

R E S O L U T I O N

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

WHEREAS, in consideration of evidence and testimony presented at a public hearing on March 18, 2021, and the accompanying documentation contained in the record, regarding Detailed Site Plan DSP-04067-10 for Woodmore Commons, the Planning Board finds:

- Request:** The detailed site plan (DSP) is for development of approximately 72,000 square feet of commercial, retail, and office uses in two distinct sections on approximately 10.64 acres (“subject property”).

A companion application for Departure from Design Standards, DDS-672, requesting a reduction of the standard surface parking space size to 9 feet by 18 feet, was approved by the Planning Board on the same date.

2. Development Data Summary:

	EXISTING	APPROVED
Zone	M-X-T	M-X-T
Use	Vacant	Commercial/Retail/Office
Total Acreage	10.64	10.64
Parcels	2	8
Total Gross Floor Area (sq. ft.)	-	71,411

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:	0.44 FAR*

Note: *Pursuant to Section 27-548(e) of the Zoning Ordinance, the proposed FAR shall be calculated based on the entire approximately 125.4-acre property, approved with the conceptual site plan (CSP) CSP-03001-01 (“overall parcel”). The proposed FAR in this DSP needs to include the subject property and all other previously approved development within the CSP area. The DSP does not include a table listing the allowed and proposed

FAR. Therefore, the general notes, as conditioned herein, shall be updated to show the allowed and proposed FAR, relative to the entire CSP area.

PARKING AND LOADING TABULATION

Parking Ratio by Uses	Western Section							Eastern Section
	Parcel 3	Parcel 4	Parcel 5	Parcel 6	Parcel 7	Parcel 8	Parcel 9	Parcel 10
Total Parking Spaces**								
352	25	16	58	33	141	21	25	33
of which Handicap-Accessible	2	2		4	4	2	2	2
Van Accessible				2	4	1	2	2
Total Loading Spaces**					1		1	1

Note: **Per Sections 27-574 and 27-583 of the 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 approved by the Planning Board. See Finding 8 for a discussion of the parking analysis.

- 3. Location:** The subject property is located in the northeast quadrant of the intersection of MD 202 (Landover Road) and St Joseph’s Drive, on both sides of Ruby Lockhart Boulevard, in Planning Area 73, Council District 5. The DSP includes two original 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, in 2012; and Parcel 2, Balk Hill Village Subdivision, recorded in Plat Book PM 217-92 on March 2, 2007.

Parcel 1 is subdivided into Parcels 10 and 11, and Parcel 2 is subdivided into Parcels 3 through 9 with the approval of Preliminary Plan of Subdivision (PPS) 4-18024. This DSP includes one parcel (Parcel 10), east of Ruby Lockhart Boulevard, referred to herein as the Eastern Section; and all parcels (Parcels 3 through 9) west of Ruby Lockhart Boulevard, referred to herein as the Western Section.

- 4. Surrounding Uses:** The subject property is on the east side of MD 202, on the south side of St Joseph’s Drive, and bounded by uses in the Mixed Use-Transportation Oriented (M-X-T) Zone to the south and east. Specifically, the Western Section is bounded on the east, north, and west sides by the public rights-of-way of Ruby Lockhart Boulevard, St Joseph’s Drive, and MD 202, respectively; and to the south by the commercial development of Woodmore Overlook. The Eastern Section is bounded to the north and west by the public rights-of-way of St Joseph’s Drive and Ruby Lockhart Boulevard respectively; to the east by the residentially

developed property in Balk Hill Village and to the south by the approved multifamily dwelling units on proposed Parcel 11.

5. **Previous Approvals:** In 2002, the subject property, as part of a larger 123.2-acre parcel, 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 for the overall parcel on September 11, 2003, which included 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 for the overall parcel on June 25, 2019 to revise the mix of uses on Parcels 1 and 2, to 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 for the overall parcel 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 overall parcel approved with PPS 4-03094. The approval of 4-18024 supersedes the prior approval of 4-03094 for existing Parcels 1 and 2. Parcels 1 and 2 comprise 9.34 and 8.6 acres, respectively. The subject property for this DSP includes Parcel 2 of Balk Hill Village, recorded in Plat Book PM 217, page 92 in March 2007, and the northern 2.04 acres of a parcel known as "Part of Parcel 1," recorded in Liber 33973 folio 99 in 2012, among the Prince George's County Land Records.

DSP-04067 was originally approved for the overall parcel by the Planning Board on September 29, 2005 and affirmed by the District Council on July 18, 2006. 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. None of the prior eight amendments relate to the subject property.

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 2020, the applicant filed a revision to DSP-04067 for the part of Parcel 1 not included in the subject property. The Planning Board approved DSP-04067-09 (PGCPB Resolution No. 2020-76) for development of five multifamily residential buildings, including 268 dwelling units, a 5,000-square-foot clubhouse, and surface parking, on May 7, 2020. The District Council affirmed the Planning Board's approval on November 10, 2020, with four conditions.

In addition, it is noted that the proposed development of the subject property is the subject of the requirements of Stormwater Management (SWM) Concept Plan 56766-2018-00, approved on March 12, 2020, and will expire on March 12, 2023.

6. **Design Features:** This DSP proposes a development of six buildings on the subject property located in two sections on both sides of Ruby Lockhart Boulevard. The Western Section includes the entire original Parcel 2, to be subdivided into seven small parcels (approved in PPS 4-18024), and has five buildings of commercial, retail, and office uses. The Western Section has frontage on MD 202, St Joseph's Drive, and Ruby Lockhart Boulevard. Access, however, will be restricted to a full turning movement access point on Ruby Lockhart Boulevard. Upon entering the site from Ruby Lockhart Boulevard, three pad sites including a Chick-fil-A of approximately 4,945 square feet, an Arby's of approximately 2,400 square feet, and a Chase Bank of approximately 2,865 square feet, all with drive-through facilities, are located along the site's St Joseph's Drive frontage. Surface parking serving those pad sites is located in the middle of the site and also serves one large building consisting of office and in-line retail stores, with no identified tenants, and a fourth pad site of approximately 4,000 square feet located along the southeastern boundary of the Western Section. A gateway sign signaling the arrival at this mixed-used development is located at the intersection of MD 202 and St Joseph's Drive. Two pedestrian connections have been provided from this site to the sidewalks along both St Joseph's Drive and Ruby Lockhart Boulevard. A crosswalk on Ruby Lockhart Boulevard further connects the Western Section to the Eastern Section.

The Eastern Section includes the remaining portion of the subject property (part of the original Parcel 1), consisting of one single parcel known as Parcel 10, approved in PPS 4-18024. The other adjacent parcel to the southeast of the Eastern Section is the residential development previously approved in DSP-04067-09. The Eastern Section will be accessed by a private driveway off Ruby Lockhart Boulevard, with full turning movements that also provide access to the adjoining multifamily development. In addition, a single right-in/right-out driveway will provide access into the Eastern Section from St Joseph's Drive. The Eastern Section will have a 7-Eleven food and beverage store of approximately 4,000 square feet and a gas station. The gas station is proposed to consist of six multiproduct dispensers located beneath a canopy. The pumps will be located to the west of the convenience store building. Two-way on-site circulation will be provided around the pump islands. Surface parking spaces will be located along the perimeter of the site and on both sides of the convenience store. A pedestrian connection also has been provided from the multifamily site to the Eastern Section.

Architecture—Western Section

The Chick-fil-A building is of the fast-food chain's updated prototype featuring a full-brick building, with metal capping and two-lane drive-through facility under metal canopies. The building footprint is a rectangular shape, with the long side along St Joseph's Drive. Two tones of brown colored brick have been used, with the dark brown color at the base and light brown color at the top. A dark brown soldier course band has been used on all four elevations to divide the light brown from the dark brown brick. Building-mounted signage of typical Chick-fil-A text and logo have been provided on all four elevations. A dark bronze storefront system and metal elements are used as accents on the elevations.

The Arby's restaurant building is also a rectangular shape, with the long side and drive-through facility facing St Joseph's Drive. This building is designed in a distinct two-story appearance, with a red Exterior Insulation Finish System (EIFS) accent band in the middle of the elevations. The four elevations feature a brick watertable and various vertical brick sections juxtaposed with EIFS sections. An aluminum storefront system is used at the main entrance and drive-through window. Full building-mounted signage of typical Arby's text and logo is proposed on the southwest and southeast elevations.

The Chase Bank building sits near the main access to the site from Ruby Lockhart Boulevard, with a square building footprint. The building is also the most updated prototype franchise building, with a vertical composition consisting of various finish materials including shadow rock, cementitious panel, and dark aluminum storefront system. The main elevation features a prominent entrance tower, with a metal canopy that is projected out from the rest of the wall plane. The other three elevations are also in the similar composition of vertical sections, with various finish materials. Full building-mounted signage of typical Chase text and logo is proposed on the eastern, southern, and northern elevations.

The in-line retail building is connected to the office building, forming the façade that dominates the entire Western Section. The in-line retail building features aluminum storefront system facing the three pad sites, with shadow rock finished towers that have masonry unit bases dividing each tenant bay and marking the main entrance to each store. A continuous metal canopy has been used on the entire front elevation. EIFS wall is used between the towers and above the storefront system on the top of the front elevation. Primary identification signs of future tenants have been shown on the EIFS wall above the metal canopy. The other three elevations are designed in the same composition of vertical tower elements, dividing EIFS wall sections with a masonry unit base.

The office building is finished with an all-stucco wall system of natural white and tan. The main façade of the office features an entrance tower with a minor tower on the west end. The finish material is entirely different from the attached in-line retail building to the east. The Planning Board requires that common materials, such as shadow rock, be used on the office elevations where the tan stucco is used, including the entire water table and two tower elements. The application of the common finish material will create visual consistency among the main buildings in the Western Section. A condition has been included in this Resolution to require the applicant to revise the elevations of the office building to incorporate shadow rock, prior to certification of this DSP.

No architecture was provided for the building on Parcel 9 and will need to be the subject of a future DSP amendment.

Architecture—Eastern Section

The Eastern Section is to be developed with a 7-Eleven food and beverage store and a six-pump gas station. The store building façade has a symmetrical composition, with vertical sections of ledge stone and red brick. The main elevation also features two-tier vertical ledge stone towers,

with red buff brick walls that surround the central storefront system. A metal canopy covers the main entrance to the building. The other three elevations also have ledge stone towers booking both ends of each elevation, that has a similar symmetrical composition. Metal canopy is also used wherever there is window or door. The associated gas station canopy also uses the same brick and ledge stone on the columns. Full building-mounted signage of typical 7-Eleven text and logo is proposed on the eastern and western elevations. The same logo of green, red, and orange color bands and 7-Eleven text are also provided on the gas station canopy.

Lighting

The applicant is proposing light-emitting diode (LED) lighting throughout both the Eastern and Western Sections, including the parking areas, drive-through facilities, and along all sidewalks and walking paths. The photometric plan submitted with the DSP shows appropriate lighting levels in the parking areas, drive-through facilities, along all sidewalks and walking paths, and at the building entrances. The details and specifications for the lighting show a downward-facing, full, cut-off lighting fixtures with varied heights at 14, 16, and 30 feet. The proposed lighting in both sections is comprehensive and effective. The DSP also includes wall-mounted security lighting, which is acceptable.

Signage

The DSP includes building-mounted signage, as discussed above, with each proposed building on the pad sites in both sections. For the in-line retail building in the Western Section, additional locations and possible sign face areas for each future tenant’s primary identification sign have also been shown on the building elevations. The total sign face area is summarized in the table below.

	Western Section							Eastern Section
	Parcel 3	Parcel 4	Parcel 5	Parcel 6	Parcel 7	Parcel 8	Parcel 9	Parcel 10
Proposed Building-Mounted Sign Area (sq. ft.)	105.57	23.5	0	420	714	188.5	TBD	230

One double-faced gateway sign of 25 feet in height is proposed at the intersection of MD 202 and St Joseph’s Drive, near the Chick-fil-A site. The sign is constructed of a shadow rock finished base, with two columns and concrete slab band on the top. Signage contents of tenant names will be hung in the middle of the structure. The two columns are finished on the lower part with the same shadow rock, and the upper part with stucco and two tiers of concrete slab bands. The material palette of this gateway sign reflects what has been used on the in-line retail building. The gateway sign does not include landscaping at its base, and it is conditioned herein to be added to provide seasonal interest.

In the Eastern Section, a monument sign is also proposed at the intersection of St Joseph’s Drive and Ruby Lockhart Boulevard. The 15-foot-high brick, double-faced sign shows the 7-Eleven logo and text, with a gas price board in the lower part. The sign has a stacked stone base and brick columns, with sign information in the middle. Another 7-Eleven directional sign, five feet high, is also included on the site.

Loading and Trash Facilities

There are two loading spaces and two trash dumpsters proposed in the Western Section. One loading space is located behind the in-line commercial building and the other one is located in the southeast corner of the site, serving the fourth pad site fronting on Ruby Lockhart Boulevard. Given its close vicinity to Ruby Lockhart Boulevard, this loading space should be adequately screened from the views of the public roadway. A condition has been included in this Resolution requiring the applicant to provide the details of the screening on the landscape plans. One dumpster has been provided near the Chick-fil-A restaurant and another near the Arby's restaurant. Appropriate enclosures have been provided for both dumpsters. Details have also been provided showing that the same materials used on the buildings will be used on the enclosures.

One loading space is proposed in the Eastern Section, to the east of the food and beverage store building, along with the proposed dumpster that is away from both the frontages of Ruby Lockhart Boulevard and St Joseph's Drive. However, the loading space and dumpster are across a surface parking lot from the approved residential site (multifamily dwellings), as approved in DSP-04067-09. These facilities should be adequately screened from the residential site, as required. A condition has been included in this Resolution requiring the applicant to provide the details of the screening, and the Planning Board finds that the screen should be constructed with materials similar to those used on the building, such as a masonry and composite wood.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Map Amendment (Basic Plan) A-9956-C:** A-9956-C rezoned the 123.20-acre property from the I-3 Zone to the M-X-T Zone 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 satisfied 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 to reflect the proposed development of 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 PPS 4-18024, which noted that the proposed development will not exceed the established trip cap. The review of this DSP by the Transportation Planning Section (Masog to Zhang, February 17, 2021) arrived at the same conclusion.

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 Order, which became effective on March 27, 2018. The applicant met with the interested citizens to discuss the revisions to conditions and the revised CSP and PPS, and further indicated that they have met with the appropriate parties, prior to acceptance of DSP-04067-09. This condition has been satisfied.

In addition, the Planning Board heard testimony at the hearing concerning Condition 3.c., which is discussed further in Finding 19 below.

- 8. 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, Uses permitted, of the Zoning Ordinance that governs permitted uses in the M-X-T Zone. The multiple commercial, retail, and office buildings existing and proposed within the overall property of which this DSP is a component part are permitted in the M-X-T Zone.
 - b. Section 27-548, M-X-T Zone, of the Zoning Ordinance 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.**

At the time of the CSP-03001-01 review and approval, the applicant planned to use the optional method of development for the project by proposing a residential

component of more than 20 units as part of the overall development, along with commercial/retail and office uses. Inclusion of the qualified residential use increases the permitted floor area ratio (FAR) by 1.0 above the base FAR of 0.40. Therefore, 1.4 FAR is permitted for the overall development. The proposed FAR in the Western Section is approximately 0.2 and approximately 0.1 in the Eastern Section. However, the cumulative FAR for the entire area of the CSP development needs to be provided on the plan to ensure conformance. A condition has been included in this Resolution requiring the applicant to provide FAR information prior to certification.

- (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 commercial, retail, and office uses in multiple buildings on multiple parcels, 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 are 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 0.44. However, as conditioned herein, the applicant needs to provide a chart on the DSP to provide FAR information.

- (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 on and access to a public right-of-way, or other access 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.**

This DSP does not include any residential uses.

- (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:

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

Conformance with the purposes of the M-X-T Zone was found with the CSP approval and is adopted herein by reference (PGCPB Resolution No. 19-71). The proposed DSP is one step closer to implementation of the vision of the CSP, and further supports that finding because it promotes the orderly development of land with commercial, retail, and office components of a mixed-use development in close proximity to the major intersection of MD 202 and St Joseph's Drive. It is also noted that the development of the site (consisting of commercial, retail, and office uses) is complementary to the residential uses that are already approved and partially constructed, and allows 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 proposed commercial, retail, and office uses are the final components of the 20-acre, two-parcel site that includes previously approved multifamily dwellings. This creates a transition between the single-family attached and detached units in Balk Hill Village to the north, the existing commercial/ retail uses to the south and west, and the future commercial uses to the east of the subject property. The layout of the buildings is oriented toward surrounding roadways of MD 202, Ruby Lockhart Boulevard, and St Joseph's Drive and the interior of the Western Section. The proposed development is expected to inject additional synergy into the existing neighborhood and provides economic vitality in the immediate area

through the addition of new commercial, retail, and office uses that are complementary to the existing residential uses in the immediate surrounding.

(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 be compatible with the existing and approved commercial uses along MD 202, St Joseph's Drive, and Ruby Lockhart Boulevard, and will be complementary to the multifamily residential use on Parcel 11 that provides a good transition to the surrounding single-family residential uses.

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

The subject DSP is designed to blend with the existing and approved commercial and residential uses in the overall Balk Hill Village and Woodmore Commons developments and the surrounding vicinity. The application also employs similar color and material themes among six buildings and a gateway sign to achieve a uniform and high-quality development, while keeping the unique features of each franchised building.

(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 of multiple buildings will be phased, in accordance with fine grading permits for the two sections. The proposed commercial, retail, and office buildings will create a unique place as a new destination, while also being integrated with the existing places in the Largo area through interconnected pedestrian and vehicular networks.

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

A comprehensive internal sidewalk network and additional connections to the existing sidewalk system on adjacent MD 202, Ruby Lockhart Boulevard, and St Joseph's Drive are proposed for the development. Once the project is complete, the pedestrian system is not only convenient within the development, but also integrated into the sidewalk and bicycle facility network of the Largo area.

- (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 the main entrance of each building and outdoor landscaped areas that are 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 still valid and governing, as 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 parcel contains less than 250 acres; therefore, this application is not subject to this requirement.

- d. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance, as further described in Finding 6. For example, the subject development provides pedestrian access to the site from the surrounding public rights-of-way on three sides and the architecture proposed for the commercial/retail and office buildings employ a variety of architectural features and designs, such as accented entrances, window and door treatments, projections and tower elements, colors, and building materials. At the same time, the designer also uses common materials and colors throughout the entire shopping center to achieve a level of consistency of a uniform design scheme.
- e. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone was calculated by the applicant and submitted for Planning Board approval. The Transportation Planning Section 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.
 - (a) In consideration of the methodology, the applicant indicates that the parking analysis is limited to proposed Parcels 3 through 9.
 - (b) Proposed Parcels 10 and 11 are across Ruby Lockhart Boulevard and are therefore not deemed likely to share parking with each other or with uses on proposed Parcels 3 through 9.
 - (c) Likewise, the existing remainder of Balk Hill Village, while part of the same M-X-T development, is not included in the analysis because it is not deemed likely to share parking with proposed Parcels 3 through 11. The remainder of Balk Hill Village is not walkable to Parcels 3 through 11 for the purpose of being able to share parking.
 - (2) Using the parking schedule, it is shown that the uses within proposed Parcels 3 through 9 would require 243 parking spaces. This is the base requirement per Section 27-574.
 - (3) Using the shared parking analysis, the applicant indicates that the site requires 234 parking spaces.

- (4) The plan provides 328 parking spaces to serve the mix of uses within proposed Parcels 3 through 9. This exceeds the parking requirement under the shared parking analysis, as well as the base requirement per Section 27-574, and is determined to be acceptable.
- (5) The food and beverage store/gas station on proposed Parcel 10 is treated as a single site and is not deemed likely to share parking with other parcels. The base requirement is 27 parking spaces, and 33 spaces are provided. This is acceptable.
- (6) Parking for the residential development on proposed Parcel 11 was determined and approved under DSP-04067-09.

Based on information offered in the parking analysis, the Planning Board finds that the parking analysis and its conclusions are acceptable.

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 for the overall property, with Parcels 1 and 2 depicted as two employment development parcels. After the two parcels were sold to the applicant, a revision to CSP-03001 was filed to change the use and establish a development limit for the two parcels.

CSP-03001-01 was approved by the District Council on October 15, 2019, for development of 65,000–100,000 square feet of office, commercial/retail spaces, and 284 multifamily dwellings, subject to one condition, which is not relevant to the review of this DSP. This DSP is for development of 71,411 square feet of commercial/retail and office spaces, that is consistent with CSP-03001-01.

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 conditions of that approval relevant to the review of this DSP are included, as follows:

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.**

This cross section was provided as required, on DSP Sheet 5, and shows a design consistent with what is provided on the DSP. The service road in question serves the rears of proposed Parcels 6 and 7 and is acceptable.

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.**

This exhibit is provided on DSP Sheets 14 and 15. Appropriate design details are shown on DSP Sheet 22.

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:**

- a. **An eight-foot-wide shared-use sidepath or wide sidewalk along the site's entire frontage of MD 202, unless modified with written documentation by Maryland State Highway Administration.**

The DSP does not show this required sidepath. Prior to certification, the applicant should revise the plan to include the path, or provide written documentation from the Maryland State Highway Administration modifying the requirement.

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 by the Transportation Planning Section (Masog to Zhang, February 17, 2021) and summarized in the Trip Generation table below, and it is determined that the development proposed is consistent with the PPS trip cap.

Trip Generation Summary: DSP-04067-10: 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
Approved Development: DSP-04067-09 pursuant to PPS 4-18024								
Multifamily Residences	268	units	27	112	139	105	56	161
Proposed Development: DSP-04067-10 pursuant to PPS 4-18024								
Super Gas Station and Convenience Store	4,000	square feet	125	125	250	122	122	244
	12	pumps						
Less Pass-By (76 percent)			-95	-95	-190	-92	-92	-184
Net Trips for Super Gas Station/Store			30	30	60	30	30	60
Office	20,000	square feet	36	4	40	7	30	37
Retail	47,411	square feet	61	38	99	174	189	363
Less Pass-By (40 percent per Guidelines)			-25	-15	-40	-70	-75	-145
Net Trips for Retail			36	23	59	104	114	220
Sum for DSP-04067-10			102	57	159	141	174	315
Sum: DSP-04067-09 plus DSP-04067-10			129	169	298	246	230	476
Trip Cap – 4-18024					721			658
Total Existing Plus Approved Plus Proposed					590			876
Trip Cap – A-9956					1013			1058

It is noted that the office component is shown above as general office and is parked as general office. The PPS trip cap considered the office component to be medical/professional office, which is a more trip-intensive use, and the trip cap gives flexibility to allow the office space to be leased as medical office provided that parking is sufficient. As evidenced above, the uses proposed on this site plan are within the PPS trip cap. Also, the uses proposed plus approved and existing uses within Balk Hill Village are within the trip cap. This condition has been satisfied.

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

The uses included in this DSP are consistent with those approved in PPS 4-18024.

- 15. Development of this site shall be in conformance with an approved stormwater management concept plan and any subsequent revisions.**

An approved SWM Concept Letter, 56766-2018-00, and associated plan were submitted with the application for this site. This condition has been met.

- 11. Detailed Site Plan DSP-04067 and its amendments:** DSP-04067 was approved by the District Council on July 18, 2006, subject to 27 conditions. This application was amended eight times for specific lots and uses in the Balk Hill Village development that does not relate to the property contained in this DSP.

DSP-04067-09 is for a 268-unit multifamily development on part of Parcel 1 (new Parcel 11). The District Council Order of approval was issued on November 10, 2020, with four conditions. None of the conditions are applicable to the review of this DSP.

- 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 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; 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 screening the loading space on proposed Parcel 10 from the residential uses on Parcel 11, in conformance with Section 4.4. A condition is included herein requiring this to be revised.

In addition, for the parking lot interior planting in the Eastern Section, where the applicant cannot meet the required interior planting area in accordance with Section 4.3(c)(2), Parking Lot Interior Planting Requirements. The applicant has requested alternative compliance from the requirements, and the Alternative Compliance Committee has reviewed the application, incorporated herein by reference, as follows:

The AC application is proposing to develop a 4,000-square-foot food and beverage store and a gas station in the eastern section. The applicant has requested to provide an alternative design, to conform with the requirements of Section 4.3(c)(2), Parking Lot Interior Planting Requirements for parking lots 7,000 square feet or larger. The proposed commercial development is in the center of the parcel, due to the location of the site access. The entrance to the property had to be placed near the center of the site to allow for adequate stopping distance and to maintain a safe distance from the intersection. Further, it is noted that the east and west portions of the site are used for green space and micro-bioretenion stormwater management facilities and cannot be

developed. Those green spaces and the stormwater facilities create a wide buffer along Ruby Lockhart Boulevard, and provide more than 12,000 square feet of green space at the corner of Ruby Lockhart Boulevard and St. Joseph’s Drive.

Due to space limitations, the parking compound cannot meet the total amount of interior green area required and an alternative site design is proposed. The applicant is seeking relief from the requirements of Section 4.3(c)(2), Parking Lot Interior Planting Requirements on the site. A comprehensive overview of the requirements for Section 4.3(c)(2) is provided below:

REQUIRED: Section 4.3-2, Parking Lot Interior Planting Requirements for Parking Lots 7,000 Square Feet or Larger

Parking Lot Area (square feet)	27,849
Interior landscaped area required (percent /square feet)	8/2,228
Minimum number of shade trees required (1 per 300 square feet of interior planting area provided)	8

PROVIDED: Section 4.3-2, Parking Lot Interior Planting Requirements for Parking Lots 7,000 Square Feet or Larger

Parking Lot Area (square feet)	27,849
Interior landscaped area provided (percent /square feet)	5.4/1,492
Number of shade trees provided	5

Justification of Recommendation

The applicant is seeking relief from the provisions of Sections 4.3 of the Landscape Manual. Specifically, Section 4.3(c)(2), Parking Lot Interior Planting Requirements for a reduction in the amount of green area in the parking lot.

Section 4.3(c)(2), Parking Lot Interior Planting Requirements, requires that parking lots larger than 7,000 square feet shall include landscape areas with shade trees. The purposes of these requirements are to enhance the appearance of parking lots, help delineate vehicular and pedestrian travel-ways within parking facilities, provide shade and visual relief, and reduce heat island effects created by large expanses of pavement. The applicant is required to provide 8 percent of the total green area in the parking compound, or 2,228 square feet. The site plan proposes 1,492 square feet of green area, or 5.4 percent, which is two-thirds of the required area.

The applicant is proposing to provide one additional shade tree on the periphery of the commercial development to shade the parking area. The Planning Board has concerns about the location of the three shade trees proposed on the periphery of the site, east of the convenience building, near the embankment of the bio-retention facility. If the placement for these trees is not allowed by the Prince George’s County Department of Permitting, Inspections and Enforcement, an alternative location should be provided on the property. In addition, it is recommended that the total number of shade trees be increased by one-third on the property, to supplement the reduction

of the required green space. Specifically, two additional shade trees should be provided on-site in an appropriate location on top of the one additional shade tree that is currently proposed by this application.

The Alternative Compliance Committee finds that the applicant's proposals are equally effective as normal compliance with respect to Section 4.3 (c)(2) of the Landscape Manual, if revised as conditioned. The additional plant materials and green areas on the east and west sides of the development enhance the appearance of surface parking facilities from the streets. The interior planting area and shade trees clearly delineate vehicular and pedestrian travel-ways within the eastern section.

The Planning Board approves Alternative Compliance AC-21005 for Woodmore Commons from the requirements of Section 4.3(c)(2), Parking Lot Interior Planting Requirements of the 2010 Prince George's County Landscape Manual, subject to the two conditions that have been included in this resolution.

13. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:

This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved tree conservation plans for the overall Woodmore Commons property: Type I Tree Conservation Plan TCPI-019-03-03 and Type II Tree Conservation Plan TCPII-082-05-05. A revision to the tree conservation plan, TCP2-082-05-06, has been submitted with this application.

- a. A Natural Resources Inventory (NRI-151-2018), approved on November 13, 2018, was submitted with the review package. The NRI shows that no streams, wetlands, or floodplain are found to occur on the 17.2 acres included in Parcels 1 and 2, which are the subject of this application. The forest stand delineation indicates the presence of one forest stand, totaling 14.90 acres, and no specimen trees. No revisions are required for conformance to the NRI.
- b. 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). The 7.97-acre woodland conservation requirement generated by the clearing for this DSP is being met through an off-site woodland conservation bank.

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 tree canopy. The subject application includes two distinct sections on both sides of Ruby Lockhart Boulevard, with a total site area of 10.64 acres. TCC schedules are provided for both sides, but the one for the west side lists plants that do not match the plant list.

A condition has been included in this Resolution requiring the applicant to revise the TCC schedule to match the plant list, prior to certification of this DSP.

15. 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. **Historic Preservation**—The Planning Board adopts a memorandum dated January 4, 2021 (Stabler to Zhang), incorporated herein by reference, which noted that a Phase I archeological survey was conducted on the subject property in 2005. The subject property was once part of the Rose Mount plantation, home of Governor Joseph Kent, members of his family, and his enslaved laborers. No archeological sites were identified, and no further work was required on this portion of the development. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources.
- b. **Community Planning**—The Planning Board adopts a memorandum dated February 19, 2021 (Dickerson to Zhang), incorporated herein by reference, which indicated that, pursuant to Part 3, Division 9, Subdivision 3, of the Zoning Ordinance, a finding of master plan conformance is not required for approval of a detailed site plan.
- c. **Transportation Planning**—The Planning Board adopts a memorandum dated February 17, 2021 (Masog to Zhang), incorporated herein by reference, where the Transportation Planning Section 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. The Transportation Planning Section concluded that, from the standpoint of transportation, this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance, with one condition that has been included in this Resolution.
- d. **Pedestrian/Bicycle Facilities**—The Planning Board adopts a memorandum dated February 17, 2021 (Smith to Zhang), incorporated herein by reference, where the Transportation Planning Section provided a discussion of the applicable previous conditions of approval that have been incorporated in the findings above. In addition, it is noted that the subject property was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 1990 *Approved Master Plan Amendment and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* (Largo-Lottsford Master Plan and SMA), to provide the appropriate pedestrian and bicyclist transportation recommendations. They also reviewed the proposed on-site improvements and connectivity to the adjacent mixed-use areas and properties for conformance with the underlying M-X-T Zone.

In conclusion, it was noted that the pedestrian and bicycle access and circulation for this plan is acceptable, is consistent with the site design guidelines pursuant to Section 27-283

and 27-256, meets the findings required by Section 27-285(b) for a DSP for pedestrian and bicycle transportation purposes, and conforms to the prior development approvals and the Largo-Lottsford Master Plan and SMA. The Planning Board approves this DSP, with one condition that has been included in this Resolution.

- e. **Subdivision**—The Planning Board adopts a memorandum dated February 18, 2021 (Diaz-Campbell to Zhang), incorporated herein by reference, which provided a complete history of the two parcels included in this DSP and a review for conformance with the applicable conditions attached to the approval of PPS 4-18024. The Planning Board finds that the DSP is in substantial conformance with the approved PPS and record plat.
- f. **Environmental Planning**—The Planning Board adopts a memorandum dated February 12, 2021 (Rea to Zhang), incorporated herein by reference, which indicated that there are no applicable environmental-related conditions attached to previous approvals. Additional comments are summarized below.

Stormwater Management

An approved SWM Concept Letter, 56726-2018, and associated plan were submitted with the application for this site. The approval was issued on March 12, 2020 for this project from the Prince George County Department of Permitting, Inspections and Enforcement (DPIE). The plan proposes to construct 34 micro-bioretenion facilities. A SWM fee of \$26,933.33 for on-site attenuation/quality control measures is required.

Soils

The predominant soils found to occur on-site, according to the U.S. 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.

No further action is needed, as it relates to this application. A soils report may be required by DPIE at the time of permit.

The Planning Board approves DSP-04067-10 and TCP2-082-05-06, with no environmental conditions.

- g. **Prince George's County Fire/EMS Department**—In an email dated January 3, 2021 (Reilly to Zhang), incorporated herein by reference, the Fire/EMS Department provided two comments, as follows:
 - (1) Fire access, as shown on the drawings as submitted, is acceptable.
 - (2) Fire hydrants are not shown, so it is undetermined if coverage is acceptable.

- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this resolution, comments regarding the subject project have not been received from DPIE.
 - i. **Prince George’s County Police Department**—At the time of this resolution, comments regarding the subject project have not been received from the Police Department.
 - j. **Prince George’s County Health Department**—At the time of this resolution, comments regarding the subject project have not been received from the Health Department.
 - k. **Maryland State Highway Administration (SHA)**—At the time of this resolution, comments regarding the subject project have not been received from SHA.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—At the time of this resolution, comments regarding the subject project have not been received from WSSC. However, the applicant received WSSC in-depth review comments (Madagu to Duffy, May 31, 2019) at the time of DSP-04067-09 approval. WSSC comments will be enforced through their separate permitting process.
16. Based on the foregoing, and as required by Section 27-285(b)(1) of the Zoning Ordinance, the Planning Board finds that 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) of the Zoning Ordinance, the Planning Board finds that the DSP is in conformance with the approved CSP-03001, as amended. CSP-03001-01 amended the original CSP for the overall parcel reducing the commercial square footage and add multifamily dwelling units. The subject DSP is in general conformance with CSP-03001-01, as conditioned.
18. As required by Section 27-285(b)(4) of the Zoning Ordinance, for approval of a DSP, the Planning Board finds that the regulated environmental features on-site shall be 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, in accordance with the review by the Environmental Planning Section (Rea to Zhang, February 12, 2021), this finding is not required.
19. During the public hearing of this application on March 18, 2021, the Planning Board heard testimony that the proposed development is located within the right-of-way (ROW) of I-310, which is a master plan ROW, as identified in both the MPOT and the Largo-Lottsford Master Plan and SMA that connects Ruby Lockhart Boulevard (I-308) to Landover Road (MD 202). A concept for future ramps was also required in Condition 3(c) attached to the approval of Zoning

Map Amendment A-9956-C, for the overall parcel, which rezoned approximately 123.2 acres of land in the I-3 Zone to the M-X-T Zone in 2002, as follows:

- 3. Future submitted plans shall demonstrate provision of adequate right-of-way for the following facilities:**
 - a. Campus Way, an arterial facility with a right-of-way of 120 feet.**
 - b. St. Joseph's Drive, a collector facility with a right-of-way of 80 feet.**
 - c. A concept for future ramps to and from the west via Ruby Lockhart Boulevard between MD 202 and St. Joseph's Drive.**

The Planning Board finds that the Condition 3(c) has been met since 2003 when PGCPB Resolution 03-176 (page 7) found the submitted plans for CSP-03001 for the overall project reflected all "adequate right-of-way" under Condition 3 of A-9956-C. In 2004, PGCPB 04-33 (page 17) approving PPS 4-03094 for the overall project also found that the "current plan addresses the future right-of-way needs identified in Condition 3 of the District Council order." In addition, no right-of-way for a future ramp concept was retained in reservation during the review and approval of PPS 4-03094.

In 2005, PGCPB Resolution No. 05-202 (page 9), affirmed by the District Council on July 18, 2006, found that Condition 3 "was confirmed during review of the preliminary plan, and submitted plans show adequate right of way where needed." Lastly, in 2019, PGCPB Resolution No. 19-109 (page 14) for the subject property confirmed that "all required rights-of-way have been dedicated" under Condition 3.

Since 2002, a series of decisions made by the District Council, the Planning Board, and the operational agencies resulted in the final location of I-310 to be approximately 200 feet southeast of the boundary line of the subject DSP. Currently, I-310 is located on adjacent Woodmore Overlook (formerly known as King Property) and is under construction.

Furthermore, in 2010, the District Council approved Zoning Map Amendment A-10020-C (Zoning Ordinance No. 6-2010) for King Property, which rezoned 46.2 acres of land in the I-3 Zone to the M-X-T Zone with 11 conditions, of which Condition 4 specifically requires dedication of I-310 at the time of preliminary plan of subdivision, as follows:

- 4. The Conceptual Site Plan shall show right-of-way along I-308 (Ruby Lockhart Boulevard) and I-310 (the ramp/roadway linking Ruby Lockhart Boulevard and MD 202) consistent with Master Plan recommendations. This right-of-way shall be shown for dedication at the time of Preliminary Plan of Subdivision.**

In 2012, the District Council affirmed the Planning Board's decision and approved Conceptual Site Plan CSP-10004 for King Property that shows a 70-foot ROW of I-310 to be dedicated, in accordance with the above condition.

In 2016, the Planning Board approved Preliminary Plan of Subdivision PPS-4-16019 (PGCPB Resolution No. 18-03), which changes name of the development to what is currently known as “Woodmore Overlook”. The finding related to I-310 on page 9 of the resolution states the following:

The right-of-way for I-308 is shown on the approved CSP, and must be reflected on the PPS as right-of-way dedication for I-308 in accordance with the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73 (Largo-Lottsford Master Plan and SMA)* prior to signature approval. Dedication shall be required at the time of record plat.

In 2019, the District Council approved Conceptual Site Plan CSP-03001-01, which is the CSP governing the subject DSP, and affirmed the Planning Board findings (PGCPB No. 19-71) that CSP-03001-01 conforms to A-9956-C, and that all master plan roadways have been provided for.

The citizen opposition also referenced Section 27-259, Permits within proposed rights-of-way, of the Zoning Ordinance and claimed that the Planning Board cannot approve the subject DSP because the ROW of I-310 encumbers the subject site.

Through an extensive cross-examination of the entire approval history of I-310 during the public hearing for DSP-04067-10 and DDS-672 on March 18, 2021, the Planning Board finds that the subject site does not have any master plan ROWs within its site boundary and the Planning Board concludes that the Board has jurisdiction to approve the subject DSP, since all findings required in accordance with Section 27-285(b)(1), (2), and (4) are made in this resolution and have been fully satisfied. Given the nature of this approval, which is a DSP, the Planning Board’s approval authority is limited to the site features and improvements within the legal boundary of this DSP. Anything outside the boundary of this DSP, such as the current approved location of I-310, as referenced by the citizen opposition, is not within the Planning Board’s jurisdiction at this time. This includes opponent’s claims regarding the applicability of CSP-10004 and Zoning Ordinance Sections 27-103, 27-640, 27-642, and 27-642, which are found to be inapplicable to the approval of a DSP.

Finally, the Planning Board received testimony containing generalized concerns about landscaping, traffic, signage, and architecture that have been addressed in this resolution and the prior approvals governing the development of the subject property. In addition, testimony was received opposing the specific retail and food service brands proposed for the subject property, the types of food offered by the proposed users, and the desire for other types of food and retail services. The Planning Board acknowledges these concerns, but finds that they are not relevant to the consideration and approval of a DSP.

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 Type 2 Tree Conservation

Plan TCP2-082-05-06 and APPROVED Alternative Compliance AC-21005, and further APPROVED Detailed Site Plan DSP-04067-10 for the above described land, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made to the plans or additional information provided:
 - a. Revise the plans to provide:
 - (1) A detailed exhibit of the proposed bicycle racks throughout the site, which shall be an inverted U-style, or a similar style that allows two points of secure contact.
 - (2) ADA-compliant perpendicular and parallel curb ramps throughout the site and labeled on all site plan sheets.
 - (3) An eight-foot-wide shared-use side path or wide sidewalk along the property frontage of MD 202 (Landover Road), unless modified by the Maryland State Highway Administration with written correspondence.
 - b. Revise the Tree Canopy Coverage schedule so that the tree count matches the plant list.
 - c. 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.
 - d. Either redesign the seven northernmost parking spaces on proposed Parcel 10 (Eastern Section) to meet the standard of 9.5 feet by 19 feet or be considered to be compact spaces, with signage provided to mark them as such.
 - e. Show the right-of-way (ROW) dedication area using the same line weight and line type for the existing and ultimate ROW lines. Add labels which mark the ROW dedication area as such, including acreage.
 - f. Revise General Notes 2 and 5 to provide the correct total acreage and number of parcels under this DSP.
 - g. Show the existing sidewalk along the north side of Ruby Lockhart Boulevard.
 - h. Provide landscaping at the base of the gateway sign to provide for seasonal interest.
 - i. Revise the elevations of the office building to incorporate shadow rock as the finish material for the entire water table and two tower elements, to be reviewed and approved by the Urban Design Section as the designee of the Prince George's County Planning Board.

- j. Screen the loading space on proposed Parcel 10 from the residential uses on Parcel 11 and the one on Parcel 9 from the public right-of-way, in conformance with Section 4.4 of the 2010 *Prince George's County Landscape Manual*.
 - k. Provide confirmation from the Prince George's County Department of Permitting, Inspections and Enforcement that the location of the proposed three shade trees is feasible, or relocate them away from the embankment of the bioretention facility on Parcel 10.
 - l. Provide two additional shade trees adjacent to the parking compound on Parcel 10, in an appropriate location to be approved by the Urban Design Section, as the designee of the Planning Board.
2. The architectural elevations, as approved, shall constitute the established design and review parameters that will serve as the basis for the architecture to be employed for the final pad site. The architecture for that use, as well as the site layout, may be approved by the Planning Director as designee of the Planning Board.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, March 18, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 1st day of April 2021.

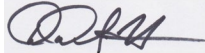
Elizabeth M. Hewlett
Chairman



By Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:nz

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: March 30, 2021