



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

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Detailed Site Plan Departure from Design Standards Woodmore Commons

DSP-04067-09
DDS-669

REQUEST	STAFF RECOMMENDATION
This case was continued from the Planning Board hearing date of April 2, 2020 to May 7, 2020. DSP: Development of five buildings with 268 multifamily dwelling units and a 5,000-square-foot clubhouse.	APPROVAL with conditions
DDS: Departure from Design Standards for a reduced parking space size of 9 feet by 18 feet.	APPROVAL

Location: In the northeast quadrant of the intersection of Ruby Lockhart Boulevard and Saint Joseph's Drive.

Gross Acreage:	9.34
Zone:	M-X-T
Dwelling Units:	268
Gross Floor Area:	307,976 sq. ft.
Planning Area:	73
Council District:	05
Election District:	13

Municipality:	None
200-Scale Base Map:	203NE09

Applicant/Address:
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Planning Board Date:	05/07/2020
Planning Board Action Limit:	05/16/2020
Staff Report Date:	04/22/2020
Date Accepted:	01/22/2020
Informational Mailing:	06/18/2019
Acceptance Mailing:	01/15/2020
Sign Posting Deadline:	03/03/2020

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-04067-09
 Type II Tree Conservation Plan TCPII-082-05-05
 Woodmore Commons

The Urban Design Section has completed its review of the subject application 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 CRITERIA

This detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Mixed Use-Transportation Oriented (M-X-T) Zone, and the site plan design guidelines of the Prince George's County Zoning Ordinance;
- b. The requirements of Zoning Map Amendment (Basic Plan) A-9956-C;
- c. The requirements of Conceptual Site Plan CSP-03001 and its amendment;
- d. The requirements of Preliminary Plan of Subdivision 4-18024;
- e. The requirements of Detailed Site Plan DSP-04067 and its amendments;
- f. The requirements of the 2010 *Prince George's County Landscape Manual*;
- g. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- h. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- i. Referral comments.

FINDINGS

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

1. **Request:** The detailed site plan (DSP) is for the development of five multifamily residential buildings, including 268 dwelling units, a 5,000-square-foot clubhouse, and surface parking. The companion Departure from Design Standards, DDS-669, requests a reduction of the standard parking space size to 9 feet by 18 feet.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use	Vacant	Multifamily Residential
Total Acreage	9.34	9.34
Parcels	2	2
Total Gross Floor Area (sq. ft.)	0	307,976
Total Multifamily Dwelling Units	0	268

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

Base Density Allowed:	0.40 FAR
Residential Bonus Incentive:	1.00 FAR
Total FAR Permitted:	1.40 FAR
Total FAR Proposed:	0.43 FAR*

Note: *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 conceptual site plan (CSP). CSP-03001-01 includes 125.4 acres; therefore, the proposed FAR in this DSP needs to include the proposed development and all other previously approved development within the CSP area. Staff estimates this to be approximately 0.43, but the DSP does not include a table listing the allowed and proposed FAR. Therefore, the General Notes, as conditioned herein, should be updated to show the allowed and proposed FAR relative to the entire CSP area.

PARKING AND LOADING TABULATION

Use	Number of Spaces Provided*
Total On-site Surface Parking	376
Handicap-Accessible	8
Standard Spaces	255
Compact	113
Total Loading Spaces	1
Multifamily	
1 space/100 to 300 Dwelling Units	1

Note: **Per Sections 27-574 and 27-583 of the Prince George's County Zoning Ordinance, there is no specific required number of parking or loading spaces in the M-X-T Zone. The applicant has included an analysis to be approved by the Prince George's County Planning Board. See Finding 7 for a discussion of the parking analysis.

3. **Location:** The subject property is located at the northeast quadrant of the intersection of Ruby Lockhart Boulevard and Saint Joseph's Drive, in Planning Area 73, Council District 5. The subject DSP includes two parcels, which are located on Tax Map 60 in Grid E3, and are known as part of Parcel 1, recorded in Liber 33973 folio 99, and a plat for Balk Hill Village Subdivision recorded in Plat Book PM 217-92 on March 2, 2007. Parcel 1 is proposed to be subdivided with the approval of Preliminary Plan of Subdivision (PPS) 4-18024 into Parcels 10 and 11, which are the subject of this application.
4. **Surrounding Uses:** The site is bounded by uses in the Mixed Use-Transportation Oriented (M-X-T) Zone. The property to the north includes commercial office uses and single-family attached and detached residential dwellings. The property to the east is approved for the development of single-family attached residential units, known as Woodmore Overlook. The site is further bounded by the public rights-of-way of Ruby Lockhart Boulevard to the south, with future commercial development beyond, and Saint Joseph's Drive to the west, with commercial development beyond.
5. **Previous Approvals:** In 2002, the subject property was rezoned from the Planned Industrial/Employment Park (I-3) Zone to the M-X-T Zone by the Prince George's County District Council through Zoning Map Amendment (Basic Plan) A-9956-C. On March 22, 2018, the District Council subsequently adopted an ordinance to amend conditions 5 and 10 of A-9956-C.

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

The Planning Board initially approved PPS 4-03094 on February 19, 2004. Subsequently, the Planning Board approved PPS 4-18024 on September 26, 2019, for Parcels 1 and 2, which are a portion of the larger property approved with PPS 4-03094. The approval of 4-18024 supersedes the prior approval of 4-03094 for existing Parcels 1 and 2, which is the property included in this DSP application.

DSP-04067 was originally approved by the Planning Board on September 29, 2005. A number of amendments have been made to the DSP for the existing residential uses within the Balk Hill development north of the subject site.

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

In addition, it is noted that the site is the subject of the requirements of Stormwater Management (SWM) Concept Plan 45273-2018-00, approved on October 10, 2019, and will expire on October 10, 2022.



Figure 2: Rendering of Proposed Development

Recreational Facilities

PPS 4-18024 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 *Parks and Recreation Facilities Guidelines*.

In accordance with the current formula for calculating the value of the recreational facilities, for a development of 268 multifamily dwelling units in Planning Area 73, a recreational facility package worth approximately \$225,310 is needed to serve this development.

The recreational amenities are proposed within a 5,000-square-foot clubhouse building, including a party room, fitness room, and exterior patio. Floorplans demonstrating the size and location of these internal facilities were not provided. In addition, the value associated with the cost estimate of the proposed private recreational facilities provided with the DSP appear to be inflated and need to be broken out to justify their value. Therefore, a condition has been included in the Recommendation section of this report requiring the applicant to provide a breakdown of the cost estimates and floorplan associated with the proposed private recreational facilities on the DSP and revise the recreational facilities spreadsheet, in accordance with the values provided in the *Parks and Recreation Facilities Guidelines*.

Lighting

The applicant is proposing lighting in the parking area surrounding the multifamily buildings and in the parking areas on-site. The photometric plan submitted with the DSP shows appropriate lighting levels in the parking area and at the building entrance. The details and specifications for the lighting show a downward facing light with a 24-foot pole, and lighting proposed at 16 feet. Staff finds this acceptable.

Signage

The DSP is not proposing any building-mounted signage, but does include one 13-foot-tall, double-faced monument sign along Ruby Lockhart Boulevard, near the entrance to the multifamily site. The sign is constructed of composite wood-slats and is mounted on a dark

gray masonry base matching the architecture of the multifamily buildings. The sign includes back-lit, white channel letters on the wood-slat wall that display the name and address of the development. The 14-foot-wide sign does not include landscaping at its base and is conditioned herein to be added to provide seasonal interest.

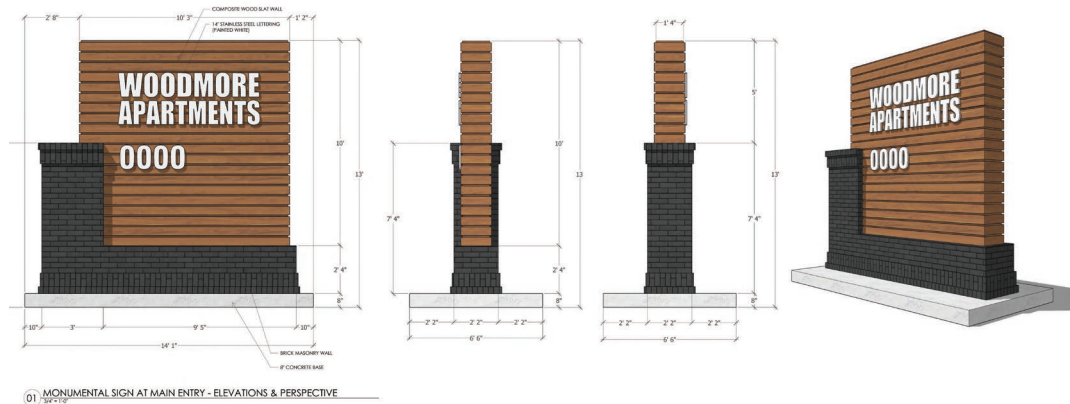


Figure 3: Proposed Freestanding Sign

Loading and trash facilities

One loading space has been proposed for the multifamily building and is located on the southwest portion of the site, adjacent to the clubhouse. Dumpster facilities are proposed in three locations on the site and have been shown in proximity to the multifamily buildings. These facilities should be adequately screened, and it is unclear if enclosures are proposed, as required. A condition has been included herein to provide enclosures, and staff recommends that these be constructed with materials similar to those used on the building, such as a masonry and composite-wood.

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 multifamily buildings proposed with the subject DSP are permitted in the M-X-T Zone.
 - b. Section 27-548 of the Zoning Ordinance, 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) of the Zoning Ordinance, 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 0.94 for proposed Parcel 11, which includes the 268 multifamily dwellings. However, the cumulative FAR for the entire area of the CSP development needs to be provided on the plan to ensure conformance.

- (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 one use in more than one building on one parcel, in conformance with this requirement.

- (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 plan indicates 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 12 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 approximately 0.43. However, as conditioned herein, the applicant needs to provide a chart on the DSP confirming this.

- (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 4-18024, which was approved by the Planning Board on September 26, 2019. Each parcel has frontage and access to a public right-of-way, as authorized pursuant to Subtitle 24 of the Prince George's County Code.

- (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 buildings proposed with this DSP are approximately 56 feet in height, which is 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-9956-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 **BOLD** text followed by staff comment).

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

Conformance to the purposes of the M-X-T Zone was found with CSP approval and is adopted herein by reference (PGCPB Resolution No. 19-71). The proposed DSP does not change that finding because it still promotes the orderly development of land with a new residential component of a mixed-use development in close proximity to the major intersection of MD 202 and Saint Joseph's Drive. It is also noted that the development of the site consisting of residential uses will allow for increased hours of activity in the area.

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

The subject site was placed in the M-X-T Zone through A-9956-C, as approved by the District Council on July 23, 2002. Therefore, this requirement 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 multifamily dwellings proposed with this DSP create a transition between the single-family attached and detached units in Balk Hill Village to the north, and the existing commercial and future commercial/retail uses to the south and west, and future single-family attached units to the east of the subject property. The layout of the buildings is oriented toward the existing street pattern and is expected to rejuvenate the existing neighborhood and provide economic vitality in the immediate area through the addition of new residential dwelling units.

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

The proposed development is compatible with nearby existing and proposed development, and will provide a transitional area from the single-family attached and detached homes to the north, the future single-family attached units to the east, and the commercial retail uses to the south and southeast, along Saint Joseph's Drive and Ruby Lockhart Boulevard.

- (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 is designed to blend with the existing and approved residential and commercial uses in the overall Balk Hill and Woodmore Commons development and surrounding vicinity. The application includes amenities for the residents and will create an independent environment of continuing quality and stability, as conditioned.

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

This application will be phased in accordance with fine grading permits. The proposed multifamily buildings will be self-sufficient, in terms of access and recreational facilities, while also being integrated with subsequent phases through pedestrian and vehicular access.

- (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 generally located on both sides of the private streets and along Ruby Lockhart Boulevard. However, to complete the system, a pedestrian connection is needed from the multifamily buildings to the sidewalk within the right-of-way of Tulson Lane to the north. This will ensure convenient and comprehensive connections between this site and the remainder of the CSP development.

- (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 application proposes pedestrian pathways throughout the site connecting to gathering areas, with outdoor landscaped courtyards for community events, and is designed with attention to human scale and high-quality urban design.

- (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.**

This requirement is not applicable to the subject 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.**

The applicable PPS was approved by the Planning Board on September 26, 2019. The transportation adequacy findings in that PPS are discussed in detail in Finding 10 below.

- (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 application is not subject to this requirement.

- d. **Departure from Design Standards DDS-669:** The applicant requires a departure from Section 27-558(a) of the Zoning Ordinance, which requires nonparallel standard parking spaces to be 9.5 feet by 19 feet, but allows up to one-third of the required spaces to be compact, measuring 8 feet by 16.5 feet. The applicant is proposing 9-foot by 18-foot standard parking spaces and utilizes compact spaces, as allowed.

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

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

The reduced parking space size will allow more space on the site for landscaping, open space, and provide a more compact multifamily development, while still allowing for proper on-site circulation.

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

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

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

The recent approval of CSP-03001-01 and PPS 4-18024 contemplated the development and construction of 284 multifamily units on the property. However, due to the site's constraints, the buildable area is limited and necessitates a smaller parking space size, to more efficiently use the space. Therefore, only 268 dwellings are proposed, and this reduction in the number of units will provide a higher parking ratio for the number of units. In addition, it is noted that the reduced parking space size of 9 feet by 18 feet is more comparable to most other neighboring Maryland jurisdictions.

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

The departure will allow the applicant to maximize the efficient use of the site to provide parking, as well as additional greenspace and landscaping, which is visually and functionally attractive. Thereby, the departure in parking space size will allow the proposed development to provide a more visually appealing and improved environmental quality. In addition, it is noted that the reduction in parking space size will improve the functionality of the site by enabling the provision of much-needed parking for future residents of this site.

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

- e. 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 of the Zoning Ordinance. For example, the subject development provides pedestrian access to the site from the public right-of-way and the architecture proposed for the multifamily buildings employ a variety of architectural features and designs, such as window and door treatments, projections, colors, and materials.
- f. In accordance with Section 27-574 of the Zoning Ordinance, 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 following are the major points highlighted in the parking analysis:
 - (1) The methodology in Section 27-574 requires that parking be computed for each use, in accordance with Section 27-568 of the Zoning Ordinance. Using the parking schedule, it is shown that the uses would require 610 parking spaces. Given that the site does not provide a mix of uses at this time, there is no opportunity for shared parking, and consequently this is the base requirement per Section 27-574.
 - (2) The plan provides 376 parking spaces to serve the proposed 268 residential units.
 - (3) The applicant has provided extensive data from the *Parking Generation Manual* (Institute of Transportation Engineers) and also cited the applicant's own experience at other similar properties as a means of justifying the large reduction in parking spaces. While 610 parking spaces would result in 2.28 parking spaces per residential unit, the proposal by the applicant is much lower. The following table shows the parking ratio for this DSP versus other recently approved projects in Prince George's County; the current project is shown in bold near the bottom of the table. It is noted that many sites in the table are near Metrorail stations or major public transportation lines. The parking analysis states that Prince George's County's TheBus Route 28 passes by this site on a loop route to and from the Largo Metro Station. However, that service is hourly on weekdays.

Comparison of Parking Ratios for Multifamily and Mixed-Use Projects: DSP-04067-09: Woodmore Commons			
Name of Project	Units: residences or 1,000 square feet (KSF)	Residential Parking Spaces Provided (per site plan)	Parking Ratio*
Tapestry at Largo Station (Largo Park DSP)	318 residences 89 KSF ret/off	469	1.47
Allure Apollo and Aspire Apollo (Town Center at Camp Springs DSP)	797 residences	1,195	1.50
3350 at Alterra (Belcrest Plaza DSP)	283 residences 1.47 KSF office	304	1.07
Artisan DSP (within Gateway Arts D-D-O)	84 residences	120	1.43
Brentwood DSP (within Gateway Arts D-D-O)	147 residences	192	1.31
Ascend Apollo DSP (within Largo Town Center D-D-O)	846 residences	1,170	1.38
Kiplinger Phase I DSP (near Prince George's Plaza)	352 residences	416	1.18
Proposed Woodmore Commons	268 residences	376	1.40
210 Maryland Park (not yet constructed)	178 residences	155	0.87
Commons at Addison Road (approved on 4/9/2020)	193 residences 11 KSF retail	138	0.71
*The parking ratio is the number of parking spaces provided divided by number of residential units.			

- (4) The applicant has also done an analysis of the entire site covered by PPS 4-18024, including uses and parking that could be included on future site plans. The applicant concludes that in the future, the overall Woodmore Commons site will have adequate parking. This analysis is not endorsed by this review for several reasons:
- (a) The parking and land uses on any future site plans are highly speculative. There is no evidence of what will be included on future site plans, when they will be filed, or if they will be approved.
 - (b) The analysis has made heavy use of the *Parking Generation Manual* (Institute of Transportation Engineers) and cites a base requirement per Section 27-574 using data from the *Parking Generation Manual*. The transportation staff does not endorse the use of the *Parking Generation Manual* as a regulating document.

With the proximity of an adjacent residential area, parking reductions should be consistent with the needs of future residents of the site under review, but must also consider that parking and loading needs of adjacent residential areas will not be infringed upon. While this is a finding for granting a parking departure and is not a requirement for reducing parking within the M-X-T Zone, it is believed that sufficient separation exists between the site and the adjacent neighborhood that parking will not be an issue. Based on the submitted analysis, the transportation staff believes that the number of parking spaces shown on the plan is satisfactory to serve the proposed use and access, and circulation is acceptable.

8. **Zoning Map Amendment (Basic Plan) A-9956-C:** A-9956-C rezoned the 123.20 acre property from the I-3 to M-X-T Zones and was originally approved by the District Council on July 23, 2002, with 14 conditions. Subsequently, the District Council approved a request to amend Conditions 5 and 10 on February 26, 2018. The majority of the conditions have been addressed through previous approvals and existing development on the overall property. The following conditions are pertinent to the current application and warrant discussion:

5. **The development of the subject property shall be limited to the prior approved 393 residences plus additional permitted uses under the M-X-T Zone which generate no more than 1,013 AM and 1,058 PM peak hour vehicle trips.**

This condition was amended by the District Council and as amended, limits the development of this project to other permitted uses on Parcels 1 and 2 within the overall 1,013 AM peak-hour trips and 1,058 PM peak-hour trips. Conformance with this condition was found with 4-18024, which noted that proposed development will not exceed the established trip cap.

10. **Prior to the acceptance of a Detailed Site Plan for development of the twenty (20) acres (Parcels 1 and 2), the Applicant shall provide written confirmation that it has held a community meeting with stakeholders which shall include an invitation to at least representatives from St. Joseph's parish and Balk Hill Homeowners association.**

This condition, as set forth above, was amended pursuant to the District Council's ordinance, which became effective March 27, 2018. The applicant has met with the interested citizens to discuss the revisions to conditions, the revised CSP and PPS, and indicated that they have met with the appropriate parties, prior to acceptance of this DSP.

9. **Conceptual Site Plan CSP-03001 and its amendment:** CSP-03001 was approved by the Planning Board on September 11, 2003, subject to 11 conditions. CSP-03001-01 was approved by the District Council on October 15, 2019, subject to one condition, which is not applicable to this DSP.

10. **Preliminary Plan of Subdivision 4-18024:** PPS 4-18024 was approved by the Planning Board on September 26, 2019, subject to 15 conditions. The relevant conditions of that approval are included, as follows:

1. **Prior to signature approval of this preliminary plan of subdivision, the following revisions shall be made to the plan:**
- b. **Revise and consolidate the cross sections provided on the plans to show the following:**
- (1) **All cross sections shall include a sidewalk and green space abutting the drive aisles.**

The shared driveway entrance into the site from Ruby Lockhart Boulevard has sidewalks on both sides. On the east side, landscaping has been provided in the form of shade trees. The west side of the driveway entrance will be developed with the future development of proposed Parcel 10.

2. **Prior to acceptance of the detailed site plan, the applicant shall provide a cross section for the service road segment of the access easement.**
3. **Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that indicates the location, limits, and details of all pedestrian and bicycle facilities and illustrates how their interconnectivity and connectivity to adjacent properties encourages walkability and reduced automobile use.**
4. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73*, the applicant shall provide the following:**
 - b. **Sidewalks, a minimum five feet in width, along one side of all internal access easements, not including service access areas.**
 - c. **A standard five-foot-wide sidewalk and a designated bicycle lane along each side of Ruby Lockhart Boulevard, unless modified with written documentation by Prince George's County Department of Permitting, Inspections and Enforcement/Department of Public Works and Transportation.**

An exhibit showing the pedestrian connections was included in the subject application, and staff recommends that the plans be revised to reflect the approved design of Ruby Lockhart Boulevard, per the Prince George's County Department of Public Works and Transportation to fully satisfy Condition 3. In addition, it is noted that the road design includes an on-street bicycle lane and does not include on-street parking, as depicted in the submitted plans. The proposed internal sidewalk is shown to be 5-foot-wide and on both sides of the internal access, which satisfies Condition 4b. Ruby Lockhart Boulevard has been permitted for construction and will include 5-foot-wide sidewalks and bike lanes along both sides of the roadway, satisfying Condition 4c above.

5. **Total development within the subject property shall be limited to uses, which generate no more than 448 AM and 547 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 trip cap was reviewed in the Trip Generation Summary table below, and it is determined that the development proposed is consistent with the PPS trip cap.

Trip Generation Summary: DSP-04067-09: Woodmore Commons								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Existing Development: Balk Hill Village								
Residential – Detached plus Manor Residences	333	Units	50	200	250	197	103	300
Residential – Attached	60	Units	8	34	42	31	17	48
Specialty Retail/Live-Work	20,000	square feet	0	0	0	26	26	52
Total Trips Existing: Balk Hill Village			58	234	292	254	146	400
Proposed Development: DSP-04067-09								
Multifamily Residences	268	units	27	112	139	105	56	161
Trip Cap – 4-18024					448			547
Total Existing Plus Proposed					431			561
Trip Cap – A-9956					1013			1058

11. **The applicant shall provide private recreational facilities within the residential development parcel. The private recreational facilities shall be evaluated by the Urban Design Review Section of the Development Review Division, for adequacy and proper siting during the review of the detailed site plan.**
12. **All on-site private recreational facilities shall be designed in accordance with the Parks and Recreation Facilities Guidelines.**

These issues are discussed further in Finding 6 above and conditions are included herein to ensure conformance.

11. **Detailed Site Plan DSP-04067 and its amendments:** DSP-04067 was approved by the District Council, subject to 27 conditions, on July 18, 2006. This application was amended eight times for specific lots and uses in the overall Balk Hill development. None of the conditions attached to those approvals directly impact the development of Parcel 1, that is the subject of this application.
12. **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 4.3, 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 treatment of the proposed parking lot adjacent to Tulson Lane, which requires a minimum 3-foot-wide planting strip to be planted

with 15 shrubs every 35 feet between it and the adjacent property line. Therefore, a condition has been included in the Recommendation section of this report requiring the applicant to provide the appropriate landscape treatment along this portion of the site.

13. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved tree conservation plans for the overall Woodmore Commons property, Type I Tree Conservation Plan, TCPI-019-03-03 and TCPII-082-05-04. A revision to the TCPII has been submitted with this application.

The TCP worksheet was broken down into four phases. However, the plan does not delineate where the phase line is between Phases 3 and 4. The gross tract area for Phase 3 is inconsistent with the acreage of this DSP application. The phasing on the TCPII must be clearly shown and the gross tract acreage must be revised to be consistent with that of the DSP.

According to the worksheet submitted, the woodland conservation threshold for the overall 117.89-acre property is 15 percent of the net tract area or 17.32 acres, which is consistent with previous approvals. The current application proposes to clear all of the remaining woodland within Parcels 1 and 2 (Phases 3 and 4) and to meet the 8.45-acre requirement generated by this clearing entirely in fee-in-lieu. As previously stated, this plan is not grandfathered from the provisions of the WCO and the environmental technical manual. Per Section 25-122(c) of the WCO, payment of fee-in-lieu is the lowest priority for meeting a woodland conservation requirement. In addition, per Section 25-122(d)(8), fee-in-lieu may be used to meet the conservation requirements after all other options are exhausted. The woodland conservation requirement generated by the clearing for this DSP must be met through on-site attenuation or at an off-site woodland conservation bank.

The TCPII plan requires additional technical corrections to be in conformance with the WCO. These revisions are specified in the recommended conditions below.

14. **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 10 percent of the gross tract area covered in TCC. The subject application provides the required TCC schedule demonstrating conformance with this requirement for proposed Parcel 11 only. Proposed Parcel 10 is included for grading and infrastructure only with this DSP and will need to show conformance to the TCC requirement at the time of DSP for full development.

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

- a. **Historic Preservation**—In a memorandum dated February 20, 2020 (Stabler to Bishop), the Historic Preservation Section noted that a Phase I archeological survey was conducted on the subject property in 2005. No archeological sites were identified and no further work was required on the site. In addition, it was noted that the property is not adjacent to any designated Prince George's County historic sites or resources.

- b. **Community Planning**—In a memorandum dated April 14, 2020 (Umeozulu to Bishop) incorporated herein by reference, the Community Planning Division indicated that pursuant to Part 3, Division 9, Subdivision 3, of the Zoning Ordinance, master plan conformance is not required for this application.
- c. **Transportation Planning**—In a memorandum dated April 13, 2020 (Masog to Bishop) incorporated herein by reference, the Transportation Planning staff provided a discussion of the applicable previous conditions of approval, the requested departure, and the parking requirements under Section 27-574 that have been included in the above findings. They concluded that, from the standpoint of transportation, this plan is acceptable if the application is approved as conditioned.
- d. **Trails**—In a memorandum dated April 13, 2020 (Smith to Bishop), incorporated herein by reference, the trails planner provided a discussion of the applicable previous conditions of approval that have been incorporated into the findings above. In addition, it is noted that the subject property was reviewed for conformance with the Approved Countywide Master Plan of Transportation and the 1990 *Approved Master Plan Amendment and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* to provide the appropriate pedestrian and bicyclist transportation recommendations. In conclusion, it was noted that additional bicycle parking is needed and is an important component of a bicycle-friendly roadway. The submitted plans include a wave-style bicycle rack detail, and staff recommends that this bicycle rack be replaced with an inverted-U style rack. This rack style provides two-points of contact for bicycles, which is better for supporting and securing them. Improvements to the site have been addressed through revisions to the plans or are included as conditions in the Recommendation section of this report, as appropriate.
- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated February 25, 2020 (Sun to Hurlbutt), incorporated herein by reference, DPR commented that the on-site recreational facilities should be evaluated by the Urban Design Section.
- g. **Permits**—In a memorandum dated January 30, 2020 (Chaney to Hurlbutt), incorporated herein by reference, the Permit Review Section offered numerous comments, which have been addressed through revisions to the plans.
- h. **Environmental Planning**—In a memorandum dated March 3, 2020 (Juba to Bishop), incorporated herein by reference, the Environmental Planning Section indicated that there are no applicable environmental-related conditions attached to previous approvals. In addition, it was noted that the site has a Natural Resources Inventory, NRI-151-2018, which was approved on November 13, 2018, and shows no streams, wetlands, or floodplain on the area of the subject DSP.

Stormwater Management

An approved SWM Concept Plan 45273-2018 was submitted with the subject application that is consistent with the TCPII and DSP. According to the approval, the private system will utilize micro-bioretenment and permeable pavement, and has

been approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).

Soils

The predominant soils found to occur on-site, according to the US Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Marr-Dodon Complex (5–15 percent slopes) and Collington-Wist Complex (2-5 percent slopes). According to available information, unsafe soils containing Marlboro clay or Christiana complexes are not mapped on-site. A soils report may be required by DPIE at time of permit.

The Environmental Planning Section recommends approval of DSP-04067-09 and TCPII-082-05-05, subject to conditions that have been included in the Recommendation section of this technical staff report.

- i. **Prince George's County Fire Department**—In a memorandum dated February 5, 2020 (Reilly to Bishop), incorporated herein by reference, the Office of the Fire Marshal provided a comprehensive analysis of the DSP's conformance with applicable fire-related requirements. Plan revisions address the Fire Department's comments.
 - j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this writing, comments regarding the subject project have not been received from DPIE.
 - k. **Prince George's County Police Department**—At the time of this writing, comments regarding the subject project have not been received from the Police Department.
 - l. **Prince George's County Health Department**—At the time of this writing, comments regarding the subject project have not been received from the Health Department.
 - m. **Maryland State Highway Administration (SHA)**—At the time of this writing, comments regarding the subject project have not been received from SHA.
 - n. **Washington Suburban Sanitary Commission (WSSC)**—At the time of this writing, comments regarding the subject project have not been received from WSSC.
16. Based on the foregoing, and as required by Section 27-285(b)(1), 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.
17. As required by Section 27-285(b)(2), the DSP is required to be in conformance with the approved CSP-03001, as amended. CSP-03001-01 amended the original CSP for Balk Hill Centre and revised the uses to reduce the commercial square footage and add multifamily dwelling units as are included with this DSP. Therefore, it has been determined that the DSP is in general conformance with CSP-03001-01, as conditioned.

18. As required by Section 27-285(b)(4), for approval of a DSP, the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations, as this property does not contain any regulated environmental features.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and:

- A. APPROVE Departure from Design Standards DDS-669, to allow the standard parking spaces to be 9 feet wide by 18 feet long.
- B. APPROVE Detailed Site Plan DSP-04067-09 and TCPII-082-05-05 for Woodmore Commons, subject to the following conditions:
 - 1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made to the plans:
 - a. Show bike lanes along Ruby Lockhart Boulevard, in compliance with the approved plans per the Prince George's County Department of Public Works and Transportation.
 - b. Provide a standard sidewalk connecting the sidewalks around the multifamily buildings to the sidewalk within Tulson Lane.
 - c. Provide a continental style crosswalk crossing the subject site's entrance at Ruby Lockhart Boulevard, unless modified by the Prince George's County Department of Permits, Inspections and Enforcement.
 - d. Provide a standard crosswalk crossing the access road at the intersection southwest of the clubhouse.
 - e. Provide inverted-U style bicycle racks to replace the proposed wave-style bicycle racks.
 - f. Include landscaping at its base of the freestanding sign to provide for seasonal interest.
 - g. Provide a list of cost estimates, a floorplan, and a spreadsheet, in accordance with the values of the proposed private recreational facilities proposed with the DSP, in accordance with the Prince George's County *Parks and Recreation Facilities Guidelines*.
 - h. Provide a General Note showing the proposed and allowed floor area ratio relative to all development within the total area of the conceptual site plan.

- i. Provide the appropriate landscape treatment between the parking lot and Tulson Lane, in conformance with Section 4.3-1 of the 2010 *Prince George's County Landscape Manual*.
 - j. Provide enclosures for the dumpster facilities constructed with materials to compliment the proposed buildings, such as masonry or composite-wood, or screen these facilities with the appropriate amount of landscaping, in conformance with Section 4.4 of the 2010 *Prince George's County Landscape Manual*.
- 2. Prior to certification of the detailed site plan, the Type II tree conservation plan (TCPII) shall be revised, as follows:
 - a. Type in all previous TCPII approval information in the TCPII approval block.
 - b. Revise the TCPII so that the phasing boundary is consistent with the detailed site plan (DSP). Revise the limits of disturbance to highlight the grading associated with implementing this DSP. Update the site statistics tables and the woodland conservation worksheet accordingly to reflect each of the new phases.
 - c. Remove all proposed fee-in-lieu from Phases 3 and 4. Indicate that all remaining woodland conservation required will be met on-site or through off-site mitigation on the worksheet and TCPI plan.
- 3. Prior to issuance of the final certificate of occupancy for the fourth multifamily building, all on-site recreational facilities and amenities shall be completed and verified by the Maryland-National Capital Park and Planning Commission.