

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 June 24, 2021, regarding Detailed Site Plan DSP-19021 for South Lake Commercial - Phase 1, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) proposes 900,656 square feet of retail and commercial development to include a sports complex, hotels, grocery store, gas station in combination with a food and beverage store, and various commercial retail uses within the South Lake mixed-use planned community.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	E-I-A	E-I-A
Use(s)	Vacant	Commercial
Gross Tract Area (acres)	59.83	59.83
Parcels	0	28
Gross Floor Area (square feet)	0	900,656

OTHER DEVELOPMENT DATA

Provided Parking Spaces *	
Standard Spaces	1,566
Modified Standard Spaces**	142
Compact Spaces	208
Handicapped Accessible Spaces	98
Total Spaces Provided	2,014
Loading Spaces Provided (12 ft. by 33 ft.)	31

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

**The City of Bowie approved BD-1-20 for a reduction in the dimensions of 142 non-handicap/ nonparallel standard-sized parking spaces to 9 by 18 feet within DSP-19021.

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

Base Density	0.40 FAR
Residential	1.00 FAR*
Total FAR	1.40 FAR
Total FAR	0.28 FAR**

Notes: *Additional density is allowed, in accordance with Section 27-545(b)(4), Optional method of development, of the Prince George’s County Zoning Ordinance, for providing 20 or more dwelling units.

**This DSP proposes only a portion of the commercial uses of the mixed-use planned community that was approved under Conceptual Site Plan CSP-02004. The proposed approximate FAR noted is inclusive of the development approved in DSP-19023 and proposed in DSP-21002 and DSP-19021. It is noted that the FAR is not shown on this DSP and conditions related to the FAR are included herein.

3. **Location:** The subject property is located in the southwest quadrant of the intersection of MD 214 (Central Avenue) and US 301 (Robert Crain Highway). The property is in Planning Area 74A, Council District 4, and is within the municipal limits of the City of Bowie.
4. **Surrounding Uses:** The site of this DSP is bounded to the north by vacant land in the Employment and Institutional Area (E-I-A) Zone where multifamily residential use is proposed under DSP-16054 as part of the South Lake development. The site is further bounded to the south by wooded land in the E-I-A Zone and industrial uses beyond; to the west by land in the E-I-A Zone presently being development for residential uses approved by DSP-19023, as part of the South Lake development; and to the east by the right-of-way of the southbound lanes of US 301.
5. **Previous Approvals:** This subject site has a long approval history that can be dated back to the 1970s. In 1975, the Prince George’s County District Council approved Zoning Map Amendment A-9248, to rezone the subject site from the Rural Residential Zone to the E-I-A Zone, as part of Collington Center development. Subsequently, a Comprehensive Design Plan, CDP-7802 was approved by the Prince George’s County Planning Board in 1978, but nothing further was pursued on the subject property.

In 2002, the Prince George’s County Council adopted Council Bill CB-13-2002 that introduced the concept of a mixed-use planned community use and allowed it within the E-I-A Zone for properties meeting specific criteria, including conformance with the regulations of the Mixed Use-Transportation Oriented (M-X-T) Zone. Based on this legislation, Conceptual Site Plan

CSP-02004 was approved by the Planning Board on June 12, 2003 (PGCPB Resolution No. 03-135). The District Council affirmed the Planning Board's decision and approved the CSP on January 27, 2004, with 42 conditions. The development concept was for a mixed-use planned community consisting of 463 lots, 86 parcels, 300,000 square feet of commercial and retail space, 700,000 square feet of employment space, 25,000 square feet of space for annexation to Prince George's County Community College, a 300-room hotel, and 1,294 dwelling units. The residential component consisted of 170 detached units, 272 attached units, 600 multifamily rental units, 112 condominium units, 120 high-rise units, and 20 live-work units. Preliminary Plan of Subdivision (PPS) 4-04035 was approved by the Planning Board (PGCPB Resolution No. 04-247(C)) in June 2003 and the resolution was subsequently corrected multiple times. This PPS was reconsidered by the Planning Board on October 7, 2016 to convert approximately 200 multifamily condominium units to fee simple townhouse lots, to make changes to the phasing of off-site traffic improvements, and other modifications. On February 16, 2017, the Planning Board heard testimony and approved the reconsideration with 47 conditions for 800 lots and 110 parcels for a total of 1,294 dwelling units (PGCPB Resolution No. 04-247(C/3) (A/2)).

A DSP for infrastructure, DSP-05042, was approved by the Planning Board (PGCPB Resolution No. 05-258) on December 8, 2005 for site grading, infrastructure development, and construction of a central lake. No construction occurred on the subject property. An amendment to DSP-05042 was submitted in August 2007, but subsequently withdrawn. A second amendment, DSP-05042-02, was submitted for Planning Director review on December 23, 2016, to revise the site design, but the application fell dormant. The review of DSP-05042-02 was revived in June 2019 and approved by the Planning Director on February 5, 2020, to provide for revisions to site grading and roadway layout for three segments of the main roadways leading into the subject site from the ramp of MD 214 and US 301.

The 2006 Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B retained the subject site in the E-I-A Zone.

In 2016, the County Council adopted CB-73-2016 that provided numerous revisions to the mixed-use planned community regulations in the M-X-T Zone that are applicable to the subject site. Subsequently, the applicant filed a new PPS to resubdivide an 11-acre piece of land previously included as part of Outparcels A and B in PPS 4-04035. PPS 4-17027 was approved by the Planning Board (PGCPB Resolution No. 19-06) on January 10, 2019, for 66 lots and 3 parcels, subject to 23 conditions.

On April 16, 2020, the Planning Board approved DSP-19023, which included a mix of 1,035 single-family attached and detached dwelling units and amended the previously approved CSP-02004. The application has been amended one time and was approved by the Planning Director on April 14, 2021, for minor lot line adjustments.

The Planning Board approved DSP-19024 Umbrella Architecture for the single-family attached, two-family attached, and the single-family detached dwellings in DSP-19023, on April 16, 2020.

DSP-21002 has been filed and is currently under review for the multifamily development north of the commercial DSP area, and will be heard by the Planning Board on the same day as the subject application.

The site also has an approved Stormwater Management (SWM) Concept Plan, 26947-2002-03, and the applicant has indicated that approval of revisions are pending to the project's SWM technical plans. Updates to stormwater plan approvals are intended to make these plans consistent with development proposed in DSP-19021.

6. **Design Features:** The subject DSP proposes development of 900,656 square feet of commercial uses on 59.83 acres as the first phase of commercial development in the larger 381.53-acre South Lake mixed-use planned community. This phase of the South Lake project is located at the southeast corner of the larger development. A series of buildings is proposed to include a sports complex, three hotels, a grocery store, a gas station, various pad sites, and inline commercial retail uses. A total of 27 commercial spaces are provided, ranging in size from approximately 5,000 square feet to 207,770 square feet.

The commercial area lies south of Gwynn Brook Way, which is proposed to have a right-in/right-out only intersection with US 301 southbound, with the multifamily residential development proposed with DSP-21002 beyond. It also lies on the north and south sides of Marketplace Boulevard, which is proposed to have a full signalized intersection with US 301, to allow for crossovers of the median to the northbound side. It then extends west to surround a proposed roundabout at the intersection of Marketplace Boulevard, Fairmont Drive, and Prince George's Boulevard, with the main residential portion of South Lake, as approved in DSP-19023, to the west, north, and south. A new section of the Collington Branch Trail, a 10-foot-wide master-planned trail, is provided on the east side of Prince George's Boulevard and Fairmont Drive, along the western portion of the Phase 1 commercial area. Proposed sidewalks and crosswalks connect all of these roads to all of the commercial buildings.

Because of these roadways, the Phase 1 commercial development area is divided into three pods. The southern pod includes Buildings 1–9, the northern pod is the largest and includes Buildings 10–23 and the western pod includes Buildings 24–26. The subject DSP provides for a general site design and template for architecture for the commercial development. Design details for specific buildings, pad sites, and site features for future tenants will need to be reviewed under future DSPs or amendments to the subject DSP, which may be done by the Planning Director, or designee, pursuant to Section 27-289(c) of the Zoning Ordinance.

Architecture

A cohesive architectural palette is provided for Buildings 1, 2, 11, 21, 22, and 23, which incorporates a variety of materials, textures, and colors including split-faced concrete block, architectural louvers, fiber cement panels, ample fenestration, and canopies. This general architectural theme is intended to be carried through into the design of the remaining buildings to provide visual cohesion throughout the Phase 1 development area. Buildings 1 and 2 include a proposed sports complex and physical therapy offices. These buildings are connected and are two stories in height. Building 11 is a single-story strip center with shopfront retail and/or restaurant

space. Buildings 21, 22, and 23 include a grocery store and inline retail shopfront, and/or restaurant space. Separate architectural elevations are provided for Building 10, which is proposed as a Sheetz-brand gas station, eating and drinking establishment, and food or beverage store. The Sheetz building will be primarily clad with brick with a stone veneer water table at its base and will sit adjacent to US 301, with the gas station canopy behind it. Red canopies are included over building entrances and windows, including drive-through windows on the side facing US 301. Outdoor seating is provided adjacent to the Sheetz building. The gas station canopy includes stone veneer and paneling in white and red and is complimentary to the building design.

Lighting

A photometric plan provides for lighting of areas of the site outside of the proposed public street network. Public street lighting for this site is subject to the City of Bowie requirements and will require future permitting through the City. For areas outside of the public street network, appropriate lighting is provided, with the exception of the south side of Building 1, where no lighting is shown. Appropriate lighting is needed in this location, and a condition has been included herein for its inclusion.

Signage

Building-mounted signage is shown on Buildings 1, 2, 11, 21, 22, and 23 for illustrative purposes on architectural plans included in the DSP. Therefore, a condition is included herein requiring a comprehensive building-mounted signage plan be approved, prior to issuance of sign permits, except for the Sheetz on proposed Parcel L, for which full details are provided and found to be acceptable.

There are a total of four freestanding signs proposed for the Phase 1 commercial development area and one pylon sign for the Sheetz gas station (for a total of five proposed freestanding signs). As identified by the DSP, freestanding signs 1 and 2 are similarly designed monument signs of approximately 17 and 18 feet in height, respectively. These signs include spaces for future tenant identification on metal panels and a stone veneer base. Sign 4 is a 5-foot high, 30-foot-long monument sign identifying the South Lake development within the proposed roundabout and will be subject to the approval of the City of Bowie since it is within their public right-of-way. Freestanding sign 3 is a 55-foot-tall pylon sign to include the South Lake name and logo, tenant identification signage, and a 378-square-foot electronic display screen, at the intersection of Marketplace Boulevard and US 301. The pylon sign is to be constructed of painted steel, fiber cement panels, and high-density wood panels.

Building- and canopy-mounted signage for Building 10, the proposed Sheetz gas station and convenience store, is provided. Six building-mounted signs, totaling approximately 144-square feet, and three gas canopy-mounted signs, with an area of 156 square feet, are proposed. A single 25-foot-tall pylon sign is also provided for the Sheetz gas station and convenience store. The Planning Board finds the signage acceptable and appropriate, given the scale of the development. However, the Sheetz pylon sign should be redesigned to add a stone veneer base that will blend with the other proposed signage and the stone-wrapped gas station canopy columns. This revision is conditioned herein.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the Prince George's County Zoning Ordinance for a mixed-use planned community in an E-I-A Zone.

- a. The proposed commercial development is part of a mixed-use planned community, as defined by Section 27-107 of the Zoning Ordinance, and is a permitted use in the E-I-A Zone.
- b. The South Lake development is a mixed-use planned community in the E-I-A Zone. Section 27-500 of the Zoning Ordinance provides direction for this development, as follows:

(c) A Mixed-Use Planned Community in the E-I-A Zone may include a mix of residential, employment, commercial retail, commercial office, hotel or lodging, civic buildings, parks, or recreational uses, meeting all requirements in the definition of the use. The development shall meet all M-X-T Zone requirements in Part 10.

The overall South Lake development plan includes a mix of residential, employment, commercial retail, commercial office, hotels, and recreational uses. In addition, Section 27-501(c), Regulations for a Mixed-Use Planned Community, of the Zoning Ordinance, provides further direction, as follows:

- (1) A Mixed-Use Planned Community shall meet all purposes and requirements applicable to the M-X-T Zone, as provided in Part 10, and shall be approved under the processes in Part 10.**
- (2) Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.**

This DSP was filed in accordance with the M-X-T Zone requirements. If there were not these specific requirements for a mixed-use planned community, a specific design plan would have had to have been filed for any development in the E-I-A Zone.

- c. Section 27-544(e), Regulations in the M-X-T Zone, of the Zoning Ordinance, includes the following additional standards for a mixed-use planned community that are relevant to the review of this commercial DSP:

- (1) **A Mixed Use Planned Community shall conform to the purposes, regulations, and required findings and review process set forth in Division 2 of this Part, for the M-X-T Zone, however, for property that is located in the E-I-A (Employment and Institutional Area) Zone and is subject to Sections 27-276, 27-500, and 27-501 of this Subtitle, the following regulations shall be advisory only.**
- (2) **It shall include retail, residential and office/employment uses. The use mixture shall consist of the follow, based on the total gross floor area (GFA) for residential, retail, and office combined:**

Total Gross Floor Area	Minimum	Maximum
Residential (at least 2 different types)	50%	90%
Retail	10%	20%
Office/Employment	0%	40%

The entire South Lake project is proposed, thus far (DSP-19023, DSP-21002, and DSP-19021), to include approximately 3,912,273 square feet of gross floor area, with a total floor area ratio (FAR) of 0.28. Of that approximately 82 percent is residential, 12 percent is retail, and 5 percent is to be dedicated to office and employment uses. The gross floor area associated with the three proposed hotels (260,696 square feet) is included in the FAR and makes up the remaining 7 percent.

- (3) **It may include hotel uses. Hotel use is not included in the residential, retail or office/employment categories for purposes of calculating gross floor area for percentages of use. There is no percentage restriction applied to the hotel uses.**

Three hotels are included in this DSP. The square footage of the hotel use is not included for the purposes of calculating gross floor area for percentages of use.

- (4) **It may provide at least one institutional or civic use, may have an integrated network of streets, sidewalks, and open space, public or private, and should give priority to public space and appropriate placement of institutional and civic uses.**

An integrated network of streets, sidewalks, and open spaces is provided throughout the South Lake site. The public street network will eventually be dedicated to and operated by the City of Bowie. The Collington Branch Trail will provide a linear public space for walking and bicycling through the South Lake development. A trailhead area with an informational kiosk, pavilion, picnic benches, bicycle racks, and bicycle fix-it station is provided adjacent to Building 27 along the trail. Connections are provided from the trailhead to the

Phase 1 commercial development area and residential development to the west, approved under DSP-19023.

- (5) **Where a conflict arises between E-I-A Zone requirements and M-X-T Zone requirements, the M-X-T requirements shall be followed.**

The proposed development conforms with requirements of the M-X-T Zone for a mixed-use planned community with the conditions included herein.

- (6) **The community should be focused on a central public space that is surrounded by a combination of commercial, civic, cultural or recreational facilities.**

(A) **The space should be a minimum of twenty-five (25) acres and may include a lake.**

(B) **It should be designed with adequate amenities to function as a fully shared space for the entire community.**

A central public space of 25.35 acres is provided adjacent to the west of proposed Buildings 24, 25, and 26, as approved under DSP-19023.

- (7) **The community should contain additional, linked open space in the form of squares, greens and parks that are accessible, visible, safe and comfortable.**

(A) **The open spaces should provide a variety of visual and physical experiences.**

(B) **Some of these open spaces should be bordered by buildings and be visible from streets and buildings.**

As a whole, South Lake includes parks, playgrounds, trails, and open spaces located throughout the site, primarily in residential portions of the development. Locations of these features, and the variety of recreational amenities and comfort features included, provide for a variety of visual and physical experiences. Most park and open space areas are located within walking distance of dwellings and are visible from streets and buildings. Parks and open spaces are accessed by the development's comprehensive system of sidewalks and trails. The Collington Branch Trail also provides a linear public space and multimodal transportation route through South Lake, with future connections to lands north and south of the development.

(8) The retail uses may be designed to:

- (A) Create a sense of place by creating a design that provides amenities such as plazas, parks, recreational opportunities, entertainment and cultural activities, public services and dining; and provides attractive project gateways and public spaces.**

As a whole, the South Lake development, inclusive of the subject DSP, provides amenities including plazas and park spaces, and recreational opportunities including the Collington Branch Trail. A mix of retail, restaurant, and entertainment uses are envisioned with the subject DSP. Future DSPs or amendments for specific tenants will continue to refine and enhance the activities, services, and dining available.

- (B) Create outdoor amenities, such as brick pavers, tree grates, decorative lighting, signs, banners, high quality street furniture and extensive landscaping, including mature trees.**
- (C) Create attractive architecture by: using high quality building materials such as stone, brick or split-face block, and providing architectural elements such as façade articulation in fifty (50) foot to seventy-five (75) foot increments, second floor levels, dormer windows, canopies, arcades, varied roofscapes and customized shopfronts to create a street-like rhythm.**
- (D) Promote attractiveness by designing attractive, quality façades of all commercial buildings where the façade is visible from public space; and completely screening loading, service, trash, HVAC and other unsightly functions.**

The subject DSP provides for site furnishings and landscaping throughout the commercial development in appropriate locations. Architectural elevations for Buildings 1, 2, 11, 21, 22, and 23 show the incorporation of high-quality building materials including split-face block and brick, and elements such as façade articulation, varied rooflines, and colorful shopfronts. Trash and loading areas are screened.

Final designs for commercial buildings and outdoor spaces are to be reviewed in future DSPs or amendments to this DSP, as specific tenant outfitting is to be completed.

- (E) Creating a retail area where, if the front of a retail store fronts a street: pedestrians may travel with ease, with attractive walkways and continuous street front experiences to maximize the quality of**

the pedestrian environment; crosswalks may run through and across the parking lots and drive aisles to connect all buildings and uses; sidewalks may be wide, appealing, shaded and configured for safe and comfortable travel; pedestrian walkways may be separated from vehicular circulation by planting beds, raised planters, seating walls, on-street parallel parking and/or structures; walking distances through parking lots may be minimized and located to form logical and safe pedestrian crossings, and walkways may be made more pedestrian-friendly through the use of arcades, canopies, street trees, benches and tables and chairs.

Roadways through the development include sidewalks on both sides with crosswalks logically located to promote safe and efficient pedestrian movement. Landscaping, seating, and site furnishings are shown in public areas. The DSP provides a guiding plan for development of the Phase 1 commercial area of South Lake, and as specific tenants are selected, future DSPs or amendments to this DSP will provide additional details for each building site.

(F) Shield and enhance the surrounding view through techniques such as screening views of parking lots along the main frontal streets with green bermed and landscaped strips, or a low brick (or other quality material) wall, in order to screen parking from the public frontage streets, and ensuring that attractive buildings are to be visible from the public frontage streets.

(G) Minimize expanse of parking lots through the use of landscape islands or the location of buildings and streets.

Landscape strips and street trees are provided throughout the development to screen parking from public frontage streets. In addition, a majority of the proposed buildings are shown to front on the public streets, with parking mostly to the sides and rears.

(H) Provide a hierarchy of pedestrian-scaled, direct and indirect, high quality, energy efficient lighting that illuminates walkways, ensures safety, highlights buildings and landmark elements, and provides sight lines to other retail uses.

The photometric plan provided with the DSP shows sufficient lighting will be provided in public spaces, along sidewalks, buildings, and signage, as appropriate. LED lighting is to be utilized throughout the development.

- (I) Create a signage package for high quality signs and sign standards and requirements for all retail and office tenants and owners, which shall address size, location, square footage, materials, logos, colors and lighting. For office and retail uses, a Conceptual Site Plan for Signage shall be approved prior to release of any sign permits. All sign permits shall conform to the approved Conceptual Site Plan for Signage.**

Part 12 of the Zoning Ordinance notes that signage regulations for the M-X-T Zone are approved by the Planning Board at the time of DSP. This DSP provides only illustrative building-mounted signage in the Phase 1 commercial area, except for the Sheetz on proposed Parcel L. Therefore, the Planning Board finds that prior to sign permits, a comprehensive building-mounted sign plan be approved, as conditioned herein.

- (J) Enhance retail pad sites designs to be compatible with the main retail component. If the retail pad sites are located along the public frontage streets, parking should be located to the rear and sides of the pad sites.**
- (K) Green areas should be provided between pad sites.**
- (L) Restaurants adjacent to the central public space/lake should have attractive outdoor seating areas.**

Retail pad sites are laid out on the site plans to be located primarily on public frontage streets with green areas shown between them. A restaurant with an area for outdoor eating is located adjacent to the central public open space.

- d. Section 27-546(d), Site Plans, of the Zoning Ordinance contains the following required findings for the Planning Board to grant approval of a DSP in the M-X-T Zone:

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

The proposed development is in conformance with the purposes of the M-X-T Zone, as stated in Section 27-542(a) of the Zoning Ordinance, as follows:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an**

expanding source of desirable employment and living opportunities for its citizens;

The DSP proposes 900,656 square feet of commercial development as part of a larger mixed-use planned community adjacent to the major intersections of MD 214, Old Central Avenue, and US 301. The South Lake development will provide new housing, business, and employment opportunities within a growing part of Prince George's County and the City of Bowie.

- (2) **To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

The commercial development proposed by this DSP is the second phase of the South Lake mixed-use planned community. The site design provides for 27 commercial buildings for a mix of retail, restaurant, entertainment, and hotel uses. This development will be adjacent to residential portions of South Lake and connected by a comprehensive street and sidewalk network. Future development of South Lake is planned to include additional commercial, employment, and residential uses.

- (3) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

South Lake maximizes the development potential available by locating a mixed-use planned community development in close proximity to MD 214 and US 301, major roadways that connect to the larger regional highway system.

- (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

This commercial portion of the South Lake development is located in close proximity to the planned residential portion, reducing the need for automobile use. This portion of the project also includes a comprehensive sidewalk system and will develop a section of the master-planned Collington Branch Trail on the east side of its main north-south roadway, facilitating walking and bicycle use.

- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

As a mixed-use planned community, the South Lake development will include a mix of residential and nonresidential uses combined in a manner to encourage a vibrant 24-hour environment.

- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

The completed mixed-use planned community will include a horizontal mix of residential and nonresidential land uses blended together harmoniously.

- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

The commercial development proposed is carefully designed to create a distinctive visual character. Future phases of development will further create a dynamic, functional relationship among uses.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

This commercial development is one of multiple phases to develop a mixed-use planned community. The overall South Lake development is not a single-purpose project and intends to create a vibrant, new community allowing for an economy of scale.

- (9) To permit a flexible response to the market and promote economic vitality and investment; and**

This DSP proposes Phase 1 commercial development at South Lake, which includes 27 buildings for a variety of uses. The DSP provides a general site layout and architectural theme to guide the development as future tenants are identified in response to the market.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

A general architectural palette is provided by this DSP for the larger commercial retail buildings and sports complex. Future DSPs or amendments to this DSP will be reviewed as individual pad sites and buildings are identified for construction, allowing for freedom of design.

- (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;**

This property is in the E-I-A Zone, so this requirement is not applicable. The proposed mixed-use planned community, including the residential portion proposed by this DSP, is being reviewed under M-X-T Zone requirements, in accordance with CB-73-2016.

- (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 development proposed is the first commercial phase of the larger South Lake mixed-use planned community, will be oriented towards US 301, and will become a catalyst for future development within the community and improvement within this area of the County.

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

This commercial phase of the South Lake development is compatible with adjacent uses as shown in the underlying CSP. Future development proposed within South Lake will be reviewed under separate DSP applications to ensure compatible design is provided for the entire mixed-use planned community.

- (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;**

Buildings and other amenities have been carefully designed and placed to create a cohesive, quality commercial development. Attention has been paid to the provision of public amenities, including a well-connected circulation system, seating areas, and other site furnishings.

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

The DSP is the first commercial phase of a mixed-use planned community and has been designed as a self-sufficient entity intended to be integrated into the larger South Lake development. CSP-02004, as amended, provides the overall development scheme for this mixed-use planned community.

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

This project is designed to be pedestrian-friendly, with 5-foot-wide sidewalks, walking trails, and street trees throughout. In addition, a segment of the Collington Branch Trail will be built as a 10-foot-wide asphalt trail on the east side of the main north-south roadway in South Lake. The trail will connect to Prince George's Boulevard and the proposed Prince George's County Liberty Sports Complex to the south, and Old Central Avenue to the north, where future off-site connections are envisioned by the Prince George's County Department of Parks and Recreation (DPR).

- (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**

Appropriate attention has been paid to scale, design, amenities, materials, and landscaping proposed in areas for pedestrian activities and gathering places. Seating areas, bicycle racks, and other furnishings are provided, as are landscaping and lighting to create a quality environment.

- (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, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, 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 application is a DSP, and this finding does not apply.

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

Two PPS covering the entire South Lake site, 4-04035 and 4-17027 were most recently approved in 2018 and 2019, respectively. Adequacy findings were made through these PPS, and the DSP is consistent with these approvals.

- (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.**

This DSP proposes the first commercial phase of South Lake, a mixed-use planned community containing approximately 381 acres in total. Approval has been requested, in accordance with the provisions of this section and Section 27-548 of the Zoning Ordinance.

- e. The DSP is also in conformance with the applicable additional regulations of the M-X-T Zone in Section 27-548, as follows:

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development -- 0.40 FAR;
and**
- (2) With the use of the optional method of development -- 8.00 FAR.**

The DSP indicates that the base FAR for this phase of the South Lake mixed-use planned community will be approximately 0.28, based on the total area of the CSP. However, an FAR chart needs to be provided on the plan, as conditioned herein.

- (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 proposed uses are located in more than one building and on more than one lot, as allowed.

- (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 DSP shows a layout for the first commercial phase of development of this mixed-use planned community, and provides the required information.

- (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 landscaping, screening, and buffering issues have been reviewed, along with this DSP, in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Finding 11 below provides an evaluation of the landscaping proposal.

- (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 entire South Lake mixed-use planned community proposed thus far is 0.28 and was determined utilizing the specified methodology.

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

Improvements proposed do not interfere with the air space above or ground below public rights-of-way.

- (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.**

Some of the proposed parcels do not have frontage on, nor direct access to, a public street, which does not conform to PPS 4-04035. This issue is discussed further under Finding 9 below, resulting in multiple conditions herein to ensure conformance with the PPS and this requirement.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be...**

This standard does not apply to this proposed commercial development.

- (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.**

As stated, this requirement is not applicable within a mixed-use planned community.

- (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). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.**

The proposed South Lake mixed-use planned community site is in the E-I-A Zone, with proposed development subject to the requirements of the M-X-T Zone, in accordance with CB-73-2016.

- f. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio are outlined in Section 27-574(b). The parking for the large residential areas of DSP-19023 was determined to be sufficient; the submitted parking analysis covers the commercial uses in this DSP and the adjacent multifamily residential use in DSP-21002. The following are the major points highlighted in the parking analysis:
- (1) The methodology in Section 27-574 requires that parking be computed for each use, in accordance with Section 27-568 of the Zoning Ordinance. The parking schedule shows that the uses would require 2,770 parking spaces.
 - (2) Using the time-of-day analysis for both weekday and weekend conditions, the applicant indicates that the maximum requirement is the weekday maximum of 2,172 parking spaces. This is the base requirement per Section 27-574.
 - (3) The plan provides 2,605 spaces to serve both DSP-19021 and DSP-21002. Within the limits of the subject DSP, 2,014 spaces are provided.

Based on information offered, it is determined that the parking analysis submitted by the applicant and its conclusions are acceptable.

- g. Section 27-583, Number of spaces required in M-X-T Zone, of the Zoning Ordinance contains requirements for determining the total number of loading spaces. The DSP proposes 27 commercial buildings on multiple parcels and proposes a total of 31 loading spaces. Larger buildings and tenants have dedicated spaces, while smaller pad sites share loading spaces located in between buildings, as allowed. The Planning Board finds the proposed loading sufficient to accommodate the proposed buildings and development.
- 8. Conceptual Site Plan CSP-02004:** As further detailed in Finding 5, CSP-02004 was approved by the District Council in January 2004 for a mixed-use planned community consisting of 463 lots, 86 parcels, 300,000 square feet of commercial and retail space, 700,000 square feet of employment space, 25,000 square feet of space for annexation to Prince George's County Community College, a 300-room hotel, and 1,294 dwelling units. Dwellings consisted of 170 detached units, 272 attached units, 600 multifamily rental units, 112 condominium units, 120 high-rise units, and 20 live-work units.

The applicant amended CSP-02004, with the approval of DSP-19023, as allowed by Section 27-282(g) of the Zoning Ordinance and contained in PGCPB Resolution No. 03-135(C)(A). Revisions to the CSP included changes to the site's roadway and infrastructure layout, lot and parcel arrangement, roadway sections, master-planned trail

alignment, and phasing program. Conformance with the applicable conditions of the amended CSP-02004 are as follows:

- 2. At the time of the first Detailed Site Plan (other than infrastructure), details of outdoor amenities such as brick pavers, tree grates, decorative lighting, signs, banners and high-quality street furniture shall be approved by the Prince George's County Planning Board. A similar theme shall be established for the entire development.**

The subject DSP provides design details for attractive outdoor amenities including site furnishings and site identity signage. A consistent design palette for these features is provided for this portion of the mixed-use planned community. Future DSP reviews will be expected to provide similar design details around a similar theme.

- 7. US 301 at site entrance/median crossover: Prior to the approval of the first Detailed Site Plan for the subject property other than a Detailed Site Plan for infrastructure only, the applicant shall submit acceptable traffic signal warrant studies to SHA for the intersections of northbound and southbound US 301 and the site entrance/existing median crossing. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by SHA. Also, prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**
 - a. The construction of the eastbound approach to include two left-turn lanes and a right-turn lane.**
 - b. The widening of the median crossing to provide to eastbound lanes, turning left (northbound) onto US 301**
 - c. The construction of a northbound left-turn lane approaching the median crossing.**
 - d. The construction of a southbound right-turn lane along the southbound US 301 approach.**

The scope of access improvements may be modified at the time of preliminary plan review at the direction of SHA provided that alternative improvements provide an acceptable service level that meets the requirements of Subtitles 27 and 24.

The required study was completed and determined that signalization is warranted at the proposed intersection of Marketplace Boulevard and US 301. The required signalization and the improvements within this condition are currently in the design and permitting process with the Maryland State Highway Administration (SHA).

11. **Total development within the subject property shall be limited to uses which generate †[approximately] no more than 1,313 AM and 1,925 PM peak hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by that are consistent with assumptions in the traffic study. Phase I would be identified as any development which generates up to 774 AM and 1,242 PM peak hour trips, subject to reasonable assumptions made on the basis of site development proposals. Phase II would be identified as any development which generates more than 774 AM and 1,242 PM peak hour trips. Rates of internal trip satisfaction may be modified by staff in consultation with the applicant in the event that a greater or lesser degree of mixed-use development actually occurs, but any modifications shall fully consider the assumptions made in the traffic study.**

The area of DSP-19023 includes the entirety of PPS 4-17027 and a portion of PPS 4-04035. As shown in the trip generation table below, the subject application is within the trip cap shown in this condition. Also, as shown in the trip generation table, the commercial development within this application plus prior approved development places the overall South Lake development within Phase II.

Trip Generation Summary: DSP-21002: South Lake Multifamily								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Trip Cap from PPS 4-17027			--	--	48	--	--	56
Trip Cap from PPS 4-04035			--	--	1,313	--	--	1,925
Combined Trip Cap			--	--	1,361	--	--	1,981
Previous Approved DSP-19023								
Two-Family/Two Over Two	128	Units	18	71	89	66	36	102
Townhouses	562	Units	79	314	393	293	157	450
Single Family Detached	345	Units	52	206	258	202	109	311
Current Application DSP-21002								
Multifamily	325	Units	34	135	169	127	68	195
Total Residential (Approved and Current)			183	726	909	688	370	1,058
Less Internal Trips			-18	-21	-39	-31	-21	-52
Net Residential (Approved and Current)			165	705	870	657	349	1,006
Pending DSP-19021								
Office	196,342	Sq. Ft.	107	36	143	40	107	147
Less Internal Trips			-3	-6	-9	-12	-17	-29
Hotel	394	Rooms	113	78	191	137	132	269
Less Internal Trips			-19	-22	-41	-58	-58	-116
Retail	443,608	Sq. Ft.	232	142	374	785	851	1,636
Less Internal Trips			-49	-40	-89	-164	-169	-333
Less Pass-By Trips (50% of net external trips)			-91	-51	-142	-310	-341	-651
Total Net Commercial Trips: Pending			290	137	427	418	505	927
Total Commercial and Residential Trips: Current Application Plus Pending			455	842	1,297	1,075	854	1,929
Trips Utilized from PPS 4-17027			--	--	48	--	--	56
Trips Utilized from PPS 4-04035			--	--	1,249	--	--	1,873

17. **The Woodland Conservation Threshold portion of the requirement (47.52 acres) shall be satisfied as on-site preservation. The balance of the requirements may be satisfied by additional on-site preservation, on-site reforestation, or at an approved off-site mitigation bank.**

The approved Type I Tree Conservation Plan, TCPI-048-02-01, proposed 47.52 acres of on-site preservation with the balance of the requirement proposed to be satisfied by 50.97 acres of off-site mitigation at an undetermined location. The currently submitted TCPII-126-05-05 indicates a woodland conservation threshold (WCT) of 57.23 acres, based on the inclusion of the 100-year floodplain into the net tract area per House Bill HB-2007- 588, resulting in a woodland conservation requirement of 106.34-acres being met on-site with woodland preservation on the adjusted net tract.

22. The proposed PMA impacts shall be further evaluated with each subsequent plan review.

New primary management area (PMA) impacts were proposed with the current DSP and TCPII application that were not approved with the PPS. Because the application was grandfathered, no additional impacts can be approved with the DSP and the applicant subsequently withdrew the request for additional impacts. All impacts currently proposed to the PMA can be found in general conformance with the impacts previously approved with the PPS, and the previously approved impacts have been further minimized with the current application.

†[40] 39. Each Detailed Site Plan shall specify that all tree pits along the streets that have shops, restaurants, plazas, and/or other uses shall be connected with a continuous noncompacted soil volume under the sidewalk. Details of how this will be accomplished shall be included on the plans and shall be agreed upon by the Planning Board or its designee. The use of “CU-Soil” as a “structural soil” or other equal product for shade trees planted in tree pits is strongly encouraged.

The subject DSP does not propose tree pits. Future DSPs for specific commercial tenants will be evaluated for conformance with this requirement.

†[44] 43. No individual retail user shall exceed 125,000 square feet other than a grocery store(s).

The subject DSP proposes only one retail tenant larger than this square footage for a grocery store.

†[47] 46. The Detailed Site Plan shall require a landscaped and/or brick wall buffer along the property line adjacent to US 301 and MD 214.

The DSP shows a landscaped buffer for the portion that abuts US 301.

†[49] 48. The height of any high-rise structure, including age-restricted senior units and hotels, shall be evaluated at detailed site plan.

The DSP shows two hotels that are each six stories high, and are the tallest structures proposed. These buildings are located with the western pod, adjacent to the central open space within South Lake. The Planning Board finds this an appropriate height for this type of use and location, which can help emphasize the central focal point.

9. Preliminary Plan of Subdivision 4-04035: PPS 4-04035 was approved by the Planning Board (PGCPB Resolution No. 04-247(C)) in June 2003 and was subject to multiple corrections and

reconsiderations. The governing version of this PPS was reconsidered by the Planning Board on January 25, 2018 (PGCPB Resolution No. 04-247(C/3)(A/2)). The conditions that are pertinent to the review of this DSP are discussed, as follows:

††~~[30]~~ **28.** **Total development within the subject property shall be limited to uses which generate no more than 1,313 AM and 1,925 PM peak-hour vehicle trips, in consideration of the rates of trip generation, internal satisfaction, and pass-by that are consistent with assumptions in the traffic study. Phase I shall be identified as any development that generates up to ~~†[774 AM and 1,242 PM]~~ 1,047 AM and 1,421 PM net off-site peak-hour trips, subject to reasonable assumptions made on the basis of site development proposals. Phase II shall be identified as any development which generates more than ~~†[774 AM and 1,242 PM]~~ 1,047 AM and 1,421 PM net off-site peak-hour trips ~~††[or is within 1,400 linear feet of the proposed MD 214/Hall Road intersection]~~. Rates of internal trip satisfaction may be modified by staff in consultation with the applicant in the event that a greater or lesser degree of mixed-use development actually occurs, but any modifications shall fully consider the assumptions made in the traffic study.**

The area of DSP-19021 includes PPS 4-04035. As shown in the trip generation table presented in Finding 8 above, the subject application is within the trip cap shown in this condition.

††~~[32]~~ ~~[34]~~ **31.** **Final plats shall identify that access to individual lots located along MD 214 and US 301 southbound is denied.**

In accordance with the approved PPS, access is to be provided via public street connections from US 301. No direct access to the lots or parcels is approved. However, the DSP illustrates a direct access driveway from Parcels U and V to US 301. This access shall be eliminated, in accordance with the condition above and Section 24-121(a)(3) of the Prince George's County Subdivision Regulations, or it should be redesigned to a public street, if it is acceptable to the City of Bowie. Access to the commercial development shall be provided from the existing platted public rights-of-way to internal access easement(s) serving the commercial parcels along US 301, which is discussed further under Condition 41 below.

††**34.** **At a time to be determined at detailed site plan, the applicant shall construct a publicly accessible trailhead in the location generally shown on Applicant's Exhibit A, or in an alternate location mutually agreeable to the applicant and DPR. Trailhead facilities may include a parking lot and a shelter. The timing of construction and the trailhead facilities shall be determined at the time of any detailed site plan that includes the trailhead location.**

The DSP proposes a trailhead located on Parcel Y, along the master plan trail route and across from an intersection with the residential development. Details of amenities proposed at this trailhead are also provided. Appropriate conditions are included herein to ensure construction timing and public accessibility is preserved and required through appropriate covenants at the time of final plat.

- ††37. **In accordance with Condition 34, prior to the issuance of the fine grading permit or building permit(s) for any portion of the alternate master plan trail and related trailhead facility to be located outside of the public right-of-way, the applicant shall submit to DPR a performance bond, letter of credit, or other suitable financial guarantee in an amount to be determined by DPR.**
- ††39. **Notwithstanding any condition related to the ultimate connection of the proposed alternate Master Plan trail to the southern property line, the applicant will not be required to bond, permit, or actually construct the ultimate connection to the southern property line along Street W until Street W and Prince George's Boulevard are graded and actually connected. If private Street W is not ultimately constructed, an easement for the master plan trail connection to the southern property line of the site shall still be provided in accordance with Condition 14.**

Private Street W, as shown on the PPS, was approved in DSP-05042-02 as a public street serving as an extension of Prince George's Boulevard into the subject property. The master plan trail was relocated within the public right-of-way, which has been dedicated, removing the need for an easement for a connection to the southern property line of the site. Construction of the master plan trail will occur in concert with construction of the roadway.

- ††[45] 41. **Prior to approval of the final plat, if needed, the applicant and the applicant's heirs, successors, and/or assignees shall submit a draft access easement, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, over the approved shared access to serve the commercial retail as reflected on the approved detailed site plan. If needed, the draft document shall identify the Maryland-National Capital Park and Planning Commission (M-NCPPC) as the grantee and shall submit it for review and approval. The limits of the shared access shall be reflected on the final plat. Prior to recordation of the final plat, the easement shall be recorded in Prince George's County Land Records and the liber/folio of the document shall be indicated on the final plat with the limits of the shared vehicular access. The final plat shall carry a note that vehicular access is authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations.**

PPS 4-04035 anticipated access easements for access to parcels adjacent to US 301, a designated arterial roadway, to which direct access was denied, in accordance with Condition 31. In order to avoid a potentially hazardous or dangerous traffic situation, the Planning Board approved the use of an easement as a means of vehicular access to these parcels (shown as Parcels K, L, S-V, and X on the subject DSP) pursuant to

Section 24-128(b)(9) of the Subdivision Regulations, to which the Maryland-National Capital Park and Planning Commission shall be the grantee. The alignment of this access easement to serve these parcels should be delineated on the DSP, prior to certification. The arrangement of buildings and internal connections reflected on the DSP provides for driveways that access lots fronting on internal public streets such that each parcel will not necessarily have individual access and the driveway locations are consolidated to certain areas. An access easement will also be required for these common driveways.

In addition to its alignment, other details are required to ensure that the access easement functions as a unifying element for the commercial component and creates an identifiable route through the development pod, not only for vehicles, but for pedestrians and users of the commercial and residential areas throughout the site and beyond. The access route shall be reviewed for a level of comfort for all users, not be reduced to a circuitous route through parking lots, and should be designed to connect to the adjoining public streets. The easement should be established as a distinct shared-access route that is clearly superior to an interior parking lot drive aisle. To accomplish this, the applicant should submit an easement cross section, which should include landscaping, lighting, and adequate space for pedestrians in addition to providing vehicular access. The easement shall be located so that each parcel is provided ingress and egress to the easement, including pedestrian connections and refuge, so that each parcel and the building(s) thereon are accessible. Modification of the parcel layout, building pad sites, and parking locations are anticipated, in order to accomplish the overall design described and conditioned herein.

10. **Detailed Site Plan DSP-05042 and its amendments:** DSP-05042 was an infrastructure DSP that was approved by the Planning Board on December 8, 2005, with five conditions. None of the conditions are related to the review of this DSP. DSP-05042 was amended by the Planning Director once, as approved on February 5, 2020, with no conditions.
11. **2010 Prince George's County Landscape Manual:** In accordance with Section 27-548, landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the Landscape Manual. This DSP is subject to the requirements of Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

The DSP provides the necessary plantings and schedules, in conformance with the Landscape Manual, with the exception of Section 4.3. The applicant requested Alternative Compliance, AC-21010, as follows:

The applicant has requested to provide an alternative design for proposed parking lot #7 to conform with the requirements of Section 4.3-2, Parking Lot Interior Planting Requirements. Parking lot #7 is located on proposed Parcel Q and will primarily serve a future grocery store, which will be located east of the intersection of Marketplace Boulevard and Fairmont Drive. Per Section 4.3 (c)(2)(G) of the Landscape Manual, a minimum of one interior planting island is

required on average for every ten contiguous parking spaces. Specifically, the applicant provides the following:

REQUIRED: Section 4.3 (c)(2)(A) Parking Lot Interior Planting Requirements for parking lots 7,000 square feet or larger

Parking Lot Area	130,686 square feet
Interior landscape area required	13% or 16,990 square feet
Minimum number of shade trees required (1 per 300 square feet of interior planting area provided)	57

PROVIDED: Section 4.3 (c)(2)(A) Parking Lot Interior Planting Requirements for parking lots 7,000 square feet or larger

Parking Lot Area	130,686 square feet
Interior landscape area provided	13.6% or 17,766 square feet
Minimum number of shade trees provided	64

Justification

Per Section 4.3 (c)(2)(G) of the Landscape Manual, a minimum of one interior planting island is required on average for every ten contiguous parking spaces. However, for parking lot #7, the applicant proposes a planting island on average every 14 spaces. To offset the negative visual impact of the longer contiguous parking bays, the applicant proffers an increase in the total interior planting area and the number of the shade trees. The proposed interior planting area equals six percent more than the normally required area of interior landscape area. The proposed planting of 64 shade trees equals 12 percent more than the normally required number of shade trees. The additional plantings are distributed throughout the parking lot.

The proposed design, while deficient in the frequency of the required interior landscape islands, is still able to provide the amount of interior planting area within the surface parking lot and the number of shade trees required while providing more than the minimum 160 square feet of contiguous land area per tree. The plant materials proposed are part of the approved lists in the Landscape Manual. Given the large size of this parking lot, the Planning Board finds that larger caliper shade trees shall be installed that will provide an increased level of quality, durability, and shade for parking lot #7. An additional 776 square feet of interior landscape area, beyond the 13 percent required, and 7 trees above the required 1 shade tree per 300 square-foot planting area ratio have been proposed in parking islands central to the parking lot. These additional trees provide shade for the surface parking lot which is a key goal of Section 4.3-2 of the Landscape Manual.

The Planning Board finds that the applicant’s proposal is equally effective as normal compliance with Section 4.3(c)(2)(G), if the applicant provides a larger caliper size for the proposed 64 shade trees in the parking lot at the time of planting. The Landscape Manual specifies the minimum size

for planting shade trees to be 2.5- to 3-inch caliper, 8 to 10 feet in height. The Planning Board finds that the proposed 64 shade trees in parking lot #7 be a minimum of 3- to 3.5-inch caliper in size. The larger caliber trees will ensure that a tree canopy will be established sooner in the parking lot to provide shade and visual relief once the trees are installed.

The Planning Board **APPROVES** of Alternative Compliance AC-21010, from the requirements of Section 4.3(c)(2)(G), Parking Lot Interior Planting, of the 2010 *Prince George's County Landscape Manual*, for Parking Lot #7 of South Lake Commercial - Phase 1, subject to one condition which has been included herein.

12. Prince George's County Woodland Conservation and Tree Preservation Ordinance:

The project is grandfathered with respect to the environmental regulations of Subtitles 24 and 27 of the Prince George's County Code, that came into effect on September 1, 2010, because the site has a previously approved PPS and DSP. The project is subject to the Woodland Conservation and Tree Preservation Ordinance effective February 1, 1993, because it has previously approved TCPs.

The 381.52-acre site contains 303.18 acres of existing woodland on the net tract, under the definition for net tract area in House Bill HB-2007-588. The site has a WCT of 57.23-acres, or 15 percent of the net tract, as tabulated. The TCPII submitted with the application (Revision -05) shows a total woodland conservation requirement of 106.34 acres, and further shows this requirement will be met by providing 106.74-acres of on-site woodland preservation.

The woodland conservation worksheet is not consistent with the woodland conservation sheet summary table, which indicates that only 104.23 acres of woodland preservation has been identified on the plans, and that there is a shortage of 2.11 acres of woodland conservation provided. The TCPII plan requires revisions to show how the full woodland conservation requirement is being fulfilled, to provide additional notes and details if needed to address the methodology proposed, and to address any technical revisions required by the Environmental Technical Manual (ETM).

The TCPII plan shall be in conformance with all technical requirements found in Subtitle 25 and the ETM, prior to signature approval, subject to conditions included herein.

13. Prince George's County Tree Canopy Coverage Ordinance: A 10 percent tree canopy coverage (TCC) requirement applies to this E-I-A-zoned site, in accordance with the Tree Canopy Coverage Ordinance. The commercial development proposed by the subject DSP encompasses 59.83 acres, requiring 5.98 acres of TCC, for this portion of the South Lake development. The subject application provides a schedule showing that 8.43 acres of TCC will be provided through woodland conservation within the South Lake development and tree plantings proposed with the landscape plan. Therefore, the TCC requirements have been met.

14. Further Planning Board Findings and Comments from Other Entities: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Community Planning**—The Planning Board adopts a memorandum dated May 3, 2021 (McCray to Bossi), incorporated herein by reference, which noted that pursuant to Part 3, Division 9, Subdivision 2, of the Zoning Ordinance, master plan conformance is not required for this application.
- b. **Subdivision**—The Planning Board adopts a memorandum dated May 27, 2021 (Gupta to Bossi), incorporated herein by reference, which provided an analysis of the subject DSP's conformance with the prior approvals and noted that the DSP is not in substantial conformance with the approved PPS, as discussed in Finding 9 above. Multiple conditions to address this and other technical issues have been included herein.
- c. **Environmental**—The Planning Board adopts a memorandum dated May 26, 2021 (Finch to Bossi), incorporated herein by reference, which provided environmental conditions that have been included in this approval. Summarized analysis is as follows:

A Natural Resources Inventory-Equivalency Letter, NRI-128-2019 was approved on October 12, 2019, because the site has a previously approved and implemented TCPH.

Preservation of Regulated Environmental Features/Primary Management Area

A statement of justification (SOJ) for impacts to regulated environmental features was originally submitted and reviewed as part of PPS 4-04035. Specific impacts to PMA were approved at that time. No new PMA impacts are being proposed with the amended DSP-19021 and the revised TCP2 submitted on May 14, 2021, which show further minimization of PMA impacts. An SOJ for revised and new impacts to PMA dated May 27, 2020 was withdrawn by the applicant.

The Planning Board supports the proposed reduction of previously approved impacts that are no longer necessary because the reduced impacts further enhance the protection of regulated environmental features in priority conservation areas and is consistent with the retention of environmental features on the site to the fullest extent possible.

Stormwater Management

The site has a SWM Concept Plan Approval Letter (26947-2002-03) and plans approved on May 8, 2020 by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) subject to conditions, with an expiration date of May 8, 2023. The approval is to address the overall SWM requirements of the site. This project is grandfathered because the SWM plans and sediment control plans were approved prior to May 4, 2010. The applicant proposes to mitigate on-site stream impacts through a payment of \$243,500 into the Little Paint Branch Watershed Stream Restoration Project, as outlined in the Nontidal Wetland Permit. The check shall be deposited in the Paint Branch Stream Enhancement Project. The extension of the SWM both include the following added conditions:

- “8). Slope stability analysis is required at time of permit review.
- “9). Required water quantity will consist of extended detention, Cpv, and 100-year attenuation.”

The South Lake project was annexed into the City of Bowie in December 2019. Review comments dated May 20, 2021, provided by DPIE on DSP-19021 requested the following:

”Provide the City of Bowie municipality Stormwater Management Concept case number with approval letter and approved Concept Plans. The Detailed Site Plan filed under Case No. DSP-19021 is to be consistent with the Stormwater Management Concept Plans approved by the City of Bowie.”

Prior to certification of the DSP, the TCPII shall show the proposed SWM features consistent with the City of Bowie SWM concept approval letter and approved concept plans.

- d. **Transportation**—The Planning Board adopts a memorandum dated May 25, 2021 (Masog to Bossi), which reviewed the subject DSP for conformance with the applicable conditions of prior approvals that have been included in the findings of this report. This application is consistent with the revision to CSP-02004, the PPS, and the DSP currently under review for the multifamily portion of the development and is acceptable, as shown.
- e. **Pedestrian and Bicycle Facilities**—The Planning Board adopts a memorandum dated May 24, 2021 (Ryan to Bishop), which reviewed the subject application for conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B*, and Subtitle 27 to provide the appropriate pedestrian and bicycle transportation recommendations. In addition, a review of the applicable conditions of prior approvals was provided and is included in the findings of this report, as appropriate. The additional comments provided in the referral are as follows:

The pedestrian system, if revised as conditioned, is convenient and comprehensively designed by providing connections throughout the subject site and by allowing multiple connections to the shared use path that runs adjacent to the site. The provided improvements support separated pedestrian routes and the pedestrian system has been designed to encourage pedestrian activity.

Further, it was determined that the pedestrian and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines, pursuant to Sections 27-274 and 27-546 of the Zoning Ordinance, and meets the findings for pedestrian and bicycle transportation purposes, as conditioned herein.

- f. **Historic Preservation**—The Planning Board adopts a memorandum dated May 18, 2021 (Stabler and Smith to Bossi), incorporated herein by reference, which indicated that a Phase I archeology survey was conducted on the subject property in 1991. No archeology sites were identified within the confines of this DSP. No additional archeological investigations are recommended. This proposal will not impact any historic sites or resources or known archeological sites.
- g. **Permit Review**—The Planning Board adopts a memorandum dated May 26, 2021 (Bartlett to Bossi), which provided an analysis of applicable regulations and actions taken by the City of Bowie.
- h. **Prince George’s County Health Department**—The Planning Board adopts a memorandum dated April 6, 2021 (Adepoju to Bossi), incorporated herein by reference, in which the Health Department provided four comments relative to there being no food facilities or grocery stores within a 0.5 mile radius of this site, and floor plans of the proposed restaurants must be submitted to DPIE for food facility permits.
- i. **Prince George’s County Department of Permitting, Inspections and Enforcement**—The Planning Board adopts a memorandum dated May 20, 2021 (Giles to Bossi), incorporated herein by reference, in which DPIE provided that MD 214, US 301, and MD 978 are State-maintained roadways; therefore, right-of-way dedication and roadway improvements are to be coordinated with SHA, as determined necessary. Additional roadway issues will have to be coordinated with the City of Bowie, as they are within their municipal limits. Since the property has been annexed into the City of Bowie, a SWM concept plan is required to be approved by the City of Bowie. The proposed site will require a City of Bowie stormdrain/SWM technical approval. These issues will be addressed at time of permitting.
- j. **Prince George’s County Police Department**—The Police Department did not provide comments on the subject application.
- k. **Prince George’s County Fire/EMS Department**—The Planning Board adopts an email dated April 5, 2021 (Reilly to Bossi), in which the Fire/EMS Department provided a comment regarding emergency egress and hydrant coverage of proposed Pad Site 1. The DSP has since been revised such that the building on this site is now surrounded by drive aisles.
- l. **Prince George’s County Department of Parks and Recreation**—The Planning Board adopts a memorandum dated May 21, 2021 (Burke to Bossi), in which DPR found the subject DSP is for development of commercial and retail uses only and is therefore not subject to the mandatory dedication of parkland. However, the plans include sections of the master plan trail along its frontage on the proposed extension of Prince George’s Boulevard and Fairmont Drive, as well as a trailhead facility with amenities. The master plan trail is proposed as a 10-foot-wide paved trail to be located on the east side of the aforementioned roads, and will extend along the entire frontage, connecting proposed

sections of the trail in Collington Business Park and National Capital Business Park to the south, ultimately reaching downtown Upper Marlboro, and north to the City of Bowie. The proposed trailhead facility will be located on the east side of Fairmont Drive and will include a small pavilion with two picnic tables, benches, bike racks and a bicycle service kiosk, a community kiosk, and waste receptacles. The details of the facilities provided with this application will be evaluated by the Urban Design Section of the Prince George's County Planning Department.

- m. **Washington Suburban Sanitary Commission**—The Planning Board adopts comments received April 15, 2021 (Djourshari to Heath), in which WSSC provided an amended letter of findings with conditions for the proposed South Lake Development.
- n. **City of Bowie**—The Planning Board adopts a memorandum dated May 11, 2021 (Bowie City Council to Hewlett), incorporated herein by reference, in which it was noted that the Bowie City Council conducted a virtual public hearing on May 3, 2021 and voted to recommend APPROVAL of DSP-19021, subject to conditions that have either been addressed through plan revisions or are included in this approval. The one condition regarding the location of Sign 1 was not included, as that sign is outside of the limits of this DSP.

In addition, it is noted that the Council of the City of Bowie approved BD-1-20 for a reduction in the dimensions of 142 nonhandicap/ nonparallel standard-sized parking spaces to 9 by 18 feet within DSP-19021.

- 15. As required by Section 27-285(b)(1) of the Zoning Ordinance, if it is approved with the proposed conditions, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
- 16. In accordance with Section 27-285(b)(2), this DSP is in general conformance with CSP-02004.
- 17. Section 27-285(b)(4) provides the following required finding for approval of a DSP:
 - (4) **The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the amended DSP and revised tree conservation plan submitted for review.

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 II Tree Conservation

Plan TCPII-126-05-05 and APPROVED Alternative Compliance AC-21010, and further APPROVED Detailed Site Plan DSP-19021 for the above described land, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:
 - a. Provide the permitted and proposed floor area ratio, to include the development from DSP-19023, DSP-21002, and DSP-19021 relative to the area of CSP-02004.
 - b. Revise the Sheetz freestanding sign to include a masonry base that complements the building architecture and the other proposed freestanding signs.
 - c. Provide shade trees with a minimum 3- to 3.5-inch caliper in Parking Lot 7. The applicant shall revise the landscape plan, the plant schedule, and the Section 4.3 Landscape Schedule accordingly to reflect these changes.
 - d. Resolve the discrepancy in the number of parking spaces shown on the DSP for Pad Site 10, the architectural plan, and the parking tabulation.
 - e. Show proposed shade trees in the islands at the northwestern and southwestern corners of the Sheetz building.
 - f. Provide “Do Not Enter” signs from the parking area south of the Sheetz building into the drive-through lane.
 - g. Revise the photometric plan to include all on-site lighting and add pole- or building-mounted light fixtures, if needed, to eliminate the following unlit areas:
 - (1) At the trailhead,
 - (2) Between Pad Sites 20 and 27,
 - (3) Between Pad Sites 24, 25, and 26,
 - (4) In the trash area between Pad Sites 11 and 12,
 - (5) Between Pad Sites 14 and 15,
 - (6) In the southeastern area of Pad Site 16, and
 - (7) In the area northeast and south of Pad Site 1.
 - h. Revise the plans to provide 5-foot-wide pedestrian paths, composed of sidewalks, crosswalks, and curb ramps that meet ADA requirements at the following locations:

- (1) East side of Marketplace Boulevard to the proposed Pad Site 10 building entrance,
 - (2) East side of parcel M through proposed Parcel S, connecting to sidewalks shown along proposed Pad Site 14,
 - (3) East side of Marketplace Boulevard to proposed Pad Site 23, subject to grading limitations,
 - (4) Proposed entrance of Pad Site 2 along the drive aisle to the entrance of Pad Site 9,
 - (5) Proposed entrance of Pad Site 11 along the drive aisle to the entrance of Pad Site 17,
 - (6) Proposed entrance of Pad Site 17 along drive aisles and through Parcel X parking lot to Pad Site 19, and
 - (7) Proposed entrance of Pad Site 22 through the parking lot to the entrance of Pad Site 14.
- i. Revise the plans to provide continental-style crosswalks at the following locations:
- (1) Crossing Eastern Avenue from the northeast corner of Pad Site 20, unless modified by the City of Bowie, with written correspondence.
 - (2) Crossing Fairmont Drive from the southwest corner of Pad Site 27, unless modified by the City of Bowie, with written correspondence.
 - (3) Crossing Fairmont Drive from the northwest corner of Pad Site 21, unless modified by the City of Bowie, with written correspondence.
 - (4) Crossing the drive aisle between Pad Site 16 and Pad Site 17, providing a link between sidewalks.
 - (5) Crossing both vehicular entrances to proposed Pad Site 10.
 - (6) Crossing Marketplace Drive connecting sidewalks along the frontage of Pad Site 11 and Pad Site 7, unless modified by the City of Bowie, with written correspondence.
- j. Provide the alignment and cross section of an access easement to serve the parcels adjacent to US 301 (Robert Crain Highway), and parcels which front on but do not have individual access from internal public streets. The cross section shall be designed to be visually and functionally distinguishable from interior parking lot drive aisles and include

details for landscaping, lighting, and pedestrian and vehicular facilities to serve each parcel, as described by the findings contained herein.

- k. Remove the driveway access located on Parcels U and V to US 301 (Robert Crain Highway), or, if acceptable to the City of Bowie, redesign the access as a public street, including use of a public street standard and providing a continuous connection from US 301 to a public right-of-way internal to the site.
- l. Delete land-locked Parcels D, E, H, and W and incorporate their areas into adjoining parcels, or modify the configuration of these parcels to provide frontage onto a public street, in accordance with Section 24-128(a) of the Prince George's County Subdivision Regulations.
- m. Correct General Note 2 on sheet 1 of the DSP to list Outparcels D, E, and F, recorded in Plat Book ME 254 page 65, as the subject property.
- n. Revise General Note 16 on sheet 1 of the DSP to reflect the variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, which was approved pursuant to Final Plat of Subdivision 5-19182 (PGCPB Resolution No. 2020-108) for location of public utility easements along US 301 (Robert Crain Highway).
- o. Delineate proposed parcel property lines using a thicker property line symbol and correct the plans to provide all property line bearings and distances, removing all instances of overlapping text and ensuring all text is legible.
- p. Revise the parcel designations so that development parcels are provided numeric designations and open space parcels are provide alpha designations in sequential order.
- q. Provide a table for the proposed parcels, giving their acreage, ownership, and use.
- r. Extend 10-foot public utility easements across all private driveways to ensure continuity.
- s. Provide a development tracking chart to tabulate total number of lots and parcels approved under various DSP applications for the overall South Lake development.
- t. Provide a slope stability analysis demonstrating the location of the mitigated 1.5 safety factor line, based on the revised grading plan.
- u. Include the safety factor line and the required building setback line on the DSP and Type II tree conservation plan and legend, as applicable, and include a note to identify whether the plan sheet includes or does not include a 1.5 mitigated safety factor line, as determined by the Prince George's County Department of Permitting, Inspections and Enforcement. A note shall be added if there is no 1.5 mitigated safety factor line on the plan sheet.

- v. Revise the DSP and Type II tree conservation plan, as applicable, to show the delineation of the 100-year floodplain based on a required 100-year floodplain study approved by the Prince George's County Department of Permitting, Inspections and Enforcement.
- w. Revise the Type II tree conservation plan (TCPII), as follows:
 - (1) Use the standard symbols and labeling provided in the Environmental Technical Manual in the legend and on the plan set.
 - (2) Provide a complete legend of all graphic elements represented on the plan set and place it on all plans included in the plan set.
 - (3) Tree protection signs should be identified as temporary or permanent. Add a detail of a temporary tree protection sign suitable for use during construction to the plan set, and show how the signage is attached to the temporary tree protection fence. Temporary tree protection signs shall be spaced 50 feet apart.
 - (4) Provide a detail for the installation of permanent tree protection signs after the removal of temporary devices. Add a post-type of permanent tree protection detail to the plan and provide notes for implementation. Permanent tree protection signage should be spaced 50 feet apart.
 - (5) Add a graphic for the 1.5 safety factor line to the legend.
 - (6) Add the prior approval dates and signatures in typeface to the approval block.
 - (7) Add the standard non-native invasive species management notes to the detail sheet.
 - (8) Add all current and applicable standard Type 2 Tree Conservation Notes to the plan as found in the Environmental Technical Manual and address all woodland conservation methodologies applied on-site.
 - (9) Label all stormwater management (SWM) features on the site by type and identifier on the final technical SWM plan.
 - (10) Where retaining walls are proposed, woodland conservation shall be set back a minimum of 10 feet from the top and bottom of the walls to allow for a work and maintenance zone.
 - (11) Add all metes and bounds on property lines that are external to the development.

- (12) Reconcile the amount of woodland preservation provided in the woodland conservation summary table, the woodland preservation provided on the net tract, and demonstrate how the woodland conservation requirement for the site will be fully met.
 - (13) Revise the TCPII, as necessary to address all other conditions of approval.
 - (14) Adjust and reconcile all worksheets and tables to reflect any revisions to the TCPII.
 - (15) Have the revised plan signed and dated by the qualified professional that prepared the plan.
2. Prior to approval of a final plat, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that a business owner or other appropriate community association has been established for the retention and maintenance of open space parcels with the subject detailed site plan. The draft covenants shall be submitted to the Subdivision Section to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.
3. Prior to approval of the final plat for Parcel Y, provide a covenant, or other appropriate mechanism, assuring public accessibility to the proposed trailhead facility.
4. Prior to approval of building permits, the applicant, and the applicant's heirs, successors, and/or assignees shall convey to the business owners or community association land, as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:
 - a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division.
 - b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.
 - c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.

- e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division.
 - f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.
5. The applicant, and the applicant's heirs, successors, and/or assignees shall construct the proposed trailhead in phase with development. However, no later than prior to approval of the 600th residential building permit within DSP-19023, the trailhead construction shall be completed.
 6. Prior to approval of any building-mounted sign permits, except for those on proposed Parcel L for the Sheetz building, obtain approval from the Prince George's County Planning Board, or its designee, of a comprehensive building-mounted signage plan for all Phase 1 commercial tenants.
 7. Qualifying modifications and/or minor amendments to the DSP for future commercial tenants may be reviewed and approved by the Planning Director or designee, pursuant to Section 27-289(c).

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, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, June 24, 2021, in Upper Marlboro, Maryland.

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

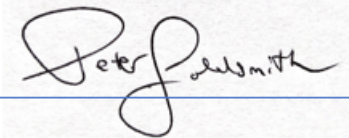
Elizabeth M. Hewlett
Chairman

Jessica Jones

By Jessica Jones
Planning Board Administrator

EMH:JJ:AB:nz

APPROVED AS TO LEGAL SUFFICIENCY

A handwritten signature in black ink, appearing to read "Peter Felton", is written over a light blue horizontal line.

M-NCPPC Legal Department
Date: June 29, 2021