

C O R R E C T E D 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 presented at a public hearing on December 6, 2001, regarding Detailed Site Plan DSP-01045 for FedEx Field, Additional Parking Facility, the Planning Board finds:

1. The development proposal includes a total of 48.7 acres of land in the I-1 Zone. Detailed Site Plan review is for a portion of the proposed development which is zoned I-1 and is subject to the conditions of approval of the rezoning case, A-9640-C, and Detailed Site Plan review required per CR-57-1993, which rezoned another portion of the site. Review is limited to the proposal contained within the limits of the two cases above which rezoned a total of 46.9 acres of land. The remaining portion of land included in this development proposal is not subject to Detailed Site Plan review; however, the total land area proposed for development as the commercial parking facility is shown on the Detailed Site Plan for informational purposes.

The Detailed Site Plan proposes a commercial parking facility to primarily serve FedEx Field patrons. This proposal includes 4,300 parking spaces and a possible future building pad. However, the previously approved Conceptual Site Plan did not identify the proposed use of the future building pad on the property and since no gross floor area was approved in the review of the Conceptual Site Plan, any future development of a building would require a revision to both the Conceptual Site Plan and this Detailed Site Plan.

2. The proposed development is located at the intersection of Brightseat Road and Redskins Road. Access is proposed at two points along Brightseat Road and one off-site point along Redskins Road. The site is currently vacant, contains woodland and streams, and has moderate to steep slopes.
3. Approximately 7.6 acres of land contained within the subject application were rezoned by CR-57-1993. The language below is taken from CR-57-1993:

(a) The Washington Homes Site (change E-5-5), containing 7.6" acres located on the south side of Brightseat Road, approximately 400 feet east of Sheriff Road shall be subject to recordation of the covenants as submitted by the owner and identified as Exhibit 5 in the SMA public hearing record.

Comment: This Detailed Site Plan has been reviewed for conformance to the covenants referenced in this District Council condition. The covenants primarily restrict use of the property. The proposed plan of development does not conflict with the covenants on the property.

4. On July 11, 1988, the District Council rezoned 39.3 acres of the property from the R-55 and R-18 Zones to the I-1 Zone. The following conditions apply to the development of

that section of the property:

\$ All use and development of the property shall require Conceptual and Detailed Site Plan approval in accordance with Part 3, Division 9 of the Prince George=s County Zoning Ordinance. All such site plans shall be referred to the District Council for approval.

Comment: This application constitutes the Detailed Site Plan and will be reviewed by the Planning Board and the District Council prior to the release of any permits in accordance with Section 27-270, Order of Approvals.

\$ Ten percent green space shall be required for each lot, provided, however, that the overall green space for the gross tract area shall be a minimum of 25 percent of the gross tract area.

Comment: The Conceptual Site Plan was approved with 30 percent of the area as green space. This Detailed Site Plan proposes approximately 41 percent green space.

\$ There shall be no ingress or egress to the subject property from Brightseat Road.

Comment: Zoning Ordinance 36-1988 concerning A-9640 requires that ingress or egress to Brightseat Road be prohibited. The site which was rezoned by the subject petition had a short frontage about 80 feet on Brightseat Road. Access within that frontage would have had to be very near the Brightseat Road/Sheriff Road intersection and would have been very undesirable. The development proposal in the subject application includes an adjacent property for which no such prohibition exists. Therefore, staff believes that the plan is not at odds with this condition.

\$ No Use and occupancy permits shall be issued for the subject property until such time as the owner has constructed all improvements to Ritchie Road along the frontage of the subject property.

Comment: Zoning Ordinance 36-1988 concerning A-9640 requires that the site have all improvements to Ritchie Road along its frontage constructed prior to Use and Occupancy Permit. What was termed ARitchie Road@ at that time is now Redskins Road, and all improvements consistent with the Master Plan are constructed.

5. A Conceptual Site Plan and Preliminary Plan of Subdivision were approved by the Planning Board for the development of the subject property as a commercial parking facility on April 12, 2001. This Detailed Site Plan is in general conformance with the previously approved plans.

6. Pertinent development data is contained in the following table:

Zone

I-1 Zones

Gross Area of site	48.6 acres
Proposed Use:	commercial parking lot
Proposed Building Area	0 sq. ft.
Green Area Required (30%)	14.7 acres
Green Area Provided (41%)	20.2 acres

1. The Detailed Site Plan has been reviewed for conformance to the I-1 regulations. The plan conforms to the regulations within the I-1 Zone.
8. The Environmental Planning Section has reviewed the Detailed Site Plan for FedEx Field, DSP-01045, stamped as accepted for processing on September 12, 2001, and the Tree Conservation Plan, TCPII/127/01, dated September 12, 2001. A revised Tree Conservation Plan was accepted for processing on October 29, 2001.

The Environmental Planning Section previously reviewed applications on this property numbered A-9640-C, 4-90002, CSP-90007, 4-94134, CSP-90007/01, and 4-00074. A Tree Conservation Plan, TCPI/5/01, was approved with CSP-90007/01. The subject Detailed Site Plan is for additional parking and a regional stormwater management facility.

The property is in the southwest quadrant of the intersection of the Beltway and Largo Road. Nontidal wetlands occur in the western portion of the property. A stream approximately follows the western boundary, has a tributary which flows in a southwesterly direction in the northern part of the site, and has a second tributary which divides the property in the southern part of the site. Current air photos indicate that the majority of the site is wooded. No historic or scenic roads are affected by this proposal. The use proposed is not considered a noise generator and is not impacted by off-site noise sources. No rare/threatened/endangered species are known to occur in the project vicinity. According to the Sewer Service and Water Service maps produced by DER, the property is in categories S-3 and W-3. A Stormwater

Concept Plan, CSD-8327605, is indicated on the plan. The soils map included in the review package indicates that no problematic soils occur in the proposed development area.

This site is subject to the provisions of the Woodland Conservation Ordinance because it is more than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A Tree Conservation Plan is required to satisfy the requirements of the Woodland Conservation Ordinance. A Tree Conservation Plan, TCPI/5/01, was approved with CSP-90007/01. Condition 6 of PGCPB Res. No. 01-75(C) requires the recording of off-site woodland conservation areas prior to the issuance of any grading or building permits. A Type II Tree Conservation Plan was submitted with this case (TCPII/127/01) and was subsequently revised. The TCP is in general conformance with TCPI/5/01. The plan proposes to meet the minimum requirement of 16.10 acres by providing 6.05 acres of on-site preservation, 4.24 acres of on-site afforestation, and 4.87 acres in off-site conservation.

The Environmental Planning Section has no conditions for approval of DSP-01045. The Environmental Planning Section recommends approval of Type II Tree Conservation Plan TCPII/127/01.

9. The Transportation Planning Section has reviewed the application. In considering the site's function as a commercial parking lot, access and circulation within the site are reasonable. A concern has been raised about the provision of handicapped-accessible spaces within this lot. While transportation staff believes that users of these spaces are better served by placing the appropriate number of spaces nearer to the FedEx Field on the adjacent lot, the subject site is being evaluated as a stand-alone parking lot. If handicapped-accessible parking spaces are to be located in the subject parking lots, they should be augmented by an accessible shuttle bus service to assist users in accessing the stadium, which is a half-mile walking distance from most of this site.

Operational and Pedestrian Issues

Staff required that a number of issues be studied further at the time of Detailed Site Plan to ensure that the proposed parking lots would operate effectively in combination with adjacent land uses during special events. The plan, with a few modifications, will be acceptable in meeting the requirements that were stated. Specific issues that have been identified include:

Pedestrian activity: This has been the topic of extensive discussion with the applicant. In general, the plan should show eight-foot sidewalks along Redskins Road, Brightseat Road, and the major pedestrian ways within the subject site. The steps between Lot B and Lot E should be widened to 12 feet and connect to a sidewalk along the north side of Lot E. This sidewalk should be extended along the north side of the access roadway to connect to the sidewalk along Redskins Road. Crosswalks should be provided near Redskins Road and near the western end of Lot E. In consultation with the Department of Public Works and Transportation (DPW&T), the north-south access roadway between Lots B and E (to the south of the green area) should be narrowed to two lanes within 30 feet with a 6-foot pedestrian way marked on the roadway adjacent to the embankment. To as great a degree as possible, the pedestrian network should serve to separate the pedestrians from the main traffic movements.

Parking Management Plan: Team officials are aware that some existing lots and access points are receiving less usage than others, and a mail campaign with maps and directions will be directed toward season ticket and parking pass holders. In general, the goal will be to move more vehicles toward the Summerfield Boulevard entrance and away from the other two, which are currently more heavily utilized.

Brightseat Road: This roadway has been reviewed. Frontage improvements at the site will be determined by DPW&T. Minor operational changes may be needed at Arena Drive/Brightseat Road, but this will be

determined based on the effectiveness of encouraging greater usage of Summerfield Boulevard.

Marked Roadway within Existing Lot to Serve New Lots:

This was examined and dismissed for two reasons. First, there is sufficient capacity along Brightseat Road to serve the new lots; also, a new roadway within the existing parking lots would further jeopardize pedestrian safety within the lots.

Conceptual Signage to Serve the Lots: This has been discussed, and staff is satisfied that the new lots can operate effectively.

Sidewalk Width Along Brightseat Road: DPW&T has determined that eight-foot sidewalks are needed along the applicant=s frontage of Brightseat Road, and staff concurs.

Impacts Upon Inbound Traffic: Inbound traffic is not the critical period for analysis, as patrons tend to arrive at the stadium for several hours preceding the game, while exiting traffic is much more concentrated. The operational analysis did not identify any capacity issues which would result from the new parking during the inbound peak hour, even though travel on several area roadway links would increase significantly.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that the Detailed Site Plan represents a reasonable approach to the site design guidelines presented in the Zoning Ordinance. This finding is subject to revisions in the pedestrian plan which have been agreed to by the applicant. It is also subject to a resolution of the issue concerning handicapped-accessible parking.

10. A tree conservation buffer is proposed on the east side of the property to shield the Landsdowne Village apartments from views of the parking lots, noise from FedEx Field, and whatever uses may be placed on the subject property. The plan proposes a 50-foot

conservation area, much of which is tree preservation along the entire Landsdowne Village apartments property line. This buffer should be sufficient to address the compatibility issue, particularly since the landscape bufferyard required by the *Landscape Manual* is only 20 feet.

11. The Urban Design Section has reviewed the application and finds the proposed development subject to the *Landscape Manual*. The development of a commercial parking lot is not subject to Part 11, Parking and Loading Requirements, but the development is subject to the *Landscape Manual*. Alternative Compliance is requested from the requirements of Section 4.3(c). Interior Planting, of the *Landscape Manual* for parking lots A, B, C, and E. The Alternative Compliance Committee and the Planning Director reviewed the application and recommend approval with conditions of AC-01031 as explained below:

Section 4.3 (c) Parking Lot Requirements-Interior Planting

The applicant proposes five separate parking lots: A, B, C, D, and E. Because parking lots A, B, C, and E are in close proximity to each other, these four lots are considered as one single lot when calculating the square-footage of the required interior planting area.

REQUIRED: 4.3(c) Interior Planting

Parking Lots A, B, C & E

Area of parking compound	1,086,078 square feet
Interior planting area required (10%)	108,608 square feet
Number of shade trees required (at 1 tree per 300 square feet)	362 trees

PROVIDED:

Parking Lots A, B, C & E

Interior planting area	71,681 square feet
Number of shade trees	271 trees
Shade trees provided within interior planting areas	172 trees
Shade trees provided adjacent to parking lots	99 trees

Within 20-foot landscaped strip along the Brightseat Road

Green area	37,681 square feet
Number of shade trees (3 2" to 4" caliper)	37 trees
Number of ornamental trees	52 (equivalent of 26 shade trees)

Number of evergreen trees	35 (equivalent of 17 shade trees)
Total interior planting area and other green areas provided	109,362 square feet
Total number of shade trees provided	308 trees
Total number of shade tree equivalency provided (with calculation of ornamental and evergreen trees)	351 trees

JUSTIFICATION OF RECOMMENDATION:

The proposed new parking facility is an addition to the existing FedEx Field parking. This parking lot will be operated during stadium events only, and as such it does not share characteristics that are common to most other commercial parking lots. When these facilities are used, they will be loaded and then unloaded in a short time. Because the proposed parking compound (Lots A, B, C, and E) is larger than 150,000 square feet, Section 4.3(c) requires that 10 percent of the total area be interior planting area. The applicant states that landscaped islands inside the parking lots will lead to a much less effective parking operation during major events, especially during the post event hour. Therefore, the applicant is proposing to provide both limited interior green area and a limited number of shade trees within parking lots A, B, C, and E in order to shorten the loading and unloading time. This concept results in an interior green area deficit of 36,927 square feet and a shade tree deficit of 190 trees.

In order to compensate for those deficits within parking lots A, B, C, and E, the applicant proposes to provide a 30-foot-wide landscaped strip along Brightseat Road instead of a required 10-foot-wide landscaped strip with larger shade trees (3 2-inch to 4-inch caliper) than those that are normally required, plus some ornamental and evergreen trees along the edges of the parking compound. Normally, a parking lot located adjacent to a public right-of-way requires a minimum 10-foot-wide landscaped strip planted with a minimum of 1 shade tree and 10 shrubs per 35 linear feet of frontage.

The total number of shade trees provided with the calculation of all trees both within adjacent landscaped strips and parking lots is 351. The total interior planting area plus the additional green area of the parking lot landscaped strip is 109,362 square feet. Because only 172 out of the required 362 shade trees (48 percent) are provided and 71,681 square feet out of the required 108,608 square-foot interior planting area (66 percent) are provided within parking lots A, B, C, and E, the committee is of the opinion that more and larger shade trees (3-inch to 32-inch caliper) should be provided within parking lots A, B, C, and E to compensate for these deficiencies.

The Alternative Compliance Committee is of the opinion that the alternative compliance proposal of providing larger caliper shade trees and an extra 20-foot-wide landscaped strip along the Brightseat Road to compensate for the shade tree and interior planting area deficits within parking lots A, B, C, and E will be equal to or better than normal compliance with the requirements of Section 4.3 (c), Interior Planting, of the *Landscape Manual*, if the applicant also provides 3-inch to 3-2-inch caliper shade trees within the

interior planting areas of all parking compounds and provides the required number of internal green shade trees on-site.

RECOMMENDATION:

The Alternative Compliance Committee and the Planning Director recommend that the alternative compliance from the requirements of Section 4.3(c) Interior Planting, be approved subject to the following conditions:

- a. Prior to certification of the detailed site plan, the applicant shall provide 11 additional shade trees along the southern side of the driveway adjacent to the south of parking lot E.
 - b. All the shade trees provided within the parking lot shall be 3-inch to 32-inch caliper trees.
12. At the Planning Board hearing, the staff revised two conditions for purposes of clarification. Recommended condition 2(d) was revised to clarify specific parking compounds corresponding with the Alternative Compliance application. Recommended condition 4 was revised to clarify that fulfillment of the off-site tree conservation areas could be fulfilled by a variety of other legal tools, besides an easement within the land records. The Planning Board agreed with the staff to revise the conditions of approval.

Also at the Planning Board hearing, the applicant introduced two additional conditions in order to address concerns of the owner of the adjacent property known as Lansdowne Village Apartments. Those concerns related to the proposed lighting and the bufferyard adjacent to the Lansdowne Village Apartments. The representative of the Lansdowne Village Apartments agreed with the applicant=s proposal, but further proposed a minor revision to one of the conditions. The Planning Board agreed with the staff, applicant and the adjacent property owner=s representative to revise and add new conditions to the approval of the plan.
13. If the conditions of approval are adopted, the Detailed Site Plan represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
14. This Detailed Site Plan is in general conformance with the approved Conceptual Site Plan, CSP-90007/01. Conditions of the Conceptual Site Plan relating to environmental concerns have been included as conditions of this approval.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII/127/01) and APPROVED Alternative Compliance No. AC-01031 and further APPROVED the Detailed Site Plan, DSP-01045, subject to the following conditions:

1. The applicant shall provide evidence from the Department of Environmental Resources that the relocation of the required handicapped spaces to the parking lots immediately adjacent to FedEx Field complies with the Maryland Accessibility Code. If the handicapped-accessible parking spaces are to be located in the subject parking lots, they shall be augmented by an accessible shuttle bus service to assist users in accessing the stadium.
2. Prior to signature approval, the applicant shall make the following modifications to the plans:
 - a. The steps between Lot B and Lot E shall be widened to 12 feet, with a center railing, and connect to a sidewalk along the north side of Lot E. This sidewalk shall be extended along the north side of the access roadway to connect to the sidewalk along Redskins Road.
 - b. Eight-foot sidewalks shall be provided along the frontage of Brightseat Road.
 - c. The applicant shall provide 11 additional shade trees along the southern side of the driveway adjacent to the south side of parking lot E.
 - *d. All the shade trees provided within [the] parking lots A, B, C and E shall be 3-inch to 32-inch caliper trees.
3. Prior to the issuance of any grading permit affecting wetlands or wetland buffers, the applicant shall submit to the Environmental Planning Section a revised copy of the approved U.S. Army Corps of Engineers 404 Permit and Maryland Department of Environmental Water Quality Certification.
4. The off-site woodland conservation area shall be recorded by an easement in the Land Records either prior to the issuance of any grading or building permit, or a revision to the approved TCPII of the receiving property, or other appropriate documentation shall be approved by the Planning Board or its designee.
5. All lighting for the proposed parking lot shall be shielded and directed straight down on or away from the apartment complex located east of and adjacent to the subject property (currently known as the Lansdowne Village Apartments).
6. Prior to signature approval, the plan shall be revised to specify the mixture of White

*Denotes correction

[Brackets] denote deletion

Underlining denotes addition

Pines (10'-12' installed) and Norway Spruces (8'-10' installed) between the subject property and the Lansdowne Village Apartments to the east. The number and location of these trees (along with the Leyland Cypress trees, 8' installed) shall be as reflected on Applicant=s Exhibit AA.@ A representative of the Lansdowne Village Apartments shall be a participant in the field location of the trees.

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 Scott, seconded by Commissioner Lowe, with Commissioners Scott, Lowe, Eley and Hewlett voting in favor of the motion, and with Commissioner Brown absent at its regular meeting held on Thursday, December 6, 2001, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 6th day of December 2001.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:SL:rmk