



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

No. 2021-44

File No. DDS-672

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed 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 and testimony presented at a public hearing on March 18, 2021, and the accompanying documentation contained in the record, regarding Departure from Design Standards DDS-672 for Woodmore Commons, the Planning Board finds:

1. **Request:** The Departure from Design Standards, DDS-672, requests a reduction of the standard surface parking space size to 9 feet by 18 feet.

A companion detailed site plan (DSP) application for development of approximately 72,000 square feet of commercial, retail, and office uses in two distinct sections on approximately 10.64 acres ("subject property") was also approved (PGCPB No. 2021-43) on the same date.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	M-X-T	M-X-T
Use	Vacant	Commercial/Retail/Office
Total Acreage	10.64	10.64
Parcels	2	8
Total Gross Floor Area (sq. ft.)	-	71,411

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:	1.40 FAR
Total FAR Proposed:	0.44 FAR*

Note: *Pursuant to Section 27-548(e) of the Zoning Ordinance, the proposed FAR shall be calculated based on the entire approximately 125.4-acre property, approved with Conceptual Site Plan CSP-03001-01 ("overall parcel"). The proposed FAR in the companion DSP needs to include the subject property and all other previously approved development within the CSP area.

PARKING AND LOADING TABULATION

Parking Ratio by Uses	Western Section							Eastern Section
	Parcel 3	Parcel 4	Parcel 5	Parcel 6	Parcel 7	Parcel 8	Parcel 9	Parcel 10
Total Parking Spaces**								
352	25	16	58	33	141	21	25	33
of which Handicap-Accessible	2	2		4	4	2	2	2
Van Accessible				2	4	1	2	2
Total Loading Spaces**					1		1	1

Note: **Per Sections 27-574 and 27-583 of the Zoning Ordinance, there is no specific required number of parking or loading spaces in the M-X-T Zone. The applicant has included an analysis, approved by the Planning Board.

3. **Location:** The subject property is located in the northeast quadrant of the intersection of MD 202 (Landover Road) and St Joseph's Drive, on both sides of Ruby Lockhart Boulevard, in Planning Area 73, Council District 5. The companion DSP includes two original parcels, which are located on Tax Map 60 in Grid E3 and are known as part of Parcel 1, recorded in Liber 33973 folio 99, in 2012; and Parcel 2, Balk Hill Village Subdivision, recorded in Plat Book PM 217-92 on March 2, 2007.

Parcel 1 is subdivided into Parcels 10 and 11, and Parcel 2 is subdivided into Parcels 3 through 9 with the approval of Preliminary Plan of Subdivision (PPS) 4-18024. The companion DSP includes one parcel (Parcel 10), east of Ruby Lockhart Boulevard, referred to herein as the Eastern Section; and all parcels (Parcels 3 through 9) west of Ruby Lockhart Boulevard, referred to herein as the Western Section.

4. **Surrounding Uses:** The subject property is on the east side of MD 202, on the south side of St Joseph's Drive, and bounded by uses in the Mixed Use-Transportation Oriented (M-X-T) Zone to the south and east. Specifically, the Western Section is bounded on the east, north, and west sides by the public rights-of-way of Ruby Lockhart Boulevard, St Joseph's Drive, and MD 202, respectively; and to the south by the commercial development of Woodmore Overlook. The Eastern Section is bounded to the north and west by the public rights-of-way of St Joseph's Drive and Ruby Lockhart Boulevard, respectively; to the east by the residentially developed property in Balk Hill Village; and to the south by the approved multifamily dwelling units on proposed Parcel 11.

5. **Previous Approvals:** In 2002, the subject property, as part of a larger 123.2-acre parcel, was rezoned from the Planned Industrial/Employment Park (I-3) Zone to the M-X-T Zone by the Prince George's County District Council through Zoning Map Amendment (Basic Plan) A-9956-C. On March 22, 2018, the District Council subsequently adopted an ordinance to amend Conditions 5 and 10 of A-9956-C.

The Prince George's County Planning Board approved Conceptual Site Plan CSP-03001 for the overall parcel on September 11, 2003, which included approval of 393 residential units, 20,000 square feet of commercial/retail space, and 329,480 square feet of commercial/office space. After the District Council's approval of the revised conditions attached to A-9956-C, an amendment (CSP-03001-01) was approved by the Planning Board, for the overall parcel, on June 25, 2019 to revise the mix of uses on Parcels 1 and 2, to reduce the commercial square footage to 65,000–100,000 square feet, and add 284 multifamily dwelling units.

The Planning Board initially approved PPS 4-03094 for the overall parcel on February 19, 2004. Subsequently, the Planning Board approved PPS 4-18024 on September 26, 2019, for Parcels 1 and 2 which are a portion of the overall parcel approved with PPS 4-03094. The approval of 4-18024 supersedes the prior approval of 4-03094 for existing Parcels 1 and 2. Parcels 1 and 2 comprise 9.34 and 8.6 acres, respectively. The subject property for the companion DSP includes Parcel 2 of Balk Hill Village, recorded in Plat Book PM 217, page 92 in March 2007, and the northern 2.04 acres of a parcel known as "Part of Parcel 1," recorded in Liber 33973 folio 99 in 2012, among the Prince George's County Land Records.

DSP-04067 was originally approved, for the overall parcel, by the Planning Board on September 29, 2005 and affirmed by the District Council on July 18, 2006. A number of amendments have been made to the DSP for the existing residential uses within the Balk Hill development north of the subject site. None of the prior eight amendments relate to the subject property.

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

In 2020, the applicant filed a revision to DSP-04067 for the part of Parcel 1 not included in the subject property. The Planning Board approved DSP-04067-09 (PGCPB Resolution No. 2020-76) for development of five multifamily residential buildings, including 268 dwelling units, a 5,000-square-foot clubhouse, and surface parking, on May 7, 2020. The District Council affirmed the Planning Board's approval on November 10, 2020, with four conditions.

In addition, it is noted that the proposed development of the subject property is the subject of the requirements of Stormwater Management (SWM) Concept Plan 56766-2018-00, approved on March 12, 2020, and will expire on March 12, 2023.

6. **Design Features:** The companion DSP proposes a development of six buildings on the subject property located in two sections on both sides of Ruby Lockhart Boulevard. The Western Section includes the entire original Parcel 2, to be subdivided into seven small parcels (approved in PPS 4-18024), and has five buildings of commercial, retail, and office uses. The Western Section has frontage on MD 202, St Joseph's Drive, and Ruby Lockhart Boulevard. Access, however, will be restricted to a full turning movement access point on Ruby Lockhart Boulevard. Upon entering the site from Ruby Lockhart Boulevard, three pad sites including a Chick-fil-A of approximately 4,945 square feet, an Arby's of approximately 2,400 square feet, and a Chase Bank of approximately 2,865 square feet, all with drive-through facilities, are located along the site's St Joseph's Drive frontage. Surface parking serving those pad sites is located in the middle of the site and also serves one large building consisting of office and in-line retail stores, with no identified tenants, and a fourth pad site of approximately 4,000 square feet located along the southeastern boundary of the Western Section. A gateway sign signaling the arrival at this mixed-used development is located at the intersection of MD 202 and St Joseph's Drive. Two pedestrian connections have been provided from this site to the sidewalks along both St Joseph's Drive and Ruby Lockhart Boulevard. A crosswalk on Ruby Lockhart Boulevard further connects the Western Section to the Eastern Section.

The Eastern Section includes the remaining portion of the subject property (part of the original Parcel 1), consisting of one single parcel known as Parcel 10, approved in PPS 4-18024. The other adjacent parcel to the southeast of the Eastern Section is the residential development previously approved in DSP-04067-09. The Eastern Section will be accessed by a private driveway off Ruby Lockhart Boulevard, with full turning movements that also provide access to the adjoining multifamily development. In addition, a single right-in/right-out driveway will provide access into the Eastern Section from St Joseph's Drive. The Eastern Section will have a 7-Eleven food and beverage store of approximately 4,000 square feet and a gas station. The gas station is proposed to consist of six multiproduct dispensers located beneath a canopy. The pumps will be located to the west of the convenience store building. Two-way on-site circulation will be provided around the pump islands. Surface parking spaces will be located along the perimeter of the site and on both sides of the convenience store. A pedestrian connection also has been provided from the multifamily site to the Eastern Section.

Architecture—Western Section

The Chick-fil-A building is of the fast-food chain's updated prototype featuring a full-brick building, with metal capping and two-lane drive-through facility under metal canopies. The building footprint is a rectangular shape, with the long side along St Joseph's Drive. Two tones of brown colored brick have been used, with the dark brown color at the base and light brown color at the top. A dark brown soldier course band has been used on all four elevations to divide the light brown from the dark brown brick. Building-mounted signage of typical Chick-fil-A text and logo have been provided on all four elevations. A dark bronze storefront system and metal elements are used as accents on the elevations.

The Arby's restaurant building is also a rectangular shape, with the long side and drive-through facility facing St Joseph's Drive. This building is designed in a distinct two-story appearance, with a red Exterior Insulation Finish System (EIFS) accent band in the middle of the elevations.

The four elevations feature a brick watertable and various vertical brick sections juxtaposed with EIFS sections. An aluminum storefront system is used at the main entrance and drive-through window. Full building-mounted signage of typical Arby's text and logo is proposed on the southwest and southeast elevations.

The Chase Bank building sits near the main access to the site from Ruby Lockhart Boulevard, with a square building footprint. The building is also the most updated prototype franchise building, with a vertical composition consisting of various finish materials including shadow rock, cementitious panel, and dark aluminum storefront system. The main elevation features a prominent entrance tower, with a metal canopy that is projected out from the rest of the wall plane. The other three elevations are also in the similar composition of vertical sections, with various finish materials. Full building-mounted signage of typical Chase text and logo is proposed on the eastern, southern, and northern elevations.

The in-line retail building is connected to the office building, forming the façade that dominates the entire Western Section. The in-line retail building features aluminum storefront system facing the three pad sites, with shadow rock finished towers that have masonry unit bases dividing each tenant bay and marking the main entrance to each store. A continuous metal canopy has been used on the entire front elevation. EIFS wall is used between the towers and above the storefront system on the top of the front elevation. Primary identification signs of future tenants have been shown on the EIFS wall above the metal canopy. The other three elevations are designed in the same composition of vertical tower elements, dividing EIFS wall sections with a masonry unit base.

The office building is finished with an all-stucco wall system of natural white and tan. The main façade of the office features an entrance tower with a minor tower on the west end. The finish material is entirely different from the attached in-line retail building to the east. The Planning Board requires that common materials, such as shadow rock, be used on the office elevations where the tan stucco is used, including the entire watertable and two tower elements. The application of the common finish material will create visual consistency among the main buildings in the Western Section.

No architecture was provided for the building on Parcel 9 and will need to be the subject of a future DSP amendment.

Architecture—Eastern Section

The Eastern Section is to be developed with a 7-Eleven food and beverage store and a six-pump gas station. The store building façade has a symmetrical composition, with vertical sections of ledge stone and red brick. The main elevation also features two-tier vertical ledge stone towers, with red buff brick walls that surround the central storefront system. A metal canopy covers the main entrance to the building. The other three elevations also have ledge stone towers booking both ends of each elevation, that has a similar symmetrical composition. Metal canopy is also used wherever there is window or door. The associated gas station canopy also uses the same brick and ledge stone on the columns. Full building-mounted signage of typical 7-Eleven text and

logo is proposed on the eastern and western elevations. The same logo of green, red, and orange color bands and 7-Eleven text are also provided on the gas station canopy.

Lighting

The applicant is proposing light-emitting diode (LED) lighting throughout both the Eastern and Western Sections, including the parking areas, drive-through facilities, and along all sidewalks and walking paths. The photometric plan submitted with the companion DSP shows appropriate lighting levels in the parking areas, drive-through facilities, along all sidewalks and walking paths, and at the building entrances. The details and specifications for the lighting show a downward-facing, full, cut-off lighting fixtures with varied heights at 14, 16, and 30 feet. The proposed lighting in both sections is comprehensive and effective. The companion DSP also includes wall-mounted security lighting, which is acceptable.

Signage

The companion DSP includes building-mounted signage, as discussed above, with each proposed building on the pad sites in both sections. For the in-line retail building in the Western Section, additional locations and possible sign face areas for each future tenant's primary identification sign have also been shown on the building elevations. The total sign face area is summarized in the table below.

	Western Section							Eastern Section
	Parcel 3	Parcel 4	Parcel 5	Parcel 6	Parcel 7	Parcel 8	Parcel 9	Parcel 10
Proposed Building-Mounted Sign Area (sq. ft.)	105.57	23.5	0	420	714	188.5	TBD	230

One double-faced gateway sign of 25 feet in height is proposed at the intersection of MD 202 and St Joseph's Drive, near the Chick-fil-A site. The sign is constructed of a shadow rock finished base, with two columns and concrete slab band on the top. Signage contents of tenant names will be hung in the middle of the structure. The two columns are finished on the lower part with the same shadow rock, and the upper part with stucco and two tiers of concrete slab bands. The material palette of this gateway sign reflects what has been used on the in-line retail building. The gateway sign does not include landscaping at its base, and it is conditioned in the companion DSP to be added to provide seasonal interest.

In the Eastern Section, a monument sign is also proposed at the intersection of St Joseph's Drive and Ruby Lockhart Boulevard. The 15-foot-high brick, double-faced sign shows the 7-Eleven logo and text, with a gas price board in the lower part. The sign has a stacked stone base and brick columns, with sign information in the middle. Another 7-Eleven directional sign, five feet high, is also included on the site.

Loading and Trash Facilities

There are two loading spaces and two trash dumpsters proposed in the Western Section. One loading space is located behind the in-line commercial building and the other one is located in the southeast corner of the site, serving the fourth pad site fronting on Ruby Lockhart Boulevard. Given its close vicinity to Ruby Lockhart Boulevard, this loading space should be adequately screened from the views of the public roadway. A condition has been included in the companion DSP resolution requiring the applicant to provide the details of the screening on the landscape plans. One dumpster has been provided near the Chick-fil-A restaurant and another near the Arby's restaurant. Appropriate enclosures have been provided for both dumpsters. Details have also been provided showing that the same materials used on the buildings will be used on the enclosures.

One loading space is proposed in the Eastern Section, to the east of the food and beverage store building, along with the proposed dumpster that is away from both the frontages of Ruby Lockhart Boulevard and St Joseph's Drive. However, the loading space and dumpster are across a surface parking lot from the approved residential site (multifamily dwellings), as approved in DSP-04067-09. These facilities should be adequately screened from the residential site, as required. A condition has been included in the companion DSP resolution requiring the applicant to provide the details of the screening, and the Planning Board finds that the screen should be constructed with materials similar to those used on the building, such as a masonry and composite wood.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Departure from Design Standards DDS-672:** The applicant requests departure from Section 27-558(a) of the Zoning Ordinance, which requires nonparallel standard parking spaces to be 9.5 feet by 19 feet, but allows up to one-third of the required spaces to be compact, measuring 8 feet by 16.5 feet. The applicant is proposing 9-foot by 18-foot standard parking spaces on Parcels 3 through 9.

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

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

The reduced parking space size will allow more space on the site for landscaping and open space and provide a more compact development, while still allowing for proper on-site circulation. Nine-foot widths have been used in many of the parking facilities serving recent developments in the County and have functioned without incident in a variety of locations. In addition, the newly adopted Zoning Ordinance provides for 9-foot by 18-foot spaces in various instances.

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

The departure of 6 inches in width and 12 inches in length is relatively insignificant on a space-by-space basis. In fact, the proposed parking space width of 9 feet is reflective of other standards in the region, such as Montgomery, Frederick, and Charles counties, which are between 8.5 and 9 feet wide. In addition, the proposed departure meets the size requirements of the standards in the recently adopted Zoning Ordinance, Prince George's County Council Bill CB-13-2018, as previously discussed. A 9-foot width is based on the design standards for a vehicle that is 6 feet, 7 inches wide, such as a large sport utility vehicle, and will be adequate for most motor vehicles. Furthermore, this departure has been sought, with staff consent, as a means of achieving an adequate number of parking spaces on the site.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

The recent approval of CSP-03001-01 and PPS 4-18024 contemplated the development and construction of 284 multifamily units and up to 88,000 square feet of commercial/retail and office uses on the property. This is a relatively compact, narrow site bounded by master plan roadways. These features lend a unique character to the site. Due to the site's constraints, the buildable area is limited and necessitates a smaller parking space size, to more efficiently use the property. In addition, it is noted that the reduced parking space size of 9 feet by 18 feet is more comparable to most other neighboring Maryland jurisdictions.

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

The departure will allow the applicant to maximize the efficient use of the site to provide parking, as well as additional greenspace and landscaping, which is visually and functionally attractive. Therefore, the departure in parking space size will allow the proposed development to provide a more visually appealing and improved environmental quality. In addition, it is noted that the reduction in parking space size will improve the functionality of the site by enabling the provision of much needed parking for future users of this site. The reduced parking space size will still accommodate vehicles, while allowing adequate parking spaces in the same amount of area.

Based on the analysis above, the Urban Design staff recommends that the Planning Board approve the departure request to reduce the dimensions of the proposed standard parking spaces from 9.5 feet by 19 feet, to 9 feet by 18 feet.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Departure from Design Standards DDS-672, to allow all the standard parking spaces to be 9 feet wide by 18 feet long.

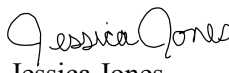
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

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 Geraldo, with Commissioners Washington, Geraldo, Bailey and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, March 18, 2021, in Upper Marlboro, Maryland.

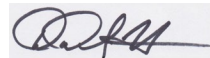
Adopted by the Prince George's County Planning Board this 8th day of April 2021.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:nz

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: April 7, 2021