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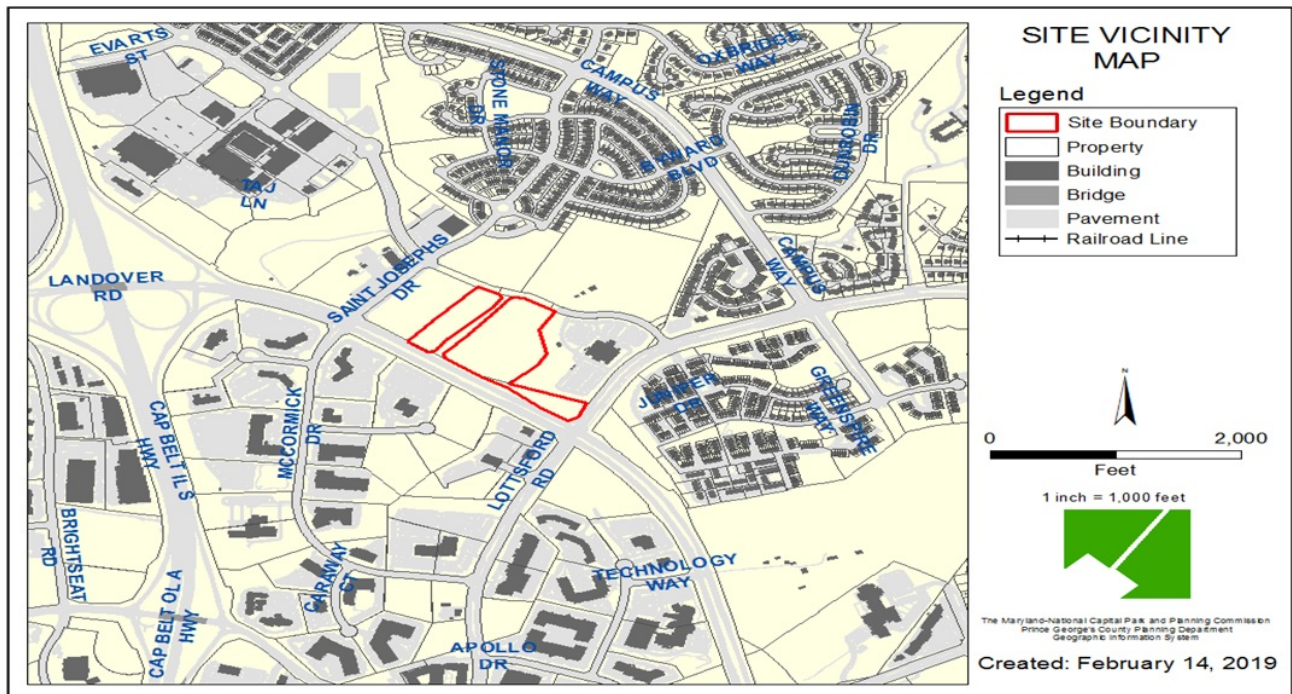
## Detailed Site Plan Alternative Compliance

**DSP-18024  
AC-19003**

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

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

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



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

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

The Urban Design staff has completed its review of the subject detailed site plan and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

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

## FINDINGS

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

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

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

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

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

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

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

## OTHER DEVELOPMENT DATA

### Parking Requirements\*

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

	PROVIDED
<b>Total Loading Spaces**</b>	<b>2</b>
Multifamily Building	1
Food and Beverage Store and Gas Station	1

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

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

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

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

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

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

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

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

**Architecture**

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

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

### **Lighting**

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

### **Signage**

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

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

### **Loading and trash facilities**

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

#### **b. Parcel 6: Multifamily Building**

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

### **Architecture**

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

### **Recreational Facilities**

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

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

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

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

### **Lighting**

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

### **Signage**

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

### **Loading and trash facilities**

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



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

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

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

## COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.

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

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

**(a) Maximum floor area ratio (FAR):**

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

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

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

**(b) Bonus incentives.**

**(4) Residential use.**

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

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

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

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

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

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

- (d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Sectional Map Amendment Zoning Change;**

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

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

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

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

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

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

The subject DSP includes amenities for the residents and was designed to create a cohesive development and create an independent environment of continuing quality and stability.

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

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

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

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

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

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

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

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

The subject site application is a DSP, therefore, this required finding does not apply.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

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

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

The overall site plan contains less than 250 acres; therefore, this DSP is not subject to this requirement.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

3. **At the time of detailed site plan, the following issues shall be addressed, or information shall be provided:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- 3. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73*, and *Zoning Map Amendment A-10020-C*, the applicant shall provide the following:**

- a. **An eight-foot-wide, shared-use side path, or wide sidewalk along the site's entire frontage of MD 202 (Landover Road), unless modified by the Maryland State Highway Administration.**
- b. **Standard sidewalks along both sides of Grand Way Boulevard, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation.**
- c. **An eight-foot-wide sidewalk along the subject site's entire frontage of Ruby Lockhart Boulevard, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement and/or the Prince George's County Department of Public Works and Transportation.**
- d. **Sidewalk access should be provided from the public rights-of-way to building entrances. Internal sidewalk access will be evaluated at the time of detailed site plan.**

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

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

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

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

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

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

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

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

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

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

**Section 4.2 Requirements for Landscape Strips Along Streets**

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

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

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

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

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

**Justification of Recommendation**

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

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

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

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

#### **Section 4.6 Buffering Development from Streets**

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

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

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

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

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

#### **Justification of Recommendation**

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

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

### **Recommendation**

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

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

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

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

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

13. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading or building permit for more than 5,000 square feet of disturbance. Properties zoned M-X-T are required to provide a minimum of ten percent of the gross tract area covered in TCC. The subject application provides the required TCC schedule demonstrating conformance with this ordinance and meets this requirement. However, it is noted that the acreage provided in the schedule does not reflect the road dedication approved with the PPS and the acreage of the property should be revised to be consistent. Therefore, a condition has been added to the Recommendation section of this report to show the appropriate acreage.

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

#### **Specimen Trees**

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

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

#### **Stormwater Management**

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

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

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

- l. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not provide comments on the subject application.
  - m. **Verizon**—At the time of the writing of this technical staff report, Verizon did not provide comments on the subject application.
  - n. **Baltimore Gas and Electric Company (BG&E)**—At the time of the writing of this technical staff report, BG&E did not provide comments on the subject application.
15. Based on the foregoing, and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will, if approved with the proposed conditions below, represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
  16. As required by Section 27-285(b)(2) of the Zoning Ordinance, the DSP is required to be in conformance with the approved CSP-10004. However, it is noted that Council Bill CB-83-2015 amended Section 27-282, Submittal Requirements, to allow the DSP to amend the CSP, which is discussed in Finding 9. Therefore, the DSP can be found to be in general conformance with the CSP.
  17. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:

**The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

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

## RECOMMENDATION

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

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

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

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