



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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PGCPB No. 16-88

File No. DSP-16011

## 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 July 28, 2016 regarding Detailed Site Plan DSP-16011 for Woodmore Towne Centre at Glenarden, Lots 1 and 2, Nordstrom Rack, the Planning Board finds:

1. **Request:** The subject application is for approval of a detailed site plan (DSP) for a 59,607-square-foot retail development including four individual buildings located on land known as Lots 1 and 2 as shown on Record Plat PM 231 at 31, within Woodmore Towne Centre at Glenarden.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Retail
Acreage		
Lot 1	2.66	2.66
Lot 2	2.93	2.93
Building square footage/GFA	0	59,607 sq. ft.

## **OTHER DEVELOPMENT DATA**

### **Lots 1 and 2**

#### **Parking Spaces Required\***

1 space per 250 sq. ft. of Integrated Shopping center (59,607)	239 spaces
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#### **Parking Spaces Provided**

Standard Spaces	271 spaces
Compact Spaces	18 spaces
ADA Spaces (Total)	14 spaces
ADA Spaces (Van-Accessible)	<u>6 spaces</u>
<b>Total</b>	<b>309 spaces</b>

<b>Loading Spaces Required</b>	<b>3 spaces</b>
<b>Loading Spaces Provided</b>	<b>3 spaces</b>

**Note:** \*The applicant did not submit documentation to request a reduction in the required parking spaces as allowed in the M-X-T Zone per Section 27-574 of the Zoning Ordinance. Although the site is part of a larger M-X-T project, within the area of the site plan, only one use (retail) is proposed and the minimum parking is being provided. With the program proposed on the site plan, considerably more parking than the minimum is shown. Given the location of the subject site in relation to other uses on the overall M-X-T-zoned site, the sharing of parking seems likely. Therefore, the required number of parking spaces is calculated per the requirements of Section 27-568 of the Zoning Ordinance for an integrated shopping center.

**Floor Area Ratio - FAR**

<b>USES</b>	<b>SQUARE FOOTAGE</b>
<b>Approved with DSP-07057/01</b>	<b>1,200,862 SF</b>
Single-family detached	178 DUs@3000 = 534,000SF
Single-family attached	203 DUs@2300 = 466,900SF
Two-family dwellings	98 DUs@2000 = 196,000SF
Community Building	3,962 SF
<b>Approved with DSP-07011/01</b>	<b>791,208 SF</b>
Multifamily	108 DUs = 61,127 SF
Retail	705,227 SF
Office	24,854 SF
<b>*Approved with DSP-07011-04</b>	<b>49,768 SF</b>
<b>Approved with DSP-07011-05</b>	<b>7,624 SF</b>
<b>Approved with DSP-14027</b>	<b>64,172 SF</b>
<b>Proposed with DSP-16011</b>	<b>59,607</b>
<b>Total Gross Floor area</b>	<b>2,113,703SF</b>
Site: 238.67 acres	<u>10,396,465.2 SF</u>
<b>Total FAR</b>	<b>0.2036</b>

**Note:** \* The -02 and -03 revisions to the DSP did not include increases in gross floor area.



3. **Location:** The overall Woodmore Towne Centre site is in Planning Area 73, Council District 5. More specifically, the properties are located in the east and west quadrants of the intersection of Ruby Lockhart Boulevard and Campus Way North. The commercial portion of the site includes 141 acres of the overall 244 acres of the Woodmore Towne Centre development.
4. **Surrounding Uses:** The subject site is surrounded by the overall Woodmore Towne Centre community. To the north and northeast is the residential community. To the northeast is the Maryland-National Capital Park and Planning Commission (M-NCPPC) park site. To the south of the site is the existing integrated shopping center.
5. **Previous Approvals:** On March 14, 1988, the Prince George's County District Council approved Zoning Map Amendment A-9613-C rezoning the subject property from the Rural Residential (R-R) Zone to the Mixed Use-Transportation Oriented (M-X-T) Zone, subject to 11 conditions. Subsequently, the applicant filed a request to amend the conditions and the District Council reapproved A-9613-C on July 23, 2007, subject to six conditions.

On January 23, 2006, the District Council approved Conceptual Site Plan CSP-03006, which proposed 900-1,100 residential units, including single-family detached units, single-family attached units (townhouses), multifamily units, and stacked condominiums (stacked townhouses); 400,000-1,000,000 square feet of retail; and 550,000-1,000,000 square feet of office, subject to 25 conditions and one consideration. A revised CSP (CSP-03006-01) was reviewed and approved at the Planning Director level to allow retail and service uses in the Outlot B area of the site, instead of the originally approved office uses. On November 9, 2015, the District Council approved Conceptual Site Plan CSP-03006-02 to relocate the hotel and conference center from Pod B to Pod E, relocate the multifamily from Pod D to Pod B, and add an institutional use to Pod E. On March 25, 2016, D.R. Horton filed an amendment to the conditions of approval imposed by the District Council in accordance with Section 27-135(c)(1) of the Zoning Ordinance for CSP-03006 and CSP-03006-02 specifically relating to the deletion of Condition 1(a)(iii) and to modify Condition 18(i). That request is currently pending review by the Zoning Hearing Examiner.

Preliminary Plan of Subdivision 4-06016 was originally approved on October 26, 2006, subject to 40 conditions. Subsequently, the applicant requested a waiver and reconsideration of the preliminary plan, which the Planning Board granted. The amended resolution of approval (PGCPB Resolution No. 06-212(A)) was adopted by the Planning Board on July 12, 2012 with 40 conditions.

On September 24, 2007, the District Council reviewed and approved a DSP for Infrastructure, DSP-07011, for the entire project including both the commercial development and the residential development, subject to 27 conditions.

The first revision (DSP-07011/01) was for the purpose of developing a 705,227-square-foot integrated shopping center with 108 multifamily dwellings and 24,854 square feet of office space on land to the south of the subject application, and was reviewed and approved by the District

Council on April 21, 2009, subject to 29 conditions. The project has been constructed in conformance with the DSP, except for the 108 multifamily units shown on the DSP to be located above the shopping center. Subsequent minor revisions (-02, -03, and -05) were approved by the Planning Director in 2010 and 2012. The District Council approved DSP-07011-04 for 49,768 square feet of commercial space, including a health club, a fast-food restaurant, and general retail within Outlot B, located at the intersection of Saint Joseph's Drive and Ruby Lockhart Boulevard.

The subject property was originally part of the 82 acres associated with the residential development under Detailed Site Plan DSP-07057 when Lots 1 and 2 were previously proposed to be developed with high-rise multifamily above a single story of commercial development, as was envisioned in the approval of CSP-03006. Detailed Site Plan DSP-07057 was revised on two occasions under the authority of the Planning Director as minor revisions to the site plan since the original approval applying to the project currently being built out by D.R. Horton. The number of residential permits issued, as of the writing of this report, is approximately 379. The final plat for this property was recorded on Record Plat PM 231 at 31.

The subject property has an approved Stormwater Management Concept Plan, 13212-2016-00, dated June 10, 2016, and is valid through June 10, 2019.

6. **Design Features:** The subject DSP proposes the development of Lots 1 and 2 of Woodmore Towne Centre located at the intersection of Ruby Lockhart Boulevard and Campus Way North. The proposal is for the development of 59,607 square feet of retail.

**Lot 1** proposes a single tenant in a 30,069-square-foot building (Nordstrom Rack) attached to another 10,010-square-foot retail space with multiple tenants for one or more unidentified tenants, for a total of 40,079 gross floor area on Lot 1. Access to Lot 1 is from Ruby Lockhart Boulevard (which borders the north side of the existing shopping center) and from Woodmore Centre Drive. A surface parking compound is proposed in front of the building consisting of 156 parking spaces. The applicant has submitted an application for alternative compliance for the site to seek relief from a number of the requirements of the 2010 *Prince George's County Landscape Manual*, including the internal green area required for a parking compound. A loading area is proposed in two locations to the rear of the building.

**Lot 2** proposes three separate building pad sites as future structures with unidentified tenants. The gross floor area of the development proposal is shown as follows:

Future pad site A	= 8,035 square feet
Future pad site B	= 8,035 square feet
Future pad site C	= 3,458 square feet
Total	19,528 square feet



Access to Lot 2 is from Campus Way North, Woodmore Centre Drive, and Five Lées Lane. The surface parking compound consists of 147 parking spaces proposed in and around the two buildings located at the northeast and northwest corners of Lot 2, and a third building is located central to the south portion of the lot. The layout depicts the two corner buildings as having frontage on two streets and parking along the other two sides of the building. The third building appears to be a pad site with a drive-through lane. One loading space is proposed on Lot 2.

The architectural elevations have been provided for the Nordstrom Rack store and associated retail. The buildings are single-story, flat roof, with parapet heights ranging from approximately 32 to 42 feet above the retail finished floor. The building on Lot 1 is approximately 300 feet long and varies in depth from 135 feet along Ruby Lockhart Boulevard to 110 feet in depth along Woodmore Centre Drive. The exterior finish materials include stone, cast stone, stucco, brick, metal panels, and other masonry. There is a variety of materials included along the western elevation facing the parking area and the southern elevation fronting on Woodmore Centre Drive. Stone veneer, brick, and masonry are featured around the entire building. The upper portions of the buildings are accented with stucco, metal panels, and cornices, which indicate the materials are consistent within the overall shopping center. Colors are a variation of earth tones, cream, beige, grey, and white.

The western elevation, which includes the main entrance feature into Nordstrom Rack, is a series of flat planes that project off the main façade with the use of a variety of building materials. Additionally, a metal canopy is proposed over the front entrance. The western and southern elevations of the other retail shops, which are similar in design to the balance of the architecture within the Woodmore Towne Centre project, have projecting brick and stone piers, pilasters, and horizontal recessed sign band fascias that create a rhythm for future tenant signs and metal framed fabric awnings that will be finalized during the design of the tenant spaces. The northern elevation displays brick that runs horizontally and vertically throughout the wall, with the addition of stone to create a pattern and rhythm between two corner tower elements that are capped with cornices. The eastern elevation of the building on Lot 1 is the service area. The façades contain materials that are used in the other elevation designs and reduce to integrally colored masonry, as the elevation extends to the loading and service portions of the project.

The building-mounted signage for Nordstrom Rack on Lot 1 consists of four building-mounted signs: one on the front façade, one on the rear façade, and one on the side elevation along Ruby Lockhart Boulevard. The sign face area calculation is provided as follows:

Front façade	160.0 square feet	99 inch tall lettering
North façade	84.5 square feet	72 inch tall lettering
South façade	84.5 square feet	72 inch tall lettering
Rear façade	<u>84.5 square feet</u>	72 inch tall lettering
<b>Total</b>	<b>413.5 square feet</b>	

The plans also propose signage for the tenant spaces in the attached 10,010-square-foot building attached to Nordstrom Rack. However, the details should be provided prior to certification of the plans.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance as follows:

- a. The subject application is in conformance with the requirements of Section 27-547(d), which governs the required mix of uses in all mixed-use zones. The overall Woodmore Towne Centre, which includes the subject site, was approved for a mixed-use development consisting of retail, office, hotel, and residential uses. The subject DSP, which proposes the retail uses, contributes additional square footage toward the existing integrated shopping center.
- b. The DSP is consistent with Section 27-548, Regulations. The following discussion is provided:
  - (1) Per Section 27-548(a), the applicant used the optional method of development for the overall Woodmore Towne Centre by proposing a residential component as part of the overall development. This increases the floor area ratio (FAR) by 1.0 above the base allowed of 0.40, if more than 20 dwelling units are provided. Thus far, DSPs have been approved in excess of 500 dwelling units, making Woodmore Towne Centre eligible for this bonus and setting a limit of 1.4 FAR for the overall development. The proposed FAR is only 0.2036 for the entire area of the CSP.

The approved and proposed FAR for the overall Woodmore Towne Centre, thus far, is much lower than the allowable FAR. As more development is proposed on the site through the submission of DSPs and permits for the remainder of the site, the FAR will increase. The plans should be revised accordingly with the most comprehensive analysis of the FAR for the overall site for each new plan of development that includes new gross floor area.

- (2) Developments in the M-X-T Zone are required to have vehicular access to a public street in accordance with Section 27-548(g) as follows:
  - (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.**



In conformance with this requirement, Lot 1 has frontage and direct vehicular access to Ruby Lockard Boulevard, a public street. Lot 2 access is provided through the shopping center and was authorized through the approval of the preliminary plan.

- c. If approved with conditions, the DSP will be in conformance with the applicable site design guidelines contained in Section 27-274. The plan has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274, as follows:
- (1) Section 27-274(a)(2)(i), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located to the rear or side of structures to minimize the visual impact of cars on the site. Surface parking is provided for each of the lots. On Lot 1, parking is located wholly in front of the building. Generally, the Planning Board encourages parking lots be located to the side and rears of buildings which will improve the pedestrian experience. However, in this case, the applicant proposes to increase the landscaping along the edge of the development along the pedestrian zones to create a pleasant pedestrian experience, and the Planning Board found this to be appropriate. Further, it should be noted that the building is located in a manner in which the building blocks views into a shared loading facility with the adjacent building on Lot 5 and the maximum frontage of the parking lot is facing an internal street to the overall shopping center and not Ruby Lockhart Boulevard.
  - (2) In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive. The development scheme proposes the loading areas to be directly adjacent to the loading facilities of the existing Best Buy building, to which the proposed Nordstrom Rack building on Lot 1 will back. This will create a unified loading area that will serve both buildings. Trash facilities should also be located in this area and the plan should demonstrate the location of these facilities.
  - (3) In accordance with Section 27-274(a)(6)(i), site and streetscape amenities, coordination of the design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture will be required. It appears that the design of the sidewalk on both Lots 1 and 2 was minimal at the time of the installation, anticipating that, when the uses are finally determined on the site, the existing sidewalks would be upgraded to be consistent with the rest of the center. Only a three- to four-foot-wide sidewalk exists along the frontages of Campus Way North and Woodmore Centre Drive. It is anticipated that the pedestrian traffic will be heavy along Campus Way North when the proposed stores are open, as the location of these two lots are prominent within the overall development, and actually set forth the main entrance into the overall shopping center. Therefore, additional design consideration is given to the movement of pedestrians along Campus Way North, in the form of shade trees and wider sidewalks.

- d. Section 27-546, Site Plans, has additional requirements for approval of a DSP in the M-X-T Zone as follows:

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

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

The purposes of the M-X-T Zone as stated in Section 27-542 are as follows:

- (a) **The purposes of the M-X-T Zone are:**

- (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 subject DSP proposes the development of additional retail in conformance with previous plan approvals within the larger Woodmore Towne Centre, which is located at the major intersection of the Capital Beltway (I-95/495) and Landover Road (MD 202).

- (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 development site is located in an existing commercial area. The *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) locates the site in a designated employment area and recommends that future reinvestment and growth be limited to designated centers and existing commercial areas (Policy 9, page 86). In 2007, the Woodmore Towne Centre at Glenarden mixed-use development was approved to include up to 1,100 residential units, up to 1,000,000 square feet of retail



space, up to 1,000,000 square feet of commercial office space, and up to 360 hotel rooms. The area adjacent to the proposed development site includes a major shopping center with single-family attached residential units under construction in the northern portion of the Woodmore Towne Centre at Glenarden site. In 2009, the *Approved Landover Gateway Sector Plan and Proposed Sectional Map Amendment* (Landover Gateway Sector Plan and Proposed SMA) incorporated Woodmore Towne Centre, as approved, with no land use policy changes.

- (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;**

The overall Woodmore Towne Centre already has a large amount of commercial uses. By adding desirable retail uses, as proposed with this application, the potential of the development is maximized by adding to the site's destination appeal.

- (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;**

The location of the property in the vicinity of residential, institutional, and other commercial uses, with sidewalks serving as connectors, will help to reduce automobile use, if the conditions of approval are adopted.

- (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;**

The proposed additional retail, in conjunction with the remainder of Woodmore Towne Centre, will facilitate a 24-hour environment with a mix of uses including residential, hotel, and retail.

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

The proposed additional retail, in conjunction with the remainder of Woodmore Towne Centre, will create a harmonious horizontal mix of uses.

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

The proposed additional retail will maintain the visual character of the Woodmore Towne Centre development, while creating a functional relationship by putting these uses at a major intersection into the commercial shopping center.

- (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;**

The proposed additional retail, in conjunction with the remainder of Woodmore Towne Centre, promotes optimum land planning by consolidating necessary public facilities and infrastructure at an existing major intersection into the commercial shopping center.

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

The subject DSP incorporates a flexible response to the market by proposing additional retail as approved in CSP-03006-02. This proposal allows for continued progress and will maintain the economic vitality of the overall town center.

- (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.**



The subject application should be revised in regard to the architectural elevations because the building on Lot 1 lacks architectural detailing along Ruby Lockhart Boulevard. The Planning Board found that the project will have a high level of architectural design and will be in keeping with the level of architectural design already achieved throughout the built portion of Woodmore Towne Centre.

- (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 requirement does not apply to the subject DSP, as this property was placed in the M-X-T Zone through a zoning map amendment originally approved prior to 2006.

- (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;**

At the time of DSP review for the architecture for Lot 2, the structures should indicate architectural detailing and high-quality exterior materials on façades facing externally to the development, particularly along Ruby Lockhart Boulevard.

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

The subject DSP is the main entrance to the overall shopping center and main street. All proposed architecture should be harmonious by using some of the same exterior finish materials on the façades as those used in the surrounding existing structures. Condition 1(o) of the approval will ensure that the project will be compatible with the existing development in the vicinity.

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

The proposed development will complement the land uses in the vicinity, the arrangement and design of the buildings are cohesive with the adjacent integrated shopping center, and this application is an extension of the existing development, creating an independent environment of continuing quality and stability.

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

The staging of the proposed development is to build-out Lot 1 first. The second phase of the development will require approval of the architectural elevations prior to issuance of building permits for buildings on Lot 2.

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

A sidewalk connection is provided so that future users of the retail stores can easily and safely walk to the shopping center. An expansion of the existing pedestrian zone along Campus Way North is proposed.

- (8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

The only specific area for pedestrian gathering places that would merit special attention is at the entrance to the main tenant on Lot 2. Condition 1(n) ensures special paving, landscaping, and crosswalks in this area.

- (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 requirement is not applicable to this DSP.

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

The most recent adequacy finding for the overall M-X-T-zoned site was made in 2006 for Preliminary Plan 4-06016. Section 27-546(d)(10) requires that, if more than six years have elapsed since a finding of adequacy was made, 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 (CIP), within the current State Consolidated Transportation Program (CTP), or to be provided by the applicant. Given that the review of conformance with this finding focuses on the period of time required for the implementation of any needed transportation facilities, the following is noted:

- (a) All transportation facilities deemed necessary for adequacy by the preliminary plan have been constructed and opened to traffic. The exception is the Evarts Street connection across the Capital Beltway, which is required with the later stages of the office component of this development.
- (b) The opening of the I-95/I-495/Arena Drive interchange to full-time operations has been completed.
- (c) There are no facilities which were assumed to be part of background development during the review of transportation adequacy that have been deferred due to either a loss of funding or bonding.

In light of these facts, it is determined that all transportation facilities needed to serve the current proposal have been constructed in accordance with prior approvals, as required by Section 27-546(d)(10).

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The subject DSP does not propose a mixed-use planned community. This requirement is not applicable.

8. **Zoning Map Amendment A-9613-C, as amended:** The DSP is in general conformance with Zoning Map Amendment A-9613-C, which became effective September 5, 2007. The following conditions warrant discussion and relate to the review of the subject DSP:

1. **Development within the retail town center should be oriented inward with access primarily from internal streets. Offices and hotels located along the site's frontage on the Capital Beltway and at its entrance from St. Joseph's Drive may be oriented toward the Capital Beltway and the project entrance, respectively. A connection shall be made from the single-family detached component to Glenarden Parkway. Individual building sites shall minimize access to Campus Way and St. Joseph's Drive. The Planning Board or District Council, as appropriate, shall approve access points onto these thoroughfares at the time of detailed site plan approval.**

The overall development was planned at the conceptual site plan and preliminary plan stages to have as little development as possible having access oriented directly onto existing Campus Way North and Saint Joseph's Drive. The development proposed by the subject plan does not front on either of these streets. The development proposed by the subject plan does front on Ruby Lockhart Boulevard, which provides the main entrance into the development. The rest of the access points to the proposed development are via Woodmore Centre Drive, Campus Way North, and Five Lees Lane.

3. **Development of the site shall be in accordance with parameters provided in the approved Conceptual Site Plan (CSP-03006) (Exhibits 6(b) and 23 herein), as revised from time to time.**

Exhibits 6(b) and 23 are the District Council Order affirming the Planning Board's decision (with modifications) dated January 23, 2006 for Zoning Map Amendment A-9613-C and Conceptual Site Plan CSP-03006, respectively. The CSP has been revised and approved with revisions since the original CSP. It is reasonable to consider those changes as affecting the original approval of the plans. The DSP is in conformance with the CSP plans as revised.

4. **All buildings shall be fully equipped with automatic fire suppression systems in accordance with applicable National Fire Protection Association standards and all applicable County laws.**

This condition is included to note the requirement above in order to ensure its enforcement.

5. **Each Detailed Site Plan shall include a status report identifying the amount of approved development and the status of corresponding required highway improvements, including the proposed bridge crossing the Capital Beltway. In approving a Detailed Site Plan, the Planning Board shall find that the Plan conforms with approved staging requirements. The applicant shall design the highway improvements, in consultation with DPW&T, to minimize the addition of traffic loads onto Lottsford Road.**

This condition requires that a status report of the amount of approved development and the status of the corresponding transportation conditions be provided. The applicant submitted a letter dated June 27, 2016 (Gibbs to Lareuse and Masog) detailing the previously approved plans, the transportation-related conditions, and the construction of improvements accordingly, except for the Evarts Street bridge over the Capital Beltway (I-95/495) because it has been deferred until the construction of the last 103,000 square feet of office space. It is acknowledged by the Planning Board that all transportation improvements associated with the initial phase of development were complete and open to traffic when the last DSP was reviewed, and that fact has not changed. Furthermore, the plans show all development quantities. The only outstanding improvement, the Evarts Street connection over the Beltway, is to be implemented later during construction of the office component of the site. With the improvements being constructed, there is a stronger reliance on directing traffic toward the Landover Road (MD 202)/Saint Joseph's Drive intersection with less reliance upon the use of Lottsford Road. The Planning Board found, in summary, that the applicant has substantially complied with this condition.

6. **The District Council shall review for approval the Conceptual Site Plan, the Detailed Site Plans, and the Preliminary Plan of Subdivision for the subject property.**

The District Council will review this and all future DSPs. The District Council approved CSP-03006 on January 23, 2006 and revised CSP-03006-02 on November 9, 2015. The Planning Board approved Preliminary Plan 4-06016 on October 26, 2006. The District Council will be sent this application for review. Pursuant to the Annotated Code of Maryland, it is not within the jurisdiction of the District Council to review and approve preliminary plans.

9. **Conceptual Site Plan CSP-03006 and its subsequent revisions:** The DSP is in general conformance with Conceptual Site Plan CSP-03006, its revisions, and the applicable conditions of approval. The original CSP approval designated this area of the site as a multifamily residential development in two high rise structures with commercial/retail on the first floor. However, CSP-06003-02 revised the original CSP in order to remove the residential multifamily component from Lots 1 and 2 and to move the residential component to Pod B. Therefore, these two lots have changed from being a mixed-use development to a pure commercial/retail development. The following conditions are relevant to the review of the DSP:



1. **Prior to certificate approval, the plans shall be revised as follows, or the indicated information shall be provided on the plan:**

**Approved Development for Conceptual Site Plan CSP-03006 is subject to the following minimum-maximum ranges:**

**400,000 to 1,000,000 square feet of retail**

The subject plan proposes an additional 59,607 square feet of retail, for a total of approximately 822,226 square feet, which is within the range listed above.

**550,000 to 1,000,000 square feet of office (subject to waiver provisions in Condition 1(a) below).**

**400,000 square feet of retail and 550,000 square feet of office are required minimum amounts for the two uses. Applicant shall endeavor to achieve the permitted maximum amount of office use. No more than 2,000,000 square feet of retail and office combined are permitted.**

The subject DSP is not proposing any office space, nor does it prohibit the construction of office space within the overall area of the CSP.

**In addition to these basic development parameters, all future development shall be in substantial conformance with the Illustrative Plan dated September 21, 2005, as to site layout, development pattern, and the intended relative amounts of development of different types and their relationships and design.**

- a. **Phasing lines and the phasing schedule shall be shown on the plan. A stipulation shall be added to the phasing schedule as follows:**
  - i. **Prior to release of the 151st residential permit in Pod F, permits for 100,000 sq. ft. of retail space in Pod D shall have been issued. Of these 100,000 sq. ft. of retail space, at least one third shall be for tenants occupying space consisting of 30,000 sq. ft. or less.**

This condition has been fulfilled.

- ii. **Prior to the release of the 301st residential permit in Pod F, permits for an additional 100,000 sq. ft. of retail space in Pod D shall have been issued.**

This condition has been fulfilled, as more than 100,000 square feet of retail space has been constructed in Pod D.

**iii. Of the first 500 residential permits, at least 108 shall be in Pod D.**

This condition does not affect the subject application; however, as of the writing of this report, approximately 379 permits have been reviewed by the MNCPPC Permit Review office. It should be noted that a reconsideration request of this condition is currently under review by the Zoning Hearing Examiner. Since no action has been taken by that office at this time, the condition stands in full force and effect.

**iv. Prior to the release of the 701st residential permit, permits for an additional 150,000 sq. ft. of retail space in Pod D shall have been issued, and a permit shall have been issued for one of the hotel sites.**

This condition is fulfilled in regard to the minimum amount of retail space, and the first hotel for the overall project is currently under construction as was previously approved under DSP-14027. The residential permits reviewed by the Permit Review Section are far below the 701st building permit.

**v. Permits for at least 150,000 square feet of office space shall have been issued, prior to release of the 500th residential permit.**

This condition does not affect the subject application, which does not include either office space or residential units.

**vi. Permits for at least 400,000 square feet of office space shall have been issued, prior to release of the 900th residential permit.**

This condition does not affect the subject application, which does not include either office space or residential units.

**c. This development shall be required to provide retail uses, office uses and residential uses. This requirement shall supersede the provisions of Section 27-547 (d) of the Zoning Ordinance which requires that at least two of the three categories listed therein be included in the development.**

This condition requires that all three of the uses above be developed within the overall Woodmore Towne Centre project. This DSP provides for the retail uses, consistent with the illustrative CSP.

- 2. Prior to or concurrent with the submission of any detailed site plan for any development parcel, the applicant and the applicants heirs, successors and/or assignees shall submit for approval by the Planning Board a detailed site plan for signage to provide the Planning Board and the community with a concrete idea of the exact quantity, location and appearance of all the signs in the development. This**

**signage plan shall not be required to be submitted prior to or concurrent with a detailed site plan for infrastructure only. At the time of submitting said signage plan to staff of M-NCPPC, the applicant shall also submit a copy of said signage plan to the City of Glenarden and community stakeholders.**

The application only proposes building-mounted signage for Lot 2, as shown on the architectural elevations for the main tenant and for the in-line retail development. All other signage for the project will be required to be reviewed at the time of a DSP revision of the plans for this project. Prior to signature approval of the plans, the application should provide for a signage plan for Lot 1 to govern signage in the future for the development or, alternatively, the applicant could continue to use the same signage proposal as was previously proposed at the time of the original approval under DSP-07011/01.

Section 27-613(f) of the Zoning Ordinance states the following for the review and approval of signage in the M-X-T Zone:

**(f) Mixed Use Zones.**

- (1) In the Mixed Use Zones, the design standards for all signs attached to a building shall be determined by the Planning Board for each individual development at the time of Detailed Site Plan review. Each Detailed Site Plan shall be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign attachment, and other information the Planning Board requires. In approving these signs, the Planning Board shall find that the proposed signs are appropriate in size, type, and design, given the proposed location and the uses to be served, and are in keeping with the remainder of the Mixed Use Zone development and, in the M-X-C Zone, are in conformance with the sign program as set forth in Section 27-546.04(j).**

The applicant has provided signage for the retail development and the Planning Board has reviewed it in regard to the proposal as it relates to other commercial zones within the County. When compared to the Commercial Shopping Center (C-S-C) Zone, the Zoning Ordinance allows for "two (2) square feet for each one (1) lineal foot of width along the front of the building (measured along the wall facing the front of the lot or the wall containing the principal entrance to the building, whichever is greater), to a maximum of four hundred (400) square feet." The application proposed four 13.5 square feet of signage, just for the Nordstrom Rack building, which falls just within the maximum square footage allowed under the C-S-C Zone and, therefore, the proposal is found to be reasonably consistent with signage in other places throughout the County.

- 2A. At the time of submission of the first preliminary plan of subdivision for the project, the applicant and successors or assignees shall submit for approval a full traffic study, as required in the Planning Board's *Adopted Guidelines for the Analysis of the***



***Traffic Impact of Development Proposals.*** Staff and Planning Board shall thoroughly review the anticipated impacts of the project on major intersections within Glenarden. At the time of submission of the first detailed site plan, the applicant and successors or assignees shall submit for approval a study showing the effects of the proposed connection between the project and Glenarden Parkway, unless otherwise requested by the District Council.

This condition requires that the applicant submit a full traffic study at the time of preliminary plan. This study was done and includes two major intersections within or adjacent to the City of Glenarden. Further work was required at the time of the initial DSP to perform a study showing the effects of the proposed connection between the project and Glenarden Parkway. This study was submitted on June 29, 2007 during the review of DSP-07011, and the findings were acceptable and consistent with the findings made at the time of preliminary plan.

14. At the time of detailed site plan, the following standards shall be observed:

- c. Lighting fixtures throughout the development shall be coordinated in design. Such fixtures shall be reviewed and approved by Department of Public Works and Transportation (DPW&T) and/or the City of Glenarden as appropriate prior to or by the time of approval of the appropriate detailed site plan.

The lighting associated with this DSP is existing and is the same as the lighting provided in the parking areas of the remainder of the site. The details and specifications for public roads were approved with the DSP for infrastructure (DSP-07011) and were approved by the Prince George's County Department of Public Works and Transportation (DPW&T) and the City of Glenarden. The Planning Board found that full cut-off light fixtures shall be used for the site lighting to minimize light pollution.

17. In conformance with the Adopted and Approved Largo-Lottsford Master Plan, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:

- a. Provide the master plan trail along the public roadways extending from Campus Way North to office area "E" as indicated on the submitted CSP.
- b. Provide the urban pedestrian walkways as indicated on the submitted CSP. The width of the sidewalk within these walkways should be no less than eight feet in areas of street trees, planters, or pedestrian amenities.
- c. Provide sidewalks or wide sidewalks along both sides of all internal roads.
- d. Provide the trail connection through the park and/or school site from Campus Way North to the pedestrian walkway south of area "C."



- e. **A more specific analysis of all trail and sidewalk connections will be made at the time of detailed site plan. Additional segments of trail or sidewalk may be recommended at that time.**

The improvements along Ruby Lockhart Boulevard required in Condition 17(a) have been previously constructed. A standard sidewalk should be provided along the subject site's entire frontage of St. Joseph's Drive per Condition 17(c). Conditions 17(b) and 17(d) do not impact the subject property. Road frontage improvements for the subject application should be consistent with and complement those already constructed.

10. **Preliminary Plan of Subdivision 4-06016:** The DSP is in conformance with Preliminary Plan of Subdivision 4-06016 and the applicable conditions of approval. Preliminary Plan 4-06016 was originally approved, subject to 40 conditions, on October 26, 2006. Subsequently, the applicant requested a waiver and reconsideration of the preliminary plan, which the Planning Board granted. The amended resolution of approval (PGCPB Resolution No. 06-212(A)), with 40 conditions, was adopted by the Planning Board on July 12, 2012. The preliminary plan is valid until December 31, 2017. The following conditions of approval of the preliminary plan relate to the review of this DSP:

8. **Total development within the subject property shall be limited to uses which generate no more than 3,112 AM and 3,789 PM peak-hour vehicle trips, with trip generation determined in a consistent manner with the March 2006 traffic study. Any development generating an impact greater than that identified hereinabove shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The table below is formatted exactly as in the preliminary plan findings. It is adjusted to indicate the numbers associated with the current proposal and the previously-approved site plans. Internal and pass-by numbers are adjusted for differences between the plan as it stands, if approved today, and the ultimate proposal.

**Summary of Trip Generation for Current Plan (DSP-16011) and  
Prior Approved Plans**

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
<b>Retail</b>	<b>755,625 square feet</b>					
Total Trips	332	203	535	1,115	1,208	2,323
Pass-By	-67	-40	-107	-223	-252	-475
Internal	-15	-11	-26	-51	-72	-123
New Trips	<b>250</b>	<b>152</b>	<b>402</b>	<b>841</b>	<b>884</b>	<b>1,725</b>
<b>Office</b>	<b>20,286 square feet</b>					
Total Trips	37	4	41	7	30	37
Internal	-0	-0	-0	-1	-1	-2
New Trips	<b>37</b>	<b>4</b>	<b>41</b>	<b>6</b>	<b>29</b>	<b>35</b>
<b>Hotel</b>	<b>106 rooms</b>					
Total Trips	33	23	56	32	31	63
Internal	-2	-1	-3	-7	-7	-14
New Trips	<b>31</b>	<b>22</b>	<b>53</b>	<b>25</b>	<b>24</b>	<b>49</b>
<b>Residential</b>	<b>587 residences</b>					
Single-Family Det.	27	107	134	105	55	160
Townhouse	42	169	211	157	84	241
Condo/Multi-Family	11	45	56	42	23	65
Internal	-9	-14	-23	-64	-43	-107
New Trips	<b>71</b>	<b>307</b>	<b>378</b>	<b>240</b>	<b>119</b>	<b>359</b>
<b>TOTAL SITE</b>	<b>389</b>	<b>485</b>	<b>874</b>	<b>1,112</b>	<b>1,056</b>	<b>2,168</b>
<b>OVERALL TRIP CAP</b>			<b>3,112</b>			<b>3,789</b>

It is noted herein that, in conjunction with a review of Condition 16(a)(vii) of CSP-03006, the improvements required of the applicant, and the overall Landover Road (MD 202) corridor requirements, it was determined that the off-site transportation improvements required of this applicant were a sufficient contribution to the overall road program in the MD 202 corridor, exclusive of any additional pro-rata fees. Condition 16(a)(vii) allowed the road club fee to be offset by the improvements established by Conditions 16(a)(i) through 16(a)(vi). The preliminary plan analysis on pages 37 and 38 of PGCPB Resolution No. 06-212 finds that the value of the proffered improvements exceeds the value of the pro-rata fees that would have been collected. Therefore, Preliminary Plan 4-06016 recommends no pro-rata payment for this overall site in conjunction with the satisfaction of the preliminary plan conditions.

**9. A Type II tree conservation plan shall be approved at the time of approval of the DSP.**

Type II Tree Conservation Plan TCPII-053-07-04 is approved in conjunction with this application.



- 10. Development of this site shall be in conformance with Stormwater Management Concept Plan 20908-2003-02, and any subsequent revisions.**

The applicant has submitted an approved Stormwater Management Concept Plan, 13212-2016-00, dated June 10, 2016 for the subject two lots. The approval and expiration date of the plan should be included as a note on the DSP.

- 12. In conformance with the Adopted and Approved Largo-Lottsford Master Plan and approved CSP-03006, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**

- a. Provide six-foot wide trail along the west side of Tower Place.
- b. Provide the urban pedestrian walkways on both sides of Ruby Lockhart Drive within the town center.
- c. Provide sidewalks or wide sidewalks, as shown on the preliminary plan, along both sides of all internal roads.
- d. At the time of detailed site plan, provide specifications and graphics of the planned pedestrian crossings of Ruby Lockhart Drive between the residential component of the development and the town center. These graphics should address the location and design of the crossings, as well as surface materials, lighting, signage, pedestrian refuges, and other pedestrian safety features. These crossings should be approved by the Planning Department and the Department of Public Works and Transportation. If necessary, additional crossing options may be considered to ensure safe pedestrian access between the residential development and the town center.

The wide sidewalk and bike lane have been constructed along Ruby Lockhart Boulevard, including the frontage of the subject site. These improvements will be retained through the development of the subject site. Sidewalk improvements are being proposed along all road frontages, consistent with prior approvals.

- 36. The DSP and TCP II shall show all required landscape buffers between stormwater management ponds as required in the stormwater concept approval.**

The subject DSP area does not include, and is not adjacent to, any stormwater management ponds.

- 11. Detailed Site Plan DSP-07011 and its subsequent revisions:** The previously approved DSPs included the following conditions of approval:



a. **Detailed Site Plan DSP-07011**

- 15. In conformance with the Adopted and Approved Largo-Lottsford Master Plan, CSP-03006, and 4-06016, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**
- a. Provide the eight-foot wide sidewalks, and designated bike lanes along the entire length of Ruby Lockhart Drive, unless modified by DPW&T.**
  - b. Provide standard sidewalks and designated bike lanes along both sides of Tower Place, unless modified by DPW&T.**
  - c. Provide standard sidewalks along both sides of St. Joseph's Drive, unless modified by DPW&T.**
  - d. Provide the details and specifications at the pedestrian refuge at the eastern crosswalk along the traffic circle on Sheet 3, unless modified by DPW&T.**

The improvements conditioned above have been constructed. Road frontage improvements for the subject application should be consistent with and complement already being built.

The subject application includes two lots within the larger Woodmore Towne Centre development. Prior conditions of approval stressed the importance of accommodating pedestrians. Standard and wide sidewalks were required, designated bike lanes were provided along Ruby Lockhart Boulevard and, in some areas, pedestrian walkways were required through large expanses of surface parking. Ruby Lockhart Boulevard, which abuts the subject application, has been constructed with wide sidewalks along both sides and designated bike lanes. Campus Way North within the developed portion of Woodmore Towne Centre has wide sidewalks, street trees, and street furniture. Comments regarding internal pedestrian and bike access are summarized below:

- The wide sidewalk and designated bike lane are already completed along the site's frontage of Ruby Lockhart Boulevard.
- Only narrow sidewalks exist along the site's frontage of both sides of Campus Way North. A continuation of the streetscape included in the rest of Woodmore Towne Centre is recommended.
- The sidewalk proposed along Five Lees Lane is acceptable as indicated on the submitted plans.



- Extremely narrow sidewalks also exist along Woodmore Centre Drive. Widening of the sidewalk near the commercial space and additional landscaping are appropriate along this road.

b. **Detailed Site Plan DSP-07011/01**

16. **The architectural elevations as approved shall constitute the established design and review parameters that will serve as the basis for review of subsequent revisions to the DSP for future retail buildings (including banks), but not including hotel or offices may be approved by the Planning Director as designee of the Planning Board. Revisions which result in a LEEDS certified building may also be approved by the Planning Director as designee of the Planning Board.**

This DSP includes the architectural elevations for Lot 1 only. The architectural elevations for the proposed development on Lot 2 will require Planning Board or its designee's approval, per Condition 3, as a condition of approval of the subject DSP.

12. **2010 Prince George's County Landscape Manual:** The subject application is subject to the *Prince George's County Landscape Manual* (Landscape Manual). The plan conforms to the requirements of the manual, except for the sections below, from which the applicant has requested alternative compliance.

Alternative Compliance is requested from the requirements of the Landscape Manual for Sections 4.2, Requirements for Landscape Strips along Streets, and Section 4.9, Sustainable Landscaping Requirements, for Lots 1 and 2; and Section 4.3(c)(2), Parking Lot Interior Planting Requirements, for Lot 1.

**Location**

The subject property is located internal to the Woodmore Towne Centre shopping center, to the south of the intersection Ruby Lockhart Boulevard and Campus Way North. The property is located within the geography previously designated as the Developing Tier and reflected on Attachment H(5) of the *Plan Prince George's 2035 Approved General Plan*, as found in Prince George's County Planning Board Resolution No. 14-10 (see County Council Resolution CR-26-2014, Revision No. 31).

**Background**

The underlying Detailed Site Plan, DSP-16011, is for 59,607 square feet of retail development on two lots with a total area of 5.59 acres in the Mixed Use-Transportation Oriented (M-X-T) Zone. Both lots have been previously rough graded with the overall shopping center development and were left vacant awaiting final development. The site is now subject to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual because it involves an increase of gross floor area on both lots. The applicant has filed this request



for Alternative Compliance from Section 4.2 for a reduction in the width of the landscaped strips along adjacent public and private streets; from Section 4.9 for a reduction in the amount of native shrub species on Lots 1 and 2; and from Section 4.3(c)(2) for a reduction in the amount of interior green space provided within the parking compound on Lot 1. The specific requests from each section will be discussed separately below.

**Section 4.2, Requirements for Landscape Strips along Streets for Lots 1 and 2**

REQUIRED: 4.2 Landscape Strip along Streets for Lot 1, along Ruby Lockhart Boulevard, Woodmore Centre Drive, and Campus Way North (Option 1)

Length of Landscaped Strip	987 feet
Width of Landscaped Strip	10 feet
Shade Trees	29
Shrubs	282

PROVIDED: 4.2 Landscape Strip along Streets for Lot 1, along Ruby Lockhart Boulevard, Woodmore Centre Drive, and Campus Way North (Option 1)

Length of Landscaped Strip	987 feet
Width of Landscaped Strip	0-5 feet
Shade Trees	31
Ornamental Trees	3*
Shrubs	246*

\*If revised as conditioned.

REQUIRED: 4.2 Landscape Strip along Streets for Lot 2, along Five Lees Lane, Woodmore Centre Drive, and Campus Way North (Option 1)

Length of Landscaped Strip	822 feet
Width of Landscaped Strip	10 feet
Shade Trees	24
Shrubs	235

PROVIDED: 4.2 Landscape Strip along Streets for Lot 2, along Five Lees Lane, Woodmore Centre Drive, and Campus Way North (Option 1)

Length of Landscaped Strip	822 feet
Width of Landscaped Strip	0 - 10 feet
Shade Trees	28
Ornamental Trees	3*
Shrubs	258*

\*If revised as conditioned.

**Justification of Recommendation**

Lot 1 of the subject development is bordered by public and private streets on three sides, Ruby Lockhart Boulevard to the north, Campus Way North to the west, and Woodmore Centre Drive to the south. Lot 2 is bordered by public and private streets on all sides with Ruby Lockhart Boulevard to the north, Five Lees Lane to the west, Woodmore Centre Drive to the south, and Campus Way North to the east. The applicant is requesting Alternative Compliance from the requirements of Section 4.2, Requirements for Landscape Strips along Streets, along all of the adjacent streets for Lot 1 and along all of the adjacent streets for Lot 2, except for Ruby Lockhart Boulevard.

The applicant argues, and the Planning Board agrees, that given the highly-developed town center design of the surrounding shopping center, the proposed commercial retail buildings are positioned on the lots in a way to mimic the setbacks of nearby buildings on abutting lots, which does not allow for a full ten-foot-wide strip as required. Additionally, the lot lines are such that, in some areas, the landscaped strip width is provided within the private street parcel as opposed to on the subject lots. As an alternative, additional shade trees have been provided along the frontages of both lots, although some of these are either within the public right-of-way or private street parcels. The amount of shrubs provided in the landscaped strips on both lots is less than required, however, there appear to be some areas where some could be added. Specifically, at the intersection of Campus Way North and Woodmore Centre Drive, adjacent to both lots, no plantings have been provided. This would be an ideal spot for a grouping of decorative plants at this major shopping center intersection. The Planning Board finds it is appropriate that a minimum of three ornamental trees and 25 shrubs be added at each corner of this intersection to increase the landscaped strip plantings and enhance the appearance of the intersection. Additionally, on Lot 2, no shrubs have been provided along Five Lees Lane where there is sufficient room for them. Therefore, the Planning Board finds that it is appropriate that an amount of shrubs commensurate with the length of frontage be added to the landscaped strip. Given, the design of the overall Woodmore Towne Centre shopping center, the Planning Board finds the applicant's proposal to be equally effective as normal compliance with Section 4.2 of the Landscape Manual, if revised as conditioned below.



**Section 4.3(c)(2), Parking Lot Interior Planting Requirements for Lot 1**

REQUIRED: 4.3(c)(2), Parking Lot Interior Planting Requirements for Lot 1.

Parking Lot Area	54,250 sq. ft.
Interior Planting Area Required	5,425 sq. ft. or 10%
Number of Shade Trees Required (2.5- to 3-inch caliper)	28

PROVIDED: 4.3(c)(2), Parking Lot Interior Planting Requirements for Lot 1.

Parking Lot Area	54,250 sq. ft.
Interior Planting Area Provided	4,260 sq. ft. or 7.9%
Number of Shade Trees Required (2.5 - 3 inch caliper)	22
Number of Shade Trees Provided (3 - 3.5 inch caliper)	23

**Justification of Recommendation**

The underlying DSP proposes to develop Lot 1 with approximately 40,010 square feet of commercial retail space and an associated 54,250-square-foot parking lot. The applicant is requesting Alternative Compliance from Section 4.3(c)(2), Parking Lot Interior Planting Requirements, of the Landscape Manual. Section 4.3(c)(2) requires ten percent of interior planting area in parking compounds larger than 50,000 square feet and, either a planting island for every two bays of parking, or one shade tree for every 200 square feet of interior landscape area provided. The subject plan provides the required number of shade trees plus one additional shade tree at the 1 to 200-square-foot requirement, but only provides 7.9 percent of interior landscaped area instead of the ten percent required. The applicant justifies that the steep grade of the lot and highly-developed nature of the surrounding area makes it difficult to design a functional parking lot layout that meets all of the requirements and site constraints. Additionally, the minimum number of parking spaces required and the maximum number of compact spaces allowed per the Prince George's County Zoning Ordinance are being provided, so no further adjustments can be made. As an alternative, the applicant is proposing all of the shade trees interior to the parking lot at a caliper size larger than required to provide more immediate tree canopy within the parking lot. The Planning Board finds the applicant's proposal to be equally effective as normal compliance with Section 4.3(c)(2) of the Landscape Manual.



#### **Section 4.9, Sustainable Landscaping Requirement for Lots 1 and 2**

##### Section 4.9 Sustainable Landscaping Requirements, Percent Native Plant Materials for Lot 1

<b>Plant Type</b>	<b>Required</b>	<b>Provided</b>
Shade Trees	50%	75%
Ornamental Trees	50%	N/A
Evergreen Trees	30%	N/A
Shrubs	30%	13%

##### Section 4.9 Sustainable Landscaping Requirements, Percent Native Plant Materials for Lot 2

<b>Plant Type</b>	<b>Required</b>	<b>Provided</b>
Shade Trees	50%	90%
Ornamental Trees	50%	N/A
Evergreen Trees	30%	N/A
Shrubs	30%	17.5%

#### **Justification of Recommendation**

The applicant is requesting Alternative Compliance from Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual for Lots 1 and 2 for the amount of native shrub plants. Section 4.9 requires a minimum of 30 percent of the total shrubs be native species, but the applicant proposes only 13 percent on Lot 1 and 17.5 percent on Lot 2. The applicant explains that the underlying DSP proposes an expansion to a larger, existing, shopping center development that was approved and built prior to the Section 4.9 requirements of the Landscape Manual. The proposed landscape plan attempts to use native shrubs to the greatest extent practical, while also retaining continuity with the remainder of the existing shopping center. Additionally, the applicant has provided an increase in the percentage of native shade tree species on the proposed development, from the 50 percent required to 75 percent on Lot 1 and 90 percent on Lot 2.

The Planning Board finds that the applicant's proposed landscape plan, which proposes a greater percentage of native shade trees and non-native shrubs, is equally effective as normal compliance with Section 4.9 of the Landscape Manual.

#### **Decision**

- a. The Planning Board agrees with the Alternative Compliance Committee recommendation of APPROVAL of Alternative Compliance pursuant to Section 4.2, Landscape Strips along Streets, of the 2010 *Prince George's County Landscape Manual* along Ruby Lockhart Boulevard, Campus Way North, Five Lees Lane, and Woodmore Centre Drive for Woodmore Towne Centre, Lots 1 and 2, and adopts the following conditions:



- (1) Prior to certificate approval of the plans:
  - (a) Revise the landscape plan and schedules to reflect the correct requirements and Alternative Compliance approval for Section 4.2 of the 2010 *Prince George's County Landscape Manual*.
  - (b) For Lot 1, add a minimum of three ornamental trees and 25 shrubs near the intersection of Campus Way North and Woodmore Centre Drive.
  - (c) For Lot 2, add a minimum of three ornamental trees and 25 shrubs near the intersection of Campus Way North and Woodmore Centre Drive, and add a minimum of 80 shrubs along the Five Lees Lane frontage.
- b. The Planning Board approves the Alternative Compliance pursuant to Section 4.3(c)(2), Parking Lot Interior Planting Requirements, of the 2010 *Prince George's County Landscape Manual* for Woodmore Towne Centre, Lot 1.
- c. The Planning Board approves the Alternative Compliance pursuant to Section 4.9, Sustainable Landscaping Requirements, of the 2010 *Prince George's County Landscape Manual* for Woodmore Towne Centre, Lots 1 and 2.
13. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This DSP has no impact on the previously approved Type II tree conservation plan other than to show the buildings on the plan.
14. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading or building permit for more than 5,000 square feet of disturbance. Properties zoned M-X-T are required to provide a minimum of ten percent of the gross tract area in tree canopy, although the subject site is exempt from TCC per Section 25-127(b)(1)(J). However, the plans demonstrate the TCC for the site. Lot 1 proposes 11 percent of TCC. Lot 2 proposes 17 percent of TCC. The subject application proposes landscape trees to meet the minimum requirements.
15. **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. **Archeological and Historic Review**—Archeological investigations were completed on the subject property in 2006. Two archeological sites were identified. Neither site was determined to contain significant information or intact cultural deposits. Therefore, no further work was required by the Planning Board. There are no historic sites or resources



on, or adjacent to, the subject property. This proposal will not impact any historic sites, historic resources, or known archeological sites.

- b. **Community Planning**—The Planning Board finds that the application is consistent with the Plan Prince George's 2035 development policies for targeted retail/commercial development in the existing commercial areas. The 1990 *Largo-Lottsford Approved Master Plan Amendment and Sectional Map Amendment* (Largo-Lottsford Master Plan and SMA) classified this property in the M-X-T Zone. The application conforms to master plan policies for retail/commercial uses on the site.
- c. **Transportation Planning**—The Planning Board reviewed the applicable conditions of previous approvals that are incorporated into the findings above.

Vehicular access and circulation within Lot 1 is acceptable. The following issues are noted regarding the overall plan:

- (1) The plan shows an access point from Ruby Lockhart Boulevard onto Lot 1 and an access point from Campus Way North onto Lot 2. Both of these roadway facilities have medians. If the County will require channelized entrances at these locations, they must be shown on the plan; however, initial indications are that the County will not make this requirement.
- (2) The loading space adjacent to Building C on Lot 2 must be moved to a location where it will not conflict with drive-through traffic movements associated with that building.
- (3) The plan shows no provisions for pedestrian circulation within Lot 2. An internal sidewalk circulation plan must be reflected on the site plan.
- (4) Drive aisles within Lot 2 must be the standard 22 feet in width, or the plans should be adjusted to clarify that one-way traffic is proposed.

No shared parking analysis consistent with Section 27-574 of the Zoning Ordinance has been provided. The objective of Section 27-574 is to provide for the possible reduction of the parking required when uses can share parking. In the case of this site plan, only retail uses are proposed, and the plan provides the required minimum parking per Section 27-568 of the Zoning Ordinance. With the program proposed on the site plan, considerably more parking than the minimum is shown.

Given the location of the site and other existing uses on the overall M-X-T site, the sharing of parking seems very likely. However, the parking computation for this site plan should stand alone.



The subject property was the subject of a 2005 traffic study, and was given subdivision approval pursuant to a finding of adequate transportation facilities made in 2006 for Preliminary Plan 4-06016. Given that the basis for the preliminary plan finding is still valid, that needed transportation facilities to serve the proposal will be available within a reasonable period of time and, in consideration of the materials discussed earlier, the Planning Board finds that the subject property complies with the necessary findings for a DSP in the M-X-T Zone as those findings may relate to transportation.

- d. **Subdivision Review**—The subject property is known as Lots 1 and 2 located on Tax Map 60 and in Grid E-3, within the M-X-T Zone, and is 5.59 acres. The site is currently undeveloped. The applicant has submitted a DSP for the construction of retail development.

Lots 1 and 2 are consistent with the lotting pattern shown on the preliminary plan. Woodmore Centre Drive, Five Lees Lane, and Campus Drive North are private cross access easements located on abutting lots which are proposed to provide access to the subject site. Access to the loading area on Lot 1 is accessed from Ruby Lockhart Boulevard and Woodmore Centre Drive. The preliminary plan authorized the use of private access easements to serve the overall commercial development of Woodmore Towne Centre. The applicant should provide the recorded deed of access, which grants Lots 1 and 2 permission to utilize the private cross access easements and interparcel connection through Lot 5 (via Woodmore Centre Drive), pursuant to Section 24-128(b)(15) of the Subdivision Regulations.

Lots 1 and 2 were recorded in Plat Book PM 231 at 31 on August 7, 2009. The DSP shows the correct bearing and distances of the property as reflected on the plat. The DSP should clearly show and label the existing public right-of-way limits for Ruby Lockhart Boulevard. The DSP should also indicate that Campus Way North, abutting the subject lots, and Woodmore Centre Drive are private rights-of-way.

The plans should be revised to indicate the limits of disturbance and to note on the subject DSP that the proposed revisions to existing improvements outside of the property lines for Lots 1 and 2 will supersede those shown on the original DSP for infrastructure, as approved on DSP-07011. Because the off-site improvements, along with the adjacent roadways, will be maintained by the applicant, an update to the case file of DSP-07011 is needed for record keeping purposes.

- (1) This DSP should be revised to label the DSP for the abutting properties (DSP-07011) on the coversheet, and a condition of approval is noted for this application.
- (2) Additional improvements are proposed within the public right-of-way of Ruby Lockhart Boulevard and are subject to DPIE/DPW&T approval.



The above information is provided for the applicant's notice. The issue will be addressed in a separate permitting process of the agency.

- e. **Trails**—The Planning Board has reviewed the DSP application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements.

**Review Comments (Master Plan Compliance)**

The subject application is located on the east side of Ruby Lockhart Boulevard, which was constructed as part of the earlier commercial town center development. As with other segments of the road, the frontage of the subject site includes an eight-foot-wide concrete sidewalk and designated bike lanes. No master plan trails issues are identified in either the MPOT or the area master plan that impact the subject site.

The Complete Streets section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

**POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**

**POLICY 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**

The subject application's frontage of Ruby Lockhart Boulevard has been constructed with eight-foot-wide sidewalks and designated bike lanes. These facilities provide access from the subject site to the main portion of Woodmore Towne Centre. The site's frontages of Campus Way North include a narrow sidewalk immediately behind the curb. These frontages should be improved consistent with the existing streetscape along the road to the west.

**Comments on Revised Plans**

Revised plans were submitted during the review process that address many of the streetscape concerns raised by staff. These revisions included wider sidewalks along both sides of Campus Way North. These streetscape improvements complement the existing roads in the town center. The applicant has also expressed a willingness to include a pedestrian walkway through Lot 2 which will connect the pad sites located within the large parking lot.

Transportation Planning staff met with members of the Development Review Division on July 8, 2016 to further refine the streetscapes and sidewalk improvements to address the requirements of the *Prince George's County Landscape Manual*. In some locations, it is



appropriate to have slightly narrower sidewalks so that viable street trees and landscaping can be provided. In summary, minimum five-foot-wide sidewalks and a five-foot-wide landscaped strip is appropriate along both sides of the site's frontages of Campus Way North. These improvements will serve to slightly widen the existing narrow sidewalk along the road and also to buffer the sidewalk from the travel lanes of the road. Due to the placement of the existing utilities along Woodmore Centre Drive, the Planning Board agreed with staff that the retention of the existing sidewalk along most of this road, but also found that the sidewalk should be widened to a minimum of eight feet where sidewalk abuts the retail space on Lot 1. Additional space for landscaping and street trees will also be provided along this road.

From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a DSP as described in Section 27-285 of the Zoning Ordinance through the adoption of conditions recommended by staff.

Based on a field inspection of the existing development around the edges of the existing lots, it is important that the widening of sidewalks along Campus Way North do not interfere with the location of the light fixtures. Light poles should not be located within the pedestrian walkway.

- f. **Environmental Planning**—The Planning Board has reviewed the tree conservation plan (TCP) for the overall development showing the proposed building footprints and associated infrastructure. Technical revisions to the Type II tree conservation plan (TCP II) are needed prior to certification of the DSP.

An approved Stormwater Management Concept Plan and Letter (13212-2016-00) were submitted. The approved concept meets water quality requirements with the use of the underground facility labeled as 4B, which was approved under Case 25431-2009-00. The use is commercial in nature and is not subject to noise standards or any previous conditions of approval regarding noise. The plans show that the proposed work will not result in any additional impacts to regulated environmental features. No other previous environmentally-related conditions of approval or environmental requirements have been identified for this application.

The Planning Board finds that there are no regulated environmental features on the site and approves the Type II Tree Conservation Plan, TCP II-053-07-04, with conditions.

- g. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not provide comment.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not provide comment.



- i. **Prince George's County Police Department**—The Police Department did not provide comment.
  - j. **Prince George's County Health Department**—The Health Department did not provide comment.
  - k. **Washington Suburban Sanitary Commission (WSSC)**—WSSC provided comment which is for the applicant's notice.
  - l. **Potomac Electric Power Company (PEPCO)**—PEPCO did not provide comment.
  - m. **City of Glenarden**—The City of Glenarden did not provide comment.
16. Based on the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if approved in accordance with conditions proposed below, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
17. As required by Section 27-285(b)(2) of the Zoning Ordinance, the DSP is also in general conformance with the approved CSP for the property.
18. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that the regulated environmental features have been preserved and/or restored to the fullest extent possible. Since there are no regulated environmental features on Lots 1 and 2, this finding is not applicable.

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 the Type II Tree Conservation Plan (TCPII-053-07-04) and APPROVED Alternative Compliance AC-16007, and further APPROVED Detailed Site Plan DSP-16011 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. The loading space adjacent to Building C on Lot 2 shall be moved to a location where it will not conflict with drive-through traffic movements associated with that building.
  - b. Within Lot 2, the plan shall be modified to reflect an acceptable internal sidewalk circulation plan to serve the uses within the lot.



- c. The plan shall be modified to show drive aisles within Lot 2 as the standard 22 feet in width.
- d. A note shall be added to the plan indicating the date of the approval of the most recent stormwater management concept plan and the expiration date.
- e. A note shall be added to the plan stating that all buildings shall be fully equipped with automatic fire suppression systems in accordance with applicable National Fire Protection Association standards and all applicable County laws.
- f. Either amend the declaration recorded in Liber 31436, Folio 114, to include Lot 1 as an easement parcel with non-exclusive rights of access across Lot 5 for the purpose of access to the loading space shown on Lot 1 or, in the alternative, the owner of Lot 5 shall grant an access easement to Lot 1 for access to the loading space.
- g. Revise the plan to indicate the limits of disturbance and to note the proposed improvements within the rights-of-way of Campus Way North and Woodmore Towne Center Drive.
- h. Label the DSP for the abutting properties (DSP-07011/01) on the coversheet.
- i. Provide one pedestrian walkway through the main parking lot of Lot 2, comparable to the pedestrian walkways constructed elsewhere in Woodmore Towne Centre.
- j. Provide a minimum five-foot-wide sidewalk with a five-foot-wide landscaped strip along the site's frontage of Campus Way North on Lots 1 and 2.
- k. Widen the existing sidewalk along the site's frontage of Woodmore Centre Drive to a minimum of eight feet where it abuts the commercial building on Lot 1, and mimic the pedestrian zone on adjacent Lot 5.
- l. Provide bicycle racks accommodating a minimum of 15 bicycle parking spaces at locations scattered throughout Lots 1 and 2 convenient to the building entrances. The location and type of the racks shall be included on the DSP.
- m. Provide clear information including the area of signage for the 10,010-square-foot building attached to the Nordstrom Rack building.
- n. Provide special paving and landscaping along the building frontage to enhance the pedestrian experience within the area, as shown between the building façade and back of curb. Provide crosswalks from the building to the parking area.



- o. Add brick to the bottom of the lowest horizontal architectural band on the towers of the northern, western, and eastern elevations as shown hatched on Applicant's Exhibit 2.
  - p. Revise the landscape plan and schedules to reflect the correct requirements and Alternative Compliance approval for Section 4.2 of the 2010 *Prince George's County Landscape Manual*.
  - q. For Lot 1, add a minimum of three ornamental trees and 25 shrubs near the intersection of Campus Way North and Woodmore Centre Drive.
  - r. For Lot 2, add a minimum of three ornamental trees and 25 shrubs near the intersection of Campus Way North and Woodmore Centre Drive, and add a minimum of 80 shrubs along the Five Lees Lane frontage.
  - s. The applicant shall prepare an exhibit depicting the limits of disturbance beyond the boundary of Detailed Site Plan DSP-16011 (Lots 1 and 2). This exhibit shall be placed in the file of Detailed Site Plan DSP-07011-02 and shall constitute a revision to improvements originally shown on DSP-07011-02, which occur as a result of development pursuant to DSP-16011.
- 2. Prior to certificate approval of the detailed site plan (DSP), the Type II tree conservation plan (TCP II) shall be revised as follows:
  - a. Revise the woodland conservation worksheet to reduce the areas in the column for the overall commercial phase of the project by the acreage of the current application. The column for the totals shall remain the same as previous approvals.
  - b. The current qualified professional signature shall be provided and the signature of the qualified professional who certified previous versions of the plan shall be removed from all sheets.
  - c. The approval block shall be updated to the current standard, with all associated case information filled-in.
  - d. Provide a set of the TCP II plans colored in accordance with the May 25, 2016 Development Review Bulletin regarding tree conservation plan application processes.
- 3. The architectural elevations, as approved for the Nordstrom Rack and the adjoining 10,010-square-foot building, shall constitute the established design and review parameters that will serve as the basis for review of all buildings on Lot 2. Prior to issuance of building permits for Lot 2, architectural elevations, as well as site placement for buildings, shall be reviewed and approved by the Prince George's County Planning Board, or its designee, subject to the parameters set forth herein. The number, configuration, size, access, and location of the buildings currently

proposed for Lot 2 is conceptual only. Final details shall be the subject of the subsequent review and approval by the Prince George's County Planning Board or its designee.

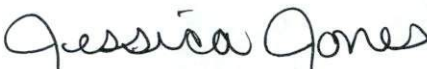
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

\* \* \* \* \*


This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey and Hewlett voting in favor of the motion, and with Commissioner Shoaff absent at its regular meeting held on Thursday, July 28, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28th day of July 2016.

Patricia Colihan Barney  
Executive Director

By   
Jessica Jones  
Planning Board Administrator

PCB:JJ:SHL:rpg

APPROVED AS TO LEGAL SUFFICIENCY  
  
M-NCPPC Legal Department  
Date 8/2/16