subdivision and Zoning Section 

SUBJECT: DSP-18024 and AC-19003, Woodmore Overlook Commercial – REVISED

The subject property is located Tax Map 60 in Grids E-3 and E-4 in Planning Area 73 and is zoned Mixed Use-Transportation Oriented (M-X-T). The site includes Outparcel A, Addison King Subdivision, recorded in Plat Book VJ 187-40, and Parcel 27 recorded in Prince George's County Land Records, in Liber 40521 folio 497.

The property is subject to the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* (Largo-Lottsford Master Plan and SMA). The applicant has submitted this DSP for the approval of 4,649 square feet of commercial space and 164 multifamily dwelling units.

The site is the subject of preliminary plan of subdivision (PPS) 4-18007, approved by the Planning Board on March 7, 2019, for the creation of six parcels and one outparcel, subject to 16 conditions for the development of 164 multifamily dwelling units and 32,930 square feet of commercial development. The commercial development proposed with the DSP is consistent with the approved PPS. Of the 16 conditions included in the approved PPS (PGCPB Resolution No. 19-32) the following are applicable to this application:

3. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73*, and Zoning Map Amendment A-10020-C, the applicant shall provide the following:**
 - a. **An eight-foot-wide, shared-use side path, or wide sidewalk along the site's entire frontage of MD 202 (Landover Road), unless modified by the Maryland State Highway Administration.**
 - b. **Standard sidewalks along both sides of Grand Way Boulevard, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation.**

- c. **An eight-foot-wide sidewalk along the subject site's entire frontage of Ruby Lockhart Boulevard, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation.**
 - d. **Sidewalk access should be provided from the public rights-of-way to building entrances. Internal sidewalk access will be evaluated at the time of detailed site plan.**
5. **Total development within the subject property shall be limited to uses which generate no more than 364 AM and 347 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

7. **Prior to approval of the initial commercial detailed site plan, the applicant shall submit an acceptable traffic signal warrant study to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and/or the Prince George's County Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Ruby Lockhart Drive and the commercial access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic, at the direction of DPW&T. If signalization or other traffic control improvements are deemed warranted at that time, the applicant shall bond the improvements with DPIE/DPW&T prior to release of any building permits under Phase II, and complete installation at a time when directed by DPIE/DPW&T.**

Conformance to Conditions 3, 5, and 7 should be reviewed and determined by the Transportation Planning Section.

9. **The applicant and the applicant's heirs, successors, and/or assignees shall provide private on-site recreational facilities in accordance with the *Park and Recreation Facilities Guidelines*. At the time of detailed site plan, the type and siting of the facilities shall be determined, including appropriate triggers for construction.**

Conformance with Condition 9 should be reviewed and determined by the Urban Design Section.

14. **Substantial revision to the uses on the subject property that affect Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision, prior to approval of any permits.**

The lot line shared by Parcel 1 and Parcel 2 has been shifted significantly, and Parcel 2 has been reduced from 1.34 acres to 1,150 square feet and is therefore not adequate for development. This is not consistent with the PPS and a parcel adequate in size to support access and development should be proposed.

Plan Comments

1. Matchlines should be offset from all property boundary lines for legibility.

Recommended Conditions

1. Prior to certificate of approval of the DSP, the plans shall be revised to:

- a. Revise the General Note 8 to reflect the 4,649 square feet of non-residential development proposed with this detailed site plan.
- b. Ensure the legibility of all property lines and bearings and distances.
- c. Revise Parcel 2 to be consistent with the approved preliminary plan of subdivision, ensuring it is sized adequately to support access and development.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the approved preliminary plan of subdivision, given that the plan comments are addressed, and with the conditions recommended. The PPS shall be signature approved prior to certification of the DSP. All bearings and distances must be clearly shown on the DSP and be consistent with the record plat. There are no other subdivision issues at this time.

Countywide Planning Division
Transportation Planning Section

301-952-3650

April 26, 2019

MEMORANDUM

TO: ~~Henry Zhang, Master Planner, Development Review Division~~
Andrew Bishop

VIA: Tom Masog, Master Planner, Transportation Planning Section

FROM: *AS* Fred Shaffer, Trails Coordinator, Transportation Planning Section

SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following Detailed Site Plan was reviewed for conformance with the Countywide Trails Plan and/or the appropriate area Master Plan in order to provide the Master Plan Trails.

Detailed Site Plan Number: DSP-18024

Name: Woodmore Overlook

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.*	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u> </u>	M-NCPPC – Parks	<u> X </u>
HOA	<u> </u>	Bicycle Parking	<u> </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

BACKGROUND:

The subject application is located between MD 202 and Ruby Lockhart Boulevard on the west side of Lottsford Road. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 1990 *Approved Largo-Lottsford Master Plan and Sectional Map Amendment* (area master plan). The submitted Detailed Site Plan proposes seven parcels with commercial and multi-family residential proposed. Because the site is not within a designated Center or Corridor, it was not subject to Section 24-124.01 or the Transportation Review Guidelines – Part 2.

Review Comments (Master Plan Compliance and Prior Approvals):

Two master plan trails impact the subject site. A shared use sidepath is recommended along MD 202 (see MPOT map) and a shared used sidepath and designated bike lanes are recommended along Lottsford Road. The MPOT includes the following text regarding these master plan trails:

Lottsford Road Shared-Use Side path: This planned facility has been implemented as a wide sidewalk along some frontages. On-road bicycle facilities should be considered as road improvements occur. (MPOT, page 26).

Comment: This facility has been implemented along the frontage of the subject site as a decorative wide sidewalk. The sidewalk is concrete with decorative brick edges and appears to be six-foot wide. DPW&T is also considering designated bike lanes along the road as part of future road resurfacing/restriping.

MD 202 Continuous Sidewalks and On-Road Bicycle Facilities: Road improvements along MD 202 should be consistent with the AASHTO Guide for the Development of Bicycle Facilities and improvements and pavement markings should preserve and enhance the existing state-designated Upper Marlboro to College Park Bikeway. If MD 202 is improved from an open to closed section roadway, a standard side path shall be provided along one side and bicycle-compatible pavement markings shall be provided on the outside curb lanes (MPOT, page 25).

Comment: Staff is recommending a Shared Use Sidepath along the site's frontage of MD 202, unless modified by SHA. Due to the proximity near the Largo Town Center and the need to safely accommodate pedestrians, staff believes that a separate, dedicated facility for bicyclists and pedestrians is warranted.

The Complete Streets Section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Comment: Sidewalks are provided along all road frontages and appear to be provided at appropriate locations internal to the site consistent with these policies. One additional sidewalk connection is recommended by staff at a location marked in red on the attached plan sheet.

A-10020-C included the following condition of approval related to facilities along Ruby Lockhart Boulevard:

11. The Applicant shall provide eight-foot wide sidewalks and designated bike lanes along both sides of the subject site's portion of Ruby Lockhart Boulevard (consistent with approvals for the Woodmore Town Center), unless modified by DPW&T.

Comment: The Basic Plan for Woodmore Overlook included a condition that bike lanes and an eight-foot sidewalk be provided along Ruby Lockhart Boulevard. This would be the same improvements as was constructed at Woodmore Town Center. However, it should be noted that the road classification changes

from a Major Collector to an Industrial Road east of St. Joseph's Drive and the right-of-way is reduced by 20 feet. An April 25, 2019 e-mail from DPIE Associate Director Mary Giles explained that DPIE and DPW&T are going to require the following improvements within the right-of-way of Ruby Lockhart Boulevard:

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

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

Approved Preliminary Plan 4-18007 included the following condition of approval.

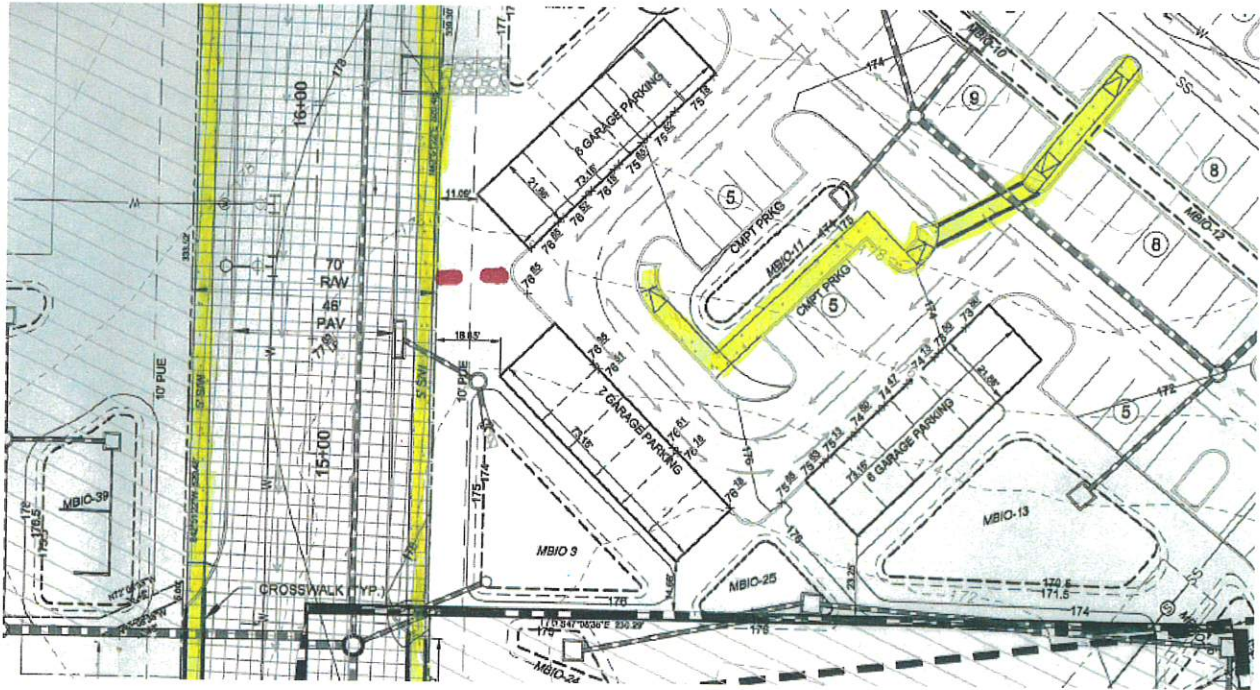
3. In conformance with the *Approved Countywide Master Plan of Transportation* and the *Approved Largo-Lottsford Master Plan and Sectional Map Amendment* and A-10020-C, the applicant shall provide the following:
 - a. An eight-foot wide shared use sidepath or wide sidewalk along the site's entire frontage of MD 202, unless modified by SHA.
 - b. Standard sidewalks along both sides of Grand Way Boulevard, unless modified by DPIE/DPW&T.
 - c. An eight-foot wide sidewalk along the subject site's entire frontage of Ruby Lockhart Boulevard, unless modified by DPIE/DPW&T.
 - d. Sidewalk access should be provided from the public rights-of-way to building entrances. Internal sidewalk access will be evaluated at the time of Detailed Site Plan.

Comment: Standard sidewalks are shown at appropriate locations on the submitted DSP. Sidewalks and bike lanes are included on both sides of Grand Way Boulevard and sidewalk access is provided from the public right-of-way to most of the proposed building. At the time of DSP for Parcels 4 and 5, pedestrian access will be considered from Grand Way Boulevard to Parcel 6.

RECOMMENDATION:

Prior to signature approval, the Detailed Site Plan shall be revised to include the following improvements:

- a. An eight-foot wide shared use path along the subject site's entire frontage of MD 202, unless modified by SHA.
- b. A five-foot sidewalk and designated bike lanes along the subject site's entire frontage of Ruby Lockhart Boulevard, unless modified by DPIE/DPW&T.
- c. Bicycle parking at the Royal Farms and residential units.
- d. One additional sidewalk connection on Parcel 6 along the east side of Grande Way Boulevard in the vicinity of the garage parking.
- e. Sidewalk access should be considered at the time of DSP revision for Parcels 4 and 5 that will connect Parcel 6 with the sidewalks along Grand Way Boulevard.



Recommended sidewalk connection marked in red above.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: April 22, 2019

TO: Andrew Bishop
Development Review Division

VIA: Helen Asan, Acting Land Acquisition Supervisor *HA*
Park Planning and Development Division
Department of Parks and Recreation

FROM: Paul Sun, Land Acquisition Specialist *PS*
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **DSP-18024-Woodmore Overlook Commercial**

The staff of the Department of Parks and Recreation (DPR) has reviewed and evaluated the above referenced Detailed Site Plan (DSP) for conformance with the requirements considered in our recommendations of Preliminary Plan of Subdivision (PPS) 4-18007; as they pertain to public parks and recreation.


ANALYSIS

The subject property consists of 19.97 acres of M-X-T zoned land and located in between Ruby Lockhart Boulevard (to the north) and Landover Road (to the south), approximately 500' west of the intersection Lottsford and Landover Road. The proposal for development on the property includes a mix of commercial and residential uses. PPS 4-18007, was approved by the Prince George's County Planning Board on March 7, 2019, (PGCPB Resolution No. 19-32) requiring on-site private recreational facilities to be reviewed by the Urban Design Section Development Review Division (DRD) for the residential portion of the development. These specific requirements are noted in conditions 9 and 10 of PGCPB 19-32.

April 25, 2019

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section

FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section 


SUBJECT: DSP-18024 – Woodmore Overlook Commercial


1. Property is zoned M-X-T and all standards are set by the Planning Board.
2. Building setbacks are determined by the Planning Board, make sure they are identified on the final plan.
3. Provide the setbacks and location for all the freestanding signs proposed, pursuant to Section 27-614(a) of the Zoning Ordinance.
4. The location of the gas price sign is unclear or missing. Be sure the location is actually identified on the signage sheet, pursuant to Section 27-614(a) of the Zoning Ordinance.
5. Details regarding complete dimensions and square footages need to be provided for the building-mounted signs shown on the Royal Farms architecture, pursuant to Section 27-596(c)(1) of the Zoning Ordinance.
6. Some of the dimensions on the freestanding signs are too small to be read, make them legible.
7. Provide the method of erecting the various building sign, pursuant to Section 27-596(c)(4) of the Zoning Ordinance.
8. Is any building signage planned for the multi-family building and commercial building, that criteria needs to be determined and decided on with this application.
9. Make sure all dimensions and setbacks for proposed buildings are added to the site plan, pursuant to Section 27-254(c)(1)(C) of the Zoning Ordinance.

April 29, 2019

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section

VIA: Katina Shoulars, Supervisor, Environmental Planning Section 

FROM: Megan Reiser, Planner Coordinator, Environmental Planning Section 

SUBJECT: **Woodmore Overlook; DSP-18024 and TCP2-037-2017-03**

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan and Type 2 Tree Conservation Plan (TCP2). Comments were provided in a Subdivision Development Review Committee meeting on April 5, 2019. Additional information was provided on April 26, 2019.

The Environmental Planning Section recommends approval of DSP-18024 and TCP2-037-2017-03 subject to one condition listed at the end of this memorandum.

Background

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-10004	TCP1-001-11	Planning Board	Approved	12/08/2011	11-116
4-10022	TCP1-001-11-01	Planning Board	Approved	02/23/2012	12-13
4-16019	TCP1-001-11-02	Planning Board	Approved	1/18/2018	18-03
N/A	TCP2-037-2017	Staff	Approved	5/17/2018	N/A
N/A	NRI-010-10-03	Staff	Approved	3/06/2018	N/A
DSP-16025	TCP2-037-2017-01	Planning Board	Approved	3/15/2018	18-21
N/A	TCP2-037-2017-02	Staff	Pending	Pending	N/A
4-18007	TCP1-001-11-03	Planning Board	Approved	12/18/2018	19-32
DSP-18024	TCP2-037-2017-03	Pending	Pending	Pending	Pending

Proposed Activity

The current application is for multifamily residential development, a food and beverage store with a gas station, and infrastructure for future development.

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in Subtitles 24, 25 and 27 that came into effect on September 1, 2010 because the application had a recent preliminary plan (4-18007).

Review of Previously Approved Conditions

The following text addresses previously approved environmental conditions related to the subject application. The text in BOLD is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

Conformance with CSP-10004; TCP1-001-11 (PGCPB NO. 11-116)

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

This condition must be addressed prior to the issuance of any permits with the proposed impacts to the wetlands, wetland buffers, and streams.

Conformance with 4-18007 (PGCPB No. 19-22)

2. **Development of this site shall be in conformance with approved Stormwater Management Concept Plan 38393-2018-0 and any subsequent revisions.**

The proposal is in general conformance with the approved Stormwater Management Concept Plan.

15. **Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the United States, the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.**

This condition must be addressed prior to the issuance of any permits with the proposed impacts to the wetlands, wetland buffers, and streams

Environmental Review

Natural Resources Inventory/Existing Conditions

The Natural Resources Inventory, NRI-010-10-03 was approved on March 6, 2018. The subject TCP2 is in conformance with the approved NRI.

Preservation of Regulated Environmental Features/Primary Management Area (PMA)

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "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)."

A statement of justification was submitted and reviewed as part of the Preliminary Plan of Subdivision,

4-18007. No new impacts are being proposed with the current application therefore no new statement of justification is needed.

Recommended Finding: The regulated environmental features on the subject property have been preserved and/or restored in a natural state to the fullest extent possible based on the evaluation provided with Preliminary Plan 4-18007.

Specimen Trees

TCP applications are required to meet all of the requirements of Subtitle 25, Division 2 which includes the preservation of specimen trees, Section 25-122(b)(1)(G). Every effort should be made to preserve the trees in place, considering the different species' ability to withstand construction disturbance (refer to the Construction Tolerance Chart in the Environmental Technical Manual for guidance on each species' ability to tolerate root zone disturbances).

A variance from Section 25-122(b)(1)(G) was granted with the Preliminary Plan for the removal of the sites four (4) existing specimen trees. The required findings of Section 25-119(d) were adequately addressed for the removal of specimen trees with Preliminary Plan 4-18007.

Woodland Conservation

This property is subject to the provisions of the Prince George's County WCO because it has previously approved Tree Conservation Plans.

The 46.28-acre site contains 33.54 acres of existing woodland on the net tract and 0.04 acres of woodland within the 100-year floodplain. The site has a Woodland Conservation Threshold (WCT) of 6.90 acres, or 15 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 18.05 acres. The TCP2 shows this requirement will be met by providing 2.97 acres of on-site woodland preservation, 0.10 acre or reforestation/afforestation, and 14.98 acres of off-site conservation credits

The plan must be revised to match the LOD and woodland conservation shown on TCP2-037-2017-02 currently under review for rough grading. The plan shall be in conformance with all technical requirements found in Subtitle 25 and the Environmental Technical Manual.

Stormwater Management

An approved Stormwater Management Concept plan (38393-2018-00) was submitted with the subject application, which includes 44 micro-bioretenion areas, a bioswale, and an underground facility. No additional information regarding stormwater management is needed.

Recommended Findings:

1. Prior to certification of the DSP, the TCP2 shall be revised to match TCP2-037-2017-02 for rough grading. It shall be in conformance with all technical requirements found in Subtitle 25 and the Environmental Technical Manual

Recommended Conditions:

1. **Recommended Finding:** The regulated environmental features on the subject property have been preserved and/or restored in a natural state to the fullest extent possible based on the evaluation provided with Preliminary Plan 4-18007.

If you have any questions concerning these comments, please contact me at 301-952-3752 or by e-mail at megan.reiser@ppd.mncppc.org.

WOODMORE OVERLOOK, PHASE 2
DETAILED SITE PLAN APPLICATION
(DSP - 18024)
STATEMENT OF JUSTIFICATION

OWNER/APPLICANT: Woodmore Overlook Commercial, LLC
4326 Mountain Road
Pasadena, MD 21122

ATTORNEY/AGENT: Law Offices of Norman D. Rivera, Esq. LLC
17251 Melford Blvd., Suite 200
Bowie, MD 20715
301-352-4973

CIVIL ENGINEER: Dewberry Engineers Inc.
4601 Forbes Boulevard, Suite 300
Lanham, MD 20706
301-731-5551

1. DESCRIPTION OF PROPERTY

The property that is the subject of this detailed site plan application consists of three parcels (Parcel 27, and Outparcel A), which are a part of a larger piece of property formerly known as the King Property located in the northwest quadrant of the intersection of Lottsford Road with Landover Road (MD 202) in Largo, Maryland. The entire King Property, now being processed as Woodmore Overlook, is comprised of Parcels 27, 276, 272, 270 and Outparcel A, but only Parcel 27 and Outparcel A are being developed under the proposed detailed site plan application (DSP-18204) and a companion preliminary plan (4-18007). The property is recorded among the Land Records of Prince George's County, Maryland in Liber 6933, Folio 453 (Parcel 27), Liber 40521, Folio 497 (Outparcel A) and is located on Tax Map 60 in Grid E-3.

The property of the underlying CSP has frontage on the north and south sides of Ruby Lockhart Boulevard and consists of 45.93 +/- acres. The subject DSP is only for the south side of Ruby Lockhart Boulevard between St. Joseph's Drive and Lottsford Road. This DSP covers 19.98 acres of that CSP which is Phase II and the primarily commercial portion of the site. The site has frontage along Landover Road (MD 202), a master planned expressway which will link to Ruby Lockhart Boulevard via a master planned road (I-310). The site is also in close proximity to Lottsford Road to the east, a master planned arterial roadway, but does not front directly onto Lottsford Road.

The subject property is currently unimproved, and is zoned Mixed-Use Transportation (M-X-T). The property is in close proximity to the Woodmore Town Centre to the west, and sits on Ruby Lockhart Boulevard, which is across Rt. 202 from various Prince George's County government offices and the new regional hospital center. The connection of Ruby Lockhart Boulevard will provide a link from Lottsford Road to St. Joseph's Drive allowing access to and from Woodmore Town Centre which alleviates traffic onto Landover Road. The overall neighborhood is a mixture of residential, retail, commercial, office, and service uses. North of the site are single-family homes in the M-X-T Zone (Balk Hill Village). West of Parcel 27 is undeveloped land in the M-X-T Zone owned by the Revenue Authority of Prince George's County, and further west is St. Joseph's Church in the R-R (Rural-Residential) Zone and the Woodmore Town Centre in the M-X-T Zone. East of Parcel 27 and north of Outparcel A is the Woodstream Church in the I-3 Zone. The subject site is bound to the north by Ruby Lockhart Boulevard and to the south by MD-202. It is bisected by master planned roadway I-310.

The subject property is located in Councilmanic District 5, and in the 13th Election District. It is within the area of the *1990 Approved Master Plan and Adopted Sectional Map Amendment for Largo Lottsford, Planning Area 73*. The 2002 General Plan (the "General Plan") placed the

subject property in the Developing Tier, and at that time the vision for the Developing Tier was “to maintain a pattern of low- to moderate- density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable.” The new roadmap for Prince George’s County is that which is outlined in Plan Prince George’s 2035 (“Plan 2035”), which replaced the General Plan. Plan 2035 concentrates on public investment in targeted transit-oriented commercial and mixed-use centers which contains the subject site. According to Plan 2035, the strategy is to attract new private investment, businesses, and residents to the County and generate the revenue the County needs to provide well-maintained, safe, and healthy communities, improved environmental resources, high-quality public schools, and other critical services.

Plan 2035 placed the subject property in Sustainable Growth Act Tier 2 (planned for public sewer service). Plan 2035 designates eight centers with extensive transit and transportation infrastructure and the long-term capacity to become mixed-use, economic generators for the County as Regional Transit Districts. The subject property is located in one such district, known as the Largo Town Center Metro Regional Transit District. Regional Transit Districts are defined under Plan 2035 as high-density, vibrant, and transit-rich mixed-use areas envisioned to capture the majority of future residential and employment growth and development in the County. It is important to note that the proposed detailed site plan for the Woodmore Overlook project is Phase 2 of a 2-Phase plan which will deliver new residential and retail/commercial uses to the area. Phase 1 was previously approved through preliminary plan 4-16019 and DSP-16025 for the construction of 215 single-family attached townhouse units on the north side of Ruby Lockhart Boulevard.

Plan 2035 further highlights the fact that the area of the proposed development has been recognized as the new “Downtown” of Prince George’s County. Plan 2035 specifically designates Largo Town Center as a place that will evolve over time to a Downtown and meet housing and

employment targets. The development of the subject Woodmore Overlook project will be located in this new downtown.

2. REQUEST FOR DETAILED SITE PLAN APPROVAL

The applicant is requesting approval of a detailed site plan to construct 121,197 s.f. of commercial space and 213,770 square feet of multifamily residential space on a 19.98 +/- acre site. Conceptual Site Plan (CSP-10004) was previously approved by the Planning Board on December 8, 2011, for a mixed-use office and residential development. The project was approved as a 2-Phase project with Phase 1 being a planned residential retirement community on Parcel 272, while Phase 2 would contain a mix of retail and office space on Parcel 27. DSP-16025 amended the previously approved CSP as permitted by CB-83-2015 to provide market-rate townhouses instead of dwelling units designed for the 55 and above population.

The subject application for Phase 2 of Woodmore Overlook proposes a two-structure, five-story multifamily residential building connected by a central lobby. A total of 164 multifamily residential units are proposed, along with an extensive recreational facility package consisting of indoor and outdoor amenities to include a pool, bath house, scenic overlook, fire pit, indoor secure bike storage and lobby.

A Royal Farms gas station and convenience store is slated for construction in the southwest portion of the site where master planned roadway I-310 will intersect with MD 202. Two other commercial pad sites are proposed on the east side of I-310 and a larger commercial building will be located north of Royal Farms and across I-310 from the proposed multifamily building.

The development program included in this detailed site plan application will supersede that which was previously approved in CSP-10004, in accordance with Council Bill CB-83-2015.

3. CONFORMANCE TO ZONING MAP AMENDMENT A-10020-C

It should be noted that on July 12, 2010, the District Council approved the rezoning of the subject site from the I-3 Zone to the M-X-T Zone through Zoning Map Amendment A-10020-C. The District Council approved the rezoning with eleven conditions (Zoning Ordinance No. 6-2010). The following numbered conditions from the ZMA are applicable to this detailed site plan:

1. **The applicant shall observe these recommendations [should be observed] during the preparation and review of the Conceptual Site Plan (CSP). Conformance to this Condition 1 is to be evaluated at the time of conceptual site plan, and will further be reviewed with the detailed site plan.**
 - a. **The site shall provide adequate open space at the perimeter, as determined by the Urban Design Section, to serve as a buffer between the project and adjacent lower-density residential development and the church.**

***RESPONSE:** The detailed site plan indicates a substantial setback between the multifamily building and adjacent Woodstream Church along the eastern property line (approx. 495 l.f.). Existing mature woodland will be preserved in this area and will ensure adequate buffering.*

- b. **Wherever possible, living areas shall be linked to community facilities, transportation facilities, employment areas, and other living areas by a continuous system of pedestrian walkways and bike trails utilizing the open space network.**

***RESPONSE:** The Applicant is proposing an extensive internal sidewalk system as part of the proposed development which furthers the goal of providing a continuous system of pedestrian walkways. These five-foot-wide internal sidewalks will be adequate to serve the community and will link to the proposed facilities.*

- c. **Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect existing residential areas, particularly those interfaces with the multifamily buildings in Phase 1 and that adjoining the church in Phase 2.**

***RESPONSE:** As noted above, generous building setbacks with preserved woodland and natural areas are proposed to address this condition.*

It should be noted, however, that the Applicant's proposal for Phase 1 does not include multifamily buildings.

2. All future submissions for development activities on the subject property shall contain the following:
- a. A signed Natural Resources Inventory (NRI)
 - b. A Tree Conservation Plan that covers the entire subject property.

RESPONSE: *The above condition has been satisfied. A Type 2 Tree Conservation Plan, TCP2-037-2017-01 and approved Natural Resource Inventory (NRI 10-10-03) are submitted with this application.*

3. At the time of CSP review, the Applicant and staff of the Department of Parks and Recreation shall develop a mutually acceptable package of parkland, outdoor recreational facilities, fees, or donations to meet the future needs of the residents of the planned retirement community.

RESPONSE: *The approval of CSP-1004 established a mutually acceptable recreational package, which was revised for Phase 1 of the project via the approval of DSP-16025 to reflect the conversion from a 55+ community to market rate townhouses. A list and cost estimate of the proposed private recreational facilities to serve residents of the multifamily units has been provided with the subject application and meets the requirements of the Park and Recreation Facilities Guidelines. On-site private recreational facilities will be provided in the form of a pool, pool house, and two indoor secure bike storage rooms on-site.*

- 5.a. Total development within the subject property shall be limited to uses which generate no more than 514 AM and 963 PM peak-hour vehicle trips. Any development generating a greater impact shall require an amendment of conditions with a new determination of the adequacy of transportation facilities.

RESPONSE: *understood. A revised Transportation Impact Analysis is provided and attached with this submittal.*

- 5.b. The applicant shall make these improvements:

(1) MD 202 at Saint Joseph Drive – Provide a third southbound left-turn lane along the southbound MD 202 approach.

(2) MD 202 at Lottsford Road – (i) Convert the existing eastbound right-turn lane to a shared through/right-turn lane; (ii) Convert the westbound shared through/left turn lane to left-turn only (maintaining two (2) through lanes and two (2) left-turn lanes; (iii) Change the existing split-signal phasing to

concurrent phasing on the Lottsford Road approaches; and (iv) Modify the median and signals accordingly, as required by the operating agency.

(3) Lottsford Road at Campus Way North -- Provide a second southbound left-turn-lane along Campus Way.

6. All required transportation facility improvements shall be determined at the time of subdivision approval.
7. Prior to the issuance of any commercial building permits within the subject property under Phase II, all required road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency.

RESPONSE: The conditions above require physical improvements and will be enforced at the time of the first commercial building permit.

8. Prior to approval of the initial Detailed Site Plan, the Applicant shall submit an acceptable traffic signal warrant study to the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Lottsford Road and Ruby Lockhart Boulevard/Palmetto Drive. The Applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T, and examine alternatives to signalization for reducing delays from the minor street approaches. If signalization or other traffic control improvements are deemed warranted at that time, the Applicant shall bond the improvements with DPW&T prior to the release of any building permits within the subject property, and complete installation at a time when directed by DPW&T. Such installation shall also include the restriping and/or minor widening of the northbound Palmetto Drive approach to provide two approach lanes to the intersection.

RESPONSE: See traffic report and signal warrant study provided in conjunction with the companion preliminary plan of subdivision (4-16019).

9. Prior to the approval of the initial commercial Detailed Site Plan under Phase II, the Applicant shall submit an acceptable traffic signal warrant study to the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Ruby Lockhart Drive and the commercial access. The Applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T, and examine alternatives to signalization for reducing delays from the minor street approaches. If signalization or other traffic control improvements are deemed warranted at that time, the Applicant shall bond the

improvements with DPW&T prior to the release of any commercial building permits under Phase II, and complete installation at a time when directed by DPW&T.

RESPONSE: See traffic report and signal warrant study provided in conjunction with the companion preliminary plan of subdivision (4-16019).

- 10. There shall be no direct driveway access between the subject property and Landover Road (MD 202).**

RESPONSE: No direct driveway access between the subject property and Landover Road (MD 202) is proposed. All driveway connections are direct to master planned I-310.

- 11. The Applicant shall provide eight-foot wide sidewalks and designated bike lanes along both sides of the subject site's portion of Ruby Lockhart Boulevard (consistent with approval for the Woodmore Town Center), unless modified by DPW&T.**

RESPONSE: Conformance with Condition 11 was evaluated and approved with the prior preliminary plan in the Trail analysis. It should be noted that the Applicant is proposing five-foot wide sidewalks. The adjacent Balk Hill SDFG Permit # 26902-2014 did not have 8-foot wide sidewalks, so in effect, DPW&T has modified this standard. Five-foot wide sidewalks have been provided, beginning at the intersection of St. Joseph's and Ruby Lockhart Blvd., and continuing south for approximately 720 feet at a width of five feet. Another portion of the sidewalk that runs along Ruby Lockhart Blvd. from Lottsford Road to the edge of the Woodstream Church is also 5-feet wide. The Applicant's proposal to provide 5-foot wide sidewalks is consistent with existing conditions. Sidewalks and bike lanes will be provided as designated by DPW&T.

4. CONFORMANCE TO CONCEPTUAL SITE PLAN, CSP-10004

CSP-10004 was approved with six conditions, which were also adopted by the County Council. Conditions 3, 4, 5 and 6 shown below specifically relate to the review of the detailed site plan application:

- 3. At the time of detailed site plan, the following issues shall be addressed, or information shall be provided:**
- a. In accordance with Section 27-548, the applicant shall illustrate that 1,800 square-foot lots for townhomes could be accommodated with the subject proposal. While**

the applicant shall not be required to plat those illustrative lots, the lot size provisions will inform the site design process, and ensure that adequate space is allotted for the development of townhouses.

RESPONSE: No townhouse units are proposed in this phase.

- b. Front-loaded garages that are incorporated into any townhouse or one-family semi-detached dwelling shall be designed in accordance with Section 27-548(h) of the Zoning Ordinance, unless a variance is requested from that provision.**

RESPONSE: No townhouses are proposed in this phase.

- c. The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture shall be coordinated in order to enhance the visual unity of the site.**

RESPONSE: Special attention is paid to the choice of fixtures and trash receptacles and have been coordinated with Phase 1 of the development.

- d. All buildings shall have articulated building facades. Separations, changes in plane and height, and the intermittent inclusion of such elements as bay windows, porches, overhangs, balconies and chimneys are encouraged. Vertical and horizontal articulation of sloped roofs is encouraged, including gables and dormers.**

RESPONSE: The architecture submitted addresses these design elements.

- e. The applicant shall provide a variety of housing options, including some that do not require an extensive use of stairs. The applicant shall demonstrate that a reasonable proportion of the housing is handicap accessible.**

RESPONSE: This standard is not applicable. The Applicant is not proposing a senior community.

- f. All end elevations of one-family semi-detached or detached units shall have a minimum of three standard end wall features.**

RESPONSE: This standard is not applicable.

- g. Provide bicycle parking on the detailed site plan in close proximity to the main entrance of each of the three proposed office buildings, club house and recreational amenities.**

RESPONSE: Bike parking is provided within the interior to the multi-family structures with two indoor secure storage bike rooms that will be accessible to the residents.

- h. Provide a schedule of bicycle parking and bicycle parking details at the time of detailed site plan review.**

RESPONSE: Adequate bike parking and storage is provided within the multi family building with two indoor secure interior storage rooms.

- i. The layout of commercial office complex shall be reconsidered. The buildings shall have a strong relationship with each other and the street. The buildings shall also be reorganized to provide a quality public space that will provide a pleasant outdoor setting for employees and visitors.**

RESPONSE: This standard is not applicable.

- 4. At the time of detailed site plan the private on-site recreational facilities shall be reviewed. The following issues shall be addressed:**

- a. The applicant shall provide a list of proposed private recreational facilities and their cost estimates.**

RESPONSE: A Recreational Facilities Worksheet is included with the application detailing the proposed recreational facilities and cost estimate.

- b. The minimum size of the community building and the timing of its construction shall be determined.**

RESPONSE: *This standard is not applicable, as a clubhouse is not being proposed.*

- c. **The developer, his successor and/or assigns shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.**

RESPONSE: *A Private Recreational Facilities Agreement shall ensure construction of the facilities. The Homeowners Association (HOA) documents will assure retention and future maintenance of the proposed recreational facilities.*

5. **The developer, his successor and/or assigns shall contribute a lump sum payment of \$165,000 to M-NCPPC for the development of recreational facilities in the local area. The fee payment shall be paid prior to the recordation of the record plat to Park Community CG, Account Code 840702.**

RESPONSE: *See the Recreational facility Worksheet included with this submittal. A payment of \$165,000 is no longer being proffered because the Applicant's development program has changed since approval of the CSP and has already been modified through the approval of DSP-16025.*

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

RESPONSE: *The Applicant is in agreement.*

6. FINDINGS REQUIRED FOR THE PLANNING BOARD TO APPROVE THE

DETAILED SITE PLAN 27-285(b)(1)

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

RESPONSE: *The Applicant herein addresses the purposes and other provisions of this Division, demonstrating that the proposal to construct 166 multifamily residential units and 121,197 square feet of commercial retail space is in conformance with said purposes and provisions.*

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

RESPONSE: *Proposed commercial buildings are oriented toward MD 202. Further, the Applicant will be constructing a connection through master planned roadway I-310, which will provide further visibility of the community from the street.*

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

RESPONSE: *The Applicant's proposed development is compatible with existing and proposed development in the vicinity. With the site situated near the Woodmore Town Centre, future residents will have access to numerous amenities and shopping in close proximity to their homes. The proposed retail will complement existing residential and office uses in the vicinity.*

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

RESPONSE: *This project is part of a mixed-use community. It will be capable of sustaining its quality in the surrounding independent environment adjacent to the residential phase, Woodmore Town Centre and Balk Hill.*

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

RESPONSE: As described in prior approvals related to the subject property, development will be phased. Phase 1 was approved via DSP-16025 for residential townhouses and associated recreational facilities, and Phase 2 is the subject of this DSP proposal. Each phase has been designed as a self-sufficient entity while allowing for integration of subsequent phases.

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

RESPONSE: The proposed development will encourage a more pedestrian friendly environment in the area surrounding the site. Private 5-foot wide sidewalks are internally located along all internal drives within the development, as well as along master planned roadway I-310,, which will enhance and contribute to a comprehensive pedestrian system.

(7) 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

RESPONSE: The subject development will present compatible architecture of the buildings, will showcase new features and the site will have appropriate lighting, signage, and landscaping.

7. THIS DETAILED SITE PLAN APPLICATION IS IN HARMONY WITH THE PURPOSES OF THE ZONING ORDINANCE

The proposed use are consistent with the following relevant purposes of the Zoning Ordinance, as set forth in Section 27-102:

(1) To protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County.

RESPONSE: *The proposed residential and commercial development will protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County as it will be developed in compliance with all applicable local, state and federal laws. The proposed development will also provide residents in the area and County-wide the option of quality housing and retail services in an area with numerous amenities, including restaurant, shopping and other desired services.*

(2) To implement the General Plan, Area Master Plan, and Functional Master Plans.

RESPONSE: *As discussed above, the 2002 Prince George's County Approved General Plan has been replaced by Plan Prince George's 2035. The vision for the Developing Tier was to maintain a pattern of low – to moderate – density suburban residential communities, distinct commercial Centers, and employment centers that are increasingly transit serviceable. However, it was after the approval of the Preliminary Plan of Subdivision and the Conceptual Site Plan for the subject property, that Plan 2035 came into effect. It should be noted that the prior preliminary plan was found to be consistent with the 2002 General Plan Development Pattern policies for the Developing Tier, and those same polices are carried over into Plan 2035.*

While Plan 2035 sets forth many tier-specific policies, there are a several listed below that seem to be most noteworthy as to this detailed site plan application:

Policy: *Direct a majority of projected new residential and employment growth to the Regional Transit Districts in accordance with the Growth Policy Map and the Growth Management Goals set forth in Table 17.*

Policy: *Support areas best suited in the near term to become economic engines and models for future development, encourage projected new residential and employment growth to concentrate in the Regional Transit Districts that are designated as Downtowns.*

Policy: *Support targeted industry clusters—identified in the 2013 Economic Development Strategic Plan—that have the capacity to create high-wage jobs and sustained economic growth.*

Policy: *Dedicate County resources to attract businesses to the Downtowns, the Innovation Corridor, and economic submarkets in order to promote synergies. Implement development tools and incentives such as predesignated Tax Increment Financing, Business Improvement Districts, and targeted industry incentives such as real estate tax abatements for targeted tenants and the use of grants and/or loans.*

Policy: *Maximize the competitiveness of County sites to maintain existing and secure new, General Services Administration (GSA) leases.*

Policy: *Dedicate County economic development staff to proactively engage the private development and broker community to increase GSA lease space. Pursue federal leasing opportunities with GSA through the County Executive's Office.*

Policy: *Concentrate medium- to high-density housing development in Regional Transit Districts and Local Centers with convenient access to jobs, schools, child care, shopping, recreation, and other services to meet projected demand and changing consumer preferences.*

The proposed Woodmore Overlook project implements all of these policies and brings the County a few steps further in realizing the goals and visions of Plan 2035.

The 1990 Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73, recommends employment-generating commercial uses and a possible residential component on this development site. This request for approval for the proposed residential and commercial development is not only consistent with former General Plan, but also follows the current approved Plan 2035, which encourages mixed-use development near transit.

Being located in the area of the popular Woodmore Town Centre near the corner of Route 202 (Landover Road) and St. Joseph's Drive, the Applicant will be a part of the vision of things to come in the area of what has been designated to be the new "Downtown" of Prince George's County. The future of this area includes a new regional medical center and pedestrian links between a mix of uses including residential, retail, office and medical.

- (3) To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities.**

RESPONSE: *The property is located along a commercial corridor in a convenient location to serve the residents of the surrounding communities with little impact on peak hour traffic. There are adequate public facilities to serve this development. Further, since the same type of residential and commercial uses being requested under this DSP have been in the surrounding area for many years, approval of this application will cause no unreasonable increases or impacts on public facilities and services.*

- (4) To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business.**

RESPONSE: *Since the proposed residential and commercial development is located in the heart of the area that has been deemed the future "Downtown" of Prince George's County, it is expected to not only serve the needs of the surrounding community and County, the subject location is consistent with the "orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business," providing cultural entertainment and dining for all those economic sectors.*

- (5) To provide adequate light, air, and privacy.**

RESPONSE: *This application to create a new residential community will not negatively impact the privacy, light or air of County inhabitants.*

- (6) To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development.**

RESPONSE: *The proposed development is located in an ideal location, as the surrounding uses are residential, retail and commercial in nature. As such, there will be a beneficial relationship between the uses of land and buildings. Further, since the proposed development is located near other residential communities and commercial areas that have been successful, the same uses proposed under this detailed site plan application and that already exist will be not be an intrusion in or near a residential neighborhood any more so than has existed since these uses have been in existence.*

- (7) To protect the County from fire, flood, panic and other dangers.**

RESPONSE: *The proposed development will adhere to all County laws that exist to protect the County from fire and other dangers. It will operate in compliance with all Health, Fire and Safety Code regulations. The proposed development will have ample and adequate protections (many established by law) from fire and other dangers*

- (8) To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents.**

RESPONSE: *This purpose is being met.*

- (9) To encourage economic development activities that provides desirable employment and a broad tax base.**

RESPONSE: *The proposed commercial uses will provide desirable employment for people in the area, and will also encourage economic development and activities.*

- (10) To prevent the overcrowding of land.**

RESPONSE: *The proposed development will comply with the zoning laws and not contribute to the overcrowding of land.*

- (11) To lessen the danger and congestion of traffic on the streets, and to ensure the continued usefulness of all elements of the transportation system for their planned functions.**

RESPONSE: *The Applicant will be extending Ruby Lockhart Boulevard as part of Phase 1 and constructing master planned roadway I-310 as part of Phase 2. These improvements will alleviate any impacts on traffic that this new development would have. The Applicant does not anticipate that there will be increased impact on traffic congestion on the streets, because of the extension of Ruby Lockhart Boulevard, and the fact that residents will utilize the existing transit system, including the Largo Town Center Metro which is just over a mile from the site, as well as use of buses and bicycles.*

- (12) To ensure economic and social stability of all parts of the County.**

RESPONSE: *The location of the proposed development will help to ensure the orderly economic growth and development of the area of the County by satisfying the needs of County residents as well as the need of the Applicant to be located in a convenient and visible location. By providing quality housing and commercial retail services to the community, this development will contribute to social and economic stability in the County.*

- (13) To protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features.**

RESPONSE: *The proposed development will not generate undue vibrations, noise, odor, pollution, glare, or heat. In addition, it will not impact any steep slopes, floodplains, or stream valleys at the subject location. The topography is designed to meet construction standards. The Applicant also encourages the preservation of the stream valley. The Applicant will be providing storm water management to protect the stream valley.*

- (14) To provide open space to protect scenic beauty and natural features of the County, as well as to provide recreational space.**

RESPONSE: *The proposed development will not impact any perennial streams, regulated steep slopes or other natural features as shown on the site plan submitted with this application.*

(15) To protect and conserve the agricultural industry and natural resources.

RESPONSE: *The location of the proposed development on the site has no unmitigated impact on trees or other valuable natural resources and thus will assist in protecting and conserving natural resources. A Type I and II TCP will ensure compliance.*

8. THIS REQUEST IS IN HARMONY WITH THE PURPOSES OF THE M-X-T ZONE (27-542)

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

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

RESPONSE: *The subject detailed site plan promotes the orderly development by proposing new residential units and commercial retail space in close proximity to a major intersection, that being Landover Road and Lottsford Road. It is also important to note that the Applicant will be constructing master planned roadway I-310, which will provide good connectivity through the neighborhood and furthers the goal of orderly development.*

Also, the quality of the Applicant's proposed multifamily and commercial retail development will generate increased tax revenue for the County, and therefore enhance the economic status of the County. The immediate area surrounding this development is ripe to become the new Downtown of Prince George's County, and it is envisioned that this area will provide a mix of uses, such as those proposed under the Applicant's 2-Phase Plan. The Applicant's proposal does indeed further the goal of promoting orderly redevelopment by locating the proposed new community along a highly recognized corridor.

Further, Plan 2035 recommends directing the majority of future employment and residential growth in the County to the Regional Transit Districts. The plan states that: "[T]hese medium- to high-density areas are envisioned to feature high-quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options—such as Metro, bus, light rail, bike and car share, and promote walkability. They will provide a range of housing options to appeal to different income levels, household types, and existing and future residents." The proposed detailed site plan is the Phase 1 in meeting this tier-specific vision. The property is located in close proximity to the Largo Town Center Metro Station, and residents will not only be able to take advantage of Metro and existing bus routes, but bike lanes and additional sidewalk connectivity will be available to residents.

(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;

RESPONSE: The 2002 Prince George's County Approved General Plan designated the subject property as being within the Developing Tier. The vision for the Developing Tier was to maintain a pattern of low – to moderate – density suburban residential communities, distinct commercial Centers, and employment centers that are increasingly transit serviceable. Since the Preliminary Plan of Subdivision and the Conceptual Site Plan was approved, the General Plan has been replaced by Plan 2035. The prior preliminary plan was found to be consistent with the 2002 General Plan Development Pattern policies for the Developing Tier.

The 1990 Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73, recommends employment-generating commercial uses and a possible residential component on this development site. This request for approval for the proposed multifamily and commercial development is not only consistent with former General Plan, but also follows the current approved Plan 2035, and the 1990 Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73.

Being located in the area of the popular Woodmore Town Centre near the corner of Route 202 (Landover Road) and St. Joseph's Drive, the Applicant hopes to be a part of the vision things to come in the area of what has been widely contended to be the new "Downtown" of Prince George's County. The future of this area includes a new regional medical center and pedestrian links between a mix of uses including residential, retail, office and medical.

(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;

RESPONSE: The concentration of development in this area will reduce sprawl.

(4) To promote the effective and optimum use of transit and other major transportation systems;

RESPONSE: The proposed development will be located in an established community surrounded by a mix of residential and retail/commercial uses. The proposed community will be able to capitalize

on the transit available in close proximity, including an established bus route that connects to an existing metro station.

(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;

RESPONSE: This 2-phased project will contain a mixture of uses, to include residential, medical office retail and commercial uses, all of which will be active around the clock. The site's close proximity to the commercial uses in the Woodmore Town Centre and across Route 202 in the Inglewood restaurant park will further foster the kind of vibrant activity which was contemplated and anticipated for the M-X-T Zone.

(6) To encourage diverse land uses which blend together harmoniously;

RESPONSE: The phased development of the subject property proposes residential in Phase 1, and commercial uses in Phase 2. This represents the harmonious combination of land uses contemplated by the M-X-T Zone.

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

RESPONSE: The visual character and identity of the proposed residential and commercial community will be a function of the architecture, entrance features and landscaping. The architecture, landscape treatment, signage and other elements will be coordinated to give the community a distinctive visual character.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;

RESPONSE: The Applicant's Detailed Site Plan application furthers the goal of promoting optimum land planning, as this process subjects the property to various agencies and departments having the ability to comment and make recommendations that serve to improve and optimize land use.

(9) To permit a flexible response to the market; and

RESPONSE: In 2011, CSP-10004 was approved wherein the previous owner proposed a retirement-aged community in Phase 1. Since that time, development trends have been trending toward luxury, market-rate townhouses and multifamily product. Further, market indicators have lead the Applicant to believe that a development consisting of only senior-type housing at this location is not viable. Also, it could be viewed as a risky endeavor to develop another retirement-aged community in such close proximity to the neighboring retirement community at Regent Park. The Applicant in this DSP is responding to the market demand for luxury multifamily housing options and quality commercial space and believes that the development proposed would be most desirable under current market conditions, and also furthers the policies of Plan 2035 and the approved Sector Plan and Sectional Map Amendment.

- (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.**

RESPONSE: The Applicant's proposal allows freedom in architectural design to create a quality mixed-use community with an attractive product for the area.

In accordance with Section 27-546(d), the Planning Board shall also find:

- (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;**

RESPONSE: This standard is not applicable.

- (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;**

RESPONSE: The layout of the buildings indicates that the dwelling units and commercial space will generally be oriented toward the existing street pattern, thus achieving the outward orientation. All internal sidewalks will be located on both sides of the streets. The construction of master planned roadway I-310 will also provide good connectivity, thereby improving and rejuvenating the community.

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

RESPONSE: The development proposed in this DSP is compatible with the surrounding uses, which are a mix of single family homes, townhouses, condominiums and a large church. Adjacent to the subject site is the Regent Park development, which consists of age-restricted condominiums and townhouses. Balk Hill, which is also adjacent to the site, consists of single family homes. The mix of housing in the neighboring communities along with the proposed townhouse development within Phase 1 provides a nice flow to the proposed multifamily and commercial development.

- (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;**

RESPONSE: The detailed site plan was carefully planned to provide a cohesive development.

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

RESPONSE: As noted previously, the development is proposed in two phases, each of which has been designed as a self-sufficient entity, while allowing for effective integration of subsequent phases.

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

RESPONSE: A comprehensive internal sidewalk network is proposed for the development, and sidewalks are to be located on both sides of all roadways.

- (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**

RESPONSE: All pedestrian areas have been carefully designed with adequate attention paid to human scale and quality. Details of such amenities are reflected on the landscape plan and include street furniture, trash receptacles and bike racks.

- (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).*

RESPONSE: *The companion preliminary plan of subdivision will be reviewed for adequacy.*

CONCLUSION

For all of the foregoing reasons, the Applicant believes the subject application conforms to the purposes and recommendations of the *1990 Approved Master Plan and Adopted Sectional Map Amendment for Largo Lottsford, Planning Area 73, Plan Prince George's 2035*, the criteria for approval of a DSP and CB-83-2015 which allows a DSP to amend the prior CSP (CSP-10004). Further, this application is in harmony with the conditions of the prior approvals for the rezoning of the property to the M-X-T Zone (A-10020(C)) and the Conceptual Site Plan (CSP-10004), bearing in mind that the applicant's development program differs from the prior proposal for the property which was to create a retirement community and was amended via DSP-16025. Based on the foregoing analysis, as well as the plans and supporting documentation filed in conjunction with this application, the applicant respectfully requests the approval of DSP-18024.

Respectfully submitted,

By: _____

Attorney for Applicant

Norman D. Rivera

EXHIBIT'S LIST

Regular Planning Board Meeting

MAY 30, 2019

Exhibits Transmitted to Development Review Division

AGENDA ITEM #6 – DETAILED SITE PLAN

DSP-18024 WOODMORE OVERLOOK COMMERCIAL

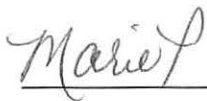
The following exhibits were accepted and entered into the record:

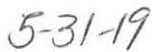
Proposed Revisions to Conditions

APPLICANT's EXHIBIT #1

2-pages

MARIE PROCTOR May 30, 2019





Sign and Date

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-18024, Alternative Compliance AC-19003, and Type 2 Tree Conservation Plan TCP2-037-2017-03 for Woodmore Overlook, Commercial, subject to the following conditions:

1. Prior to certification, the applicant shall revise the detailed site plan (DSP), as follows or provide the specified documentation:
 - a. Revise the acreage provided in the tree canopy coverage schedule to reflect the acreage approved with the preliminary plan of subdivision.
 - b. Provide a schedule of bicycle parking and bicycle rack details.
 - c. Provide details and specifications for the proposed lighting on Parcels 3 and 6, and clearly show the height of the proposed light poles in the parking area.
 - d. Provide a signage schedule and the details and specifications of the individual building mounted signs on Parcel 3 showing the dimension, type, and method of illumination of each sign.
 - e. Provide a list and cost estimate of the proposed private recreational facilities on the DSP and revise the recreational facilities spreadsheet in accordance with the values and multiplier provided in the *Park and Recreation Facilities Guidelines*.
 - f. Revise the floor area ratio note to remove the commercial square footage on Parcels 1, 2, 4, and 5.
 - g. Revise the site plan to show ~~the driveway~~ a pedestrian access between Parcels 1 and 3 as constructed to the western property line with no retaining wall at the end, if determined to be feasible in conjunction with adjacent property owner.
 - h. Revise the General Note 8 to reflect the 4,649 square feet of nonresidential development proposed with this detailed site plan.
 - i. Clearly label all property lines and bearings and distances.
 - j. Revise Parcel 2 to be consistent with the approved preliminary plan of subdivision, ensuring it is sized adequately to support access and development.
 - k. Provide an 8-foot wide shared use path along the subject site's entire frontage of MD 202 (Landover Road), unless modified by the Maryland State Highway Administration.

- l. Provide a 5-foot sidewalk and designated bike lanes along the subject site's entire frontage of Ruby Lockhart Boulevard, unless modified by Prince George's County Department of Permitting, Inspections and Enforcement/Prince George's County Department of Public Works and Transportation.
- m. Provide a minimum of 3 bicycle spaces at the gas station with the food and beverage store and a minimum of 15 bicycle parking spaces at the multifamily residential building.
- n. Provide an additional sidewalk connection on Parcel 6 along the east side of Grand Way Boulevard in the vicinity of the garage parking.
- o. Provide the method of erecting the various building signs, pursuant to Section 27-596(c)(4) of the Zoning Ordinance.
- p. Relocate the loading space on Parcel 6 to a more appropriate location that does not obstruct traffic, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
- q. Provide floorplans of the multifamily building demonstrating the areas/square footage of proposed bike storage and internal recreational facilities, with a list [details] of any equipment.
- r. ~~[Revise the Type 2 tree conservation plan, to match previously approved TCP2-037-2017-02 for rough fine grading as approved by DSP 16025. The plans shall be in conformance with all technical requirements found in Subtitle 25 and the Environmental Technical Manual.]~~

The TCP2 plans shall be in conformance with all technical requirements found in Subtitle 25 and the Environmental Technical Manual.

- s. Revise the note on the Section 4.6 schedule to be consistent with the alternative compliance note on the Section 4.2 schedule.
- t. Revise the Section 4.6 schedule to identify the minimum width of the provided bufferyard, as reflected in this alternative compliance.
- u. Revise the landscape plan to correctly label the Section 4.6 bufferyard.

~~[2. At time of detailed site plan for Parcels 4 and 5, the applicant shall consider sidewalk access to connect Parcel 6 with the uses on Parcels 4 and 5 and the sidewalks along Grand Way Boulevard.]~~

Response: move to transportation findings.

- ~~3~~2. Prior to issuance of the final certificate of occupancy for the multifamily building, ~~all on-site~~ recreational facilities and amenities as required by the RFA shall be completed and verified by the Maryland-National Capital Park and Planning Commission.