

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 October 24, 2013, regarding Detailed Site Plan DSP-07011-04 for Woodmore Towne Centre at Glenarden, Outlot B, the Planning Board finds:

1. **Request:** The subject application is for approval of a detailed site plan for 49,768 square feet of commercial space, including a health club, a fast-food restaurant, and general retail within the M-X-T-zoned, Outlot B property of Woodmore Towne Centre at Glenarden.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Health Club, Fast-Food Restaurant, and Retail
Acreage	7.64	7.64
Parcels	Outlot	1
Building square footage/GFA	0	49,768

OTHER DEVELOPMENT DATA

Parking Spaces Required

49,768 sq. ft. @ 1 space/250 sq. ft.*	200 spaces
Total	200 spaces

Parking Spaces Approved

Standard Spaces	261 spaces
Compact Spaces	52 spaces
ADA Spaces	2 spaces
ADA Spaces (Van-Accessible)	6 spaces
Total	321 spaces

Loading Spaces Required 3 spaces

Loading Spaces Approved** 1 space

***Note:** The applicant did not submit documentation to obtain a reduction in the required parking spaces as allowed in the M-X-T Zone per Section 27-574 of the Zoning Ordinance. Therefore, the required number of parking spaces is calculated per Section 27-568 requirements for an integrated shopping center.

****Note:** Per Section 27-583(b) of the Zoning Ordinance, in the M-X-T Zone, the number of loading spaces normally required under Section 27-582 can be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces. The applicant submits that only one shared loading space, located by the fast-food restaurant, is necessary. This calculation is acceptable as it is most likely the only use that will be receiving daily large truck deliveries, whereas the health club and small retail store will most likely only be receiving small truck deliveries.

3. **Location:** The overall Woodmore Towne Centre site is in Planning Area 73, Council District 5. More specifically, the property is located on the north side of Landover Road (MD 202), approximately 550 feet northwest of its intersection with St. Joseph's Drive, immediately adjacent to and east of the Capital Beltway (I-95/495). The commercial portion of the site, which includes 141 acres of the overall 244 acres of land, is located in the southern portion of the property. Outlot B, which is the subject of this DSP, is located in the far southeastern corner of the overall property, outside of the designated town center. More specifically, it is in the northwestern quadrant of the intersection of St. Joseph's Drive and Ruby Lockhart Boulevard.
4. **Surrounding Uses:** Outlot B is bounded to the southwest by the right-of-way of Ruby Lockhart Boulevard with the existing St. Joseph Catholic Church and vacant parts of Woodmore Towne

Centre beyond; to the southeast by the right-of-way of St. Joseph's Drive with vacant land, that was dedicated to the Prince George's County Revenue Authority as part of the Balk Hill Village development; and to the northeast by currently vacant land that is planned as single-family residential development as part of the larger Balk Hill Village.

5. **Previous Approvals:** On March 14, 1988, the District Council approved Zoning Map Amendment A-9613-C, rezoning the subject property from the Rural Residential (R-R) Zone to the M-X-T Zone, subject to 11 conditions. Subsequently, the applicant filed to amend the conditions, and the District Council reapproved A-9613-C on July 23, 2007, subject to six conditions.

On January 23, 2006, the District Council approved Conceptual Site Plan CSP-03006 which proposed 900–1,100 residential units, including single-family detached units, single-family attached units (townhouses), multifamily units, and stacked condominiums (stacked townhouses), 400,000–1,000,000 square feet of retail, and 550,000–1,000,000 square feet of office, subject to 25 conditions and one consideration. A revision, CSP-03006-01, is currently under review at the Planning Director level to allow retail and service uses in the Outlot B area of the site, instead of the originally approved office uses. This is discussed further in Finding 9 below.

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

On September 24, 2007, the District Council reviewed and approved Detailed Site Plan DSP-07011 for infrastructure subject to 27 conditions. The first revision, DSP-07011/01, for a 705,227-square-foot integrated shopping center with 108 multifamily dwellings and 24,854 square feet of office space was reviewed and approved by the District Council on April 21, 2009, subject to 29 conditions. Subsequent minor revisions (-02, -03, and -05) were approved by the Planning Director in 2010 and 2012.

On September 21, 2009, the District Council approved Detailed Site Plan DSP-07057 for the residential portion of Woodmore Towne Centre, including a community center, and 202 single-family detached, 203 single-family attached, and 98 two-family dwelling units, subject to 32 conditions.

The final plat for this property was recorded on August 7, 2009. Due to the lack of an approved DSP, the subject property was recorded as an outlot. The northernmost portion of the property is covered in environmental features that are already within a platted conservation easement that is to remain undisturbed. It is required that the property file for another final plat per Condition 2 below.

The subject property has an approved Stormwater Management Concept Plan, 20908-2003-03.

6. **Design Features:** The subject DSP proposes the development of 49,768 square feet of commercial retail space on existing Outlot B of the overall Woodmore Towne Centre development. The site has frontage on two, dedicated and constructed, public rights-of-way, Ruby Lockhart Boulevard and St. Joseph's Drive. Three separate rectangular buildings that face Ruby Lockhart Boulevard are proposed: a 42,154-square-foot, two-story, approximate 45-foot-high, health club (24-Hour Fitness Club) located in the southeastern corner of the site, closest to St. Joseph's Drive; a 3,789-square-foot, one-story, fast-food restaurant (McDonald's) located in the middle of the site; and a 3,825-square-foot, one-story, general retail building (Verizon Store) located in the northern part of the site. One, right-in/right-out only, access driveway is provided in the middle of the site off of Ruby Lockhart Boulevard. The 321-space parking lot is generally located between the buildings and Ruby Lockhart Boulevard, with one proposed loading space located adjacent to the fast-food restaurant and one main dumpster enclosure located behind the fast-food restaurant. However, each building should have a separate, exterior or interior, trash area. Therefore, a condition has been included in this approval requiring this to be shown on the plans. Stormwater management is handled by underground facilities within the parking lots. The plan proposes one new, monument-style, freestanding seven-foot-high sign providing directional information, located on the north side of the access drive and designed similarly to the rest of the Woodmore development, with a brick base and metal decorative trim.

Architecture elevations were only provided for the health club. Therefore, a condition has been included in this approval requiring, prior to issuance of any building permits for the retail building or fast-food restaurant, a revision to the DSP be approved by the Planning Board, or the Planning Director as designee of the Planning Board, for those buildings. The Board agreed that minor plan revisions, including new architecture for these two buildings, could be done at the Planning Director level.

The health club architectural elevations feature a flat roof, at multiple levels, and a tan stucco finish on all sides. The main full-glass doors are located on the southern elevation facing the parking lot. Metal service and emergency doors are located on all three other sides. Large, tinted, aluminum, storefront windows with franchise-blue, metal, standing seam awnings are located along all elevations, except the northern side which faces the adjacent property. A dark tan exterior insulation finishing system (EIFS) cornice treatment provides a substantial cap to the design and a blue and silver horizontal, metal awning adds emphasis to the front door area. Stone veneer, in brown tones, provides an added feature at the base of column areas on all sides of the building. The Planning Board found that this stone veneer should be extended to the base of the first floor windows along the entire length of the western and southern elevations, to add more architectural interest and quality to the design. This treatment is consistent with other development within the core of the town center. A condition has been included in this approval requiring such a revision. Three, blue and red, internally-illuminated, building-mounted, channel-letter signs are proposed for the health club building on all sides, except the northern elevation.

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 as follows:

- a. The subject application is in conformance with the requirements of Section 27-547(d), which governs the required mix of uses in all mixed-use zones. The overall Woodmore Towne Centre, which includes existing Outlot B, was approved for a mixed-use development consisting of retail, office, hotel, and residential uses. The subject DSP, which covers only vacant existing Outlot B, proposes only retail uses and is in conformance with Section 27-547(d) when the remainder of the overall development is taken into consideration.
- b. The DSP is consistent with Section 27-548, Regulations. The following discussion is provided:
- (1) Per Section 27-548(a), the applicant used the optional method of development for the overall Woodmore Towne Centre by proposing a residential component as part of the overall development. This increases the floor area ratio (FAR) by 1.0, above the base allowed of 0.40, if more than 20 dwelling units are provided. Thus far, DSPs have been approved for in excess of 500 dwelling units, making Woodmore Towne Centre eligible for this bonus and setting a limit of 1.4 FAR for the overall development.

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

USES	SQUARE FOOTAGE
Approved with DSP-07057/01	
Single-family detached	178 DUs = 540,000 SF
Single-family attached	203 DUs = 394,000 SF
Two-family dwellings	98 DUs = 200,000 SF
Residential Total	1,134,000 SF
Community Building	3,500 SF
DSP-07057-01 Total	1,137,500 SF
Site: 238.67 acres	<u>10,396,465.2 SF</u>
FAR	0.11
Approved with DSP-07011/01	
Multifamily	108 DUs = 61,127 SF
Retail	705,227 SF
Office	24,854 SF
DSP-07011/01 Total	791,208 SF
Site: 238.67 acres	<u>10,396,465.2 SF</u>
FAR	0.08

Approved with DSP-07011-04

DSP-07011/04 Total	49,768 SF
Site: 238.67 acres	<u>10,396,465.2 SF</u>
FAR	.005

Total FAR **0.195**

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

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

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

In conformance with this requirement, the subject site (existing Outlot B) has frontage on and direct vehicular access to Ruby Lockhart Boulevard, which is a dedicated public street.

- c. If approved with conditions, the DSP will be in conformance with the applicable site design guidelines contained in Section 27-274. The following discussion is provided:
- (1) Section 27-274(a)(2), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located to the rear or side of structures to minimize the visual impact of cars on the site. The subject DSP design provides a parking lot mostly in front of, and to the side of, the proposed commercial buildings. The applicant has taken steps to reduce visually-detrimental impacts of parking on the site by providing planting between the parking lot and the right-of-way, in accordance with Section 4.2 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Additionally, given that the adjacent property to the northeast is to be developed with single-family homes, it is preferable to have the buildings, rather than the parking, along this edge.
 - (2) Section 27-274(a)(2)(C)(viii) states that pedestrian access should be provided into the site and through parking lots to the major destinations on the site. This does

not appear to be provided on the submitted plans. This issue is discussed further by in Finding 15.e. below.

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

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

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

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

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

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

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

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

This application is consistent with the 2002 *Prince George's County Approved General Plan* (General Plan) Developing Tier policies for employment centers with a mix of retail and employment uses. Also, the application conforms to the land use recommendations of the 1990 *Approved Master Plan Amendment and Adopted SMA for Largo-Lottsford, Planning Area 73*

(Largo-Lottsford Master Plan and SMA) for mixed-employment, retail, and residential uses at this site. These uses will add to and enhance the mix of uses already provided within the overall town center.

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

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

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

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

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

The proposed development, in conjunction with the remainder of Woodmore Towne Centre, will facilitate a 24-hour environment with a mix of uses through residential development and retail uses, particularly the health club, which is open 24 hours per day.

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

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

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

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

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

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

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

The subject DSP incorporates a flexible response to the market by allowing the applicant to propose commercial retail uses, where office uses were previously approved, to allow for continued progress and maintain the economic vitality of the overall town center.

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

The subject application will have a high level of architectural design as revised by the conditions of approval, and it will be in keeping with the level of architectural design already achieved throughout the built portion of Woodmore Towne Centre.

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

**recommended by the Master Plan, Sector Plan, or Sectional Map
Amendment Zoning Change;**

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

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

The proposed development has an outward orientation in the way the buildings are located, which should help catalyze the completion of the Balk Hill Village development to the north and east.

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

The subject DSP covers an area at the eastern edge of the overall Woodmore Towne Centre. It is separated from the main portion of the development by environmental features and is surrounded by an existing church and proposed residential and commercial uses in the Balk Hill Village development. Given the proposed setbacks and landscaping, it will be compatible with the proposed development in the vicinity.

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

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

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

The proposed development is not proposed to be staged, but will be built relatively concurrently.

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

Sufficient sidewalks are provided within the adjacent rights-of-way; however, the sidewalks on-site are lacking as discussed further in Finding 15.e. below. Conditions have been included in this approval to ensure the pedestrian system is comprehensively designed.

- (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**

Since this site is not within the main town center, there are no specific areas proposed for pedestrian activities, or as gathering places that merit adequate attention.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

This requirement is not applicable to this DSP.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

This finding requires a determination that the development will be adequately served within a reasonable period of time by needed transportation facilities if more than six years have elapsed since a finding of adequacy was made at the time of a preliminary plan approval. The “Transportation Review Guidelines, Part 1” state that “the review of conformance to this finding shall focus on demonstrating the period of time required for the implementation of any needed transportation facilities as opposed to requiring new studies.” Pursuant to this guidance, it is determined that the applicant has implemented, or is in the process of implementing, all transportation facilities required of this particular phase of the development, and other needed facilities have been implemented in a timely manner as well. Therefore, it is determined that this development will be served within a reasonable period of time as required by Section 27-546.

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

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

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

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

This condition requires that development generally be oriented inward toward internal streets rather than toward Campus Way and St. Joseph’s Drive. The subject property does front on St. Joseph’s Drive, but the proposed development is oriented towards, and accessed from, Ruby Lockhart Boulevard. Furthermore, the subject plan of development for this site does not include the large office and hotel pad sites that were envisioned in the zoning map amendment and the originally approved CSP, and none of the proposed site uses will have access to St. Joseph’s Drive.

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

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

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

Exhibits 6(b) and 23 are the District Council Order affirming the Planning Board's decision (with modifications) dated January 23, 2006 for A-9613-C and Conceptual Site Plan CSP-03006, respectively. The DSP is in conformance with both exhibits, as is demonstrated in Finding 9 below.

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

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

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

This condition requires that a status report of the amount of approved development and the status of the corresponding transportation conditions be provided. Furthermore, it requires that the Planning Board find that each DSP conforms to the staging requirements. Finally, it is required that roadway improvements be designed to minimize the site's traffic impact on Lottsford Road. The needed report has been provided and will be commented upon. With the improvements being constructed, there is a stronger reliance on directing traffic toward the MD 202/St. Joseph's Drive intersection, with less reliance upon the use of Lottsford Road to access the uses on this site. Further discussion on conformance with this condition is included in Finding 15.c. relating to the Transportation Planning review below.

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

The District Council will review this and all future DSPs. The District Council approved CSP-03006 on January 23, 2006. The Planning Board approved Preliminary Plan 4-06016 on October 26, 2006. The District Council approved the DSP for infrastructure, DSP-07011, on October 10, 2007. Pursuant to Maryland State law, it is not within the jurisdiction of the District Council to hear preliminary plans of subdivision.

9. **Conceptual Site Plan CSP-03006:** The DSP is in general conformance with Conceptual Site Plan CSP-03006 and the applicable conditions of approval. The original CSP approval designated this area of the site as Pod “A” with “office” uses. The proposed uses in this DSP are not defined as office uses; therefore, the applicant has filed a Planning Director-level revision, CSP-03006-01, to change this designation to “commercial/retail” and “commercial/service.” This revision will not change any conditions of approval or other specifics of the approval. However, this revision still needs to identify a location where the previously approved office and parking will be located on the overall site and then the plan should be certified prior to certification of the subject DSP. Therefore, a condition has been included in this approval requiring this be done accordingly. The following conditions are relevant to the review of the DSP:

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

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

900 to 1,100 residential units

The subject DSP is not proposing any residential units.

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

The subject plan proposes an additional 49,768 square feet of commercial retail development which, in conjunction with previous DSP approvals, still falls within the allowed range.

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

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

The subject DSP is not proposing any office space, nor does it prohibit the construction of office space within the overall area of the CSP. However, the removal of office space at the subject location should be documented on the pending CSP-03006-01 plan prior to final approval of this DSP.

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

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

The subject DSP is not proposing a hotel.

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

- a. **Phasing lines and the phasing schedule shall be shown on the plan. A stipulation shall be added to the phasing schedule as follows:**
 - i. **Prior to release of the 151st residential permit in Pod F, permits for 100,000 sq. ft. of retail space in Pod D shall have been issued. Of these 100,000 sq. ft. of retail space, at least one third shall be for tenants occupying space consisting of 30,000 sq. ft. or less.**

This condition does not affect the subject application as it is within Pod A.

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

This condition does not affect the subject application as it is within Pod A.

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

This condition does not affect the subject application as it is within Pod A.

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

This condition does not affect the subject application as it is within Pod A.

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

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

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

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

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

This condition requires that all three of the uses above be developed within the overall Woodmore Towne Centre project. This DSP provides for only retail uses which have displaced previously shown office space. Condition 1(a)(v) above of the CSP will ensure the future development of office space within the overall development.

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

The application only proposes signage for the subject site, not for the overall development contained in the CSP. The signage proposed for the site includes a single freestanding sign, that has a similar design to existing signage built on-site, and building-mounted signage for the health club, both of which appear to be acceptable. The signage parts of the DSP were referred to, and were reviewed by, the City of Glenarden as well.

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

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

appropriate prior to or by the time of approval of the appropriate detailed site plan.

The lighting associated with this DSP is not under the purview of the Department of Public Works and Transportation (DPW&T) because none of it falls within the public rights-of-way. The details and specifications for public roads were approved with the DSP for infrastructure (DSP-07011). The Planning Board found that full cut-off light fixtures shall be used for the site lighting to minimize light pollution.

- d. Special paving materials shall be provided in appropriate access areas, such as, central recreation area, the entrance to the multifamily development, and the office/retail development.**

The subject DSP is a retail development and should provide special paving materials at crosswalks and other locations as appropriate. A condition has been included in this approval requiring this.

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

Pedestrian connections are shown within the subject DSP; however, the Planning Board found that some improvements should be made which are discussed further in Finding 15.e. below as identified by the Transportation Planning Section trails specialist.

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

- a. The applicant and the applicant's heirs its successors and/or assignees, shall complete the following improvements:**
- i. Construct Campus Way North extended from its current planned terminus at the boundary of the subject property through the site to the proposed Evarts Road bridge as a four lane divided highway, approximately 3,000 linear feet.**
 - ii. Add a fourth through lane along MD 202, from Lottsford Road to the northbound I-95 ramp, approximately 3,600 linear feet.**
 - iii. Add a fourth through lane along MD 202, from I-95 to Lottsford Road, approximately 3,600 linear feet.**
 - iv. Add a double left-turn lane along MD 202 to northbound St. Joseph's Drive, approximately 900 linear feet.**

- v. **Rebuild and install the traffic signal at the intersection of MD 202 and St. Joseph's Drive.**
- vi. **Reconstruct St. Joseph's Drive from MD 202 to Ruby Lockhart Drive to six lanes in width.**
- vii. **In addition to making the improvements set forth above, the applicant and the applicant's heirs its successors and/or assignees, shall pay a Road Club fee. The amount of this fee shall be determined at the time of the approval of the first preliminary subdivision plan filed for this property. This amount shall be determined at the time of the approval of the first preliminary subdivision plan filed for this property. This amount shall be paid at building permit on a pro rata basis. In determining this amount, the applicant shall receive a credit for any road improvements which it is making at its expense and which are part of the regional improvements identified in the MD 202 Corridor Study.**
- viii. **The timing for the construction of required transportation improvements shall be determined at the time of preliminary subdivision plan approval.**

With the improvements required of the applicant and the overall MD 202 corridor requirements, it was determined that the off-site transportation improvements required of this applicant were a sufficient contribution to the overall road program in the MD 202 corridor, exclusive of any additional pro-rata fees. Condition 16(a)(vii) allowed the road club fee to be offset by the improvements established by Conditions 16(a)(i) through 16(a)(vi). The preliminary plan analysis in PGCPB Resolution No. 06-212(A) finds that the value of the proffered improvements exceeds the value of the pro-rata fees that would have been collected. Therefore, Preliminary Plan 4-06016 did not recommend a pro-rata payment for this overall site in conjunction with the satisfaction of the preliminary plan conditions.

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

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

The subject DSP does not propose any internal roads.

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

Sidewalk facilities have been further evaluated during the review of the subject site plan in order to provide a safe and recognizable pedestrian system throughout the site. Further discussion of this analysis is in Finding 15.e. below.

21. **Prior to approval of the applicable detailed site plan, relocate office building parking structure at Ruby Lockhart Boulevard entrance from close proximity to the northeast property line adjacent to proposed single-family dwelling units. Alternatively, the applicant may be relieved of this requirement upon demonstrating to the Planning Board that the parking structure has been attractively finished and sensitively designed so as to be compatible with the adjoining office building.**

This condition does reference the subject property. However, the subject DSP no longer proposes office uses or a parking structure at this site.

Detailed Site Plan Consideration: Prior to submission of any future applications, applicant will continue to study and will not foreclose the option of providing additional sleeved perimeter block development of retail shops with second-level office/residential use around a 50,000- to 125,000-square-foot retail tenant at the core or in close proximity of the town center main street.

The consideration is not applicable to the subject DSP as it does not involve the town center main street area of the CSP.

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

3. **Prior to the issuance of any building permits for uses generating more than 876 AM and 1,397 PM peak hour trips within the subject property, as defined in the March 2006 traffic study as Phases II and III with trip generation determined in a consistent manner with the same traffic study, improvements to the I-95/I-495/Arena Drive interchange shall be under construction which, when completed, will allow said interchange to be open for full-time usage.**

This condition requires that improvements to create full-time operations at the Capital Beltway (I-95/495) and Arena Drive intersection must be under construction at the onset of Phase II of development. This condition is enforceable at such a time that the proposed development exceeds the limits allowed under Phase I. However, full-time operations have already been in effect at this interchange for several years in fulfillment of this condition.

- 6. The two crossings of Ruby Lockhart Boulevard over the environmental features on the site, as shown on the preliminary subdivision plan, shall provide for four travel lanes, five-foot bike lanes in each direction, and a five-foot sidewalk on each side. This shall be confirmed at the time of detailed site plan, and the right-of-way for Ruby Lockhart Boulevard shall be adjusted accordingly if necessary.**

The road cross section for the bridges were approved by DPW&T as part of the original approved DSP-07011. They were revised by DPW&T to include a 12-foot-wide sidewalk/sidepath for bicycles and pedestrians, as opposed to designated bike lanes. These crossings have already been constructed and are in full use.

- 7. At the time of final plat approval, the applicant shall dedicate right-of-way along Campus Way, the extension of Evarts Street, and Ruby Lockhart Boulevard, except as may be adjusted by means of Condition 6 above, as shown on the submitted plan.**

The subject DSP area already has an approved final plat that fulfills the requirements above.

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

This condition establishes an overall trip cap for the subject property of 3,112 AM and 3,789 PM peak hour trips. The trips associated with the current plan, plus past approvals, is summarized in Finding 15.c. below and the conclusion is that the overall development, approved in a DSP for Woodmore Towne Centre, proposes a total of 751 AM and 1,655 PM peak hour trips. The proposed development is within the overall trip cap.

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

The subject DSP is found to be in conformance with previously approved Type II Tree Conservation Plan TCPII-53-07/01.

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

In a memorandum dated September 9, 2013, DPIE indicated that the proposed site development is consistent with approved Stormwater Management Concept Plan 20908-2003-03, in conformance with this condition.

- 27. All bridges constructed on this site that cross streams shall be designed using piers to reduce impacts. The DSP shall include a detail showing the proposed design, including side views and areas of disturbance needed for construction.**

The subject DSP does not propose any bridges that cross streams.

- 29. Prior to the issuance of any permits which impact jurisdictional wetlands, wetland buffers, streams or Waters of the U.S., 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 will be addressed at the time of permit review.

- 30. All future tree conservation plans shall show woodland conservation on-site to be no less than 10 percent of the net tract area.**

The subject DSP does not change the provisions of the previously approved TCPIIs that were found to be in conformance with this requirement.

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

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

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

- 2. Prior to the approval of any future detailed site plans, impacts to the Patuxent River Primary Management Area and expanded buffers other than those conceptually approved by the Planning Board with Preliminary Plan 4-06016, shall require a revised preliminary plan application.**

The subject DSP is found to be in conformance with the previously approved TCPII, which was found to be in conformance with this condition.

- 8. At the time of DSP for any portion of the site including stormwater management ponds, the DSP and TCPII shall show all required landscaping around the stormwater management ponds that are required as part of the stormwater concept/technical approval.**

The subject DSP does not include any stormwater management ponds. All quantity control of stormwater is proposed in vaults under the parking compound.

15. **In conformance with the Adopted and Approved Largo-Lottsford Master Plan, CSP-03006, and 4-06016, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**

- a. **Provide the eight-foot wide sidewalks, and designated bike lanes along the entire length of Ruby Lockhart Drive, unless modified by DPW&T.**

The subject DSP shows eight-foot-wide sidewalks along Ruby Lockhart Boulevard, which have already been constructed.

- c. **Provide standard sidewalks along both sides of St. Joseph's Drive, unless modified by DPW&T.**

The subject DSP shows a sidewalk along both sides of only a portion of St. Joseph's Drive. Therefore, a condition has been included in this approval requiring this to be added.

26. **At the time of each subsequent detailed site plan, the applicant shall report on their progress toward replacement of the temporary advertising sign with attractive permanent signage, as soon as is feasible. The temporary sign (applicant's Exhibit 3) will be mounted on 61 foot high poles.**

The site's temporary advertising sign has been previously removed and replaced with an objectively reasonably attractive permanent sign.

12. **2010 Prince George's County Landscape Manual:** Per Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone shall be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

- a. **Section 4.2, Requirements for Landscaped Strips along Streets**—Section 4.2 specifies that, for all nonresidential uses in any zone and for all parking lots, a landscape strip shall be provided on the property abutting all public and private streets. The submitted DSP with nonresidential uses has frontage on two public rights-of-way, Ruby Lockhart Boulevard and St. Joseph's Drive, which are subject to this section. The submitted DSP provides the appropriate schedules showing the requirements of this section being met.

- b. **Section 4.3 Parking Lot Requirements**—Section 4.3 specifies that proposed parking lots larger than 7,000 square feet provide planting islands throughout the parking lot to reduce the impervious area. The DSP proposes two parking compounds to serve all three buildings, neither of which fully meets all of the requirements of this section. The applicant requested, and the Planning Board approved, an alternative compliance application, AC-13015, as follows:

The applicant has filed this request for Alternative Compliance from Section 4.3, Parking Lot Requirements, for a reduction in the amount of interior landscaped area and shade trees within the parking lot, and the parking lot design, which does not include one planting island every ten parking spaces on average. For the purposes of calculations, the applicant has divided the parking compounds into two parts as follows:

Parking Compound A

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

Parking Lot Area	55,439 sq. ft.
Interior Landscaped Area	10% (5,544 sq. ft.)
Shade Trees*	33 (2.5- to 3-inch caliper size)

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

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

Parking Lot Area	55,439 sq. ft.
Interior Landscaped Area	11.8% (6,534 sq. ft.)
Shade Trees	26 (3- to 3.5-inch caliper size)

Parking Compound B

REQUIRED: 4.3 Parking Lot Interior Planting (24-Hour Fitness)

Parking Lot Area	93,601 sq. ft.
Interior Landscaped Area	10% (9,361 sq. ft.)
Shade Trees	47 (2.5- to 3-inch caliper size)

PROVIDED: 4.3 Parking Lot Interior Planting (24-Hour Fitness)

Parking Lot Area	93,601 sq. ft.
Interior Landscaped Area	9.1% (8,521 sq. ft.)
Shade Trees	44 (3- to 3.5-inch caliper size)

Justification

Alternative Compliance is requested from Section 4.3, Parking Lot Requirements. For Parking Compound A, the parking lot associated with McDonald's and Verizon, Alternative Compliance is requested from Section 4.3 to reduce the number of shade trees required within the parking lot. Alternative Compliance is necessary due to the need to reduce conflicts with shade tree locations and underground stormwater management facilities within the parking lot area. Seven fewer shade trees are proposed in this parking lot than would normally be required. The applicant proposes 990 square feet more interior landscaped area than the minimum required, which includes additional shrub plantings, and proposes to plant larger shade trees at 3- to 3.5-inch caliper size, as opposed to the required 2.5- to 3-inch caliper size, to provide more immediate shade and visual relief to the parking areas. The Planning Board found the design is appropriate and recommends removal of shrubs proposed in interior planting areas where shade trees are also proposed in order to promote shade tree growth. The Planning Board found that the interior landscaped area and shade trees within Parking Compound A have been adequately distributed (in areas outside of the underground stormwater management facilities) and that the larger trees will provide sufficient shade and visual relief within the parking compound that is equally effective as normal compliance with the Landscape Manual.

For Parking Compound B, the parking lot associated with 24-Hour Fitness, Alternative Compliance is requested from Section 4.3 for reductions in the amount of interior landscape area and shade trees required; and to permit a parking lot design that does not include one planting island every ten parking spaces on average. Alternative Compliance is necessary due to the need to reduce conflicts with shade tree locations and underground stormwater management facilities. In addition, the applicant cites space limitations for justification of the Alternative Compliance request in that 243 parking spaces is the minimum need for the end user of the health club. Parking Compound B, as delineated on the detailed site plan, contains 243 parking spaces. Additional interior planting islands with a minimum total area of 840 square feet are required with the parking compound and three additional shade trees to meet the minimum requirements of Section 4.3. The Planning Board found that some relief from the design requirements of Section 4.3 should be provided, particularly in association with the underground stormwater management facilities. As an alternative to the strict requirements of Section 4.3, the application provides larger shade trees throughout the detailed site plan proposal than what is normally required. These larger shade trees provide for a greater amount of canopy within the parking compound than would be normally provided. Shade trees also line the southeast and southwest edges of the parking compound within the landscape strips which will also provide for visual relief and additional shade of the parking compound. For these reasons, the proposal is found to be equally effective to normal compliance with the Landscape Manual.

Additional technical revisions should be made to the landscape plan prior to final approval.

The Planning Board approved Alternative Compliance for Section 4.3 of the 2010 *Prince George's County Landscape Manual* for Woodmore Towne Centre, subject to the following:

1. In Parking Compound A (the parking lot associated with McDonald's and Verizon), remove shrubs proposed in interior planting areas where shade trees are also proposed in order to promote shade tree growth, and adjust the plant schedule accordingly.
 2. Revise the Section 4.3 schedules appropriately to indicate the number of shade trees required based upon the interior landscaped area provided.
- c. **Section 4.4 Screening Requirements**—Section 4.4 requires that all dumpsters, loading spaces, and mechanical areas be screened from adjoining existing residential uses, land in any residential zone, and constructed public streets. The subject DSP provides a screen wall around the single proposed trash and recycling areas and plantings between the proposed loading area and the public right-of-way that meet the requirements of this Section. However, additional trash facilities should be provided for each building pad and the plans should be adjusted as such to provide appropriate screening.
- d. **Section 4.7 Buffering Incompatible Uses**—The site is subject to Section 4.7 along its northeastern property line where it abuts the Balk Hill Village development, which is vacant, but planned for single-family detached residential development. The submitted DSP shows that the required Type "C" bufferyard and required plant units are being provided.
- e. **Section 4.9 Sustainable Landscaping Requirements**—The site is subject to Section 4.9, which requires that a percentage of the proposed plant materials be native plants. However, the plant schedule does not list which proposed plants are native and, therefore, the percentage of native plants provided in the schedule must be verified. These issues should be revised on the DSP prior to certification.
13. **1993 Prince George's County Woodland Conservation and Tree Preservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of existing woodland, and there are previously approved tree conservation plans for the site. The subject application is grandfathered from the requirements in Subtitles 24 and 27 that came into effect on September 1, 2010 because the project has a previously approved preliminary plan. The project is also grandfathered from the requirements of Subtitle 25, Division 2, the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has a previously approved tree conservation plan. The Planning Board found the submitted DSP to be in conformance with previously approved Type II Tree Conservation Plan TCPII-53-07/01 as revised to reflect the entire limits of disturbance necessary for the application.

14. **Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading or building permit for more than 5,000 square feet of disturbance. Properties zoned M-X-T are required to provide a minimum of ten percent of the gross tract area in tree canopy. The subject property is 7.64 acres in size, resulting in a TCC requirement of 0.764 acre, or 33,280 square feet. The subject application provides the required schedule showing the requirement being met on-site by proposed woodland conservation and landscape trees.

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

- a. **Archeological Review**—The subject property is located at the intersection of Ruby Lockhart Boulevard and St. Joseph's Drive in Lanham, Maryland. This DSP proposes the construction of a two-story 24-hour health club, a retail store, and an eating establishment on Outlot B.

A Phase I archeological survey was conducted on the subject property in 2007. Two Archeological Sites, 18PR836 and 18PR837, were identified. These sites represent two early twentieth-century tenant farms. In the nineteenth century, the subject property was part of the Rose Mount plantation. These tenant houses were likely built under the ownership of William Holmead, a resident of Washington, DC, in the early twentieth century. Due to the lack of intact archeological deposits and the limited research potential of both sites, no further work was recommended. The Planning Board found that no further archeological investigations are required on the Woodmore Towne Centre at Glenarden site.

There are no historic sites or historic resources located on the subject property. This proposal will not impact any historic sites, historic resources, documented properties, or significant archeological sites.

- b. **Community Planning**—This application is consistent with the 2002 General Plan Developing Tier policies for employment centers with a mix of retail and employment uses. Also, the application conforms to the land use recommendations of the 1990 Largo-Lottsford Master Plan and SMA (master plan) for mixed employment, retail, and residential uses at this site.

The subject property is part of the 244.67-acre Woodmore Towne Centre at Glenarden. The Largo-Lottsford Master Plan identifies the property as lying within Neighborhoods D and F. The development site itself lies entirely within Neighborhood F. Neighborhood F (as described on page 63 of the master plan) is a planned location for mixed-use, high-suburban density residential, and office and retail uses.

Neighborhood F is within Major Employment Area 3. The master plan sets forth a number of specific development guidelines for Employment Area 3 on pages 86 through 90. The master plan envisions a high-suburban density mixed-use community with significant residential and commercial development served by Landover Road (MD 202), Campus Way North (A-29), and St. Joseph's Drive (formerly C-145, now C-345). The plan recommends the use of extensive buffering between employment and residential areas.

The Woodmore Towne Centre property was rezoned from the R-R Zone to the M-X-T Zone by the District Council in 1988 (A-9613-C, Order 13-1988). The property was annexed by the City of Glenarden in 1989. A Conceptual Site Plan (CSP-03006) was approved in 2006 by the Planning Board and District Council. It called for the development of a new mixed-use community with 800–900 single-family residential units, 700,000 square feet of retail space, 950,000–1,100,000 square feet of office space, and a hotel/conference center with 360–400 rooms and 200,000–220,000 square feet of conference center/exhibition space.

In 2009, the Planning Board and District Council approved a Detailed Site Plan (DSP-07011/01) to develop the commercial portion of the proposed development. The approved DSP called for 719,208 square feet of commercial retail in the west central portion of the Woodmore Towne Centre site. The developers chose this location for visibility from the Capital Beltway (I-95/I-495). The main commercial development is substantially complete and includes several big box stores (Wegmans, Costco, and Best Buy, among others).

The proposed uses for the 7.64-acre site (Outlot B) include a health club, a retail store, and a fast-food restaurant. The health club will be two stories in height and contain approximately 45,000 square feet of space. The other two retail uses will each be in a one-story building containing approximately 3,800 square feet. The developer plans to provide 243 parking spaces to serve the retail uses on-site. Access to the site will be from Ruby Lockhart Boulevard. A companion request has been submitted to amend the Woodmore Towne Centre Conceptual Site Plan (CSP-03006) to allow retail commercial uses on Outlot B (CSP-03006-01). This DSP is in conformance with that request.

The proposed uses raise no master plan issues and will in fact provide 24-hour activity on the site through the health club. However, its isolation from the main commercial center will likely discourage pedestrian traffic, especially after dark. Adequate lighting of the parking lot and the application of other crime prevention through environmental design (CPTED) principles will be critical to ensuring the safety of retail patrons at this site. The development should also be designed to allow safe and convenient pedestrian connections to future residential development proposed for the eastern portion of the Woodmore Towne Centre site.

The DSP application included a photometric plan showing adequate lighting throughout the site, except where identified by the Prince George's County Police Department, as

discussed in Finding 15.j. below. An existing sidewalk within the right-of-way will provide a safe pedestrian connection to the future residential development.

- c. **Transportation Planning**—The Planning Board reviewed responses to applicable conditions of previous approvals that are incorporated into Findings 8, 9, and 10 above.

Access to the site and circulation within the site are acceptable.

A total of 49,768 square feet of commercial space is proposed by this plan. Previous plans under this case number included 639,537 square feet of retail space, 20,286 square feet of office space, and 108 residences. Detailed Site Plan DSP-07057 proposed 202 single-family detached residences and 301 single-family attached and two-family residences. While a comparison of the current proposal with the trip cap was requested of the applicant, none was received for review; therefore, the best available information was utilized to provide the following comparison for the benefit of reviewing this application.

The following table is adjusted to indicate the numbers associated with the current proposal and the previously-approved site plans. Internal and pass-by numbers are adjusted for differences between the plan as it stands, if approved today, and the ultimate proposal. Rows are added to indicate the overall trip cap and the Phase I cap. It is noted that the hotel component is yet to be realized along with the great majority of the office space. Also, approximately 40 percent of the residential component (multifamily development) has yet to be proposed via a DSP.

**Summary of Trip Generation for Current Plan (DSP-07011/04) and
Prior Approved Plans (DSP-07057/01)**

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Retail	689,305 Square feet					
Total Trips	314	192	506	1,034	1,034	2,068
Pass-By	-124	-74	-198	-410	-372	-782
Internal	-4	-3	-7	-6	-71	-77
New Trips	186	115	301	618	591	1,209
Office	20,286 Square feet					
Total Trips	37	4	41	7	30	37
Internal	-2	-1	-3	-1	-4	-5
New Trips	35	3	38	6	26	32

Hotel	0 Rooms					
Total Trips	0	0	0	0	0	0
Internal	-0	-0	-0	-0	-0	-0
New Trips	0	0	0	0	0	0
Residential	611 Residences					
Single-Family Det.	30	121	151	119	63	182
Townhouse	42	169	211	157	84	241
Condo/Multi-Family	11	45	56	42	23	65
Internal	-2	-4	-6	-71	-3	-74
New Trips	81	331	412	247	167	414
TOTAL SITE	302	449	751	871	784	1,655
OVERALL TRIP CAP			3,112			3,789
PHASE I TRIP CAP			876			1,397

It is noted herein that development within this site is within Phase II.

It is also noted for the record that, in conjunction with a review of Condition 16(a)(vii) of the CSP-03006 application, the improvements required of the applicant, and the overall MD 202 corridor requirements, it was determined that the off-site transportation improvements required of this applicant were a sufficient contribution to the overall road program in the MD 202 corridor, exclusive of any additional pro-rata fees. Condition 16(a)(vii) allowed the road club fee to be offset by the improvements established by Conditions 16(a)(i) through 16(a)(vi). The preliminary plan analysis, on pages 29 through 36 of PGCPB Resolution No. 06-212(A), finds that the value of the proffered improvements exceeds the value of the pro-rata fees that would have been collected. Therefore, Preliminary Plan 4-06016 does not recommend a pro-rata payment for this overall site in conjunction with the satisfaction of the preliminary plan conditions.

Conclusion

The subject property was the subject of a 2005 traffic study, and was given subdivision approval pursuant to a finding of adequate transportation facilities made in 2006 for Preliminary Plan 4-06016. Given that the basis for the preliminary plan finding is still valid, and in consideration of the materials discussed earlier in this memorandum, the Planning Board finds that the subject property complies with the necessary findings for a DSP as those findings may relate to transportation, and that this plan furthermore complies with the needed transportation findings identified in Condition 7 of Zoning Ordinance 13-1988, approving Zoning Map Amendment A-9613.

- d. **Subdivision Review**—Outlot B was recorded in Plat Book PM 231-30 on August 7, 2009. The DSP should be revised to show the correct bearings and distances on the

property as reflected on the plat. The DSP also needs to show and label the existing right-of-way for ingress and egress recorded in Liber 528 Folio 462 at the southern property line as reflected on the plat. The DSP correctly shows the 15 and 10-foot-wide public utility easement as reflected on the record plat. The record plat contains five notes and the following notes in bold relate to the review of this application:

1. **Development of this property must conform to the Detailed Site Plan DSP-07011/01 which was approved by the Prince George's County Planning Board on February 3, 2009 and District Council on April 20, 2009, or as amended by any subsequent revisions thereto.**

The site has an approved Detailed Site Plan, DSP-07011-01. The applicant has submitted a revised DSP for the construction of a health club, a fast-food restaurant, and a retail shop. Conformance to the previously approved DSP is discussed in Finding 11 above.

2. **Development of this site shall be in conformance with Stormwater Management Concept Plan #20908-2003-01, and any subsequent revisions.**

General Note 31 indicates that Stormwater Management Concept Plan 20908-2003-02 was approved in February 2008.

3. **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.**

A conservation easement is located on Outlot B and recorded on the plat. The DSP does not clearly show the limits of the conservation easement.

4. **This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCP1/013/05-01), or as modified by the Type II 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.**

The Planning Board found the subject DSP to be in conformance with the approved TCPII.

5. **Resubdivision of Outlots A and B shall be in accordance with Preliminary Plan 4-06016 or any subsequent preliminary plans.**

The site is the subject of approved Preliminary Plan 4-06016, which was approved on September 21, 2006. On July 12, 2012, the Planning Board reconsidered the preliminary plan and approved new conditions and findings. The amended resolution, PGCPB No. 06-212(A) was adopted on July 12, 2012 and contained 40 conditions. The preliminary plan is valid until December 31, 2013. The preliminary plan shows five lots (Lots 1–5, Block A) within the area of Outlot B. The DSP does not propose to subdivide Outlot B. The preliminary plan shows a private easement from Lot 1, located at the corner of St. Joseph’s Drive and Ruby Lockhart Boulevard, going north through Lot 2, to provide access to Ruby Lockhart Boulevard. The DSP does not show any access at the corner of St. Joseph’s Drive and Ruby Lockhart Boulevard. The DSP shows only one access for the site, from Ruby Lockhart Boulevard, and it is approximately 300 feet north of the intersection of St. Joseph’s Drive and Ruby Lockhart Boulevard. The location of the access is consistent with the private easement access point as shown on 4-06016.

Prior to building permits, a new final plat is required to remove the outlot designation from the site.

Detailed Site Plan DSP-07011-04 is in substantial conformance with approved Preliminary Plan of Subdivision 4-06016 and the record plat if the above comments have been addressed. Failure of the site plan and record plat to match will result in grading and building permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

The noted issues have been addressed through conditions included in this approval.

- e. **Trails**—The Planning Board reviewed an analysis of applicable elements of the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 1990 Largo-Lottsford Master Plan and SMA (area master plan) and the following summarized comments:

The subject application is located on the eastern side of Ruby Lockhart Boulevard, which was constructed as part of the earlier commercial town center development. As with other segments of the road, the frontage of the subject site includes an eight-foot-wide concrete sidewalk and designated bike lanes. No master plan trails issues are identified in either the MPOT or the area master plan that impact the subject site.

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.

The subject application's frontage of Ruby Lockhart Boulevard has been constructed with eight-foot-wide sidewalks and designated bike lanes. These facilities provide access from the subject site to the main portion of the Woodmore Towne Centre. The site's frontage of St. Joseph's Drive should also be improved with a standard sidewalk.

Several prior approvals also pertain to the subject site. These approvals included numerous conditions related to bicycle and pedestrian facilities. Some of these conditions have been implemented, some still need to be constructed on the subject property, and others relate to portions of the town center beyond the subject site. They are discussed further in Findings 9, 10, and 11 above.

As noted above, bicycle and pedestrian facilities have already been constructed along Ruby Lockhart Boulevard. A standard sidewalk is recommended along St. Joseph's Drive. However, internally on the site, the one sidewalk proposed ends in the parking area without making a full connection to the building entrances. Sidewalk access is recommended from the existing sidewalks along the public rights-of-way to the building entrances. The applicant was provided conceptual locations for these connections. The site plan includes a marked crosswalk and pedestrian refuge along Ruby Lockhart Drive at the site's ingress/egress point. Bicycle parking is appropriate at the health club to accommodate cyclists using the existing designated bike lanes to the proposed recreational facility.

Conclusion

From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a DSP as described in Section 27-285 of the Zoning Ordinance if the following conditions were to be imposed.

- (1) Prior to certification of the detailed site plan, the following revisions shall be made:
 - a. Extend the sidewalk along the internal access drive so that sidewalk/crosswalk access is provided to the health club and fast-food restaurant.
 - b. Provide one sidewalk connection from the existing sidewalk along Ruby Lockhart Boulevard to the retail (Verizon) building.
 - c. Provide a minimum of 15 bicycle parking spaces at the proposed health club.

The conditions have been included in this approval, except the Planning Board found that the bicycle parking spaces be divided among locations convenient to each building entrance. St. Joseph's Drive is a dedicated public right-of-way; therefore, sidewalk should be built along it in accordance with DPW&T standards by the owners of that property.

- f. **The Department of Parks and Recreation (DPR)**—In a memorandum dated August 30, 2013, DPR indicated that they had no comments on the subject application.
- g. **Environmental Planning**—There are no environmental comments on the proposed improvements; the site has an approved Type II tree conservation plan, and is in conformance with that plan.
- h. **Prince George's County Fire/EMS Department**—The Prince George's County Fire/EMS Department, in a memorandum dated August 26, 2013, provided standard comments regarding fire apparatus, hydrants, and lane requirements. Those issues will be enforced by the Fire/EMS Department at the time of issuance of permits.
- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 9, 2013, DPIE provided standard comments regarding frontage improvements, sight distances, transit routes, and the possibility of the need for roadway improvements. They indicated that the proposed site development is consistent with the approved Stormwater Management Concept Plan, 20908-2003-03, and existing and proposed floodplain approval is required.
- j. **Prince George's County Police Department**—In a memorandum dated August 19, 2013, the Police Department indicated that they recommended that lights be mounted on the west (rear) and south sides of the proposed one-story retail (Verizon) building. The lighting and landscaping proposed for the rest of the property is within the CPTED recommendations.

The noted issues have been addressed through conditions included in this approval.

- k. **Prince George's County Health Department**—In a memorandum dated August 30, 2013, the Environmental Engineering Program of the Prince George's County Health Department provided the following comments on the subject application:
 - (1) There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light on planned residential sites.

The photometric plan indicates that there is very little light reflecting onto the adjacent property to the north. It is anticipated that the heavily planted landscaping proposed for that area will further reduce any negative impacts.

- (2) Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors have a significantly higher prevalence of obesity and diabetes. There are two market/grocery stores and one convenience store within a half-mile radius of this location. The overall site provides a variety of food choices and the addition of the proposed eating and drinking establishment is not anticipated to increase adverse health effects.

The comment above has been noted, but the Planning Board noted that there are a Wegmans and a Costco within the town center, as well as a variety of other restaurants, to provide a wealth of food choices for area residents.

- (3) The public health value of access to active recreational facilities has been well documented. The applicant is proposing to add a 24-hour fitness facility to the site, which will be a health benefit choice to existing community members and future residents of the site.

The comment has been noted.

- l. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated September 23, 2013, WSSC offered comments on needed coordination with buried utilities and WSSC easements and the requirements for connection to the existing water and sewer lines. They indicated that there is an existing water house connection built to the property line.
 - m. **Potomac Electric Power Company (PEPCO)**—PEPCO did not offer comments on the subject application.
 - n. **The City of Glenarden**—In a resolution dated October 15, 2013, the City of Glenarden City Council indicated they were in support of, and recommended approval of, the subject DSP and the conditions of approval, with the exception of Conditions 1.p. and 3. At the Planning Board hearing, the applicant introduced revisions to these conditions, which Suellen Ferguson, the City's legal counsel, indicated they were in agreement with. The Planning Board adopted the applicant's suggested revisions to these two conditions.
16. Based on the foregoing analysis, and as required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan, if approved in accordance with conditions proposed below, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-07011-04 and further APPROVED Alternative Compliance No. AC-13015, subject to the following conditions:

1. Prior to signature approval of this detailed site plan (DSP), the following revisions shall be made:
 - a. Show the correct bearings and distances on the property, and label the existing right-of-way for ingress/egress recorded in Liber 528 Folio 462 at the southern property line as reflected on the plat.
 - b. Label the property with the appropriate proposed parcel designation as will be determined at the time of final plat.
 - c. Clearly label the limits of the platted conservation limit as shown on the final plat.
 - d. Provide sidewalks, handicap ramps, and crosswalks from the sidewalk within the right-of-way, along the internal access drive, to the health club and fast-food restaurant, and adjust stormdrain inlets, parking lot islands, and landscaping accordingly.
 - e. Provide a sidewalk, handicap ramps, and crosswalks as necessary to connect from the existing sidewalk along Ruby Lockhart Boulevard to the west side of the proposed one-story retail (Verizon) building.
 - f. Provide a minimum of 15 bicycle parking spaces distributed in locations convenient to each building entrance, with consideration of lighting and visibility for safety.
 - g. Provide lights on the western and northern sides of the proposed one-story retail (Verizon) building.
 - h. Provide details for all proposed site lighting indicating they will be full cut-off light fixtures to minimize light pollution and spill onto the property to the northeast of the site.
 - i. Note the proposed floor area ratio (FAR) on the plan and provide accurate calculations in accordance with Finding 1.
 - j. Revise Conceptual Site Plan CSP-03006-01 to indicate the location of displaced office space and obtain certificate approval of the CSP.
 - k. Dimension all driveways to ensure required widths are provided.
 - l. Designate the native plants in the planting schedule and revise the Section 4.9 schedule accordingly.

- m. In Parking Compound A (the parking lot associated with McDonald's and Verizon), remove the shrubs proposed in interior planting areas surrounding shade trees in order to promote shade tree growth, and adjust the plant schedule accordingly.
 - n. Revise the Section 4.3 schedules appropriately to indicate the number of shade trees required based upon the interior landscaped area provided.
 - o. Add a note indicating standard sidewalks will be provided by the owners of the property along the site's entire frontage on St. Joseph's Drive, unless modified by the Department of Public Works and Transportation (DPW&T).
 - p. Revise the health club architectural elevations, along the entire south and west elevations, to extend the stone veneer to the base of the first floor windows.
 - q. Show an exterior screened trash area for each building, or indicate and show on the site, landscape, and architecture plans that the trash facilities will be located on the interior of the building.
 - r. Provide special paving materials at the main entrance to each building and at all crosswalks on-site, as well as, in the right-of-way at the entrance to the site, unless modified by DPW&T.
- 2. Prior to issuance of any building permits, a new final plat shall be recorded to remove the outlot designation from the subject property.
 - 3. Prior to issuance of any building permits for the retail building or fast-food restaurant, a revision to the detailed site plan shall be approved by the Planning Board, or by the Planning Director as designee of the Planning Board, for those buildings.
 - 4. Prior to issuance of any permits which impact jurisdictional 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.
 - 5. All buildings shall be fully equipped with automatic fire suppression systems in accordance with applicable National Fire Protection Association standards and all applicable county laws.

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, Shoaff, Bailey and Hewlett voting in favor of the motion at its regular meeting held on Thursday, October 24, 2013, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 7th day of November 2013.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:JK:arj