

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on September 9, 2004 regarding Detailed Site Plan DSP-03093 for Fairwood Green Community Center, the Planning Board finds:

1. **Request:** The subject application is for approval of a detailed site plan for Fairwood Green Community Center.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-X-C	M-X-C
Use(s)	Vacant	Retail and office
Acreage	14.40	14.40
Parcels	14	14

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total Parking Spaces	509	590
Of Which standard parking spaces	N/A	563
Handicapped standard spaces	12	27
Handicapped van accessible spaces	3	11
Loading spaces	3	3

3. **Location:** The subject detailed site plan covers a portion of land within Phase I, Part 1, of the Fairwood project. The application is for a commercial component, Fairwood Green Community Center, which is located on the north side of Fairwood Parkway and in the northeast quadrant of its intersection with Hillmeade Road, in Planning Area 71A and Council District 6.
4. **Surroundings and Use:** Final Development Plan FDP-9701 designated the subject property as “Non-Residential Area,” which includes the primary commercial component of the Fairwood Village Green. The site is bounded on the east and south sides by the rights-of-way of Hillmeade Road and Fairwood Parkway. Further across Hillmeade Road to the east are other “Non-Residential Areas” including a community clubhouse—the Sycamore Club—and “Other Residential Area”—The Choice at Fairwood. Further across Fairwood Parkway to the south is another “Other Residential Area”—The Retreat at Fairwood. To the west and north of the site are M-NCPPC parkland and an “Other Residential Area”—The Choice at Fairwood.

5. **Previous Approvals:** The subject site covers 14 parcels in Phase I, Part 1, of a larger development with a total acreage of 1,057.69 known as Fairwood, which was rezoned from R-E to M-X-C through Zoning Map Amendment A-9894-C, for 1,799 dwelling units, 100,000 square feet of retail space, and 250,000 square feet of office/service/institutional uses, and some other “community space,” approved by the District Council on May 9, 1994. The M-X-C Zone requires multistep review and approval. On September 5, 1996, Comprehensive Sketch Plan CP-9504 for Phase I of the Fairwood development was approved by the Planning Board (Resolution PGCPB No. 96-241), consisting of 471 acres of land and approximately 1,000 units and 100,000 square feet of retail space and 250,000 square feet of office/service/institutional uses. On January 17, 2002, Comprehensive Sketch Plan CP-0101 was approved by the Planning Board (Resolution PGCPB No. 02-17(C)) for Phase II of the Fairwood development, consisting of 586.69 acres of land and approximately 1,000 units. The Preliminary Plan of Subdivision, 4-97024, for Fairwood, Phase I, Part 1, covering the subject property, was approved with 12 conditions by the Planning Board on July 17, 1997 (resolution adopted on July 31, 1997, PGCPB No. 97-194). The Final Development Plan for Phase I, Part 1, of Fairwood including the subject property, FDP-9701, was approved with four conditions by the Planning Board on July 17, 1997, (resolution adopted on September 11, 1997, PGCPB No. 97-218). The site also has an infrastructure Detailed Site Plan, DSP-99052, for Phase I Part 1, which included 223.7 acres of Phase I, approved by the Planning Board on March 23, 2000, subject to six conditions (resolution adopted on April 13, 2000, PGCPB #00-37). DSP-99052 is limited to the proposed grading of the site, the installation of utilities, streets and the stormwater management ponds for a portion of Phase I, Part 1, including Tree Conservation Plan TCPII/12/00.

In addition, two previous approvals cover the entire Fairwood site and are still valid. DSP-01046 is an umbrella architecture scheme for all single-family detached houses in Fairwood, which was approved by the Planning Board on December 20, 2001 (Resolution PGCPB No. 01-258). Because the subject DSP is for nonresidential use, the conditions of DSP-01046 are not applicable to the review of this case. The other approval is DSP-99034 (a comprehensive signage plan), which was approved by the Planning Board (Resolution PGCPB No. 99-243) on January 6, 2000. The site also has an approved Stormwater Management Concept Plan # 25818-2003-00, which is good through January 16, 2007.

6. **Design Features:** The site is bounded immediately on the south side by the Fairwood Promenade, further south by the right-of-way of Fairwood Parkway, and on the east side by the rights-of-way of Hillmeade Road. The site is rectangular in shape with the long side fronting Fairwood Parkway. The site making up the major portion of the commercial component of the Fairwood Green Community Center has two access points onto each road. The northern access point on Hillmeade Road serves not only as a service access to the rear of this DSP site, but also as an access point to the rest of the Fairwood Green Community Center to the north, which is envisioned as a site for a future office building. The main entrance to the site is in the middle of the site frontage on Fairwood Parkway with a median. An entrance axis is enforced by the symmetrical placement of two pad sites, one on the left for a gas station and the other on the right for a bank, immediately entering the shopping center and then two landscape strips on both sides,

and finally terminated by a plaza between the proposed retail buildings. The major building mass, including a Safeway grocery store, is lined up along the northern boundary, parallel to Fairwood Parkway. The third pad site with a two-story office building is located at the southeast corner of the site oriented toward Fairwood Parkway. Between the three pad sites along Fairwood Parkway and the major linear building mass is the parking compound in the middle of the site.

Between the proposed retail buildings, a plaza has been proposed as the focal point of two prominent axes crossing perpendicularly. The plaza will be surrounded by restaurants, cafés and other activity generating uses with outdoor sitting spaces. The plaza will be further enclosed on the north by a future office building. Between the plaza and the office building, a “T”-shaped space with planters centers around an elliptical sitting area and serves as a transition space. Because the office building is not included in this DSP, the applicant will be responsible for building only the horizontal part of the “T”-shaped space with all the planters, and the vertical portion of the “T” space will be built at the time the office building is built. The Rouse Company, as the general developer for the Fairwood project and the owner of the land to the north of this DSP, has helped in developing the above design concept and made a commitment to the fulfillment of the proposed concept.

One ground-mounted monument project sign with the text “Fairwood Green” and one ground-mounted monument gas station price sign have been proposed along the site’s Fairwood Parkway frontage. Another ground-mounted monument project sign of the same design has been proposed along the entrance to the site off Hillmeade Road. Compliance with the approved Fairwood project sign design guidelines will be discussed in the Finding 11 below. All three monumental signs are in brick. None of the signs has square footage information for the sign face area. A condition of approval has been proposed in the Recommendation section of this report.

Center-wide sign criteria for building-mounted signage have also been established by the applicant and submitted with this application. The tenant sign criteria are in general compliance with the requirements of approved in DSP-99034.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Map Amendment A-9894-C and the Accompanying Preliminary Development Plan:** Zoning Map Amendment A-9894-C and the accompanying preliminary development plan were approved by the District Council on May 9, 1994, subject to 22 conditions. Three conditions applicable to the review of this detailed site plan for nonresidential use follow:

6. **Total development of this 1,058 acre site shall be limited to 1,799 dwelling units, 100,000 square feet of retail space, and 250,000 square feet of office/service/institutional uses, and such other “community space” determined to be appropriate during subsequent phase of approval.**

Comment: The development cap for Fairwood has been further broken down for Phase I at the time of Comprehensive Sketch Plan CP-9504 approval as contained in Condition 6 below.

- 21. Through the development review process and especially at the time of the Final Development Plan, the applicant shall incorporate concepts and techniques which will encourage the use of transit and other non-vehicular modes to reduce reliance upon single occupancy vehicle trips.**

Comment: The approved FDP-9701 contains a significant amount of information concerning how pedestrian and bicycle travel will be fostered, but there does not appear to be any information supplied on concepts and techniques which will encourage the use of transit. The site of this detailed site plan is located very close to the main entrance point to the Fairwood project just off Annapolis Road (MD 450) and is fronting Fairwood Parkway. Future transit service, especially bus service, will be easily integrated into the existing network. A condition of approval that requires the provision of a bus shelter along the frontage of the site has been proposed in the Recommendation section of this report.

The Fairwood project has planned a community wide trail system consisting of trails, bicycle paths, and pedestrian sidewalks that link the community center. The development of this commercial component will make the community center a destination for the Fairwood residents. To be consistent with the intent of the basic plan, a bicycle facility should be provided in the center to encourage the use of other nonvehicular modes so as to reduce reliance upon single-occupancy vehicle trips. A condition of approval has been proposed in the Recommendation section of this report to provide bicycle-parking racks at a rate of 0.33 spaces per 1,000 square feet of retail sales.

- 22. The Nonresidential Area shall contain a balanced mix of those uses permitted by definition (Section 27-546.02(a) (2)).**

Comment: The uses contained in Section 27-546.02(a)(2) for nonresidential area consist primarily of private institutional, private educational, governmental administrative buildings, civic, judicial, office, retail, hotel, motel, and other commercial uses, including all other nonresidential uses set forth in Division 3 of Part 10 of the Subtitle, which is the permitted use table for Mixed-Use Zones. The approved FDP-9701 for Phase I further refines the preferred uses in this DSP as retail, office/community service and/or institutional, and other permitted uses. The DSP proposes 117,691 square feet of retail, 8,400 square feet of professional office, 3,531 square feet of bank, and one 6-pump gas station and is in general conformance with this condition.

8. **Comprehensive Sketch Plan CP-9504:** The Planning Board approved Comprehensive Sketch Plan CP-9504 on September 5, 1996, subject to eight conditions. None of the conditions is specifically applicable to the review of this detailed site plan, except for Condition 6, which sets a total level of development for Phase I.
- 6. Development of the subject property under Phase I shall be limited to a total of 1,000 dwelling units, 100,000 square feet of retail space, and 250,000 square feet of office and institutional uses, or any combination of these or other permitted uses**

which generate no more than 1145 Am and 1276 PM peak hour trips as determined under the Guidelines for the Analysis of the Traffic Impact of Development Proposals, as revised in April 1989.

Comment: The subject DSP proposes 117,691 square feet of retail, 8,400 square feet of office, 3,531 square feet of bank, and a gas station with a 420-square-foot kiosk and thus is subject to the retail and office portion of the above cap condition. The Transportation Planning Section has made a thorough review of all the approved and pending development proposals of the Fairwood project so far and indicates that the development cap as shown in Condition 6 is a trip cap, which suggests that the development mix can vary, as long as the number of trips generated by the development is not exceeded. The Transportation Planning Section concludes that the current plan for development of the commercial center, in consideration of other approved and planned development within Phase I, is consistent with the limits established by the trip cap. (See Transportation Planning Section memorandum, Masog to Zhang, May 26, 2004, for a detailed discussion.)

9. **Final Development Plan FDP-9701:** Final Development Plan FDP-9701, constituting Part 1, Phase I, and encompassing 235 acres (a little more than half) of the land area approved under Comprehensive Sketch Plan CP-9504, was approved by the Planning Board on September 11, 1997, subject to four conditions. None of the conditions is specifically applicable to the review of this DSP.

But FDP-9701 provides a discussion, under the title of Non-Residential, on the concept and physical layout of this DSP and calls for a center to meet everyday needs of residents. The FDP concept features a “green” surrounded by major buildings and along major pedestrian and vehicular axes. This DSP proposes a layout that is a departure from the initial center green concept envisioned by FDP-9701, but keeps the pedestrian and vehicular axes concept. The new layout departs from the original inwardly focused prototype and creates a more permeable pattern by linking the center to the great expanse of green open space surrounding it. Two axes penetrate the site and end perpendicularly at a central plaza. The south-north pedestrian/vehicular axis leads to the center from the main entrance point at Fairwood Parkway and connects the center with Fairwood Allee, a green linear open space with a pedestrian trail parallel to Fairwood Parkway. The east-west pedestrian/vehicular axis further links the center to the existing Fairwood Community Center, Sycamore Club, to the east and future office campus to the north. The Urban Design Section believes that the new layout fulfills the intent of FDP-9701 by providing adequate facilities and amenities to meet everyday needs of residents.

10. **Preliminary Plan of Subdivision 4-97024:** Preliminary Plan of Subdivision 4-97024 was submitted and reviewed concurrently with FDP-9701. The Planning Board approved 4-97024 on July 17, 1997, subject to 12 conditions. The following conditions are relevant to the Detailed Site Plan review:

- 6. At the time of Detailed Site Plan, the following conditions shall be applied:**
- a. The area between the southern boundary of the Westwood development and the northern edge of Livingstones Endeavor and Jordans Endeavor rights-of-way shall be addressed by either: a) change of grade of at least six feet; b) a berm at least six feet in height, or c) a six foot brick or masonry wall.**
 - b. Prior to the issuance of the building permit for the 18th single-family home located within the Roberts Prospect area, construction of the private park within this area shall be completed.**
 - c. At least 50 percent of the houses (on lots less than 10,000 square feet), shall contain single family dwellings with a minimum of 2,250 square feet of living area.**

Comment: The DSP is for the nonresidential portion. The above condition is not applicable to this DSP.

- 9 (d) At the time of detailed site plan review, the types of trails need to be identified on the plan with respect to surface materials and the trail width.**

Comment: This condition is not applicable to the subject DSP because there are no trails within the boundary of this DSP. The sidewalk network proposed on the site plan ties into the existing trails and sidewalks along Fairwood Parkway and Hillmeade Road.

- 12. A Type II Tree Conservation Plan shall be approved, in conjunction with the Detailed Site Plans for Phase I, Part I, for the subject property.**

Comment: The subject site for Fairwood Green Community Center is a portion of a larger site covered in a previously approved Type II Tree Conservation Plan, TCPH/12/00. The subject application has been found to be consistent with the previously approved TCPH/12/00. No revisions to the previously approved plans are required.

- 11. Detailed Site Plan DSP-99034:** DSP-99034 is a comprehensive signage program for the entire Fairwood project mandated by Condition 2 attached to the approval of Final Development Plan FDP-9701. DSP-99034 was approved by the Planning Board on January 6, 2000, with requirements on nonresidential signage, which includes both commercial signage and office/institutional signage, that are applicable to the review of this DSP as follows:

Commercial Gateway Signs

Gateway signs will identify the entrances into commercial neighborhoods (Activity Centers). The text will include the name of the Activity Center. The maximum height will be ten (10) feet, and the maximum size of the text/logo area will be 30 square feet. These signs

will be monument style and will be illuminated internally or externally. Landscaping will include a combination of trees and shrub plantings.

Commercial Freestanding Identification Signs

This signage will be permitted on a limited basis for the identification of individual (retail) buildings including the supermarket and the various pad sites. The text will include the identifying logo and/or name of the individual business. Text for the service station, for example, will include gasoline prices and other information as required by regulatory agencies. This signage will have a brick base and will conform to the appearance and character of the other Fairwood signs. Illumination will be either internal or external. The maximum height will be six (6) feet and the maximum area of the sign will be 60 square feet.

Commercial Building-Mounted Identification Signage

Wall-mounted signage will be permitted for the identification of individual commercial buildings. Where a building faces two streets, one sign may be permitted facing each street. Roof-mounted signs or signs protruding above the roof line or the parapet wall are not permitted. The text will be limited to the name of the building or logo. The signage will be composed of individual dimensional letters. The specific sizes for an individual project will be established at the time of Detailed Site Plan submission. Where multiple tenants occupy a building, ground floor tenants may have individual signs of a standardized format located on the first level. At the time of Detailed Site Plan project-specific signs will be developed identifying standard sizes and designs.

INSTITUTIONAL/OFFICE SIGNAGE

Freestanding Identification Signs

Institutional/Office buildings within the Village Green (Activity Center) area will not be permitted signs that are freestanding. In Non-Residential areas outside the Village Green, a single freestanding sign similar to the format for commercial freestanding identification signs will be permitted for the identification of institutional/office uses. The text will be limited to the name of the building. The maximum height of the structure containing the sign will be six (6) feet and the maximum sign area will be 60 square feet.

Institutional/Office Building-Mounted Identification Signs

A single building mounted sign will be permitted for the identification of individual institutional/office buildings. Where a building faces two streets, one sign may be permitted facing each street. These signs will be located at the top of the building wall. Roof-mounted signs or signs protruding above the roof line or the parapet wall are not permitted. The signage is to be composed of individual dimensional letters and the text will be limited to the name and/or logo of the business or institution. At the time of Detailed Site Plan review the

specific sizes for an individual project will be established. The maximum size of the letters will be limited to 24 inches and the maximum sign area will be limited to 100 square feet. On buildings with multiple tenants, small, individual, wall-mounted signs will be allowed for each tenant. The signage will be no larger than fifteen (15) square feet per sign, and will be located at the lower level and in relation to the front door of the institution or office. At the time of Detailed Site Plan review a program and for mat for these signs will be submitted for approval. Tenants on upper levels will have identification signage on a directory only. Signs may be internally illuminated by backlighting an opaque face.

Comment: The subject DSP proposes two commercial gateway signs, one commercial freestanding identification/price sign, numerous commercial building-mounted identification signs, and institutional/office building-mounted identification signs. The proposed size of the text areas and the height of the signs are within the approved maximum limits. The proposed signage complies with the applicable requirements of DSP-99034.

12. **The Requirements of the M-X-C Zone (Section 27-546.07(b)):** In addition to the findings required for the Planning Board to approve a Detailed Site Plan (Zoning Ordinance, Part 3, Division 9), the Planning Board shall also find:

- (1) **The proposed development is in conformance with the purposes and other provisions of the M-X-C Zone;**
- (2) **The arrangement and design of buildings and other improvements and the mix of uses reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**
- (3) **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**
- (4) **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, the quality of urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting, both natural and artificial.**
- (5) **The Detailed Site Plan is in general conformance with the approved Final Development Plan. Where not defined in an approved Development Plan, the design standards of the zone most compatible with the M-X-C Zone shall be applicable.**

Comment: The subject application is a DSP for Fairwood Green Community Center, the primary commercial component of the Fairwood Activity Center for the entire development. The proposed development is in conformance with the purposes and other provisions of the M-X-C

Zone, because the proposed use is an integrated portion of the larger project known as Fairwood. The proposed use was approved in both Final Development Plan FDP-9701 and Preliminary Plan of Subdivision 4-97024. The proposed development is also in general conformance with the approved Comprehensive Sketch Plan as discussed in Finding 8.

The pedestrian system in this case, consisting of specially treated pedestrian crossings and sidewalks inside of the shopping center and sidewalks along both sides of the external streets, Fairwood Parkway and Hillmeade Road, is convenient and is comprehensively designed to encourage pedestrian activity within the development and is connected to the Fairwood area-wide existing trails network. 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, the quality of urban design, and other amenities, such as the types and textures of paving materials, landscaping and screening, and lighting. The DSP is in general compliance with the requirements of M-X-C Zone (Section 27-546.07(b)).

13. ***Landscape Manual:*** The proposed development is subject to Section 4.3 Parking lot requirements and Section 4.4 Screening Requirements of the *Landscape Manual*.
 - a. Section 4.3(a), Landscaped Strip Requirements, requires that when a parking lot in any zone is located adjacent to a public right-of-way, a landscaped strip shall be provided on the property between the parking lot and the right-of-way, to be planted with 17 shade trees and 170 shrubs. The Landscape Plan shows a 20-foot-wide landscaped strip with 16 shade trees, three ornamental trees and 291 shrubs and complies with Section 4.3 (a).

Section 4.3(b), Perimeter Landscape Requirements, requires that when a parking lot is adjacent to a property line, a perimeter landscape strip shall be installed between the parking lot and the adjacent property. A minimum five-foot-wide landscaped strip is required for this site because it is over 10,000 square feet in size, and it is to be planted with 5 shade trees and 14 shrubs. The Landscape Plan shows 10 ornamental trees and 41 shrubs and complies with Section 4.3(b).

Section 4.3(c) requires a certain percentage of the interior planting area to be provided within the parking lot. The site plan shows a total of 245,106 square feet of parking area, which is larger than 150,000 square feet, and therefore a minimum ten percent of the total area of the parking lot should be an interior planting area with one shade tree per each 300 square feet of interior planting area. In this case, 82 shade trees are required. The Landscape Plan provides approximately 13.9 percent of the parking area as interior planting area with 94 shade trees and 20 ornamental trees. The Landscape Plan is in general conformance with this Section 4.3(c). However, the Landscape Plan should be revised to show the correct number of shade trees required. A condition of approval has been proposed in the Recommendation section of this report.
 - b. Section 4.4, Screening Requirements, requires that all loading areas and vehicular access to the loading areas be screened from all adjacent public roads. In this DSP, the major

loading area for Safeway is located at the northwest corner of the site that is adjacent to an M-NCPPC regional park. The Department of Parks and Recreation is currently working with the applicant to establish a reciprocal access easement to facilitate truck movement in the loading area and a proper screening of the loading area from both the park and views from the public rights-of-way. The finding and conditions will be presented at the time of the public hearing.

14. **Woodland Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of existing woodland on site, and there are previously approved Tree Conservation Plans, TCPI/27/96 and TCPII/12/00.
- a. The Detailed Forest Stand Delineation (FSD) was submitted and approved during the review of the Preliminary Plan of Subdivision, 4-97024, for this site. No further information is required with this DSP application.
 - b. The previously approved Tree Conservation Plans, TCPI/27/96 and TCPII/12/00, were found to address the requirements of the Prince George's County Woodland Conservation Ordinance and are consistent with this application according to the review comments of the Environmental Planning Section. No revisions to the previously approved plans are required. There are no existing woodlands or Woodland Conservation Areas located within the limits of this application.
15. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
- a. In a memorandum dated May 4, 2004, the Community Planning Division noted that the application is consistent with the 2002 General Plan development pattern policies for the Developing Tier and is also in conformance with the Bowie-Collington-Mitchellville and Vicinity Master Plan (1991) and the approved Zoning Map Amendment (A-9894-C) that classified the property to the Mixed-Use Community (M-X-C) Zone.
 - b. The Transportation Planning Section, in a memorandum dated May 26, 2004, summarized the applicable conditions attached to previously approved Basic Plan A-9894-C, Comprehensive Sketch Plan CP-9504, Final Development Plan FDP-9701, and Preliminary Plan of Subdivision 4-97024. The staff has also explained the trip cap concept that was approved with both Basic and Comprehensive Sketch Plans because this application proposes 110,941 square feet of retail, which is above the number approved in Basic Plan A-9894-C, as follows:

“The development approved or pending is well within the limit on residential development for Fairwood. It should be noted that the development cap in the Comprehensive Sketch Plan is a trip cap, which suggests that the development mix can vary, as long as the number of trips generated by the development is not exceeded. The

development cap for Phase I of Fairwood, as defined by CP-9504, is defined as 1,000 dwelling units, 100,000 square feet of retail space, 250,000 square feet of office and institutional uses, ‘or any combination of these or other permitted uses which generate no more than 1145 AM and 1276 PM peak hour trips...’ The following development is either approved, pending, or planned in conceptual form for Phase I:

Development Type	Development Quantity	Status	AM Trip Generation	PM Trip Generation
Single-family detached	273	Approved	205	246
Single-family detached	63	Proposed	47	57
Single-family attached	232	Approved	162	186
Single-family attached	219	Future	153	175
Multifamily	213	Proposed SDP-04025	111	128
Retail	110,941 sq. ft.	This Plan	75	320
Retail	3,000 sq. ft.	Future	2	9
Office	8,400 sq. ft.	This Plan	15	14
Bank	3,531 sq. ft.	This Plan	20	73
Gas Station	12 fueling positions	This Plan	43	58
Total			833	1,266

“The trip generation makes allowance for pass-by traffic, and it includes a ten percent reduction for internal trip satisfaction due to the mixed use nature of the Fairwood development. The mix of uses proposed is within the trip cap established by the Comprehensive Sketch Plan. However, it is also noted that Basic Plan A-9894 limits the Fairwood development to “1,799 dwelling units, 100,000 square feet of retail space, and 250,000 square feet of office/service/institutional uses.” Since both A-9894 and CP-9504 were reviewed by the District Council, and it was determined that CP-9504 was consistent with the Basic Plan, it is concluded that the Comprehensive Sketch Plan condition should govern. As CP-9504 includes the trip cap, it is determined that the current plan for development of the commercial center, in consideration of other approved and planned development within Phase I, is consistent with the limits established by the trip cap.”

In a separate memorandum from the Transportation Planning Section dated May 17, 2004, on detailed site plan review for master plan trail compliance, the trails planner noted that the submitted plan is consistent with the prior approvals for Fairwood, including approved Preliminary Plan 4-97024, which included the subject site.

- c. In a memorandum dated April 27, 2004, the Subdivision Section staff noted that the DSP does not provide certain information. A condition of approval has been proposed in the Recommendation section of this report to request the information prior to certification.
- d. The subject application was also referred to the Department of Environmental Resources. In a memorandum dated April 27, 2004, the staff noted that the site plan is consistent with approved stormwater management concept plan #25818-2003
- e. The Environmental Planning Section, in a memorandum dated April 12, 2004, indicated that the plans as submitted have been found to address the environmental constraints for the site and the requirements of the Prince George's County Woodland Conservation Ordinance. The subject site plan is consistent with the previously approved Tree Conservation Plans. The staff recommends approval of this application.
- f. The Permit Section, in a memorandum dated April 27, 2004, provided eight comments on the site plan regarding landscape bufferyard, access to loading spaces, parking, signage, and information on the plan. The questions raised by the permit staff either have been addressed in the review process or will be addressed by the conditions of approval that have been proposed in the Recommendation section of this report.
- g. The City of Bowie, in a memorandum dated August 5, 2004 (Bowie City Council/Mayor Robinson to Hewlett, Chairman of Prince George's Planning Board), recommended approval of this application subject to one condition consisting of ten subconditions. Except for Condition 1(d), 1(g) and 1 (j), all other conditions have been incorporated into the Recommendation section as conditions of approval.

“1(d) Either reduce the amount of retail square footage to 100,000 square feet, or submit a Justification Statement regarding trading office for retail trip cap square footage and documenting the maximum decrease/increase in each type of square footage to be reviewed and approved by M-NCPPC.”

Comment: As discussed in Findings 8 and 15, the development cap in the Comprehensive Sketch Plan is a trip cap, which suggests that the development mix can vary, as long as the number of trips generated by the development is not exceeded. Per the review comments of the Transportation Planning Section (Masog to Zhang, May 26, 2004), transportation staff can make a finding that the subject property is in general conformance with the approved Final Development Plan and with other previously approved plans.

“1(g) Add a site plan note to indicate a potential location for a public bus stop, to be provided by others, at a point along the site's frontage and/or on site.”

Comment: Condition 21 of Zoning Map Amendment A-9894-C encourages the use of

transit and other nonvehicular modes to reduce reliance upon single-occupancy vehicle trips. The subject site contains the primary commercial component of the Fairwood Activity Center for the entire development. The site is also located around the main entrance point to the development and fronting on the major collector road. The Urban Design Section believes that not only public bus service should be considered for the site, but also bicycle facilities should be provided for the center. This condition has been incorporated into the Recommendation section of this report with a minor revision, given a sufficient pedestrian connection has been provided to link the center to the sidewalks of both Fairwood Parkway and Hillmeade Road.

“1(j) Locate one (1) 6 x 6 foot diamond-shaped island every six (6) spaces at the corners of the parking stalls wherever there are adjacent rows of parking.”

Comment: This condition is required by the development review criteria of the City of Bowie, but is not permitted by the current county regulations. This condition is not included in the Recommendation section of this report.

- h. The Department of Parks and Recreation (DPR) had not responded to the referral request at the time the staff report was written. Urban Design staff met with staff of DPR on August 30, 2004, and learned that DPR is currently working with the applicant to resolve a reciprocal access easement issue. The memorandum from DPR will be presented to the Planning Board at the time of public hearing for this case.
 - i. The Department of Public Works and Transportation (DPW&T), in a memorandum dated July 16, 2004, provided standard referral comments on the site plan regarding right-of-way dedication, frontage improvement, street trees and street lighting, sidewalks, storm drainage system, traffic impact study, and soil investigation for public streets pursuant to the requirements of Department of Environmental Resources and DPW&T.
 - j. The Enterprise Road Corridor Development Review District Commission had not responded to the referral request at the time the staff report was written.
16. As required by Section 27-285(b), the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan 03093 for the above-described land, subject to the following conditions:

- 1. Prior to certificate approval of this Detailed Site Plan, the applicant shall

- a. Revise the site plans to denote lane markings, directional arrows, and/or other related signs on the plans.
 - b. Revise the site plan to provide bicycle parking spaces at a rate of 0.33 space per 1,000 square feet of retail sales at the location to be mutually agreed upon by the applicant and the Urban Design Section.
 - c. Add a site plan note indicating that the fully shielded, full-cut-off, outdoor light fixtures will be equipped with timing devices to turn off unneeded lighting during times when the project is not in use.
 - d. Submit either a new north elevation, with a more pedestrian-friendly, articulated face like that shown on Safeway's west elevation, for the northeastern anchor store and/or a plan with additional landscaping or berming to be reviewed and approved by the Planning Board or its designee.
 - e. Add a site plan note indicating that light reflective and energy sensitive roofing materials will be provided, to the extent possible, and that black roofing materials will not be used.
 - f. Add a site plan note indicating a potential location for a public bus stop, to be provided by others, at a point along the site's frontage.
 - g. Provide a height of three to four feet, at maturity, of screening material along the western edge of the parking lot in order to conceal the parking lot from the M-NCPPC park and Annapolis Road to the west.
 - h. In a good faith effort to increase the percentage of native plant species used on the site, revise the landscape plans to include calculations showing approximately more than 30 percent and as many as 50 percent native and/or native hybridized plant species.
 - i. Revise Section 4.3(c) schedule on the Landscape Plan to show the correct number of shade trees that are required by the section.
 - j. Provide sign face area calculations on the site plan pursuant to the requirements as approved in DSP-99034.
 - k. Revise the site plan to show bearings and distances and number of parcels.
 - l. Re-design the gas station and office building trash enclosures to include (a) 'piers' reaching a height of eight feet and (b) gate materials that are 'natural'.
2. The design concept of the plaza approved with DSP-03093 shall govern the development of the property to the north of the commercial component.

3. This Detailed Site Plan shall be subject to the Department of parks and Recreation's conditions as follows:
 - a. The applicant shall grant to the Commission a permanent public use and access easement over the entrance road to the shopping center for access to the parkland as shown in Exhibit "A". An easement document shall be submitted to DPR for their review and approved prior to issuance of the building permits. The applicant shall record the easement in land records of Prince George's County.
 - b. The applicant shall obtain a permanent public use easement over the planned private parking lot at the rear of the shopping center for public access to the park. An easement document shall be submitted to DPR for their review and approved prior to issuance of the building permits. The applicant shall record the easement in land records of Prince George's County.
 - c. Prior to signature approval of DSP-03093, the applicant shall enter into a mitigation agreement with the Commission providing for the installation of 6-foot-high black vinyl clad chain link fence along the north and west side of the Safeway building and a landscaping buffer on the parkland at that area as approved by DPR staff and as generally shown on Exhibit "C".
 - d. Prior to use and occupancy permit for the shopping center, 6-foot-high black vinyl clad chain link fence, curb cut/apron and landscaping on parkland as described in mitigation agreement shall complete.
 - e. Prior to issuance of a building permit for the proposed shopping center, the applicant shall submit detailed construction drawings for any improvements on parkland to DPR for review and approval.
 - f. The applicant shall submit a performance bond, letter of credit or other suitable financial guarantee, for the improvements on parkland, in an amount to be determined by the DPR, within at least two weeks prior to applying for building permits.
 - g. The Planning Board authorized the Executive Director to execute an easement agreement conveying a permanent easement over (1152 square feet) of parkland to the applicant for a truck turning area as shown on attached Exhibit "B".

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Harley, seconded by Commissioner Eley, with Commissioners Harley, Eley, Squire, Vaughns and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, September 9, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 7th day of October 2004.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:HZ:rmk