

R E S O L U T I O N

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Conceptual 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 March 28, 2019, regarding Conceptual Site Plan CSP-18009 for Landover Crossing Shopping Center, the Planning Board finds:

1. **Request:** The conceptual site plan (CSP), with the companion detailed site plan DSP-18032 (PGCPB No. 19-41), request validation of the number of parking spaces provided on an existing commercial property, in accordance with Section 27-574 of the Prince George’s County Zoning Ordinance, validation of the existing building-mounted and freestanding signage in accordance with Sections 27-613(f) and 27-614(e), respectively, and to establish parking and signage standards for future tenants.

2. **Development Data Summary:**

<b>Zone</b>	<b>EXISTING</b>	<b>APPROVED</b>
<b>Use</b>	M-X-T	M-X-T
<b>Gross Acreage</b>	Integrated shopping center	Integrated shopping center
<b>100-Year Floodplain</b>	19.61	19.61
<b>Lots/Parcels</b>	N/A	N/A
<b>Gross Floor Area (GFA)</b>	1	1
	177,125 sq. ft.*	177,125 sq. ft.*
 <b>Parking Spaces</b>	 <b>REQUIRED**</b>	 <b>APPROVED</b>
<b>Integrated Shopping Center</b>		
177,125 sq. ft. @ 1 space per 250 sq. ft.	709***	728
<b>Standard Spaces (9.5 ft. x 19 ft.)</b>	-	565
<b>Compact Spaces (8.5 ft. x 16 ft.)</b>	-	163
<b>Total Number of Parking Spaces</b>	709	728****
Handicapped Accessible @ 2% of total	15	19

**Loading Spaces (12 ft. x 33 ft.)**

4\*\*\*

7\*\*\*\*

3 for 100,000 sq. ft., plus 1 for each additional 100,000 sq. ft.

**Notes:** \*The total square footage is shown incorrectly on the plan as 206,537 and the applicant indicated the correct number for the overall integrated shopping center is 177,125, consistent with the prior use and occupancy permit. Therefore, a condition has been included in the companion DSP-18032 to provide the correct GFA of the overall integrated shopping center in the general notes and on the plan where appropriate. In addition, it is noted that the plan does not provide a schedule showing a breakdown of the tenant spaces and uses and their square footages which should be provided for future permitting. Therefore, a condition has been included in the companion DSP-18032 to provide a schedule of tenant uses with their square footage.

\*\*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 that was approved by the Prince George's County Planning Board in the companion DSP-18032.

\*\*\*Total number of parking and loading spaces required by Sections 27-568 and 27-582 of the Prince George's County Zoning Ordinance, respectively.

\*\*\*\*The CSP shows 728 parking spaces and 7 loading spaces; however, a parking and loading schedule has not been provided showing the type and number of spaces proposed. A condition has been added to the companion DSP-18032 requiring the applicant to revise the plan to provide a parking and loading schedule to show the type and number of parking spaces proposed.

3. **Location:** The subject property is located in the southeast quadrant of the intersection of MD 202 (Landover Road) and Brightseat Road, in Planning Area 72, Council District 5. More specifically, the property is located at 8585 Landover Road in Landover, Maryland.
4. **Surroundings and Use:** The subject property is bounded to the north by the public right-of-way of MD 202, with vacant property in the Mixed Use-Transportation Oriented (M-X-T) Zone beyond; to the south and west by the public rights-of-way of Brightseat Road with satellite parking compounds for FedEx Field located beyond; and to the east by a monopole located on Parcel 30 in the Commercial Shopping Center (C-S-C) Zone, with the on-ramp for I-495/I-95 (Capital Beltway) beyond.
5. **Previous Approvals:** The subject property is known as Lot 1, of Landover Road K-Mart, recorded in Prince George's County Land Records in Plat Book NLP-145-90, as approved in 1989.

A review of aerial photographs of the site indicate that the existing commercial shopping center on Lot 1 was constructed in approximately 1975. Additionally, it is noted that this property was rezoned from C-S-C to M-X-T by the 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment* (Landover Gateway Sector Plan and SMA) approved by the Prince George's County District Council in May 2009.

6. **Design Features:** The subject applications are not proposing any site improvements on the subject property, but instead request validation of the existing parking and signage for the commercial shopping center, in conformance with Section 27-574 and Sections 27-613(f) and Section 27-614(e) of the Zoning Ordinance, which require parking and signage in mixed-use zones to be approved by the Planning Board at the time of DSP review. The M-X-T Zone requires the approval of a CSP and DSP for all uses and improvements per Section 27-546(a) of the Zoning Ordinance, and these applications have been submitted to satisfy this requirement. The existing development on Lot 1, including signage, parking, and lot configuration, was legal at the time of rezoning to M-X-T.

**Building-Mounted Signage**—Seven existing building-mounted signs were previously permitted for existing tenants and are not proposed to change but are being validated within the M-X-T Zone with this application. Previous permits were approved allowing these signs, but the permit numbers are not reflected on the plan and should be noted for clarification. Therefore, a condition has been added to the companion DSP requiring the applicant to revise the DSP to reflect the permit numbers for the existing signs. Building-mounted signage standards, such as maximum square footage, have been shown with this application and will be used to review future proposed signs, as tenants change in the integrated shopping center.

**Freestanding Signage**—The plan includes two existing, externally-illuminated, freestanding entrance signs on Brightseat Road, which are 27 square feet and approximately 3 feet in height, featuring the name of the shopping center. One existing 31-foot-high monument sign is shown at the intersection of Brightseat Road and MD 202 near the northern access to the property. The square sign features a flagpole on top and an illuminated cabinet with changeable panels for tenants on three sides, which total 579 square feet. Details of the freestanding and monument signs have been provided and found to be appropriate in size, type, and design, given the proposed location at a major intersection and the shopping center use to be served.

#### CONFORMANCE 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. Conformance with the M-X-T Zone requirements, as follows:

**Section 27-546. Site Plans.**

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

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

The subject limited application is in conformance with the purposes of the M-X-T Zone, as the parking is appropriately designed, with respect to size and location, promoting the orderly redevelopment of properties within the area. The existing signage is made of high-quality materials and is appropriately designed for the proposed retail tenants and institutional uses with respect to size, location, materials, colors, and lighting.

Additionally, it is noted that the subject property is designed in accordance with the vision of the Landover Gateway Sector Plan and SMA. The property is developed with mixed commercial and institutional uses, and the approval of this application will enhance the economic status of the County and provide an expanding source of desirable employment opportunities and retail options for its citizens by allowing the property to continue to obtain new tenants.

**(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 an SMA approved after October 1, 2006, specifically on May 19, 2009, through the approval of the Landover Gateway Sector Plan and SMA by the Prince George's County District Council. The site was developed in its current configuration prior to rezoning the property. The validation of the parking and signage on-site does not change the configuration or design of the property. Signage design guidelines and standards have been prescribed for the property, however no new signage is proposed at this time, and the applicant does not propose redevelopment at this time. Future redevelopment will be in accordance with the Sector Plan and M-X-T Zone, as recommended.

- (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 submitted application is for validation of the on-site parking and existing signage and will not affect the property's existing physical integration with the adjacent development. It is noted that existing sidewalks are provided on most of the street frontage around the shopping center and create a more urban and pedestrian-friendly streetscape.

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

The existing commercial development is compatible with the surrounding M-X-T zoned property, which is currently mostly vacant, but would be required to develop in conformance with the zone.

- (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 submitted applications are for validation of existing parking and signage on-site and does not propose any changes to uses, buildings, or other improvements. It is noted that the existing tenant mix includes retail, commercial, and institutional uses, which has operated independently and demonstrated the ability to sustain an independent environment of continuing quality and stability.

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

This requirement does not apply to this application because it is existing, and staging is not required as there are no proposed site improvements.

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

The submitted applications are for validation of existing parking; however, there is an existing sidewalk along the majority of Brightseat Road. The pedestrian system will encourage pedestrian activity and provide connections to the surrounding community.

- (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**

This application is for a CSP. It is noted that no new pedestrian improvements or gathering places are proposed.

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

The subject property was placed in the M-X-T Zone by an SMA, but no new development is proposed.

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

This application is for a CSP. It is noted that no new development is proposed.

- (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.

- b. The CSP application is also in conformance with additional regulations of the M-X-T Zone, as follows:

**Section 27-544. Regulations.**

- (a) **Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The existing buildings are in conformance with the regulations of the C-S-C Zone, as were applied with the construction of the buildings in approximately 1975. No changes to site improvements are proposed with this application.

- c. **Site Design Guidelines:** The findings of approval regarding conformance with Section 27-283, Site design guidelines, of the Zoning Ordinance, that further cross-references the same guidelines as stated in Section 27-274 of the Zoning Ordinance, are limited due to the nature of this CSP.

The site design guidelines address general matters such as parking, loading and circulation, lighting, views, green area, site and streetscape amenities, grading, service areas, public spaces, architecture, and townhouses. The buildings and parking are existing, and no new improvements are being proposed. The buildings were constructed under prior regulations, and many guidelines are not applicable to this application. A full discussion of the guidelines is provided in the associated DSP-18032.

8. **2010 Prince George's County Landscape Manual:** This CSP is for validation of existing parking and signage on the property, and no revisions to site improvements are proposed. Therefore, conformance to the Landscape Manual is not required per Section 1.1(b).
9. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The subject CSP is for validation of parking and signage only and do not affect previous findings of conformance with the Woodland and Wildlife Habitat Conservation Ordinance (WCO), as demonstrated by the approved Type 2 Tree Conservation Plan TCP2-140-03.

10. **Prince George's County Tree Canopy Coverage Ordinance:** This CSP is for validation of existing parking and signage on the property and does not propose any site disturbance or change in GFA. Therefore, the Tree Canopy Coverage Ordinance is not applicable, per Section 25-127(a)(1) of the WCO.
11. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the following concerned agencies and divisions. The referral comments are summarized, as follows:
  - a. **Community Planning**—The Planning Board adopted herein by reference a memorandum dated February 27, 2019 (Wooden to Bishop), which provided an analysis of the General Plan, master plan, and SMA and noted that master plan conformance is not required.
  - b. **Transportation Planning**—The Planning Board adopted herein by reference a memorandum dated March 4, 2019 (Thompson to Bishop), which noted that no new construction is proposed, and that access and circulation would remain the same and are acceptable. The transportation-related findings of adequacy are met because there is no development proposed at this time. In addition, an in-depth discussion of conformance to the parking requirements of the M-X-T Zone was provided in the companion DSP-18032. The Planning Board determined that the plan is acceptable and meets the findings required for a CSP.
  - c. **Subdivision**—The Planning Board adopted herein by reference an email dated March 8, 2019 (Davis to Bishop), which noted that the application is in compliance with the record plat, and provided minor technical revisions, which have been incorporated into the companion DSP-18032, as appropriate.
  - d. **Permit Review**—The Planning Board adopted herein by reference a memorandum dated February 28, 2019 (Linkins to Bishop), which offered comments that are addressed, as necessary, by conditions in the companion DSP-18032.
  - e. **Environmental Review**—The Planning Board adopted herein by reference an email dated February 6, 2019 (Schneider to Bishop), which noted that this case has an approved TCP2-140-03 and noted that there were no environmental issues at this time.
13. As required by Section 27-276(b)(1) of the Zoning Ordinance, this CSP 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.

14. As required by Section 27-276(b)(4) for approval of a CSP, there are no environmental features on-site and the application does not propose any new development. Therefore, 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.

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 Conceptual Site Plan CSP-18009 for Landover Crossing Shopping Center.

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 Geraldo, seconded by Commissioner Doerner, with Commissioners Geraldo, Doerner, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, March 28, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 11th day of April 2019.

Elizabeth M. Hewlett  
Chairman

By Jessica Jones  
Planning Board Administrator

EMH:JJ:NAB:gh