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# Zoning Map Amendment

# A-10020

Application	General Data	
<b>Project Name:</b> King Property  <b>Location:</b> The northwest quadrant of the intersection of Lottsford Road with Landover Road (MD 202)  <b>Applicant/Address:</b> Ludlow King III 4522 Old Columbia Pike Annandale, VA 22003  <b>Property Owner:</b> Ludlow King III 4522 Old Columbia Pike Annandale, VA 22003	Planning Board Hearing Date:	12/17/09
	Staff Report Date:	11/23/09
	Date Accepted:	07/30/09
	Planning Board Action Limit:	N/A
	Plan Acreage:	46.2
	Zone:	I-3
	Gross Floor Area:	404,000 sq. ft.
	Lots:	N/A
	Parcels:	N/A
	Planning Area:	73
	Tier:	Developing
	Council District:	05
	Election District:	13
	Municipality:	N/A
200-Scale Base Map:	203NE09	

Purpose of Application	Notice Dates	
To rezone property from the I-3 Zone to the M-X-T Zone for residential/commercial/retail use.	Informational Mailing	04/28/09
	Acceptance Mailing:	07/22/09
	Sign Posting Deadline:	N/A

Staff Recommendation		Staff Reviewer: Tom Lockard	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

**TECHNICAL STAFF REPORT**

TO: The Prince George's County Planning Board  
The Prince George's County District Council

VIA: Jimi Jones, Zoning Supervisor

FROM: Tom Lockard, Planner Coordinator, Zoning Section

SUBJECT: **Zoning Application A-10020**

REQUEST: **Rezoning from the I-3 Zone to the M-X-T Zone**

RECOMMENDATION: **APPROVAL with conditions**

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NOTE:

This application is on the agenda for the Planning Board to decide whether or not to schedule a public hearing. If the Planning Board decides to hear the application, it will be placed on a future agenda.

Any person may request the Planning Board to schedule a public hearing. The request may be made in writing prior to the agenda date or in person on the agenda date. All requests must specify the reasons for the public hearing. All parties will be notified of the Planning Board's decision.

You are encouraged to become a person of record in this application. The request must be made in writing and sent to the Office of the Zoning Hearing Examiner at the address indicated above. Questions about becoming a person of record should be directed to the Hearing Examiner at 301-952-3644. All other questions should be directed to the Development Review Division at 301-952-3530.

## FINDINGS:

- A. **Location and Field Inspection:** The subject property is located in the northwest quadrant of the intersection of Lottsford Road with Landover Road (MD 202), with additional frontage along both the north and south sides of Ruby Lockhart Boulevard. The site is undeveloped and partially wooded, with the remainder in old agricultural fields. The only structures on the site are some dilapidated farm buildings.
- B. **History:** The subject property was retained in the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* which classified the property in the I-3 (Planned Industrial/Employment Park) Zone. The site is made up of four parcels, none of which have been subdivided, and one outlot. The subject application comprises a portion of the following previous applications:
- The District Council approved Zoning Map Amendment A-9604-C on April 15, 1988, rezoning approximately 111.12 acres of the larger Addison-King Property from the R-R (Rural Residential) Zone to the I-3 Zone. The subject property is a portion of that larger property.
  - The District Council approved a conceptual site plan for the Addison-King Property, CSP-96046 for approximately 109.46 acres on December 3, 1997.
  - The Planning Board approved Preliminary Plan of Subdivision 4-97013 and Type I Tree Conservation Plan TCPI/05/97-01 for the Addison-King Property, which covered approximately 110± acres on April 3, 1997. This preliminary plan created Lot 1, which contains the adjoining church, and Outlot A, which is part of this application.
- C. **Master Plan Recommendation:**
- 2002 Prince George's County Approved General Plan**—This application is located within the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low-to moderate-density suburban residential communities, distinct commercial centers, and employment centers that are increasingly transit serviceable.
- Master Plan**—The 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* recommends employment-generating commercial uses and a possible residential component on this site.
- D. **Request:** The applicant's request is for the rezoning of the assembled properties from the I-3 Zone to the M-X-T (Mixed Use—Transportation Oriented) Zone. The applicant proposes to develop the property as a mixed-use residential/commercial development in two phases. Phase I would include a planned residential retirement community, while Phase 2 would contain a mix of retail and office space. Access to the site is proposed via Ruby Lockhart Boulevard with no access from Landover Road (MD 202) or Lottsford Road.

The conceptual plan submitted by the applicant proposes a retirement community of 180–222 single-family attached and multifamily units on the north side of Ruby Lockhart Boulevard. The section of the site south of Ruby Lockhart Boulevard would contain two three-story and one five-story office/retail buildings with a combined square footage of 404,000 square feet. At present, a 50/50 mix of retail/office is contemplated. Access is envisioned from Ruby Lockhart Boulevard.

E. **Surrounding Uses:** The property is surrounded by the following uses:

North— Undeveloped land in the M-X-T Zone (Balk Hill Village)

East— The Vistas at Regent Park Condominiums, a planned retirement community, in the C-O (Commercial Office) Zone.

South— The Woodstream Church in the I-3 Zone.

West— Undeveloped land in the M-X-T Zone (Balk Hill Village), beyond which is the St. Joseph’s Church in the R-R Zone and the Woodmore Town Center in the M-X-T Zone.

F. **Zoning Requirements:** Section 27-213(a) of the Zoning Ordinance sets forth criteria for approval of the M-X-T Zone, which states:

**(1) The District Council shall only place land in the M-X-T Zone if at least one (1) of the following two (2) criteria is met:**

**(A) Criterion 1. The entire tract is located within the vicinity of either:**

**(i) A major intersection or major interchange (being an intersection or interchange in which at least two (2) of the streets forming the intersection or interchange are classified in the Master Plan as an arterial or higher classified street reasonably expected to be in place within the foreseeable future); or**

**Comment:** The subject property is located at the intersection of Landover Road (MD 202) and Lottsford Road, both of which are of arterial or higher classification. Thus, the site meets this criterion.

**(ii) A major transit stop or station (reasonably expected to be in place within the foreseeable future).**

**Comment:** The applicant notes that the Largo Town Center Metrorail Station is one mile from the site as a part of the justification for the zone. It has been argued in past cases that one-third mile is a more distance appropriate criterion, and this site is far outside the distance for consideration of being “within the vicinity” of the transit station. However, because this site meets the location criterion of (i) above, it need not meet this criterion.

**(B) Criterion 2. The applicable Master Plan recommends mixed land uses similar to those permitted in the M-X-T Zone.**

**Comment:** The 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* recommends employment-generating commercial uses and a possible residential component on this site. Therefore, this criterion is met.

- (2) **Prior to approval, the Council shall find that the proposed location will not substantially impair the integrity of an approved General Plan, Area Master Plan, or Functional Master Plan and is in keeping with the purposes of the M-X-T Zone. In approving the M-X-T Zone, the District Council may include guidelines to the Planning Board for its review of the Conceptual Site Plan.**

**Comment:** This application is located within the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low-to moderate-density suburban residential communities, distinct commercial centers, and employment centers that are increasingly transit serviceable. The 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* (pp 85–90) included the proposed development site in Employment Area 3, one of four employment areas proposed in the master plan. The plan recommended that Employment Area 3 contain primarily employment-generating commercial uses that could be served by enhanced public transportation service along the PT-1 transit alignment. The plan also suggested a development alternative where a residential component could be developed along Campus Way North and designed to help promote more efficient use of the proposed transportation system (p 88). To further promote efficient use of the transportation system, the plan (p 45) recommended the use of transportation systems management (TSM) measures to help reduce single-occupancy vehicle trips and promote public transit use.

Since the 1990 approval of the Largo-Lottsford master plan, development on and near the subject property has not resulted in the creation of a major employment center. The Largo Town Center Metro station opened in 2000, but the Washington Metropolitan Area Transit Authority (WMATA) has no plans to extend the Blue Line beyond Largo Town Center.

Major commercial/retail and residential development has taken place west of Largo Road in Employment Area 1, which is part of the area included in the 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas*. New development has also been approved for the Woodmore Towne Centre at Glenarden site just north of the subject property. In addition, the recently approved Landover Gateway sector plan recommends mixed-use residential and commercial/retail development at the Landover Mall site (northwest quadrant of the Capital Beltway/Landover Road interchange).

The concept of transit-oriented development had not been fully defined in 1990, the year that the Largo-Lottsford master plan was approved. Nevertheless, the master plan's recommendations for new development that would promote more efficient use of the area's multimodal transportation system remain relevant to this case. These recommendations will be even more important as major roads adjacent to the proposed development site are impacted by ongoing and future development in the Largo-Lottsford master plan area.

New development on this site should be configured as mixed-use in order to create a walkable, attractive new community and help mitigate the traffic congestion that might otherwise occur. In addition, Ruby Lockhart Boulevard will, when completed, connect this site to Woodmore Towne Centre. Therefore, new development on the subject property should complement the mixed-use development that has been approved for the Woodmore Towne Centre site. With these concerns addressed through the site plan approval process, this request furthers the integrity of those two plans rather than impairing them.

**(3) Adequate transportation facilities.**

- (A) Prior to approval, the Council shall find that transportation facilities that are existing, are under construction, or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, will be funded by a specific public facilities financing and implementation program established for the area, or provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.**

**Comment:** The Transportation Planning Section, in their referral dated November 23, 2009, relates the following:

Section 27-213 of the Zoning Ordinance includes a requirement that adequate transportation facilities be demonstrated during the approval process for this mixed-use zone. Therefore, the application is supported by a traffic study dated September 2009 provided by the applicant and referred to the Maryland State Highway Administration (SHA) and the Prince George's County Department of Public Works and Transportation (DPW&T). Comments from DPW&T and SHA have been received and are attached. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the "Guidelines for the Analysis of the Traffic Impact of Development Proposals." The traffic study has been prepared assuming 180 attached units of senior housing, 202,000 square feet of general office, and 202,000 square feet of retail space. Using trip rates in the guidelines for the office and retail uses and trip rates in the *Trip Generation Manual* (Institute of Transportation Engineers) for the residential use, the proposed development would generate 509 AM (425 inbound and 84 outbound) and 957 PM (373 inbound and 584 outbound) weekday peak-hour vehicle trips.

The traffic generated by the proposed rezoning would impact the following intersections, interchanges, and links in the transportation system:

- MD 202 and Saint Joseph's Drive (signalized)
- MD 202 and Lottsford Road (signalized)
- Lottsford Road and Ruby Lockhart Boulevard/Palmetto Drive (unsignalized)
- Lottsford Road and Campus Way North (signalized)
- Saint Joseph's Drive and Ruby Lockhart Boulevard (future/signalized)
- Ruby Lockhart Boulevard and commercial site access (future/unsignalized)
- Ruby Lockhart Boulevard and residential site access (future/unsignalized)

The subject property is located within the Developing Tier, as defined in the *Prince George's County Approved General Plan*. As such, the subject property is evaluated according to the following standards:

**Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the guidelines.

**Unsignalized intersections:** *The Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The following critical intersections, interchanges, and links identified above, when analyzed with existing traffic using counts taken in April 2009 and existing lane configurations, operate as follow:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 202 and Saint Josephs Drive	1,170	1,156	C
MD 202 and Lottsford Road	1,151	1,112	C	B
Lottsford Road and Ruby Lockhart/Palmetto	109.8*	41.0*	--	--
Lottsford Road and Campus Way North	838	651	A	A
Saint Josephs Drive and Ruby Lockhart	Future			
Ruby Lockhart Boulevard and commercial access	Future			
Ruby Lockhart Boulevard and residential access	Future			
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation "Consolidated Transportation Program" or the Prince George's County "Capital Improvement Program." Background traffic has been developed for the study area using twelve approved developments in the area and 2.0 percent annual growth rate in through traffic along all routes. Improvements to be done by the Woodmore Town Center development are bonded and are underway.

The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follow:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
	MD 202 and Saint Josephs Drive	1,900	1,868	F
MD 202 and Lottsford Road	1,785	1,821	F	F
Lottsford Road and Ruby Lockhart/Palmetto	+999*	230.3*	--	--
Lottsford Road and Campus Way North	1,540	1,757	E	F
Saint Josephs Drive and Ruby Lockhart	Future			
Ruby Lockhart Boulevard and commercial access	Future			
Ruby Lockhart Boulevard and residential access	Future			

\*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.

The application has been analyzed in phases, with the residential component being Phase I and the commercial component being Phase II. The following critical intersections, interchanges, and links identified above, when analyzed with the programmed improvements, with improvements being constructed by Woodmore Town Center, and Phase I future traffic as developed using the guidelines, including the site trip generation as described above and the distribution as described in the traffic study, operate as follow:

<b>TOTAL PHASE I TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
	MD 202 and Saint Josephs Drive	1,901	1,871	F
MD 202 and Lottsford Road	1,785	1,823	F	F
Lottsford Road and Ruby Lockhart/Palmetto	+999*	230.3*	--	--
Lottsford Road and Campus Way North	1,541	1,759	E	F
Saint Josephs Drive and Ruby Lockhart	1,355	1,398	D	D
Ruby Lockhart Boulevard and commercial access	Future			
Ruby Lockhart Boulevard and residential access	10.2*	11.7*	--	--

\*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.

The following critical intersections, interchanges and links identified above, when analyzed with the programmed improvements and Phase II future traffic as developed using the guidelines, including the site trip generation as described above and the distribution as described in the traffic study, operate as follow:

<b>TOTAL PHASE II TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
	MD 202 and Saint Josephs Drive	1,947	1,901	F
MD 202 and Lottsford Road	1,872	1,883	F	F
Lottsford Road and Ruby Lockhart/Palmetto	+999*	+999*	--	--
Lottsford Road and Campus Way North	1,584	1,847	E	F
Saint Josephs Drive and Ruby Lockhart	1,367	1,441	D	D
Ruby Lockhart Boulevard and commercial access	12.2*	78.9*	--	--
Ruby Lockhart Boulevard and residential access	14.6*	36.6*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

It is found that one of the critical intersections operates acceptably under existing, background, and total traffic in both peak hours, while the remaining two intersections operate unacceptably in both peak hours under total traffic. The recommendations are summarized below:

- MD 202 and Saint Josephs Drive—The intersection of MD 202 and Saint Josephs Drive operates below the appropriate standard under total traffic in both peak hours under Phase I and II. In view of the minimal impact of Phase I at this location, the traffic study recommends no improvements at this location. However, Phase I development would include full connection of Ruby Lockhart Boulevard between Saint Josephs Drive and Lottsford Road, and this connection would have a positive impact on traffic at this location. Under Phase II, the traffic study recommends an additional southbound left-turn lane along MD 202. Under total traffic with these improvements in place, it is determined that the MD 202/Saint Josephs Drive intersection would operate at LOS F with a CLV of 1,606 in the AM peak hour and LOS F with a CLV of 1,767 in the PM peak hour.

It is noted that even under total traffic, the operations are below the appropriate standard for the Developing Tier. Two facts are noted. The Woodmore Town Center, reviewed by the District Council as CSP-03006, was approved despite findings which noted that the level-of-service at this intersection was well below the LOS F threshold, and given that circumstance, it is not equitable to expect future applicants to fully resolve all adequacy issues. Also, it is noted that the District Council is given responsibility to find adequacy, but Section 27-213 of the Zoning Ordinance provides no standard for making the determination. The lack of the standard provides a degree of leeway; if a given level of traffic operations was deemed adequate for a prior M-X-T application, a new site should be able to demonstrate adequacy by maintaining the same level of traffic operations. In

this case, the connection of Ruby Lockhart Boulevard plus improvements proposed would provide a significant improvement in the CLV over the background situation.

- MD 202 and Lottsford Road—The intersection of MD 202 and Lottsford Road operates below the appropriate standard under total traffic in both peak hours under Phase I and II. In view of the minimal impact of Phase I at this location, the traffic study recommends no improvements at this location. However, Phase I development would include full connection of Ruby Lockhart Boulevard between Saint Josephs Drive and Lottsford Road, and this connection would have a positive impact on traffic at this location. Under Phase II, the traffic study recommends the following: (A) conversion of the existing eastbound right-turn lane to a shared through/right-turn lane; (B) conversion of the westbound shared through/left-turn lane to left-turn only (maintaining two through lanes and two left-turn lanes); (C) changing the existing split signal phasing to concurrent phasing on the Lottsford Road approaches; and (D) modifying the median and signals accordingly. Under total traffic with these improvements in place, it is determined that the MD 202/Lottsford Road intersection would operate at LOS F with a CLV of 1,607 in the AM peak hour and LOS F with a CLV of 1,614 in the PM peak hour.

It is noted that even under total traffic, the operations are below the appropriate standard for the Developing Tier. Two facts are noted. The Woodmore Town Center, reviewed by the District Council as CSP-03006, was approved despite findings which noted that the level-of-service at this intersection was well below the LOS F threshold, and given that circumstance, it is not equitable to expect future applicants to fully resolve all adequacy issues. Also, it is noted that the District Council is given responsibility to find adequacy, but Section 27-213 of the Zoning Ordinance provides no standard for making the determination. The lack of the standard provides a degree of leeway; if a given level of traffic operations was deemed adequate for a prior M-X-T application, a new site should be able to demonstrate adequacy by maintaining the same level of traffic operations. In this case, the connection of Ruby Lockhart Boulevard plus improvements proposed would provide a significant improvement in the CLV over the background situation.

- Lottsford Road and Ruby Lockhart/Palmetto—The intersection of Lottsford Road and Ruby Lockhart/Palmetto operates unacceptably as an unsignalized intersection under total traffic in both peak hours. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal if it is deemed warranted by the appropriate operating agency. The warrant study is, in itself, a more detailed study of the adequacy of the existing unsignalized intersection. As a result, it is recommended that a signal warrant study be completed at this location prior to the time of detailed site plan. With the installation of a signal and modification of the northbound leg to provide a two-lane approach, the intersection would operate at LOS D in both peak hours.

- Lottsford Road and Campus Way North—The intersection of Lottsford Road and Campus Way North operates below the appropriate standard under total traffic in both peak hours under Phase I and II. In view of the minimal impact of Phase I at this location, the traffic study recommends no improvements at this location. Phase I development would include full connection of Ruby Lockhart Boulevard between Saint Josephs Drive and Lottsford Road, and this connection would have a positive impact on traffic at this location. Under Phase II, the traffic study recommends the provision of a second left-turn lane on the southbound approach. Under total traffic with these improvements in place, it is determined that the Lottsford Road/Campus Way North intersection would operate at LOS E with a CLV of 1,480 in the AM peak hour and LOS E with a CLV of 1,501 in the PM peak hour.

It is noted that even under total traffic, the operations are below the appropriate standard for the Developing Tier. Two facts are noted. The Woodmore Town Center, reviewed by the District Council as CSP-03006, was approved despite findings which noted that the level-of-service at this intersection was well below the LOS F threshold, and given that circumstance, it is not equitable to expect future applicants to fully resolve all adequacy issues. Also, it is noted that the District Council is given responsibility to find adequacy, but Section 27-213 of the Zoning Ordinance provides no standard for making the determination. The lack of the standard provides a degree of leeway; if a given level of traffic operations was deemed adequate for a prior M-X-T application, a new site should be able to demonstrate adequacy by maintaining the same level of traffic operations. In this case, the connection of Ruby Lockhart Boulevard plus improvements proposed would provide a significant improvement in the CLV over the background situation.

- Ruby Lockhart Boulevard at commercial site access—The intersection of Ruby Lockhart Boulevard at the commercial site access operates unacceptably as an unsignalized intersection under total traffic in the PM peak hour. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal if it is deemed warranted by the appropriate operating agency. The warrant study is, in itself, a more detailed study of the adequacy of the existing unsignalized intersection. As a result, it is recommended that a signal warrant study be completed at this location prior to the time of any detailed site plan within Phase II. With the installation of a signal, the intersection would operate at LOS C or better in both peak hours.

The traffic study was referred to and reviewed by DPW&T and SHA. The responses are attached, and they raise five issues that require discussion:

- DPW&T indicated that there was an inconsistency between the text of the traffic study and Figure 15 of the study. It was determined that the text was in error, and the traffic consultant provided a correction.

- DPW&T indicated that the northbound approach of Palmetto Drive at Lottsford Road was insufficient to allow provision of a two-lane approach. The applicant states that this approach currently operates as a two-lane approach, but the pavement is not so marked. The applicant also notes that two 11-foot lanes can be provided by reducing the median width.
- SHA noted that three items within the background development analysis needed to be adjusted. Two items were noted to be in error and adjusted; the third item was retained in the analysis given that the numbers used were consistent with those in past studies.
- In reviewing the original recommendation, SHA indicated no support for changing the signal timing for Lottsford Road at MD 202 from split to concurrent phasing. The traffic consultant did respond by revising the recommended improvements at this location to eliminate shared movement lanes on the westbound approach, a change which should more easily allow concurrent phasing. The revised recommendation has been incorporated into this memorandum.
- SHA suggests that consideration be given to widening Ruby Lockhart Boulevard between the two site access driveways to improve operations. This will be further considered once driveway locations are better specified at later stages of review.

Notwithstanding the above findings, a trip cap consistent with the current adequacy finding is recommended as a means of regulating the overall off-site transportation impact of this site. Considering the uses proposed, the site should be capped at 509 AM trips and 957 PM trips.

The site is adjacent to MD 202, a master-plan expressway facility. While additional right-of-way dedication is not required, given the function and higher speed of traffic along this roadway, it is recommended that no driveway access from this property to MD 202 be shown on any future plans. The site is along I-308, Ruby Lockhart Boulevard, as identified on the *Approved Countywide Master Plan of Transportation*. The plans reflect an adequate 70-foot right-of-way for this industrial roadway, and this facility must eventually be dedicated. The site is also along I-310 as identified on the *Approved Countywide Master Plan of Transportation*. This roadway is proposed to become a future ramp to northbound MD 202 once the overpass linking Saint Josephs Drive and McCormick Drive is constructed. The plans do not appear to reflect this roadway; it should be reflected on future plans and eventually dedicated.

**Comment:** Staff is recommending conditions of approval consistent with the above transportation findings.

**(B) The finding by the Council of adequate transportation facilities at this time shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

G. **Conformance with the Purposes of the Zone:** Section 27-542(a) of the Zoning Ordinance sets forth 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;**
- (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;**
- (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;**
- (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;**
- (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;**
- (6) **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**
- (7) **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**
- (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;**
- (9) **To permit a flexible response to the market and promote economic vitality and investment; and**
- (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.**

**Comment:** Staff makes the following finding relative to the purposes of the M-X-T Zone:

1. The variety and quality in housing combined with the proposed commercial uses will generate increased tax revenues for the county and promote by locating development at a major intersection along a recognized corridor.

2. The 1990 master plan directs this property to be developed in the manner herein described. Focusing such a mixed-use community near the metro and the beltway maximizes the development potential of the property.
3. The proposed community will promote optimum use of transit by providing retail and residential uses in close proximity to each other along an established bus route connecting to an existing metro station.
4. The concentration of development and mix of uses will reduce sprawl. Trails and walkways will be designed to facilitate access around and through the property. Linkages to other sites are contemplated.
5. The visual character and identity of the project will be an element of the architecture of the buildings, entrance features and landscape plantings. The orientation of the buildings and relationship with the open spaces and pedestrian system will be important aspects of the final design. Buildings will be designed with high quality detailing and design variation, and will be appropriate in scale with their location. The architecture, street furniture, landscape treatment, signage, and other elements will be coordinated to give the development a distinctive visual character.
6. A number of factors help to make this design a multipurpose energy-efficient plan. The number of proposed residential units and the concentration of a portion of them in multifamily complexes allow for economies of scale in the construction process and for the municipal services required to serve the residents. The mixtures of uses proposed will provide employment opportunities and help reduce travel to work.
7. The project is responsive to the existing market and needs of county residents and to the goals of the county.
8. The development is intended to be compatible with and an integral part of existing neighborhoods. Linkages to adjacent neighborhoods and activity centers will be provided so that pedestrians have safe and efficient access into and out of the site. High-quality architecture, resource and energy-efficient building design, materials and practices will be employed. This development will seek to achieve excellence in planning and design so that the health, safety and welfare of workers and residents in the region are improved.

## **CONCLUSION:**

The requested M-X-T Zone conforms to the land use recommendations of the 1990 Largo-Lottsford master plan employment-generating commercial uses and a possible residential component on this site as well as the 2002 *Prince George's County Approved General Plan* for the Developed Tier. However, the development of these uses will require close attention to be paid to buffering and screening at later stages of development review to ensure compatibility with the single-family residences to the north and east. In addition, conditions have been recommended to ensure that the conceptual site plan review takes into account important environmental issues as raised in the referral from the Environmental Planning Section dated September 10, 2009.

In order to provide flexibility to design a more integrated mix of residential and commercial uses as advocated by General Plan policies, the M-X-T Zone (which not only allows, but also encourages, a

mix of residential and commercial land uses at densities similar to those currently proposed) is appropriate for this property. Staff therefore recommends APPROVAL of the M-X-T Zone, subject to the following conditions:

1. The following recommendations should be observed during the preparation and review of the conceptual site plan (CSP):
  - a. The site plan shall provide adequate open space at the perimeter, as determined by the Urban Design Section, to serve as a buffer between the project and adjacent lower-density residential development and the church.
  - b. Wherever possible, living areas shall be linked to community facilities, transportation facilities, employment areas, and other living areas by a continuous system of pedestrian walkways and bike trails utilizing the open space network.
  - c. Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect existing residential areas, particularly those interfaces with the multifamily buildings in Phase 1 and that adjoining the church in Phase 2.
2. All future submissions for development activities on the subject property shall contain the following:
  - a. A signed natural resources inventory (NRI).
  - b. A tree conservation plan that covers the entirety of the subject property.
3. At the time of CSP, the applicant and staff of the Department of Parks and Recreation shall develop a mutually acceptable package of parkland, outdoor recreational facilities, fees, or donations to meet the future needs of the residents of the planned retirement community.
4. The conceptual site plan shall show right-of-way along I-308 (Ruby Lockhart Boulevard) and I-310 (the ramp/roadway linking Ruby Lockhart Boulevard and MD 202) consistent with master plan recommendations. This right-of-way shall be shown for dedication at the time of preliminary plan of subdivision.
5. MD 202 at Saint Josephs Drive—Prior to the issuance of any commercial building permits within the subject property under Phase II, the following road improvement 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. Provision of a third southbound left-turn lane along the southbound MD 202 approach.
6. MD 202 at Lottsford Road—Prior to the issuance of any commercial building permits within the subject property under Phase II, 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. Convert the existing eastbound right-turn lane to a shared through/right-turn lane.

- b. Convert the westbound shared through/left-turn lane to left-turn only (maintaining two through lanes and two left-turn lanes).
  - c. Changing the existing split-signal phasing to concurrent phasing on the Lottsford Road approaches.
  - d. Modify the median and signals accordingly, as required by the operating agency.
- 7. Lottsford Road at Campus Way North—Prior to the issuance of any commercial building permits within the subject property under Phase II, the following road improvement 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. Provision of a second southbound left-turn lane along Campus Way.
- 8. Prior to the approval of the initial detailed site plan, the applicant shall submit an acceptable traffic signal warrant study to the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Lottsford Road and Ruby Lockhart Boulevard/Palmetto Drive. 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 DPW&T, and examine alternatives to signalization for reducing delays from the minor street approaches. If signalization or other traffic control improvements are deemed warranted at that time, the applicant shall bond the improvements with DPW&T prior to the release of any building permits within the subject property, and complete installation at a time when directed by DPW&T. Such installation shall also include the restriping and/or minor widening of the northbound Palmetto Drive approach to provide two approach lanes to the intersection.
- 9. Prior to the approval of the initial commercial detailed site plan under Phase II, the applicant shall submit an acceptable traffic signal warrant study to the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Ruby Lockhart Drive and the commercial access. 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 DPW&T, and examine alternatives to signalization for reducing delays from the minor street approaches. If signalization or other traffic control improvements are deemed warranted at that time, the applicant shall bond the improvements with DPW&T prior to the release of any commercial building permits under Phase II, and complete installation at a time when directed by DPW&T.
- 10. Future plans shall include no direct driveway access between this site and MD 202.
- 11. Total development within the subject property shall be limited to uses which generate no more than 509 AM and 957 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein-above shall require a revised zoning plan with a new determination of the adequacy of transportation facilities.