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Note: Staff reports can be accessed at <https://www.mncppc.org/883/Watch-Meetings>**Detailed Site Plan
Alternative Compliance
Forestville Center****DSP-16039
AC-21014**

REQUEST	STAFF RECOMMENDATION
<p>This case was continued from the Planning Board hearing date of May 8, 2025 to June 26, 2025.</p> <p>Development of an 8,674-square-foot commercial shopping center.</p>	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none">• APPROVAL of Detailed Site Plan DSP-16039• APPROVAL of Alternative Compliance AC-21014• APPROVAL of Type 2 Tree Conservation Plan TCP2-004-2025• APPROVAL of a Variance to Section 25-122(b)(1)(G)

Location: On the south side of Marlboro Pike, approximately 200 feet north of its intersection with Pumphrey Drive.

Gross Acreage: 1.37

Zone: CGO/MIO

Prior Zone: C-S-C/R-55/M-I-O

Reviewed per prior Zoning Ordinance: Section 27-1903(b)

Gross Floor Area: 8,674 sq. ft.

Planning Area: 75A

Council District: 06

Municipality: None

Applicant/Address:
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7303 Hanover Parkway, Suite A
Greenbelt, MD 20770

Staff Reviewer: Meng Sun
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Planning Board Date:	06/26/2025
Planning Board Action Limit:	Indefinite
Staff Report Date:	06/12/2025
Date Accepted:	09/28/2023
Informational Mailing:	04/02/2021
Acceptance Mailing:	09/30/2022
Sign Posting Deadline:	04/01/2025

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at

http://www.mncppcapps.org/planning/Person_of_Record/.

Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-16039
Alternative Compliance AC-21014
Type 2 Tree Conservation Plan TCP2-004-2025
Variance to Section 25-122(b)(1)(G)
Forestville Center

The Urban Design section has reviewed the subject application and presents the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

The subject property is located within the Commercial, General and Office (CGO)/Military Installation Overlay (MIO) Zones. It was previously located within the Commercial Shopping Center (C-S-C), One-Family Detached Residential (R-55), and Military Installation Overlay (M-I-O) Zones. Pursuant to Section 27-1900 *et. seq.* of the Prince George's County Zoning Ordinance, for property in the CGO/MIO Zones, an applicant may elect to apply for a detailed site plan (DSP) pursuant to the requirements of the prior Zoning Ordinance, provided that such application is accepted for review before the abrogation date of Section 27-1900 *et seq.*, April 1, 2025. The subject DSP was accepted for review prior to April 1, 2025, and therefore, qualifies for review under the prior Zoning Ordinance. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior C-S-C/R-55/M-I-O zoning. Pursuant to Section 27-285(c)(2) of the prior Zoning Ordinance, on March 26, 2025, the applicant requested an indefinite extension of the time for Planning Board review. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior C-S-C/R-55/M-I-O zoning. Staff considered the following in reviewing this DSP:

- a. The requirements of the prior Prince George's County Zoning Ordinance for the Commercial Shopping Center (C-S-C) Zone, One-Family Detached Residential (R-55) Zone, Military Installation Overlay (M-I-O) Zone, and site design guidelines;
- b. The requirements of Zoning Map Amendment (Basic Plan) A-9961-C;
- c. The requirements of Preliminary Plan of Subdivision 4-16029;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;

- e. The requirements of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George’s County Tree Canopy Coverage Ordinance;
- g. Referral comments; and
- h. Community feedback.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommend the following findings:

1. **Request:** This detailed site plan (DSP) is for development of an 8,674-square-foot commercial shopping center on the Commercial Shopping Center (C-S-C)-zoned portion of the site. The subject property is 1.37 acres and is currently undeveloped.
2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	CGO/MIO	C-S-C/R-55/MIO
	-	C-S-C (1.18 acres)
	-	R-55 (0.19 acre)
	-	M-I-O (1.37 acres)
Use	Vacant	Proposed commercial shopping center on the C-S-C portion, the R-55 portion remains vacant
Gross tract acreage	1.37	1.37
Net tract acreage	1.23	1.23*
Parcels	1	1
Gross floor area	0	8,674 sq. ft.

Note: *Final Plat 5-23102 for the subject property was approved by the Prince George’s County Planning Board, on November 9, 2023. As part of this approval, 0.1423 acre of land was dedicated for public use. Accordingly, this dedicated area should be excluded from the total area considered in the application. A condition is included herein requesting the applicant to remove the 0.1423 acre of dedicated land from the application and adjust notes and charts accordingly.

Zoning Regulations for the C-S-C Zone (Per Section 27-462(a) of the prior Prince George’s County Zoning Ordinance)

SETBACK (Min. in feet)		
	REQUIRED	EVALUATED
From Street		
Setback - Marlboro Pike	10	20.6
Setback - Pinevale Ave	10	64.7
Side yard		
North (Adjoining R-T Zone)	12	12
North (Adjoining R-55 Zone)	12*	12
South (Adjoining M-U-I/D-D-O Zone)	12	104.1
Rear yard- West (Adjoining R-55 Zone)	40**	147.1
Building height	N/A	16

Notes: *The use of a retail sales establishment which contains 60,000 square feet of gross floor area or less is considered a Medium Impact use. In accordance with Table 4.7-2, Minimum Bufferyard Requirements, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), the minimum bufferyard required between a Medium Impact use and a One-Family Detached use is Type C. The minimum building setback for a Type C bufferyard is 40 feet. However, the proposed building is not adjoining the R-55 Zone. Therefore, the 40-foot minimum building setback is not applicable.

**The use of a 40-foot sales establishment which contains 60,000 square feet of gross floor area or less is considered as a Medium Impact use. In accordance with Table 4.7-2 of the Landscape Manual, the minimum bufferyard required between a Medium Impact use and a One-Family Detached use is Type C. The minimum building setback for a Type C bufferyard is 40 feet.

Parking Requirements for the C-S-C Zone (Per Section 27-568(a)(5)(A) of the prior Zoning Ordinance)

	REQUIRED (min.)	EVALUATED
Commercial trade (generally retail)/services (Normal Parking Generation Group)** 1 space per 150 sq. ft. of the first 3,000 sq. ft. GFA 1 additional space per 200 sq. ft. of GFA above the first 3,000 sq. ft. (Total GFA 8,674 sq. ft.)	49*	49
90-degree standard nonparallel (9.5 feet x 19 feet)	31	31
90-degree compact nonparallel (8 feet x 16.5 feet)	16 Max.	16
Handicap-accessible space (including Van-accessible space)	2	2
Total	49	49

Notes: *Of which at least two shall be handicap-accessible (including one van accessible space), in accordance with Section 27-566(b) of the prior Zoning Ordinance. In addition, up to 16 (one third of the total required spaces) may be compact, in accordance with Section 27-559(a) of the prior Zoning Ordinance.

**Depending on the occupancy, this shopping center may not qualify as an integrated shopping center. Therefore, 'Commercial trade/services' are used to ensure minimum parking requirements can be met.

Loading Spaces (Per Part 11, Division 3 of the prior Zoning Ordinance)

	Required	Provided
Loading spaces (12 feet x 33 feet)	0	1

In accordance with Section 27-582(a) of the prior Zoning Ordinance, loading space is not required for a retail sales and service establishment (per store) under 2,000 square feet. The proposed commercial shopping center includes seven individual retail stores, with sizes ranging from approximately 1,200 to 1,480 square feet, all of which are under 2,000 square feet. Since there is a possibility that some of the tenant spaces could be combined for larger than 2,000 square feet of retail space, the subject DSP includes one 12-foot by 38-foot loading space located internally within the subject property. The submitted loading truck turning exhibit and fire truck turning exhibit show both ingress and egress movements for both loading truck and fire truck. Staff find the truck turning movements to be sufficient.

Bicycle Spaces

This DSP includes six inverted U-shaped bicycle racks for 12 bike parking spaces, which are located adjacent to the building near Marlboro Pike, on a 6-foot by 12-foot concrete pad, supporting a multimodal system of service.

3. **Location:** The subject site is in Planning Area 75A and Council District 6. Geographically, it is located on the south side of Marlboro Pike, approximately 200 feet north of its intersection with Pumphrey Drive.
4. **Surrounding Uses:** The subject property is bounded to the east by Marlboro Pike, with a Bank of America and a BP Gas Station situated east of Marlboro Pike, in the Commercial, General and Office (CGO) (formerly C-S-C) Zone; to the north by a place of worship in the Residential, Single-Family-Attached (formerly Townhouse (R-T)) Zone, and single-family dwellings in the Residential, Single-Family-65 (RSF-65) (formerly One-Family Detached Residential (R-55)) Zone; to the west by a single-family dwelling in the RSF-65 (formerly R-55) Zone; and to the south by Pinevale Avenue and a commercial shopping center in the CGO (formerly Mixed Use-Infill and Development District Overlay) Zone.
5. **Previous Approvals:** The 1986 *Approved Sectional Map Amendment for Suitland, District Heights and Vicinity* rezoned the property from the Rural Residential Zone to the R-T Zone.

Zoning Map Amendment (Basic Plan) A-9961-C was approved by the Prince George's County District Council on September 12, 2005 (Zoning Ordinance No. 9-2005), to rezone the approximately 1.37-acre property from the R-T Zone to the C-S-C Zone (1.18 acres) in part, and the R-55 Zone (0.19 acre) in part, subject to three conditions. Specifically, page 2 of Zoning Ordinance No. 9-2005 indicates "The parcel lying south and west of the line between Parcel 15 (west of the subject property) and a point on the east side of the property, as indicated on Exhibit 41(c), shall be placed in the R-55 Zone. The remaining 1.18-acre portion of the subject property, abutting C-S-C land to the east and west, shall be placed in the C-S-C Zone."

Preliminary Plan of Subdivision (PPS) 4-16029 was approved by the Prince George's County Planning Board on February 14, 2019 (PGCPB Resolution No. 19-17), for the construction of an 8,960-square-foot commercial shopping center. A one-year extension of the validity period of PPS 4-16029 was approved by the Planning Board on February 9, 2023, which extended the validity period of the PPS to December 31, 2023. Subsequently, the final plat of subdivision known as Parcel 1 of Forestville Center, was approved by the Planning Board on November 9, 2023. The subject property was recorded as Parcel 1, Forestville Center, shown on a plat recorded in Plat Book ME 266 on page 38, in the Prince George's County Land Records, on January 18, 2024. The property measures 1.232 net acres and 1.37 gross acres.

A Natural Resources Inventory Plan (NRI-210-216) was approved by the Environmental Planning Section of the Prince George's County Planning Department of The Maryland-National Capital Park and Planning Commission on December 22, 2016, and has expired. NRI-210-216-01 was approved on February 16, 2024, and is valid until February 16, 2029. A revision to the approved NRI (NRI-210-216-02) was submitted with the subject DSP application.

6. **Design Features:** The proposed development of an 8,674-square-foot commercial shopping center will be located on the C-S-C-zoned portion of the property, set back approximately 20.6 feet from the Marlboro Pike right-of-way. The proposed commercial shopping center is a one-story building oriented to the southeast, facing the proposed parking area. The parking area is located along the front and side of the building.

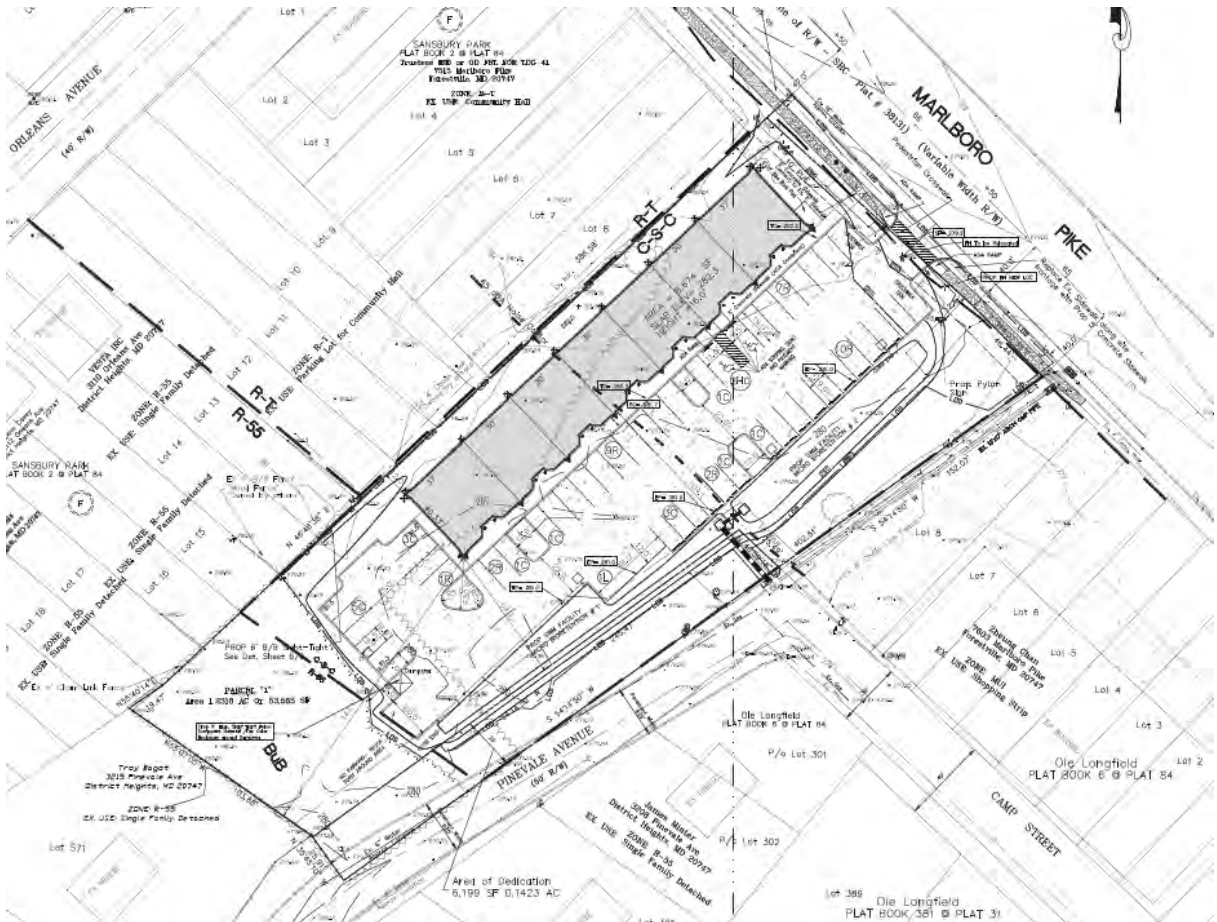


Figure 1: Detailed Site Plan

Architecture

Section 27-274(a)(10) of the prior Zoning Ordinance requires an analysis of architecture in terms of building forms, materials, and styles. The proposed commercial building is divided into bays by pilasters and awnings, to ensure that each tenant presents a generally consistent appearance to visitors. Mansard roofs over the central and outermost bays, with a decorative tower on the central roof, further provide a unified appearance to the building. The building is finished with a mix of materials, including manufactured stone veneer, brick veneer, aluminum gutter and fascia/storefront, and fabric awnings. Large glass windows and doors provide a modern commercial appearance. Architectural accents include brick columns, awnings to accent the store fronts, and a stone water table along the base of the facade. Wall-mounted light fixtures are placed between the storefronts for evening visibility.



Figure 2: Proposed Building Elevations

Signage

Section 27-454(d)(1) of the prior Zoning Ordinance requires an analysis of signs. The subject DSP includes seven building mounted signs and one freestanding monument sign.

The seven building mounted signs will be limited to approximately 57 square feet each. Those signs will be mounted in wall cabinets, or use individual channel letters, and be provided with junction boxes and raceways. Signs will be illuminated with energy-efficient light emitting diode backlighting. Sign details and notes are incorporated on Sheet 6 of the DSP, indicating size, style, mounting details, and illumination. The actual signage will be within the designated areas as shown on the DSP, and signage details will be ultimately determined at the time of permitting for individual tenants.

A single freestanding monument sign has an area of 30 square feet and is located at the site entrance, south of the proposed parking lot, approximately 12.6 feet from the Marlboro Pike right-of-way. Freestanding sign details are included on Sheet 6 of the DSP.

Staff find the signage proposal complies with the requirements of Part 12 of the prior Zoning Ordinance.

Lighting

Section 27-274(a)(3) of the prior Zoning Ordinance requires an analysis of lighting. A photometric plan was submitted with this application, including lighting specifications and a luminaire schedule. The plan proposes a lighting design for the site, which includes 20 wall-mounted lights, 4 overhead pole lights, and 14 door lights. Four different types of fixtures, including a light pole for the parking lot, a door light for the building entryway, a

wall-mounted light for the front of the building, and a wall-mounted light for the rear of the building, are proposed to ensure the quality of light is consistent in each of these areas. The four overhead pole lights will illuminate the parking lot, the wall-mounted lights will illuminate the sidewalk abutting the building and the rear of the building, and the door lights will illuminate the building entryways. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating drive aisles, building entryways, and walking paths, while preventing lighting from spilling over onto adjacent properties.

Loading and Trash Facilities

The one proposed loading space is located internally within the subject property, directly accessible from the proposed 22-foot-wide drive aisle that connects to Marlboro Pike. The loading space is bordered by the proposed parking lot and the proposed stormwater management (SWM) facilities. The existing trees and proposed landscaping will screen the loading space from surrounding residential uses and public streets, in accordance with Section 4.4(c)(2) of the Landscape Manual.

In accordance with Section 27-579(b) of the prior Zoning Ordinance, no portion of an exterior loading space, and no vehicular entrances to any loading space (including driveways and doorways), shall be located within 50 feet of any residential zone (or land proposed to be used for residential purposes on an approved basic plan for a comprehensive design zone, approved Official Plan for a Planned Community (R-P-C) Zone, or any approved conceptual site plan or DSP). The proposed loading area is approximately 105 feet from the residential zone situated on the west side of the property, approximately 100 feet from the residential zone to the north of the property, and approximately 66 feet from the residential zone to the south of the property. The proposed loading space location complies with the requirements of Section 27-579(b).

Per Section 4.4 of the Landscape Manual, all dumpsters, trash pads, and trash collection or storage areas, including recycling facilities, are required to be screened from all outdoor recreation areas, retail parking areas, and entrance drives. The submitted plans show the location of the proposed dumpster, with the details and dimensions of the dumpster enclosure that will wholly screen the dumpster from view.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the C-S-C Zone and the site design guidelines of the prior Zoning Ordinance:

- a. This application is subject to the requirements of Section 27-454, C-S-C Zone (Commercial Shopping Center), of the prior Zoning Ordinance, as follows:

(b) Landscaping and screening.

(1) Landscaping and screening shall be provided in accordance with Section 27-450.

In accordance with Section 27-450 of the prior Zoning Ordinance, "Landscaping, screening, and buffering of all development in the

Commercial Zones shall be in accordance with the provisions of the Landscape Manual.” Evaluation and compliance with the Landscape Manual has been addressed in Finding 10 below.

(c) Uses

(1) The uses allowed in the C-S-C Zone are as provided for in Table of Uses I (Division 3 of the Part 6. Commercial Zone).

The subject DSP proposes to develop a commercial shopping center, which meets the purpose of the C-S-C Zone. No specific commercial or retail uses within the commercial shopping center are proposed at this time. The specific type of use to be included in the shopping center tenant spaces will be reviewed at the time of permit review.

(d) Regulations.

(1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the C-S-C Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Table (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

The Regulations Table (Division 4 of Part 6), General (Part 2), Off-Street Parking and Loading (Part 11) and Signs (Part 12) are addressed in Finding 2 above. The Landscape Manual is addressed in Finding 11 below.

Division 1 of Part 6 provides general development standards for commercial zones. Of these standards, Section 27-447 (Fence and walls), Section 27-448.01(Frontage), Section 27-449 (Extensions and projections), and Section 27-450 (Landscaping, screening, and buffering) are applicable. Section 27-450 is addressed above. Sections 27-447, 27-448.01, and 27-449 are addressed as follows:

Section 27-447. - Fences and walls.

- (a) Unless otherwise provided, fences and walls (including retaining walls) more than six (6) feet high shall not be located in any required yard, and shall meet the setback requirements for main buildings. (See Figure 42.)**
- (b) Walls and fences more than four (4) feet high (above the finished grade, measured from the top of the fence to grade on the side of the fence where the grade is the lowest) shall be considered structures requiring building permits.**

- (c) Stranded barbed and/or razor wire are prohibited on all fences and walls, except for land that is assessed for agricultural use, and land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility.**
- (d) Except for fences less than four (4) feet in height, fences not requiring a permit, and fences on land assessed as agricultural uses, all structural support (vertical posts and horizontal rails) shall face the interior of the subject lot. (See Figure 42.1).**

The proposed fence is 6 feet high, and it shall require building permits. No stranded barbed and/or razor wires are proposed. According to the fence details included on Sheet 6 of the DSP, the horizontal rails will have vertical boards attached to both sides, alternating the side on which they are attached. The boards are for opacity and are not structural support. The rails are also centered on the supporting vertical posts, so that the posts can be seen from both sides of the fence. In summary, the structural supports, both posts and rails, will face the interior of the lot and the exterior equally. Staff find that the fence design meets the above-listed requirements.

Section 27-448.01. - Frontage.

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.

The subject property has frontage on and direct vehicular access to Marlboro Pike, a public street.

Section 27-449. - Extensions and projections.

- (a) General projections. (See Figure 55.)**
 - (1) No projections from building walls (including show windows, but not including signs) shall extend beyond building lines. (See Figure 55.)**
 - (2) Notwithstanding any other requirement of this Subtitle, a tent that covers an approved patio that is affixed to the side building wall of an Eating or Drinking Establishment and used as accessory patron seating for the use shall be permitted, provided that the use is located within the boundaries of an incorporated municipality, a**

temporary permit was previously granted for the usage of an affixed tent for such purposes, the affixed tent is approved by the Department of Permitting, Inspections and Enforcement, and the usage of the affixed tent does not conflict with any applicable sector plan, master plan, or district development standards.

(b) Canopies. (See Figure 55.)

(1) Canopies may not extend beyond the building line along a street.

Pursuant to the definition of “Building Line” in the prior Zoning Ordinance, a “Building Line” is equivalent to the required “Setback”. The submitted architecture elevations indicate that canopies are proposed along the east, south, and west sides of the building, and the canopies do not extend beyond building lines. The detailed building lines requirement is addressed in Finding 2 above. No tent is proposed with this application.

- b. This application is subject to the requirements of Section 27-430, R-55 Zone (One-Family Detached Residential), of the prior Zoning Ordinance.

The subject DSP includes no development on the R-55 portion of the site. Thus, the regulations set forth for the R-55 Zone are not applicable.

- c. This application is subject to the requirements of prior Subtitle 27, Part 10C, Military Installation Overlay (M-I-O) Zone. The applicable provisions are discussed as follows:

Section 27-548.54(e)(2) – Requirements for Height.

(B) Surface B (Approach-Departure Clearance Surface): Structures shall not exceed a height (in feet) equivalent to the distance between Surface A and nearest boundary of the subject property, divided by 50.

The subject DSP is located in the M-I-O Zone for height (Area B - App/Dep Clearance 50:1 - North End). The distance between Surface A and the nearest boundary of the subject property is approximately 7,670 feet. Accordingly, the structure shall not exceed 153.4 feet in height. The proposed structure is 16 feet in height and does not exceed the height limit.

Section 27-548.56 – Requirements Part 10C.

(a) Prohibited Uses.

(b) Limited Permitted Uses.

The eastern portion of the subject property is located in the M-I-O Zone for accident potential (Accident Potential Zone 2). The proposed use on-site shall comply with Section 27-548.56 of the prior Zoning Ordinance. The specific type of retail use and size to be included in the shopping center will be reviewed at the time of permit review.

(c) Development applications within the Safety Zones shall include a lighting plan that demonstrates compliance with all of the following standards:

(1) All lighting shall be fully shielded with cut-off, non-glare fixtures directed only onto the site;

The submitted photometric plan includes lighting specifications and a luminaire schedule. Staff find that the submitted lighting plan meets the foregoing standards.

(2) All external lighting must be projected downward at an angle of no less than ten (10) degrees below horizontal;

The submitted photometric plan includes lighting specifications and a luminaire schedule. Staff find that the submitted lighting plan meets the foregoing standards.

(3) Buildings shall not use glass or other highly reflective materials on any surface angled above horizontal; and

(4) Structures three (3) stories or taller shall use non-reflective wall surfaces and windows.

The proposed building is a single-story building. Based on the submitted architectural elevations, the surfaces angled above horizontal include the mansard roofs, the cupola roofs, and canopies. The materials for the mansard roofs are indicated as fiberglass shingles, which are not a highly reflective material. The materials of cupola roofs are not specified. The proposed canopy materials are noted as either fabric or metal awnings. However, more detailed material descriptions are required to demonstrate conformance with requirements (3) and (4). To address this, a condition has been included herein requiring the applicant to specify the materials proposed for the cupola and canopy (Nos. 10 and 11), and to confirm that these materials are not highly reflective.

- d. Section 27-274(a) of the prior Zoning Ordinance provides site design guidelines for a DSP. The applicable design guidelines are described as the following:

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking

spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

- (i) Parking lots should generally be provided to the rear or sides of structures;**
- (ii) Parking spaces should be located as near as possible to the uses they serve;**
- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
- (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

The subject DSP proposes one full access point for motor vehicles along Marlboro Pike. The parking area is conveniently located along the side and rear of the building. The parking lot design features a single parking aisle with parking lanes on both sides, which will allow free flow of traffic through the parking lot and minimize the number of parking lanes crossed by pedestrians. Parking islands with trees are provided within the parking lot in accordance with Section 4.3 of the Landscape Manual. Based on the proposed landscaping and configuration of the parking lot, staff find that the parking requirements are met.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:

- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**
- (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

Although loading spaces are not required per Section 27-582(a), if units are individually tenanted, the subject DSP includes one loading space, located internally to the subject property to ensure flexibility should a tenant occupy more than one unit. The proposed loading area is positioned as far from Marlboro Pike as practicable, minimizing visibility from public view. Existing trees and proposed

landscaping will screen the loading space from Pinevale Avenue. The loading area is called out on the site plan, but not clearly marked. A condition is included herein to request the applicant to add strips to clearly mark the loading area. Due to the relatively small size of the parking area, physical separation between the loading area and adjacent parking spaces is not feasible. Staff find the requirements for loading area are met.

- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**
- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
 - (ii) Entrance drives should provide adequate space for queuing;**
 - (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
 - (iv) Parking areas should be designed to discourage their use as through-access drives;**
 - (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
 - (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
 - (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;**
 - (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
 - (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**

- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

The parking lot has been designed to provide safe and efficient vehicular and pedestrian circulation within the site. The site is accessed via one full vehicular entry/exit pointed located on Marlboro Pike, minimizing conflict with off-site traffic. The parking lot is located near the use that it serves, and at the south-west end of the parking lot, a turnaround area is provided to facilitate free flow of vehicular traffic. These features will discourage driving at high speeds in the parking lot.

Sidewalks and Americans with Disabilities Act (ADA) curb ramps are provided along the frontage along Marlboro Pike, with a direct connection to the internal site. Pedestrian access is provided by means of a 5-foot-wide sidewalk abutting the proposed building, which connects to the parking lot and the sidewalk along Marlboro Pike. The pedestrian and vehicular circulation routes proposed on-site will be separated. ADA-accessible parking spaces are located immediately adjacent to the building, to ensure a barrier-free path between the spaces and the building. In addition, six inverted U-shaped bicycle racks for 12 bike parking spaces will also be provided on the north side of the building on a 6-foot by 12-foot concrete pad.

A fire truck turning exhibit and a loading truck turning exhibit, both including ingress and egress, were submitted with the appropriate design classification for the site. Staff find the truck turning movements shown on the exhibits to be sufficient. Evaluation of the loading truck turning movements has been addressed in Finding 2 above.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design character. To fulfill this goal, the following guidelines should be observed:**
 - (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**

- (ii) **Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
- (iii) **The pattern of light pooling should be directed on-site;**
- (iv) **Light fixtures fulfilling similar functions should provide a consistent quality of light;**
- (v) **Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**
- (vi) **If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

The subject DSP proposes the use of four overhead pole lights, 20 wall-mounted lights, and 14 door lights. The four overhead pole lights will illuminate the parking lot, the wall-mounted lights will illuminate the sidewalk abutting the building and the rear of the building, and the door lights will illuminate the building entryways. By ensuring all these features are lit, the lighting design will enhance user safety and minimize vehicular/pedestrian circulation conflicts.

Lighting is evenly distributed throughout the site to ensure that all important on-site elements are illuminated. Parking lot lighting will be directed inward to ensure illumination remains contained within the site boundaries. The rear side of the building, which faces abutting off-site property, is proposed to feature minimal lighting for safety purposes. The photometric plan shows that there will be no light spill over the property line.

Four different types of fixtures, including a light pole for the parking lot, a door light for the building entryways, a wall-mounted light for the front of the building, and a wall-mounted light for the rear of the building, are proposed in order to ensure the quality of light is consistent in each of these areas. The light fixtures are proposed to be durable and compatible with the scale, architecture, and use of the site. The architectural elevations provided show how light fixtures will be integrated into the building architecture. Staff find the requirements for lighting are met.

(4) Views.

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

The existing on-site woodland conservation, the proposed micro bioretention area, and the varied landscaping proposed along the property's perimeter create a scenic view for both drivers passing by and pedestrians using the sidewalk along public streets. Accordingly, staff find that the proposed site design techniques preserve, create, and emphasize scenic views from public areas.

(5) Green Area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**
- (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
 - (ii) Green area should link major site destinations such as buildings and parking areas;**
 - (iii) Green area should be well-defined and appropriately scaled to meet its intended use;**
 - (iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**
 - (v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**
 - (vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**
 - (vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

All proposed green areas are situated adjacent to either the parking lot or the sidewalk along the Marlboro Pike frontage, which will ensure their utility to visitors and simplify maintenance. Parking islands with trees are proposed immediately adjacent to the building to provide green links between the building and parking area. The green areas on-site are well-defined, including on-site woodland preservation area (0.18 acre), planting islands, landscaping areas, and SWM facility, and required landscape strip along Marlboro Pike. Those green areas are appropriately scaled based on the size of the

building. The green areas define the edges of the parking lot and provide screening between the property and abutting properties to ensure privacy. The on-site woodland preservation will serve as a visual focal point from the perspective of the building and the parking lot, enhancing the physical and visual character of the site.

- (B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

The site does not feature regulated environmental features (REF).
This requirement is not applicable.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**
- (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**
 - (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**
 - (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**
 - (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;**
 - (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;**
 - (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and**
 - (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.**

Amenities to be provided on-site include light fixtures on the building and in the parking lot, bicycle racks, trash receptacles and ADA parking spaces. The design of these amenities has been coordinated to be compatible with the overall building design, and to enhance the visual unity of the site. The majority of the amenities are located immediately adjacent to the sidewalk providing circulation around the building. The amenities are designed to be functional and will be constructed of durable, low-maintenance materials. The building-mounted light fixtures feature die-cast aluminum housings constructed from marine-grade, corrosion-resistant, heavy-gauge, high-pressure die-cast aluminum, ensuring durability and longevity. The parking lot lighting fixtures are made of rugged cast aluminum and include an integral, weather-tight, light emitting diode driver compartment, designed for long-term performance. Bicycle racks are constructed using Schedule 40 pipe, providing structural strength. Fencing around the trash receptacles and site-tight areas consists of cedar boards with a stained finish, offering both durability and visual appeal.

The bike racks will be located outside of the parking lot and will be screened by the landscape strip along Marlboro Pike, protecting them from vehicular intrusion. Light fixtures for the parking lot will be located behind curbs or wheel stops wherever feasible. ADA parking spaces are provided to accommodate disabled visitors and are designed to be appropriately scaled for user comfort.

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:

- (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;**
- (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**
- (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;**

- (iv) **Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**
- (v) **Drainage devices should be located and designed so as to minimize the view from public areas.**

The site does not feature significant existing slopes and will be graded to be mostly flat. There will be no slopes or berms visible from the street. SWM is to be provided by two micro bioretention areas. These areas do not have drainage devices that would be highly visible from public areas.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

- (i) **Service areas should be located away from primary roads, when possible;**
- (ii) **Service areas should be located conveniently to all buildings served;**
- (iii) **Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**
- (iv) **Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

Two service areas are proposed on-site: one to accommodate a dumpster and the other to serve as a loading space, both are positioned away from Marlboro Pike. The dumpster and loading space are located in areas conveniently accessible to the building. As shown in the site details sheet, a 6-foot-high sight-tight fence will be provided around the dumpster to screen it. The fence is made of materials that will be compatible with the building. The existing trees and proposed landscaping will screen the loading space from Pinevale Avenue and surrounding residential uses.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:

- (i) **Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**
- (ii) **The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**
- (iii) **Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
- (iv) **Public spaces should be readily accessible to potential users; and**
- (v) **Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

The subject DSP proposes small-scale commercial development, and the site is not large enough to support appreciable public space. This requirement is not applicable.

(10) Architecture.

- (A) **When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.**
- (B) **The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) **These guidelines may be modified in accordance with Section 27-277.**

A detailed discussion regarding architecture has been addressed in Finding 6 above. Staff find the architectural design guidelines to be met.

(11) Townhouses and three-family dwellings.

This requirement is not applicable to this DSP because it does not include any townhouse or three-story units.

- 8. Zoning Map Amendment (Basic Plan) A-9961-C:** Zoning Map Amendment A-9961-C was approved by the Prince George's County District Council on September 12, 2005 (Zoning Ordinance No. 9-2005), to rezone the approximately 1.37-acre property from the Townhouse (R-T) Zone to the C-S-C Zone (1.18 acres) in part, and R-55 Zone (0.19 acre) in

part, subject to three conditions. The conditions relevant to this DSP are listed below, in **bold** text. Staff's analysis of the conditions follows each one in plain text:

1. **Before issuance of permits, the applicant or its successors or assigns shall submit a detailed site plan for review and approval, in accordance with Part 3, Subdivision 9, of the Zoning Ordinance.**

The DSP has been submitted for review and approval in accordance with Part 3, Subdivision 9, of the prior Zoning Ordinance.

2. **Detailed site plan review is to determine the adequacy of proposed landscaping, fencing, and buffering, and the location of proposed buildings, paving, and on-site parking, especially as between the internal portion of the site and residential uses of adjacent properties.**

All proposed landscaping, fencing, building area, paving, and parking are shown on the DSP. The fencing along the northern boundary of the site is existing fencing that belongs to each of the adjoining property owners. The proposed development meets most landscaping, fencing, and buffering requirements. The applicant requests alternative compliance under Section 1.3(a) of the Landscape Manual, for a minor portion of the site, where the proposed parking is approximately 15 feet from the rear of Lots 13 and 14, to the north of the subject property. Here, the applicant requests a 50 percent reduction in the width of the required landscape yard, separating Lots 13 and 14 from the proposed parking lot. A fire truck turning area is provided at the southwest corner of the C-S-C-zoned portion of the site, providing enough turnaround area for large trucks and emergency vehicles without having to back up onto Marlboro Pike. The fire truck turning area brings paving to the C-S-C and R-55 Zone division line, but no improvements were proposed within the R-55-zoned portion of the property. The R-55-zoned portion of the property provides sufficient buffer between the internal portion of the site and residential uses of adjacent properties.

3. **All future development on this site shall include a Phase I or Phase II Noise Study, as appropriate, to show locations of the 65 dBA Ldn noise contour (mitigated or unmitigated), and show that all State noise standards have been met, for interior areas.**

Upon review of the record for A-9961, staff find this condition originated from the Environmental Planning Section referral. In a memorandum dated March 15, 2004 (Metzger to Tesfaye), Environmental Planning staff stated that:

“Roadway noise is not an issue in the review of this application because Marlboro Pike is a collector roadway and not generally regulated for noise. However, noise impacts have been identified on this site, which should be addressed. Based on the most recent AICUZ Study for Andrews Air Force Base released in 1998, it was noted that this property is located partially within the APZ-1 (CUD-3). The designation of APZ-1 means that the parcel is situated in a zone where aircraft accidents could occur. The designation of CUD-3 means that because of noise intrusion between 65–70 dBA (Ldn) the property may not be suited for residential, high intensity employment, retail, commercial or

office uses without adequate noise mitigation. A noise level reduction of 30 decibel at the least should be incorporated into shells of buildings, in order to maintain an interior noise level of 45 dBA (Ldn) for residential structures, and a 23 decibel minimum reduction for commercial structures in order to maintain an acceptable interior noise level of 52 dBA (Ldn) for employment uses.

Recommended Condition: All future development applications on this site shall include a Phase I and/or Phase II Noise Study as appropriate. show the location of the 65 dBA Ldn noise contour (mitigated and unmitigated) and show that all state noise standards have been met for interior areas."

Condition 3 was imposed because the property was situated in Compatible Use District-3 (CUD-3) Zone of the Air Installation Compatible Use Zone Study released in 1998 (1998 AICUZ Study), where noise intrusion ranges between 65–70 a-weighted sound level measured in decibels (dBA) day-night average sound level (Ldn) due to operations at Andrews Air Force Base, currently known as Joint Base Andrews (JBA). At the time of A-9961, the property was considered not suitable for residential, high-intensity employment, retail, commercial, or office uses without adequate noise mitigation.

When A-9961 was approved with conditions, the 1998 version of the AICUZ Study was the most recent. Since 1998, the AICUZ Study was updated in 2007 and 2017. In the 2007 AICUZ Study, Figure 4.2 on page 4-5 clearly showed that the subject property was just outside of the 65–70 dBA Ldn Zone; Figure 4.4 on page 4-8 compared the noise contours between the 2007 and 1998 studies, and further demonstrated that the subject property was within the 65–70 dBA Ldn Zone in 1998, and outside the 65–70 dBA Ldn Zone in 2007. In the 2017 AICUZ Study, it was noted that JBA had undergone significant change in aircraft operations, including a decrease of projected operations, substantial reduction of large transient jet operations, changes in runway utilization and flight tracks, and elimination of older aircrafts that generate greater noise (page 3 of the 2017 AICUZ Study). As a result, Figure 4-3 on page 39 of the 2017 AICUZ Study further demonstrated that the 2017 noise impact area is even smaller than that of 2007. As of the most recent AICUZ Study (2017), the subject property remains outside of the 65–70 dBA Ldn Zone.

In 2015, the Official Impact Maps of the AICUZ Study, as amended from time to time, were adopted by the District Council through the Military Installation Overlay (M-I-O) Zone (Prince George's County Council Bill CB-42-2015). The M-I-O Zone establishes standards of use, design, and construction for development in the vicinity of JBA, impacted by air operations at the base. The M-I-O Zone is based on three areas of constraint: noise, height, and accident potential. The subject property is currently not in the M-I-O Zone for noise, though it is within the M-I-O Zone for height, and partially within the M-I-O Zone for accident potential. This means that the subject property is currently outside the area where noise intrusion is higher than 60 dBA. Based on the above analysis, and the applicable M-I-O Zone for the site, the site is not impacted by aircraft noise exceeding 65 dBA Ldn, and therefore, does not require noise mitigation.

9. **Preliminary Plan of Subdivision 4-16029:** PPS 4-16029 was approved by the Prince George's County Planning Board on February 14, 2019 (PGCPB Resolution No. 19-17), subject to nine conditions. The conditions relevant to this DSP are listed below, in **bold** text. Staff's analysis of the PPS conditions follows each one, in plain text:

4. **Development of this site shall be in conformance with approved Stormwater Management Concept Plan 43353-2016 and any subsequent revisions.**

The submitted Type 2 tree conservation plan (TCP2) and DSP are in conformance with the approved SWM concept plan, which was approved on October 27, 2023, and has an expiration date of October 27, 2026. Future development of the site shall be in conformance with the approved SWM concept plan and any subsequent revisions.

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

The DSP proposes no revisions to the proposed uses on the subject property that would affect prior Subtitle 24 adequacy findings. The PPS analyzed 8,960 square feet of commercial development. This DSP proposes a commercial shopping center of 8,674 square feet, which is within the capacity approved under the PPS.

6. **Total development shall be limited to uses that would generate no more than 36 AM and 119 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The subject DSP proposes the same land use and less development than the approved PPS; therefore, the subject DSP is within the peak-hour trip cap.

8. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:**

- a. **Five-foot-wide sidewalk and 6.5-foot landscape strip consistent with the Boulevard Area street section illustrated in Figure IV-6 of the sector plan, unless modified by the Prince George's County Department of Public Works and Transportation/Prince George's County Department of Permitting, Inspections and Enforcement.**

The site plan includes a 5-foot-wide sidewalk along the property frontage on Marlboro Pike. Due to the limited distance between the existing curb and property line, the applicant is unable to comply with a 6.5-foot-wide landscape strip along the entirety of the Marlboro Pike frontage, and provides a 4.5-foot-wide landscape strip where the distance between existing curb and property line narrows. Per email correspondence between the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and the applicant (Lord-Attivor to Diaz-Campbell) dated January 14, 2025, DPIE will make the determination if the proposed landscape buffer is acceptable at the time of permit.

At the Subdivision and Development Review Committee meeting held on February 14, 2025, DPIE noted that they would like to have a discussion with the applicant regarding commercial frontage improvement and a potential funded Capital Improvement Project (CIP). According to page 7 of the applicant's statement of justification (SOJ), a meeting was held between the applicant and DPIE on February 25, 2025, to discuss the frontage improvements. DPIE requested that the applicant investigate whether the necessary room for the full 6.5-foot-wide landscape strip could be provided across the entire property frontage, by means of additional right-of-way dedication or the granting of a public use easement. The applicant will determine whether additional room can be made at the time of permitting, and if it is not possible, the applicant will request modification of this condition from DPIE. It was also possible that DPIE may request conformance with an ongoing CIP (yet to be identified) at the time of permitting.

To summarize, sufficient right-of-way has been provided to accommodate the street section that was recommended in the sector plan. The condition of the PPS required conformance to the street section recommended in the sector plan. The determination of conformance will be further evaluated at the time of permitting. A condition has been included herein requiring the applicant to coordinate with DPIE and comply with PPS 4-16029 Condition 8a at the stage of permitting.

b. The amount, type, and location of bicycle parking will be determined at the time of detailed site plan.

The subject DSP includes six inverted U-shaped bicycle racks for a total of 12 bike parking spaces at the north side of the building, on a 6-foot by 12-foot bicycle rack pad located near the Marlboro Pike entrance. Details of the bicycle rack are shown on the site plan.

c. One sidewalk or pedestrian walkway linking the proposed shopping center with the sidewalk along Marlboro Pike. The location and type of connection will be determined at the time of detailed site plan.

The subject DSP shows a 5-foot-wide sidewalk linking the proposed commercial shopping center with the sidewalk along Marlboro Pike.

9. Prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that all of the following required adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of Subdivision Regulations and the cost cap in subpart (c), have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:

- a. **A five-foot wide sidewalk along the south side of Marlboro Pike from the subject site to the intersection with Orleans Avenue.**
- b. **A high-visibility crosswalk across Orleans Avenue.**
- c. **Americans with Disabilities Act compliant ramps for the crosswalk at Orleans Avenue.**
- d. **At the time of detailed site plan, provide an exhibit that illustrates the location, limits, specifications, and details of the off-site sidewalk improvements approved with Preliminary Plan of Subdivision 4-16029, consistent with Section 24-124.01(f) and the cost cap in Section 24-124.01(c).**

An exhibit illustrating the location, limits, specifications, and details of the above listed off-site improvements, as approved by the PPS, is included with this DSP application. The required improvements will be constructed in accordance with this condition.

- 10. 2010 Prince George's County Landscape Manual:** Applicable Landscape Manual schedules have been provided with the submitted landscape plan. As shown on the landscape plans, the DSP is in conformance with most of the applicable standards in the Landscape Manual, which include Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Staff find there is one technical error, and a condition is included herein requiring the applicant to address the technical error in the provided schedules, and to demonstrate conformance.

The applicant has submitted a request for Alternative Compliance (AC-21014) from Section 4.7 of the Landscape Manual, along the northern property line. Specifically, the applicant seeks relief as follows:

Section 4.7, Buffering Incompatible Uses

The applicant requests alternative compliance from the requirements of Section 4.7, Buffering Incompatible Uses, for a portion of the northern property line, which is adjacent to a single-family detached house on Lots 13 and 14. Table 4.7-2, Minimum Bufferyard Requirements, of the Landscape Manual, requires a Type C bufferyard for a retail sales establishment with less than 60,000 square feet of gross floor area (GFA), which is a Medium Impact use, adjoining a One-Family Detached use. Table 4.7-3, Bufferyard Types, of the Landscape Manual, requires a minimum building setback of 40 feet, a minimum landscape yard width of 30 feet, and 120 plant units per 100 linear feet of property line for a Type C bufferyard. The applicant seeks relief from these requirements, as follows:

REQUIRED: Section 4.7. Buffering Incompatible Uses, adjacent to a single-family detached residential use on Lots 13 and 14

Length of bufferyard	50 linear feet
Minimum building setback	40 feet
Minimum landscape yard	30 feet
Existing trees	0 percent
Fence or wall	No
Plant units (120 per 100 linear feet)	60

PROVIDED: Section 4.7. Buffering Incompatible Uses, adjacent to a single-family detached residential use on Lots 13 and 14

Length of bufferyard	50 linear feet
Minimum building setback	N/A (building not present in this area)
Minimum landscape yard	15-22 feet
Existing trees	0 percent
Fence or wall	Yes, for 50 linear feet
Plant units	70

Justification of Recommendation

The proposed commercial building is adjacent to the northern property line of Parcel 1, but ends before it reaches the subject portion adjacent to Lots 13 and 14. The only proposed improvement adjacent to Lots 13 and 14 is the turnaround area of a two-bay parking lot for commercial uses that encroach into the required bufferyard by 8 to 15 feet. As an alternative to the standard bufferyard width, the applicant has proposed a 6-foot-high, sight-tight fence along the property line, and a total of 70 plant units, which is 10 more than required. In addition, the single-family detached home on the adjacent property is located over 75 feet away from the shared property line.

The Prince George's County Planning Director finds that given the provision of the fence and additional plant units, as well as the configuration of proposed improvements, the applicant's proposal is equally effective as normal compliance, with respect to Section 4.7 of the Landscape Manual.

- 11. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property had a tree conservation plan that was accepted for review on or before June 30, 2024. The property must conform to the environmental regulations of the 2010 WCO and the 2018 Environmental Technical Manual (ETM).

Section 27-282(e)(5) of the prior Zoning Ordinance requires an approved natural resources inventory (NRI) plan with DSP applications. A revised NRI for this site, NRI-210-2016-01, which was approved on February 16, 2024, was submitted. The 1.37-acre site contains 0.48 acre of woodland and two specimen trees; however, no REF including streams, wetlands, floodplain, steep slope, or primary management areas were identified on the property. At this time, the NRI indicates both zones for the site; however, the location of the split zoning line is different from the location on prior development applications. Prior to

certification of the DSP and TCP2, the NRI shall be revised to accurately locate the split zoning line, in conformance with the DSP and TCP2.

The site is subject to the provisions of the 2010 WCO because the property is greater than 40,000 square feet. A Type 2 Tree Conservation Plan (TCP2-004-2025) was submitted with the DSP application.

The site contains a total of 0.48 acre of woodlands, with no REF, including floodplain, streams, or wetlands. Given that the application area has two zoning categories, the blended woodland conservation threshold is 15.69 percent, or 0.22 acre. The TCP2 proposes to clear 0.30 acre of woodland, resulting in a total woodland conservation requirement of 0.32 acre. The woodland conservation requirement is proposed to be met with 0.18 acre of on-site preservation, and 0.14 acre of off-site credits.

Section 27-282(e)(9) of the prior Zoning Ordinance requires the TCP2 to meet all technical requirements of Subtitle 25 of the Prince George's County Code prior to signature approval of the DSP. Technical revisions are required to the TCP2 prior to certification approval of the DSP, in conformance with recommended conditions provided in the Recommendation section of this technical staff report.

In addition, the specimen tree proposed for credit (ST-1) is a Mulberry in fair condition, with a proposed impact of 25 percent to the critical root zone. In order for a specimen tree to be retained for credit, the tree must be in good condition or better and not be impacted, as stated in Section 25-122(c)(1)(D) of the WCO. As Specimen Tree ST-1 is in fair condition, with a 25 percent impact to the critical root zone, ST-1 does not qualify for specimen tree credit in accordance with Section 25-122(c)(1)(D). Staff recommend that the applicant meet the additional requirement off-site. Conditions are included herein requiring the applicant to make technical revisions to the TCP2, prior to certification of the DSP.

Specimen Trees

Tree conservation plans are required to meet all the requirements of Subtitle 25, Division 2, of the County Code, which include the preservation of specimen trees, as stated in Section 25-122(b)(1)(G) of the WCO. Every effort should be made to preserve the trees in place, considering the different species' ability to withstand construction disturbance (refer to the Construction Tolerance Chart in the ETM for guidance on each species' ability to tolerate root zone disturbances).

The site contains two specimen trees with "fair" ratings. The applicant requests to remove Specimen Tree ST-2 for development of the commercial shopping center and infrastructure. A Subtitle 25 Variance application, and a SOJ in support of a variance, were received on March 18, 2025. The letter of justification submitted seeks to address the required findings for the specimen trees.

Staff support the removal of the one Specimen Tree (ST-2), as requested by the applicant. Section 25-119(d) of the WCO contains six required findings, listed in **bold** below, to be made before a variance from the WCO can be granted. An evaluation of this variance request, with respect to the required findings, is provided below:

- (A) Special conditions peculiar to the property have caused the unwarranted hardship.**

To meet this finding, an applicant must demonstrate that without the variance, the applicant cannot develop a use of the property that is both significant and reasonable. The applicant must prove that the use cannot be achieved elsewhere on the property.

The site is relatively narrow with two street frontages resulting in limited developable area, which is further reduced by the required frontage dedication and setbacks. The site is narrower towards the western edge where the woodland conservation is proposed. The property is also split-zoned C-S-C and R-55.

The specimen tree proposed for removal is located along the northeastern property boundary, where the applicant proposes to construct the proposed commercial shopping center building. Specimen Tree ST-2 is in fair condition and is a species with a poor construction tolerance.

The proposed use of a building for a commercial shopping center is a significant and reasonable use for the subject site. Specifically, the subject property is located in the C-S-C Zone, the purpose of which is to “provide locations for predominantly retail commercial shopping facilities” (Section 27-454(a)(1)(A) of the prior Zoning Ordinance). Given the property’s narrowness, the proposed commercial building and associated improvements cannot be accomplished elsewhere on-site without additional variances to Subtitle 25, or a reduction of on-site woodland conservation. Specifically, the applicant asserts that the building cannot be moved to the southeast or southwest to avoid impacting ST-2, as doing so would not allow adequate space for the parking and stormwater facilities needed to serve the proposed development. If these facilities were moved further southwest along with the building, it would reduce the overall on-site woodland conservation. Staff concur with the applicant’s assessment that the proposed development cannot be reconfigured to save ST-2.

Accordingly, requiring the applicant to retain this specimen tree on-site would further limit the area of the site available for development, to the extent that it would cause the applicant an unwarranted hardship.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

Approval of a variance for removal of the specimen tree is necessary to ensure that the applicant is afforded the same considerations provided to owners of other properties that encounter similar conditions and in similar locations on a site. The specimen tree proposed for removal is located at the northeastern boundary of the property, where the building is proposed with the required parking located at the road frontages. As discussed above, the property’s narrowness and split zoning prevent reconfiguring the proposed development to save Specimen Tree ST-2. Requiring the applicant to retain ST-2 would limit its ability to construct a commercial shopping center at the subject property.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

Not granting the variance would prevent the project from being developed in a functional and efficient manner. This is not a special privilege that would be denied to other applicants. If other properties encounter trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant.

The removal of the specimen tree is a result of its location on the property, and the limitations on site design. These are not the result of actions by the applicant.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

The request to remove the specimen tree does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property.

(F) Granting of the variance will not adversely affect water quality.

Granting the variance will not adversely affect water quality because the applicant is required to meet current SWM requirements on-site. This application has an approved SWM Concept Plan (43353-2016-00) evaluated by DPIE, and additional information regarding the proposed stormwater facilities is located in the Stormwater Management section of this technical staff report. Sediment and erosion control measures for this site will be subject to the requirements of the Prince George's County Soil Conservation District. The removal of the specimen tree will not result in a marked degradation of water quality.

12. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of GFA, or disturbance, and requires a grading permit. The Tree Canopy Coverage Ordinance is not subject to the current Zoning Ordinance grandfathering provisions, and does not contain any grandfathering provision for prior zoning, except for specified legacy zones or developments that had a previously approved landscape plan demonstrating conformance to TCC. Therefore, this application was reviewed for conformance with the Tree Canopy Coverage Ordinance requirements for the current property zone, which is Commercial, General and Office (CGO). Properties zoned CGO are required to provide a minimum of 15 percent of the net tract area in TCC. The subject lot has a net tract area of 1.23 acres, which has a TCC requirement of 0.18 acre, or 8,037 square feet. The TCC worksheet included in the submitted landscape plan demonstrates the requirement is met.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and are incorporated herein by reference:

- a. **Community Planning**—In a memorandum dated March 28, 2025 (Bishop to Sun), the Community Planning Division noted that while sector plan conformance was not a required finding for this DSP, the subject DSP does conform with the sector plan’s recommended land use for the subject property.
- b. **Transportation Planning**—In a memorandum dated May 27, 2025 (Smith to Sun), the Transportation Planning Section offered the following comments:

Master Plan Right of Way

The site’s northern boundary is adjacent to Marlboro Pike (C-410), a collector road with a minimum 80-foot-wide right-of-way. The site is also adjacent to Pinevale Avenue along the southeastern boundary, which required dedication at the time of PPS. The DSP identifies the right-of-way along Marlboro Pike, and no additional dedication is required with this application.

Master Plan Pedestrian and Bike Facilities

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) recommends a bicycle lane along the frontage of Marlboro Pike. The MPOT provides policy guidance regarding multimodal transportation. In addition, the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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 (page 10).

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities* (page 10).

This development is within the area of the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*, which includes the following related policy:

Policy 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (page 62).

During the PPS review, a bicycle lane along the frontage of Marlboro Pike was not required and it was recommended to be constructed as part of a CIP. The site plan includes sidewalks along the frontage of Marlboro Pike, and a crosswalk crossing the vehicular access point. ADA-compliant curb ramp details are provided. Bicycle parking is also included within the site to accommodate multimodal use. Staff find the sector plan goals and policies are implemented to the extent possible.

Staff also find the vehicular, pedestrian, and bicycle access and circulation for this DSP are acceptable, consistent with the site design guidelines pursuant to the prior Zoning Ordinance, and meet the findings for pedestrian and bicycle transportation purposes, which is discussed in detail in Finding 7 above.

- c. **Environmental Planning**—In a memorandum dated May 23, 2025 (Kirchhof to Sun), Environmental Planning staff noted the following:

Natural Resources Inventory Plan/Existing Features

Section 27-282(e)(5) of the prior Zoning Ordinance requires an approved NRI with DSP applications. A revised NRI for this site, NRI-210-2016-01, which was approved on February 16, 2024, was submitted. The 1.37-acre site contains 0.48 acre of woodland and two specimen trees; however, no REF including streams, wetlands, floodplain, steep slope, or primary management areas were identified on the property. At this time, the NRI indicates both zones for the site; however, the location of the split zoning line is different from the location on prior development applications. Prior to certification of the DSP and TCP2, the NRI shall be revised to accurately locate the split zoning line, in conformance with the DSP and TCP2.

Soils

The predominant soils found to occur, according to the United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey, are the Beltsville-Urban land complex (0 to 5 percent slopes) and Sassafras-Urban land complex (0 to 5 percent slopes). Marlboro clay was not found to occur on, or in the vicinity of this property.

Stormwater Management

Section 27-282(e)(11) of the prior Zoning Ordinance requires an approved SWM concept plan with DSP applications. An expired SWM concept plan and approval letter were submitted with the acceptance of the subject application. SWM Concept Plan No. 43353-2016 was approved on January 24, 2017, and expired on January 24, 2020. In the response submittal dated January 27, 2025, a revised stormwater letter was submitted which was approved on October 27, 2023 and extended the validity period of the SWM concept plan to October 27, 2026. No revisions are required to the TCP2 for conformance with the approved SWM concept plan at this time.

Evaluation of the woodland conservation and Subtitle 25 Variance request have been addressed in Finding 11 of this technical staff report.

- d. **Historic Preservation and Archeological Review**—In a memorandum dated February 21, 2025 (Stabler, Smith, and Chisholm to Sun), the Historic Preservation Section noted that the sector plan contains goals and policies related to historic preservation (pages 45–47). However, these were not specific to the subject site, or applicable to the proposed development. The subject property was formerly the location of the Reilly Store and Residence (PG:75A-010), a documented property. The Reilly Store and Residence were demolished between 2006 and 2009. The area where the house and several outbuildings were located appears to have been extensively graded. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources.

- e. **Prince George's County Department of Parks and Recreation (DPR)**—In a letter dated October 3, 2023 (Holley to Dominique), DPR had no objection to the approval of this subject application.
 - f. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated December 4, 2023 (Giles to Mitchum), DPIE had no objection to DSP-16039 and noted that the subject application is consistent with the intent of the approved Site Development Concept 43353-2016-00 layout with an expiration date of October 27, 2026. In the permitting stage, the applicant should provide frontage improvements along Marlboro Pike and Pinevale Avenue, according to the Prince George's County Department of Public Works and Transportation (DPW&T) standard requirements. In addition, the applicant should provide a commercial driveway entrance along Marlboro Pike, according to DPW&T Std. 200.03 or 200.04.

DPIE also provided comments pertaining to the SWM concept plan approval. Subsequently, in the response submittal dated January 27, 2025, a revised stormwater letter was submitted which was approved on October 27, 2023, and extended the validity period of the SWM concept plan to October 27, 2026.
 - g. **Price George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.
 - h. **Prince George's County Fire/EMS Department**—In a memorandum dated February 14, 2025 (Reilly to Sun), the Fire/EMS Department offered four comments at the Subdivision and Development Review Committee meeting regarding the subject application. Subsequently, a revised DSP was submitted on March 14, 2025, and reviewed by the Fire/EMS Department. In an email dated March 18, 2025 (Reilly to Sun), the Fire/EMS Department noted that they were satisfied with the applicant's responses.
 - i. **Prince George's County Health Department**—In a memorandum dated January 29, 2025 (Adepoju to Sun), the Environmental Engineering/Policy Program of the Prince George's County Health Department had completed a desktop health impact assessment review of the DSP submission, for Forestville Center, located at 7521 Marlboro Pike in District Heights, and did not have any comments or recommendations at this time.
 - j. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on this application.
- 14. **Community feedback:** As of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject DSP.
 - 15. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the proposed conditions below, represents a most reasonable alternative for satisfying the site design guidelines of prior Subtitle 27,

Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

16. Section 27-285(b)(2) of the prior Zoning Ordinance is not applicable because there is no conceptual site plan.
17. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
18. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that the REF have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations. There are no REF on the subject property.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-16039, Alternative Compliance AC-21014, Type 2 Tree Conservation Plan TCP2-004-2025, and a Variance to Section 25-122(b)(1)(G), for Forestville Center, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Remove the 0.1423 acre of land, which was previously dedicated to public use with Final Plat 5-23102, from the DSP and adjust notes and charts accordingly.
 - b. Revise the photometric plan to remove the duplicated dumpster in the planting island.
 - c. Add strips to clearly mark the loading area. Revise Schedule 4.3-2 on the landscape plan, to change the percentage number of the interior landscaped area provided to 8.6 percent.
 - d. Confirm the zoning of the property in accordance with Zoning Map Amendment A-9961-C and the Official Zoning Map.
 - e. Specify the materials proposed for the cupola and canopy (Nos. 10 and 11), and confirm that these materials are not highly reflective.
 - f. Revise the Type 2 tree conservation plan (TCP2) as follows, or provide specific documentation:
 - (1) Provide the permanent tree protection fence detail and location of the protective fencing on the TCP2.

- (2) Revise the woodland and wildlife habitat conservation easement note on Sheet 1 to read as follows: "Woodlands preserved, planted or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber ____ folio _____. Revisions to this TCP2 may require a revision to the recorded easement."
 - (3) Revise the specimen tree maintenance plan on the TCP2 for Specimen Tree ST-1 to provide an arborist's assessment of ST-1 and specific techniques or treatments based on that assessment.
- g. Revise the Natural Resources Inventory Plan (NRI-210-2016-02) to accurately locate the split zoning line, in conformance with the DSP and TCP2.
- 2. Prior to approval of the first grading permit, the applicant and the applicant's heirs, successors, and/or assignees shall submit or revise the following:
 - a. The final erosion and sediment control plan shall be submitted. The limits of disturbance shall be consistent between both the erosion and sediment control plan and the Type 2 tree conservation plan.
 - b. The final location of stormwater management (SWM) features on the Type 2 tree conservation plan shall be reflective of the approved SWM concept plan. The limits of disturbance shall be consistent between the plans.
 - c. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (sector plan), provide a 5-foot-wide sidewalk and a 6.5-foot landscape strip consistent with the Boulevard Area street section illustrated in Figure IV-6 of the sector plan (page 59), unless modified by the Prince George's County Department of Public Works and Transportation and/or the Prince George's County Department of Permitting, Inspections and Enforcement.

FORESTVILLE CENTER

Detailed Site Plan

Alternative Compliance AC-21014

Type 2 Tree Conservation Plan TCP2-004-2025

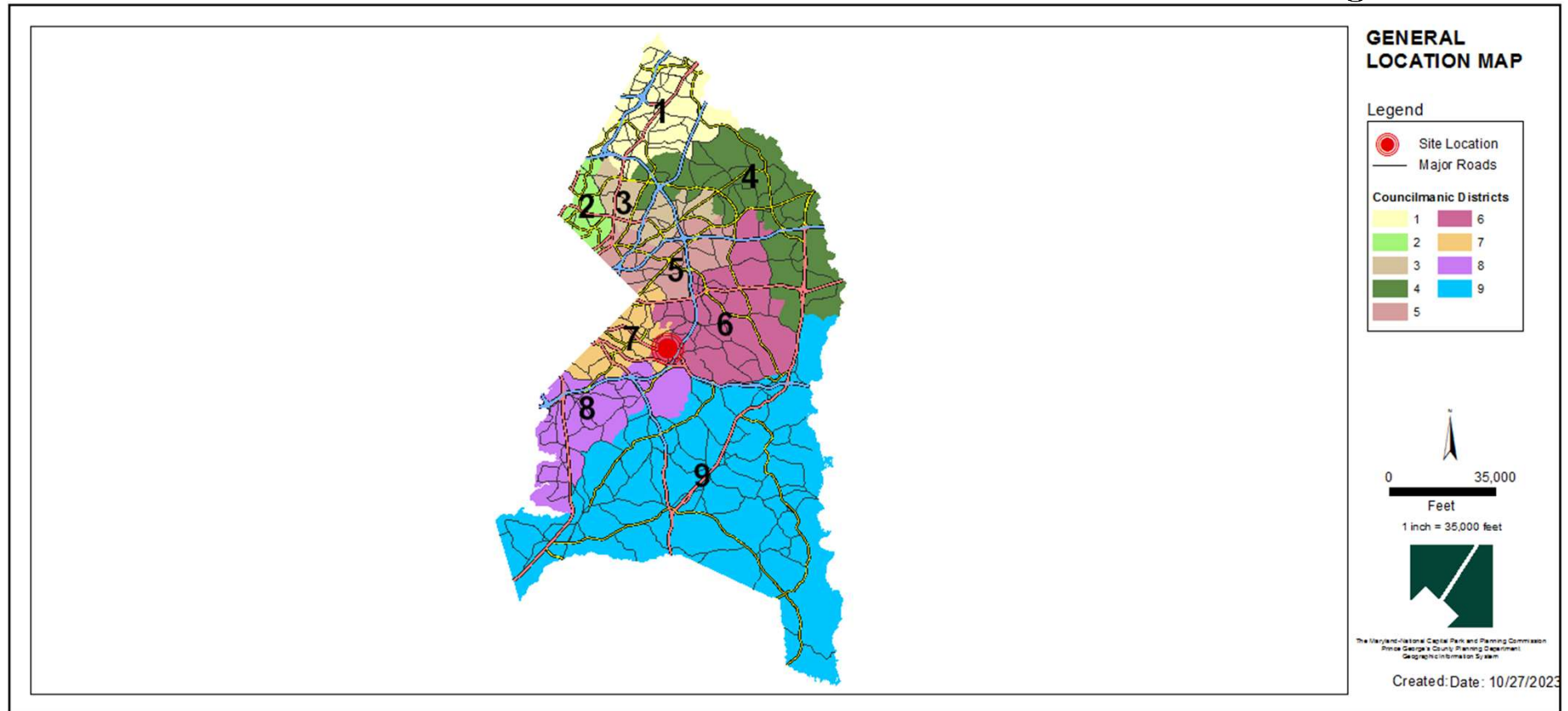
Staff Recommendation: APPROVAL with conditions



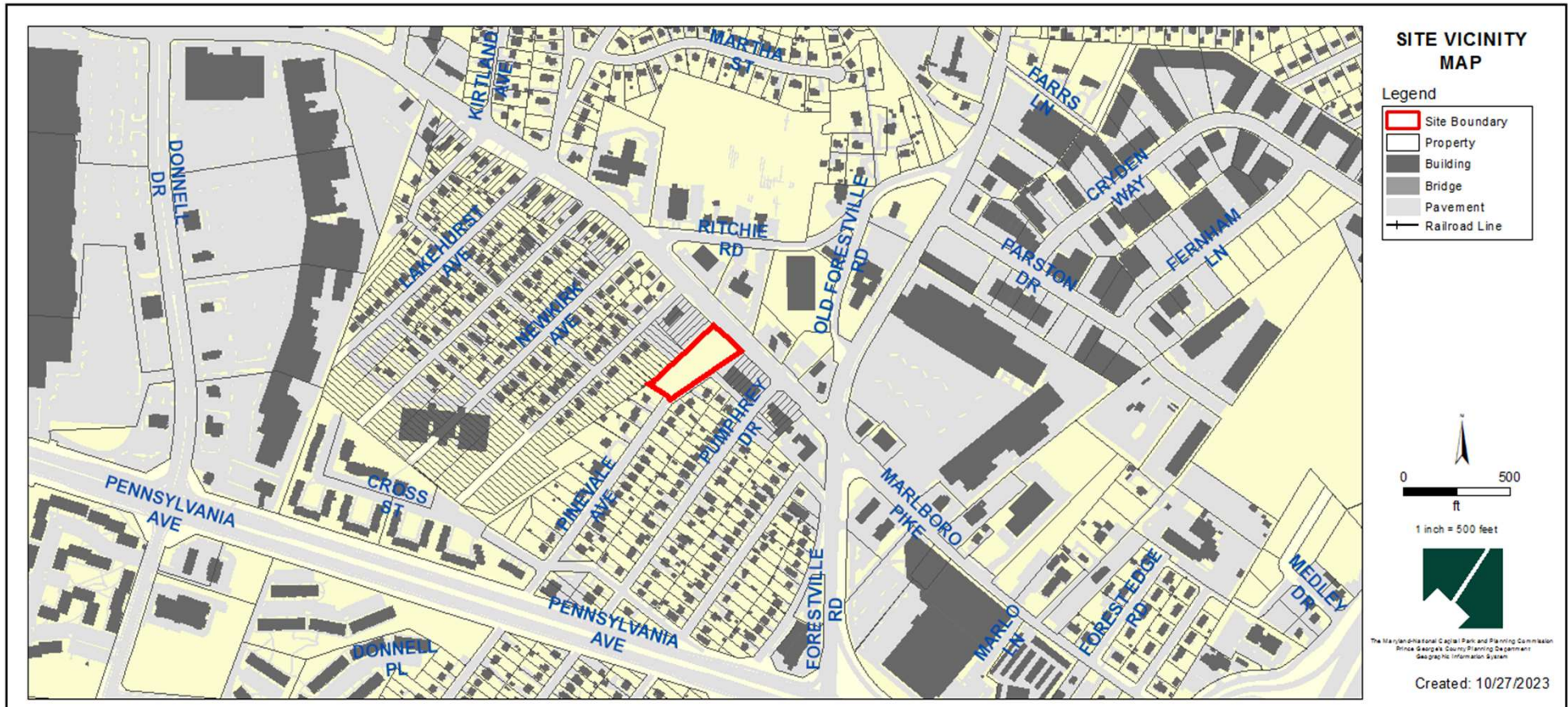
GENERAL LOCATION MAP

Council District: 06

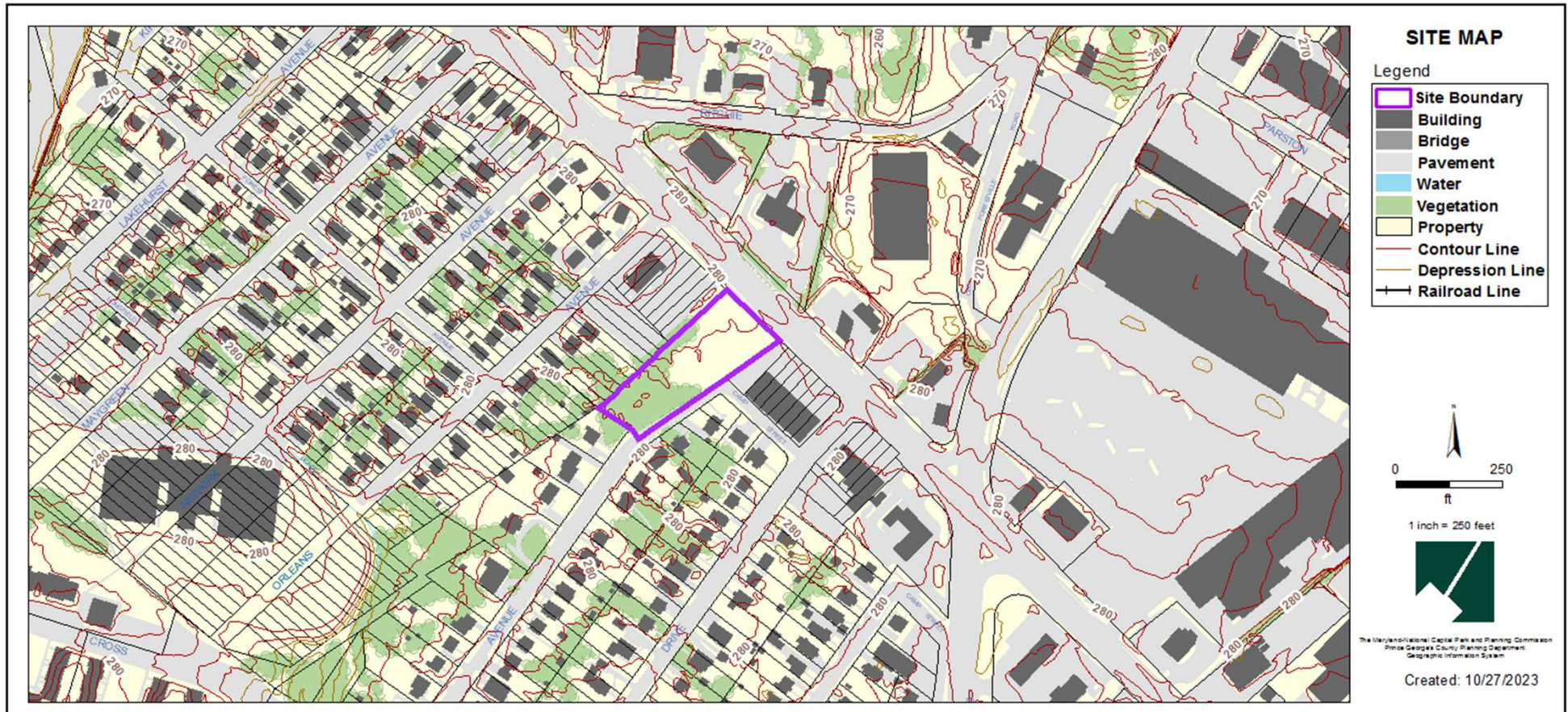
Planning Area: 75A



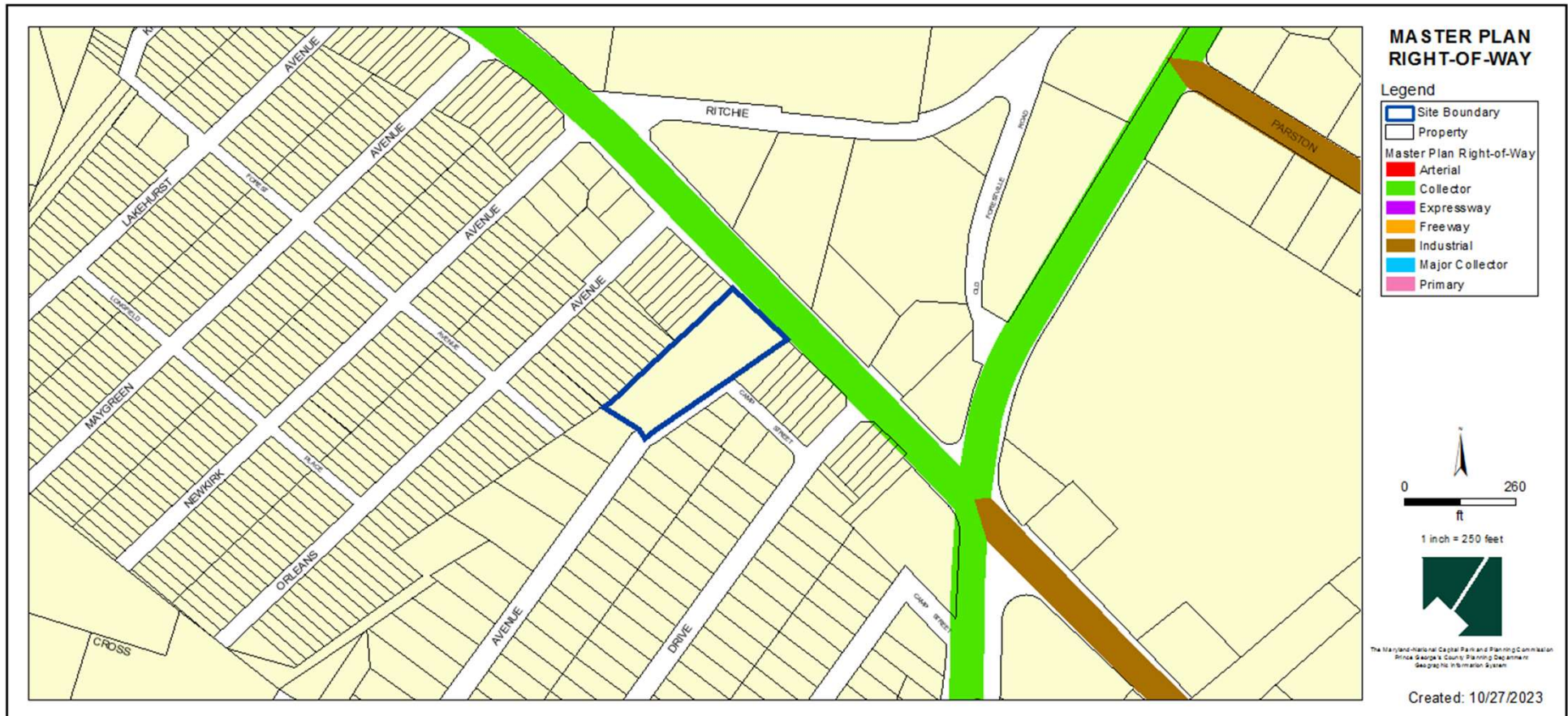
SITE VICINITY MAP



SITE MAP



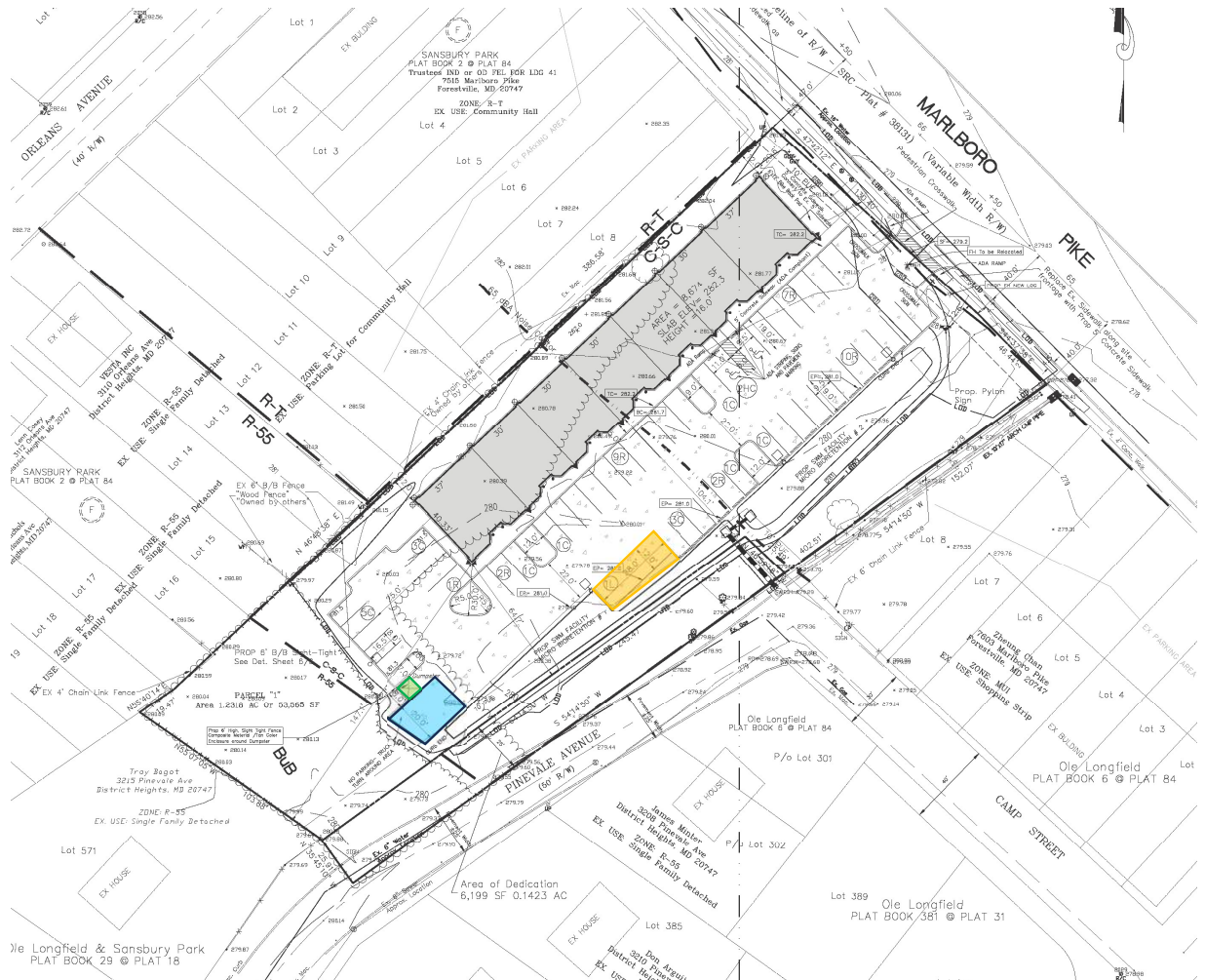
MASTER PLAN RIGHT-OF-WAY MAP






BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



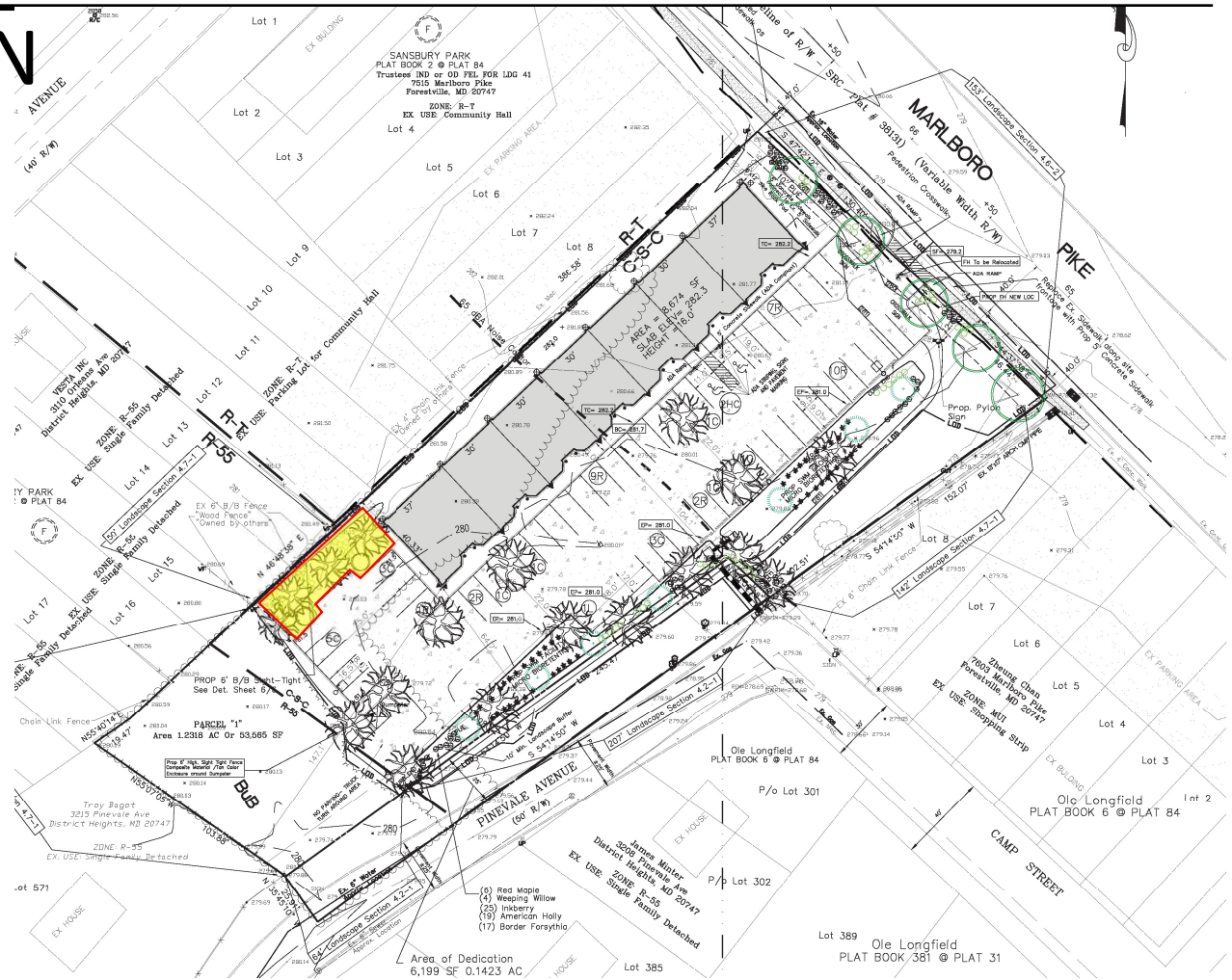
SITE PLAN



Legend

-  Loading area
-  Truck turnaround area
-  Dumpster

LANDSCAPE PLAN

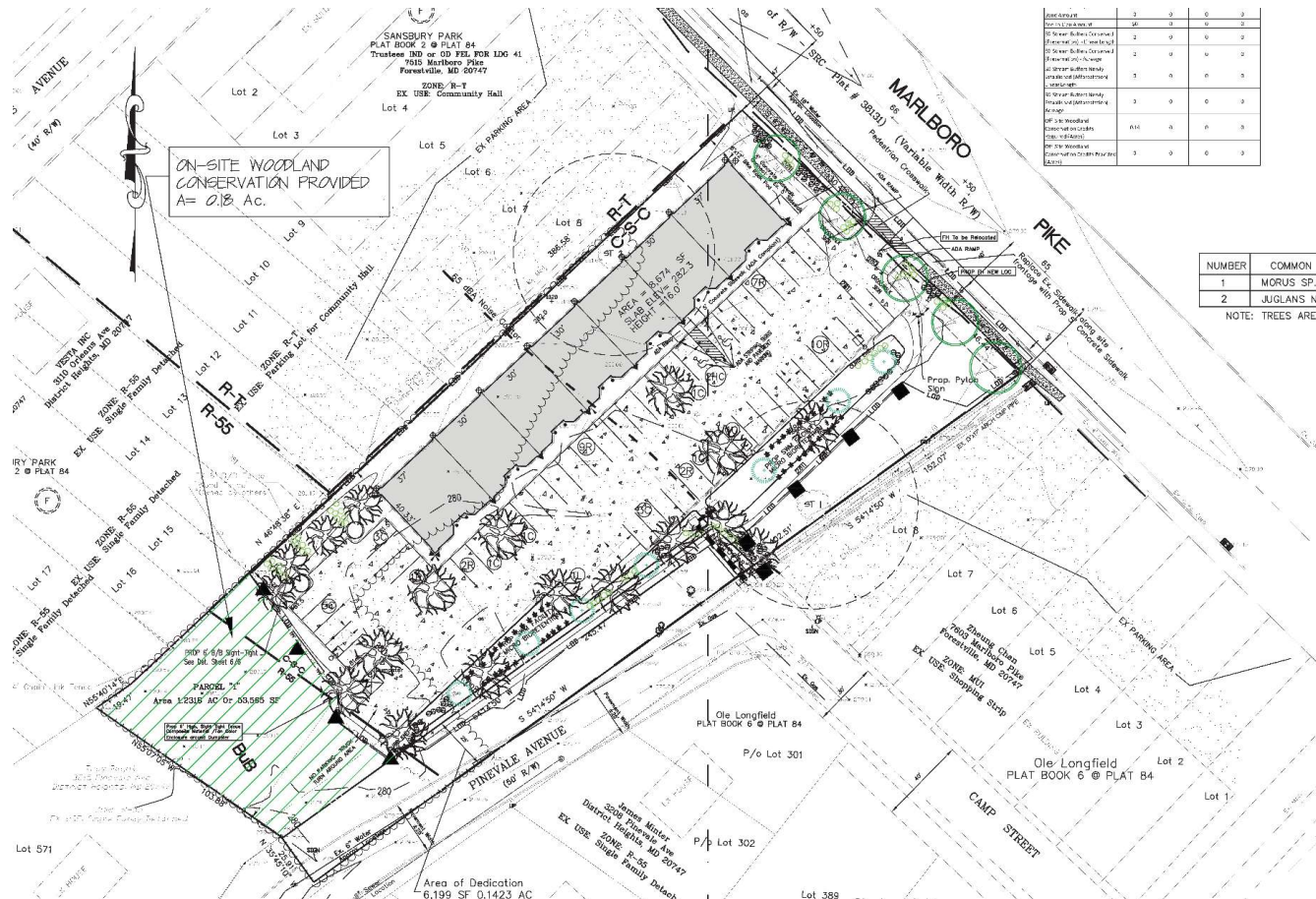


Legend

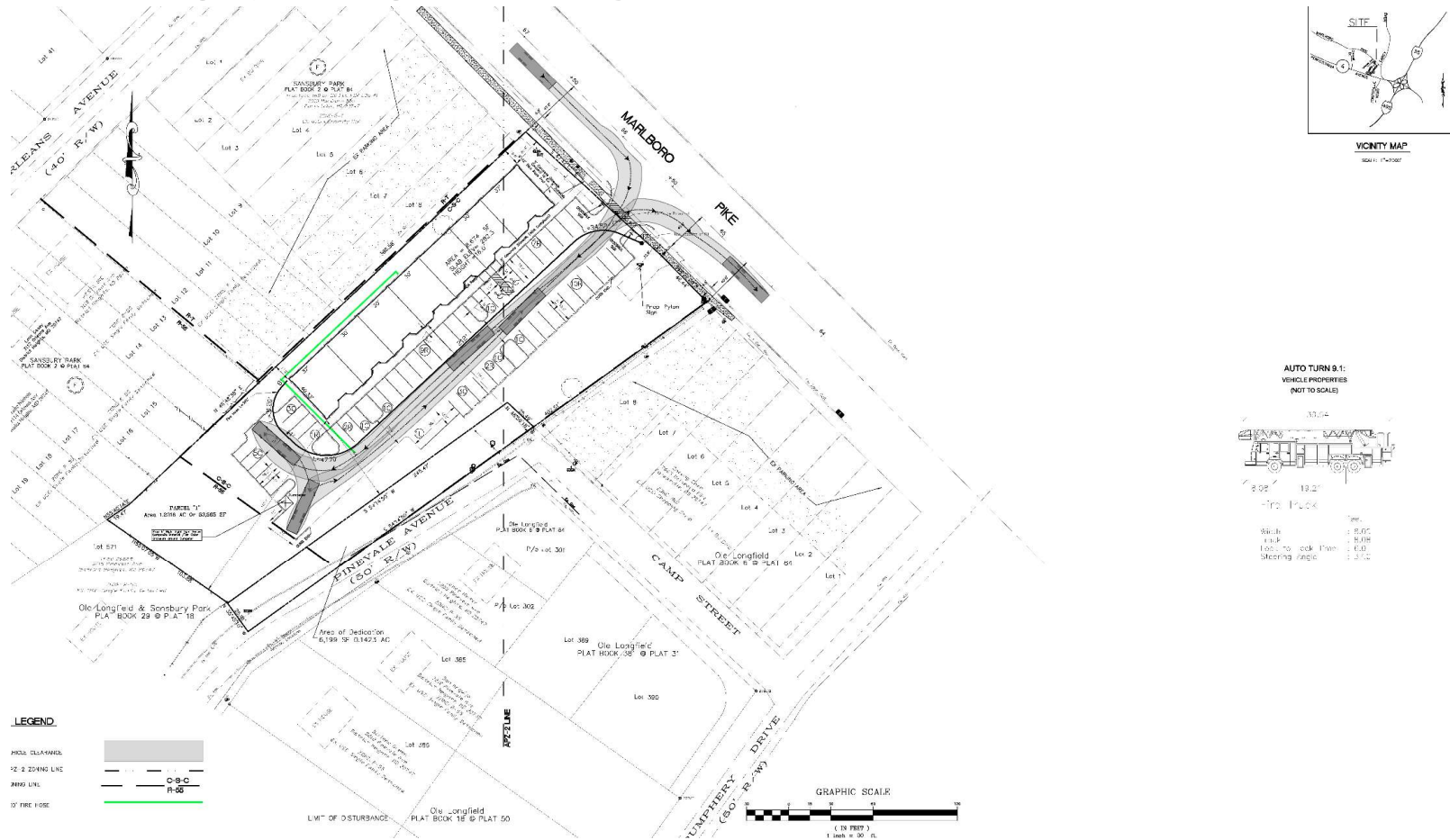


AC request area

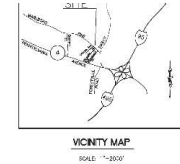
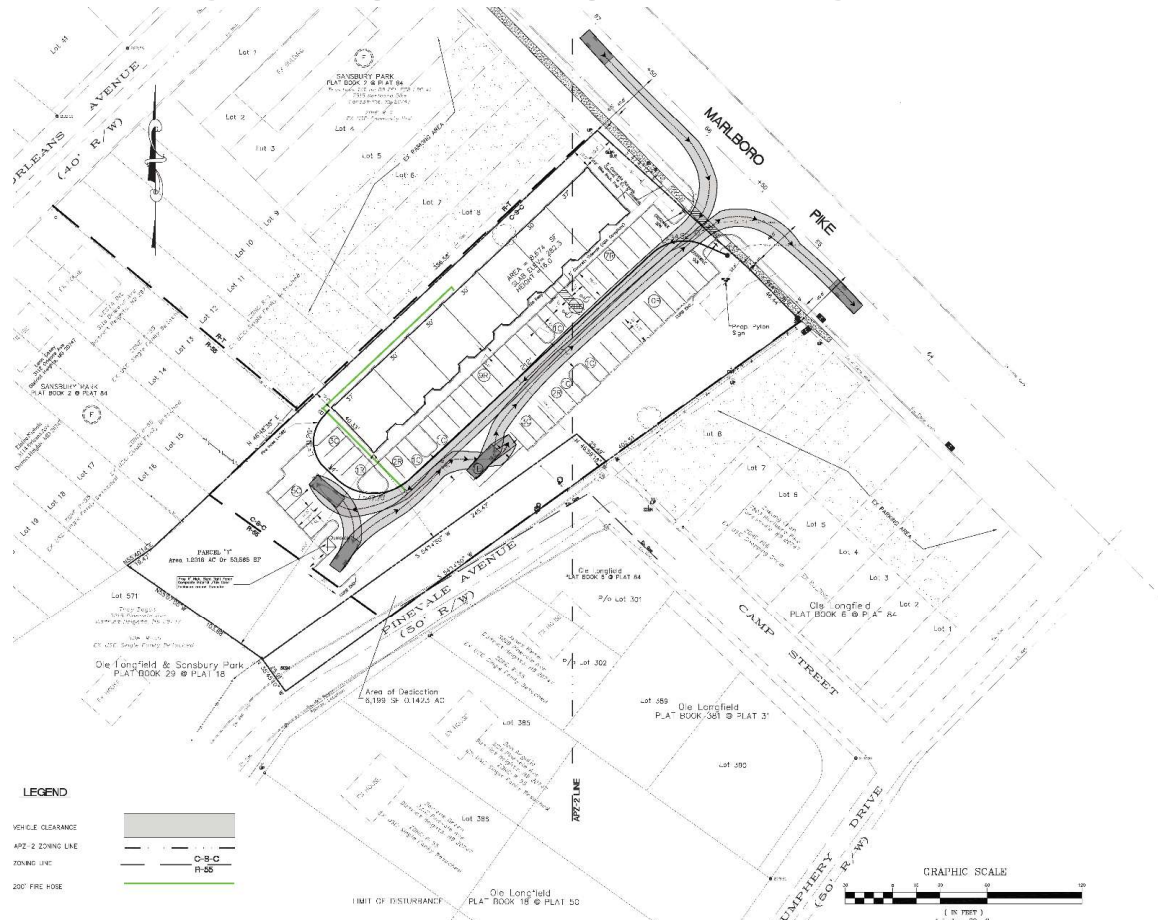
TYPE II TREE CONSERVATION PLAN



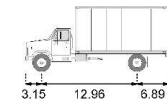
FIRE TRUCK TURNING EXHIBIT



LOADING TRUCK TURNING EXHIBIT



Vehicle dimensions



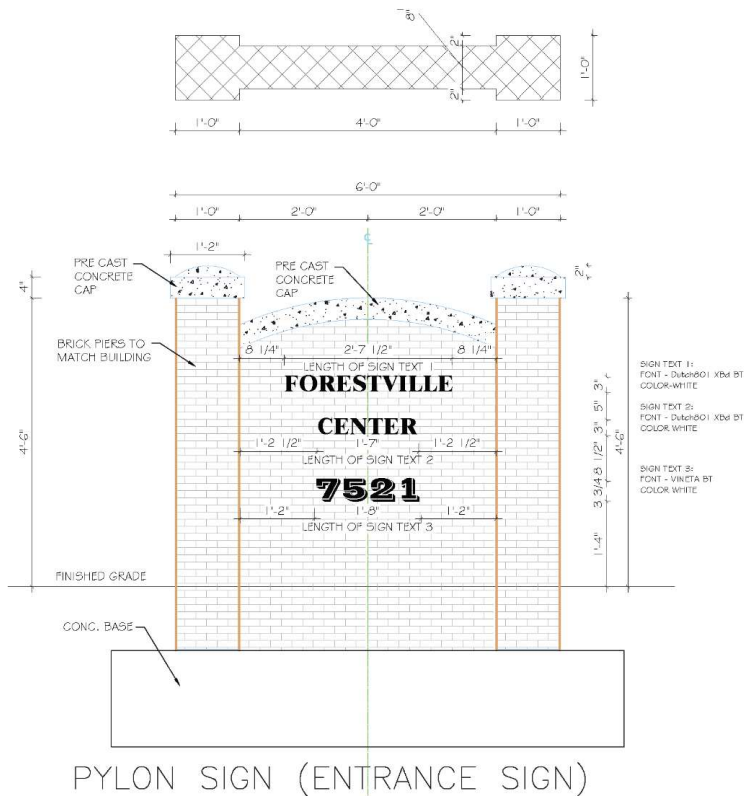
Single-Unit Truck (LD-23)

Length: 23.00 ft
Max width: 8.00 ft
Lock to lock time: 6.0 s
Max steering angle: 31.45°

ARCHITECTURAL ELEVATIONS



SIGNAGE DETAILS



NOTE 1 : TO BE ILLUMINATED BY 3 GROUND MOUNTED SPOT LIGHTS
NOTE 2 : SPOT LIGHTS NOT VISIBLE FROM STREET, SEE LIGHTING DETAIL THIS SHEET



STAFF RECOMMENDATION

APPROVAL with conditions

- Detailed Site Plan DSP-16039
- Alternative Compliance AC-21014
- Type 2 Tree Conservation Plan TCP2-004-2025
- Variance to Section 25-122(b)(1)(G)

Issues: None

Applicant Required Mailings:

- Informational Mailing: 04/02/2021
- Acceptance Mailing: 09/30/2022

Statement of Justification

Forestville Center- 7521 Marlboro Pike District Heights, MD 20772

Detailed Site Plan (DSP) – 16039

1. Request and Location:

The subject property is known as Parcel 1 of Forestville Center (recorded in the Prince George’s County Land Records in Plat Book ME 266 plat no. 38) and measures 1.232± net acres. It is zoned C-S-C and R-55, and is located on the south side of Marlboro Pike about 590 feet west of its intersection with Forestville Road. Approximately 1.06 net acres of the site closest to Marlboro Pike are zoned C-S-C and the remainder of the site is zoned R-55.

The site was rezoned in District Council Case No. A-9961-C from the R-T Zone to the C-S-C and R-55 Zones in Zoning Ordinance No. 9-2005 (“Rezoning Decision”). A condition of the Rezoning Decision provided that before issuance of permits, the applicant or its successors shall submit a Detailed Site Plan (“DSP”) for review and approval in accordance with Part 3, Subdivision 9 of the Zoning Ordinance. The Rezoning Decision further provided that the DSP review is to determine the adequacy of proposed landscaping, fencing, and buffering and the location of proposed buildings, paving, and on-site parking, especially between the internal portion of the site and residential uses on adjacent properties.

Pursuant to Section 27-1903(b) of the Zoning Ordinance, the applicant elects to utilize the prior Zoning Ordinance for development of the subject property. The applicant has elected not to develop the property pursuant to the provisions of the current Zoning Ordinance because the plans for development of the property have been in progress since prior to 2018, and it would be a substantial investment of the applicant’s time and resources to revise the plans to conform with the current Zoning Ordinance.

2. Development Data Summary:

	EXISTING	PROPOSED	
Zone(s)	C-S-C and R-55	C-S-C and R-55	
Use(s)	Vacant	Integrated Shopping Center on C-S-C portion and R-55 portion is vacant	
Acreage	1.232 ±	1.232 ±	
Parcels	1	1	
Dwelling Units	-0-	-0-	
Square Footage/GFA	Vacant	8,960 s.f. ± Shopping Center	Vacant R-55 portion

3. Sector Plan:

The property is located within the Approved Marlboro Pike Sector Plan and Sectional Map Amendment and is zoned C-S-C and R-55. A commercial shopping center use is envisioned for this property in the Sector Plan as indicated on pages 23 and 131 of the Sector Plan.

4. Surrounding Uses:

North: Bank of America and BP Gas Station in C-S-C Zone

South: Residential Single-Family Dwelling in R-55 Zone

East: Commercial Shopping Center in M-U-I and D-D-O Zones with Laundromat, Chinese Fast Food Restaurant, Hair Braiding Salon, Crab Store, Nail Salon, Mexican Restaurant, and Latin Grocery Store

West: A lodge in the R-T Zone

5. Previous Approvals:

ZMA Case No. A-9961-C, Zoning Ordinance No. 09-2005 with Final Conditional Approval Date 10/26/2005.

Natural Resource Inventory Plan, NRI-210-2016, approved 12/22/2016, expired.

Preliminary Plan of Subdivision, 4-16029, approved 1/24/2019.

Final Plat of Subdivision, 5-23102, approved 11/9/2023.

Natural Resource Inventory Plan, NRI-210-2016-01, approved 2/16/2024, valid until 2/16/2029.

6. Compliance with Prior Approvals

Zoning Ordinance No. 09-2005(A-9961-C)

The development complies with the basic site plan, codified as Zoning Ordinance No. 09-2005, as follows:

- a. Section 2(1) - Before issuance of permits, the applicant or its successors or assigns shall submit a detailed site plan for review and approval, in accordance with Part 3, Subdivision 9, of the Zoning Ordinance.**

Response: The detailed site plan has been submitted for review and approval in accordance with Part 3, Subdivision 9, of the Zoning Ordinance.

- b. **Section 2(2) - Detailed site plan review is to determine the adequacy of proposed landscaping, fencing, and buffering, and the location of proposed buildings, paving, and on-site parking, especially as between the internal portion of the site and residential uses of adjacent properties.**

Response: All proposed landscaping, fencing, building area, paving, parking, is shown on the detailed site plan. The fencing along the northern boundary of the site is existing fencing that belongs to each of the adjoining property owners. The proposed development meets most landscaping, fencing, and buffering requirements. The applicant is requesting alternative compliance under Section 1.3(a) of the Landscape Manual for a minor portion of the site where the proposed parking is approximately fifteen (15) from the rear of lots 13-14 to the north of the subject property. Here, the applicant is requesting a 50% reduction of the required landscape yard separating Lots 13-14 from the proposed parking lot.

- c. **Section 2(3) - All future development on this site shall include a Phase I or Phase II Noise Study, as appropriate, to show locations of the 65 dBA Ldn noise contour (mitigated or unmitigated), and show that all State noise standards have been met, for interior areas.**

Response: The property is not in the Military Installation Overlay Zone (MIOZ) for noise, nor is it along a roadway that would typically be regulated for noise impacts (arterial classification or higher). However, the Environmental Planning Section provided a finding in their referral for the 2005 ZMA stating the following reasons for the condition:

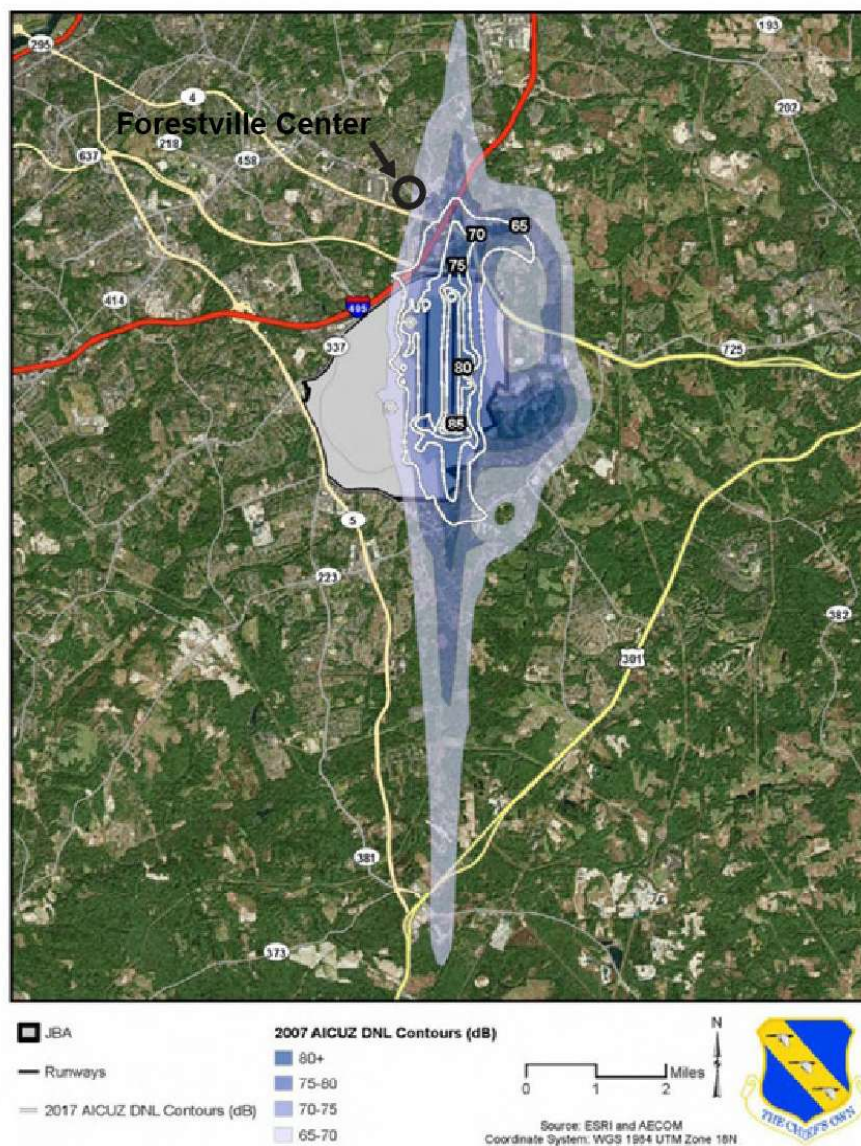
Roadway noise is not an issue in the review of this application because Marlboro Pike is a collector roadway and not generally regulated for noise. However, noise impacts have been identified on this site, which should be addressed. Based on the most recent AICUZ Study for Andrews Air Force Base released in 1998, it was noted that this property is located partially within the APZ-1 (CUD-3). The designation of APZ-1 means that the parcel is situated in a zone where aircraft accidents could occur. The designation of CUD-3 means that because of noise intrusion between 65-70 dBA (Ldn) the property may not be suited for residential, high intensity employment, retail, commercial or office uses without adequate noise mitigation. A noise level reduction of 30 decibel at the least should be incorporated into shells of buildings, in order to maintain an interior noise level of 45 dBA (Ldn) for residential structures, and a 23 decibel minimum reduction for commercial structures in order to maintain an acceptable interior noise level of 52 dBA (Ldn) for employment uses.

Recommended Condition: All future development applications on this site shall include a Phase I and/or Phase II Noise Study as appropriate. show the location of the 65 dBA Ldn noise contour

The above finding that the property is affected by aircraft noise is by now out of date. Joint Base Andrews (JBA) periodically updates the Air Installation Compatible Use Zone

(AICUZ) Study when the base has a change in aircraft operations. Following the 1998 version of the study, they released updates in 2007 and 2017. The 2017 update noted that changes at JBA since 2007 included a decrease of projected operations, substantial reduction of large transient jet operations, changes in runway utilization and flight tracks, and elimination of older aircraft that generate greater noise (Page 3 of the 2017 AICUZ). As a result of these changes, JBA now has a smaller noise impact on the County than it did on the date of the 2005 rezoning, when the 1998 version of the study was still the most recent. Page 39 of the 2017 AICUZ, exhibited below, shows the differences between the 2007 and 2017 noise contours generated by the base. The 2007 contours are filled in blue while the 2017 contours are outlined in white. The site of the Forestville Center has been added to the map:

Figure 4-3: Comparison of the 2007 and 2017 AICUZ Noise Contours, JBA



From this map, it is clear that the Forestville Center site is no longer affected by aircraft noise levels exceeding 65 dBA (Ldn). This is reflected by the fact that the property is not in the

MIOZ for noise. According to Section 27-548.53(b) of the Zoning Ordinance, the geographic boundaries of the MIOZ are based on impact maps in the *most current* AICUZ. The resolution of approval for the property's 2018 PPS confirmed that the property is in the MIOZ for height and partially in the MIOZ for safety, but as of that date was no longer in the MIOZ for noise (Page 6). The proposed development will meet the height and use regulations pertaining to the remaining MIOZ requirements.

Despite the lack of aircraft noise impacts, in 2018 it was found appropriate for the applicant to submit and staff to analyze a noise study (dated March 31, 2018) which studied the impact of traffic noise upon the property. The study located the position of the future unmitigated 65 dBA (Ldn) noise contour generated by Marlboro Pike. The study also found that no interior noise mitigation would be required, because the proposed development was commercial (Page 4).

The noise study did not specifically address State noise standards because there were none found applicable. The State regulations for control of noise pollution are contained in COMAR Section 26.02.03.02, and these state that a person may not cause or permit noise levels which exceed 67 dBA during the day and 62 dBA during the night when the receiving land use category is commercial. However, motor vehicles on public roads are exempt from the provisions of the regulations (Section 26.02.03.02(C)(2)(e)). There are no anticipated non-exempt sources of noise on or near the property which would exceed the State required noise maximums and so require mitigation under Section 26.02.03.02(A)(2).

Given the findings of the 2018 noise study, the lack of aircraft noise impacts, and the lack of applicable state regulations, the applicant submits that the most appropriate way to meet this condition at the time of this DSP is to resubmit the 2018 noise study. The study establishes the location of the 65 dBA (Ldn) noise contour through 2038, and it establishes that no interior noise mitigation is required for the commercial interior. No further information should be necessary to demonstrate that the noise levels on the property are appropriate for employment, retail, and commercial uses.

Preliminary Plan of Subdivision (PPS) 4-16029

The development complies with the conditions of approval of the PPS which are relevant for the approval of a detailed site plan, as follows:

- 3. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-009-2018. The following note shall be placed on the final plat of subdivision:**

“Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan, TCP1-009-2018, or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to

mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

Response: The proposed TCP2 will be in conformance with TCP1-009-2018. Adjustments have been made to account for the revised NRI approved in 2024 as well as to replace the previously approved fee-in-lieu of woodland conservation with off-site woodland conservation credits. The TCP2 shows that 0.41 acres of woodland conservation are required, and that the requirement will be met with 0.15 acres of woodland preservation, 0.14 acres of specimen tree credit, and 0.12 acres of off-site woodland conservation credits. The required note appears on the approved final plat.

- 4. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 43353-2016 and any subsequent revisions.**

Response: Development of this site will be in conformance with the approved stormwater management concept plan 43353-2016-00. This plan was originally approved on January 24, 2017. It was reapproved without changes on October 27, 2023, and is valid until October 27, 2026.

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

Response: There are no proposed revisions to the uses on the subject property that would affect Subtitle 24 adequacy findings. The PPS analyzed 8,960 square feet of commercial development. This DSP proposes a commercial retail center of 8,674 square feet.

- 6. Total development shall be limited to uses that would generate no more than 36 AM and 119 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

Response: The proposed development of a 8,674 square foot retail center is consistent with the 8,960 square feet of commercial development analyzed for traffic generation under the PPS, therefore, this condition will be met.

- 8. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:**

- a. **Five-foot wide sidewalk and 6.5-foot landscape strip consistent with the Boulevard Area street section illustrated in Figure IV-6 of the sector plan, unless modified by the Prince George's County Department of Public Works and Transportation/Prince George's County Department of Permitting, Inspections and Enforcement.**

Response: Five-foot-wide sidewalk is shown along the Marlboro Pike frontage on the DSP. A 6.5-foot-wide landscape strip between the sidewalk and the curb is also provided where there is space available. The right-of-way width for Marlboro Pike conforms with master plan recommendations (as found with the PPS), however, the current space available between the curb and the property frontage line is as narrow as 9 feet, which does not allow for the 11.5 feet total sidewalk and landscape strip required. A meeting was held with DPIE on February 25, 2025, to discuss the frontage improvements, and DPIE requested that the applicant investigate whether the necessary room for the full 6.5-foot-wide landscape strip could be provided across the entire property frontage, by means of additional right-of-way dedication or the granting of a public use easement. The applicant will determine whether additional room can be made at the time of permitting, and if it is not possible, the applicant will request modification of this condition from DPIE. It is also possible that DPIE may request conformance with an ongoing capital improvement project (yet to be identified) at the time of permitting.

- b. **The amount, type, and location of bicycle parking will be determined at the time of detailed site plan.**

Response: As shown on the DSP, six inverted-U style bicycle racks are proposed on a 6-foot by 12-foot pad located near the Marlboro Pike frontage.

- c. **One sidewalk or pedestrian walkway linking the proposed shopping center with the sidewalk along Marlboro Pike. The location and type of connection will be determined at the time of detailed site plan.**

Response: The DSP shows a sidewalk linking the shopping center with the sidewalk along Marlboro Pike.

9. **Prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that all of the following required adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of Subdivision Regulations and the cost cap in subpart (c), have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:**

- a. **A five-foot wide sidewalk along the south side of Marlboro Pike from the**

subject site to the intersection with Orleans Avenue.

- b. A high-visibility crosswalk across Orleans Avenue.
- c. Americans with Disabilities Act compliant ramps for the crosswalk at Orleans Avenue.
- d. At the time of detailed site plan, provide an exhibit that illustrates the location, limits, specifications, and details of the off-site sidewalk improvements approved with Preliminary Plan of Subdivision 4-16029, consistent with Section 24-124.01(f) and the cost cap in Section 24-124.01(c).

Response: An exhibit has been provided with the DSP illustrating the location, limits, specifications and details of the off-site improvements listed above. The required improvements will be constructed in accordance with this condition.

7. Compliance with Evaluation Criteria for a Detailed Site Plan

a. Sec. 27-274. – Design Guidelines

The development complies with the design guidelines of Section 27-274 of the Zoning Ordinance as follows:

- 1. The Plan should promote the purposes of the Conceptual Site Plan.

Response: Not applicable- there is no conceptual site plan for the property.

- 2. The applicant shall provide justification for, and demonstrate to the satisfaction of the Planning Board or District Council, as applicable, the reasons for noncompliance with any of the design guidelines for townhouses and three-family dwellings set forth in paragraph (11), below.

Response: Not applicable- the subject DSP does not propose any townhouse or three-family dwellings.

- 3. Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

- (i) Parking lots should generally be provided to the rear or sides of structures;

Response: All parking is located to the rear or side of the building.

- (ii) Parking spaces should be located as near as possible to the uses they

serve;

Response: All parking is located as close to the building as possible.

- (iii) **Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**

Response: The parking lot features a single parking aisle, and so pedestrians will need to cross a maximum of two parking lanes in order to reach the building.

- (iv) **Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**

Response: The parking lot does not feature large, uninterrupted expanses of pavement. Parking islands with trees are provided within the parking lot in accordance with Section 4.3 of the Landscape Manual.

- (v) **Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

Response: The parking lot does not feature areas reserved for vanpooling or carpooling. Visitor parking for the commercial development is located to maximize convenient access to the building.

- 4. **Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:**

- (i) **Loading docks should be oriented toward service roads and away from major streets or public view; and**
- (ii) **Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

Response: The proposed loading area is located as far away from Marlboro Pike as practicable, where it will be away from public view. Existing trees and proposed landscaping will screen the loading space from Pinevale Avenue. The loading area will be clearly marked. Due to the relatively small size of the parking lot, physically separating the loading area from the nearby parking spaces is not possible.

- 5. **Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**

- (i) **The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into**

the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;

Response: The design features a single driveway entrance, which will minimize conflict with off-site traffic. Approximately 22 feet of drive aisle are provided between the street and the parking lot, which will be sufficient to provide a safe transition. No acceleration or deceleration lanes are necessary.

(ii) Entrance drives should provide adequate space for queuing;

Response: Adequate space for queuing will be provided within the parking lot.

(iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;

Response: The design features a single parking aisle, which will allow free flow of traffic through the parking lot. Parking lanes will be provided on both sides of the parking aisle, and these will discourage driving at high speeds in the parking lot.

(iv) Parking areas should be designed to discourage their use as through-access drives;

Response: The shopping center's parking lot is not designed to allow through-access to any other property or use.

(v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;

Response: Due to the small size and simple layout of the parking lot, directional arrows, lane markings, and other roadway commands are not necessary to facilitate safe driving through the parking lot.

(vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;

Response: Not applicable- the proposed development does not include any drive-through facilities.

(vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;

Response: The proposed development does not include any areas specifically designated for parcel pickup.

(viii) Pedestrian access should be provided into the site and through parking

lots to the major destinations on the site;

Response: Pedestrian access is provided by means of a sidewalk abutting the building which connects to frontage sidewalk along Marlboro Pike. Due to the small size of the parking lot, additional pedestrian routes through the parking lot are unnecessary.

- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**

Response: The pedestrian and vehicular circulation routes proposed on site will be separated and clearly marked.

- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**

Response: No crosswalks are proposed on-site.

- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

Response: Americans with Disabilities Act-accessible parking spaces are located immediately adjacent to the building, in order to ensure a barrier-free path between the spaces and the building.

- 6. For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design character. To fulfill this goal, the following guidelines should be observed:**

- (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**

Response: The applicant proposes the use of four overhead pole lights, twenty wall mounted lights, and fourteen door lights. The four overhead pole lights will illuminate the parking lot, the wall-mounted lights will illuminate the sidewalk abutting the building and the rear of the building, and the door lights will illuminate the building entryways. By ensuring all these features are lit, the lighting design will enhance user safety and minimize vehicular/pedestrian conflicts.

- (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**

Response: Lighting is evenly distributed throughout the site to ensure that all important on-site elements are illuminated.

- (iii) **The pattern of light pooling should be directed on-site;**

Response: Lighting within the parking lot will be oriented inward to ensure light pools on-site. The rear side of the building which faces abutting off-site property is proposed to feature minimal lighting for safety purposes. The photometric plan shows that there will be no light spill over the property line.

- (iv) **Light fixtures fulfilling similar functions should provide a consistent quality of light;**

Response: Four different types of fixtures, including a light pole for the parking lot, a door light for the building entryways, a wall-mounted light for the front of the building, and a wall-mounted light for the rear of the building, are proposed in order to ensure the quality of light is consistent in each of these areas.

- (v) **Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**

Response: The light fixtures are proposed to be durable and compatible with the scale, architecture, and use of the site. The architectural elevations provided show how light fixtures will be integrated into the building architecture.

- (vi) **If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

Response: Four different types of fixtures, including a light pole for the parking lot, a door light for the building entryways, a wall-mounted light for the front of the building, and a wall-mounted light for the rear of the building, are proposed in order to ensure the quality of light is consistent in each of these areas. A wider variety of fixtures to serve additional purposes is not needed.

7. **Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

Response: Not applicable- no public areas are proposed on-site.

8. **On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**

- (i) **Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**

Response: All proposed green areas are located abutting the parking lot or the frontage sidewalk along Marlboro Pike, which will ensure their utility to visitors and simplify maintenance.

- (ii) **Green area should link major site destinations such as buildings and parking areas;**

Response: Parking islands with trees are proposed immediately adjacent to the building to provide green links between the building and parking area.

- (iii) **Green area should be well-defined and appropriately scaled to meet its intended use;**

Response: The green areas on site are well-defined and appropriately scaled based on the size of the building.

- (iv) **Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**

Response: There is no green area specifically designated for the use of pedestrians.

- (v) **Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**

Response: The green area defines the edges of the parking lot and provides screening between the property and abutting properties to ensure privacy. The on-site woodland preservation will serve as a visual focal point from the perspective of the building and the parking lot.

- (vi) **Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**

Response: The on-site green area incorporates 0.18 acres of woodland preservation that will help enhance the physical and visual character of the site.

- (vii) **Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

Response: The green area will incorporate landscaping required by the Landscape Manual.

9. **The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

Response: Not applicable- the site does not feature regulated environmental features.

10. **Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this**

goal, the following guidelines should be observed:

- (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**

Response: Amenities to be provided on-site include light fixtures on the building and in the parking lot, bicycle racks, and Americans with Disabilities Act parking spaces. The design of these amenities has been coordinated to enhance the visual unity of the site.

- (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**

Response: The amenities are designed to be compatible with the architecture of the building and the proposed pedestrian areas. The amenities will also be generally compatible with the architecture of buildings on adjacent sites.

- (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**

Response: The amenities will be located in areas where they will be clearly visible and accessible, but will not obstruct pedestrian circulation. The majority of the amenities are located immediately adjacent to the sidewalk providing circulation around the building.

- (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;**

Response: The amenities are designed to be functional and will be constructed of durable, low-maintenance materials.

- (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;**

Response: The bike racks will be located outside of the parking lot to protect them from motor vehicles. Light fixtures for the parking lot will be located behind curbs or wheel stops wherever feasible.

- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and**

Response: No kiosks, planters, fountains, or public art are proposed. Landscaping provided in and around the perimeter of the parking lot may serve as visual focal points.

- (vii) Amenities should be included which accommodate the handicapped and**

should be appropriately scaled for user comfort.

Response: Americans with Disabilities Act parking spaces are provided to accommodate disabled visitors and are designed so as to be appropriately scaled for user comfort.

11. Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:

- (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;**

Response: The site does not feature significant existing slopes and will be graded so as to be mostly flat. There will be no slopes or berms visible from the street.

- (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**

Response: The site does not feature any hilltops and the proposed grading is minimal rather than excessive.

- (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;**

Response: Due to the minimal existing slopes on site, grading is not a feasible way of buffering the site from adjacent properties.

- (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**

Response: The site design will avoid the creation of steep slopes.

- (v) Drainage devices should be located and designed so as to minimize the view from public areas.**

Response: Stormwater management is to be provided by two micro bioretention areas. These areas do not have drainage devices that would be highly visible from public areas.

12. Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

- (i) **Service areas should be located away from primary roads, when possible;**

Response: two service areas are proposed on site, one to house a dumpster and the other as a loading space. These service areas are located away from Marlboro Pike.

- (ii) **Service areas should be located conveniently to all buildings served;**

Response: The dumpster and loading space are located in areas conveniently accessible to the building.

- (iii) **Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**

Response: As shown in the site details provided with the DSP, a sight-tight fence will be provided around the dumpster to screen it. The fence is made of materials that will be compatible with the building. Existing trees and proposed landscaping will screen the loading space from Pinevale Avenue.

- (iv) **Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

Response: Not applicable- only one building is proposed.

13. A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:

- (i) **Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**
- (ii) **The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**
- (iii) **Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
- (iv) **Public spaces should be readily accessible to potential users; and**
- (v) **Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

Response: Not applicable- the proposed development is a small-scale commercial use, and the site is not large enough to support appreciable public space.

14. When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of

materials and styles.

Response: Only a single building is proposed. The proposed building uses consistent architecture across its facades to ensure a unified and harmonious use of materials and styles. The building is divided into bays by pilasters and awnings to ensure that each tenant presents a generally consistent appearance to visitors. Sloped roofs over the central and outermost bays, with a decorative tower on the central roof, further provide a unified appearance to the building.

15. The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

Response: The architecture of the proposed building is in keeping with the proposal for commercial development as well as the character and purpose of the C-S-C Zone.

16. These guidelines may be modified in accordance with Section 27-277.

Response: The design guidelines are not proposed to be modified, nor is limiting the review proposed in accordance with Section 27-277.

b. Sec. 27-281(b). - General Purposes of Detailed Site Plans

The development complies with the general purposes of detailed site plans required by Section 27-281(b) as follows:

1. To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;

Response: The applicant contends that the proposed integrated shopping center is an orderly, planned, efficient, and economical option for development of the subject property, and will meet the principles for the same contained in the Master Plan, on the basis of it meeting the sector plan design standards as described in Part 9 of this statement of justification.

2. To help fulfill the purposes of the zone in which the land is located;

Response: As provided below, the proposed development fulfills both the general purposes of commercial zones contained in Section 27-446 of the Zoning Ordinance and the purposes of the C-S-C Zone contained in Section 27-454. In addition, the portion of the property zoned R-55 will be utilized for woodland preservation and will therefore fulfill one applicable purpose of that zone, “to encourage the preservation of trees and open spaces” (Section 27-430(a)(1)(C)).

3. To provide for development in accordance with the site design guidelines

established in this Division; and

Response: As provided above, the proposed development of this site is in accordance with the site design guidelines established in Section 27-274, Part 3, Division 9 – Site Plans, of the Zoning Ordinance, which are applicable to detailed site plans as stated in Section 27-283(a).

4. **To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.**

Response: This purpose is applicable to the approval procedures for detailed site plans and therefore does not need to be met by the subject detailed site plan.

c. **Sec. 27-285(b). - Required Findings for approval of a Detailed Site Plan**

The development complies with the required findings for approval of a detailed site plan required by Section 27-285(b) as follows:

1. **The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.**

Response: The applicant contends that the plan represents a reasonable alternative for satisfying the site design guidelines, as discussed in detail above in the section of this statement of justification dedicated to the site design guidelines of Section 27-274. Development of the site will not pose unreasonable costs, and the site's meeting the site design guidelines will not detract substantially from the utility of the proposed development for its intended use. The applicant believes that when completed, the shopping center will be a functional and attractive development that will add to the commercial resources of the County.

2. **The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**

Response: Not applicable- the site is not subject to a conceptual site plan.

3. **The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

Response: Not applicable- the DSP is for full development of the site rather than for infrastructure only.

4. **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

Response: Not applicable- there are no regulated environmental features on site.

d. Sec. 27-446. - General Purposes of Commercial Zones.

The development complies with the general purposes of commercial zones required by Section 27-446 as follows:

1. **To provide sufficient space and a choice of appropriate locations for a variety of commercial uses to supply the needs of the residents and businesses of the County for commercial goods and services;**

Response: The proposed development will add a fresh supply of commercial space and choices in the immediate surrounding area as it envisions an integrated shoppingcenter with a variety of retail store fronts.

2. **To encourage retail development to locate in concentrated groups of compatible commercial uses which have similar trading areas and frequency of use;**

Response: The proposed development includes a variety of retail stores that are adjacent to an existing shopping center and across the street from a gas station and a bank. Allof which have similar trading areas and frequency of use.

3. **To protect adjacent property against fire, noise, glare, noxious matter, and other objectionable influences;**

Response: The proposed development promotes the protection of the adjacent properties against fire, noise, glare noxious matter, and other objectionable influences as the commercial portion of the site is closer to Marlboro Pike and the residential portion is proposed to be vacant at this time, creating further protection and separation fromthe environmental elements cited herein.

4. **To improve traffic efficiency by maintaining the design capacities of streets, and to lessen the congestion on streets, particularly in residential areas;**

Response: The proposed development is within walking distance to many homes within the surrounding area and will therefore increase traffic efficiency and lessen congestionon streets by reducing the need for the surrounding homes to drive to shopping centers that are not currently within walking distance.

5. To promote the efficient and desirable use of land, in accordance with the purposes of the General Plan, Area Master Plans and this Subtitle;

Response: The proposed uses are in direct accordance with the General Plan, Area Master Plan, and this subtitle as explained above. Furthermore, the site is zoned C-S-C and the proposed development is a commercial shopping center.

6. To increase the stability of commercial areas;

Response: The proposed development increases the stability of commercial areas by developing the site in accordance with the existing zoning and complementing the surrounding uses with additional commercial store fronts.

7. To protect the character of desirable development in each area;

Response: The proposed development is in line with the approved land uses for the subject area in the Area Sector Plan and the current zoning as amended in District Council Resolution No. 9-2005. This will protect the character of desirable development in this area.

8. To conserve the aggregate value of land and improvements in the County; and

Response: The proposed development conserves the aggregate value of land and existing improvements in the County by shielding the surrounding residential properties on south side from the detrimental environmental factors of Marlboro Pike with a commercial shopping center and complements the existing commercial uses to the east and north.

9. To enhance the economic base of the County.

Response: The proposed development provides an additional tax base by introducing a variety of new commercial businesses and locations to the County. Among many other economic benefits, this development will add to the County's property tax base, sales tax base, and income tax base.

e. Sec. 27-447. - Fences and walls:

1. Unless otherwise provided, fences and walls (including retaining walls) more than six (6) feet high shall not be located in any required yard and shall meet the setback requirements for main buildings. (See Figure 42.)

Response: Sheet 4 of the DSP shows a sight-tight fence detail for the proposed dumpster screening. No fencing is proposed along the property line. Any fencing shown on the detailed site plan along the property line is existing fencing that belongs to adjoining owners.

2. Walls and fences more than four (4) feet high (above the finished grade, measured from the top of the fence to grade on the side of the fence where the grade is the lowest) shall be considered structures requiring building permits.

Response: No walls or fences are proposed for this development other the fencing around the dumpster area and that will be included in the building permit for this shopping center.

3. **Stranded barbed and/or razor wire are prohibited on all fences and walls, except for land that is assessed for agricultural use, and land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility**

Response: No stranded barbed wire and/or razor wire are proposed for this development.

4. **Except for fences less than four (4) feet in height, fences not requiring a permit, and fences on land assessed as agricultural uses, all structural support (vertical posts and horizontal rails) shall face the interior of the subject lot. (See Figure 42.1).**

Response: No fences are proposed for this development other than the fencing screening and enclosing the dumpster area.

f. Sec. 27-448. - Corner lot obstructions.

On a corner lot, no building or other visual obstruction (except a post or column) between two (2) and ten (10) feet high (above the curb level) shall be located within the triangle formed by the intersection of the street lines and points on the street lines five (5) feet from the intersection. (See Figure 43.)

Response: This requirement is not applicable as the site is not located on a corner lot.

g. Sec. 27-448.01. - Frontage.

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.

Response: The development has direct access and frontage off of Marlboro Pike.

h. Sec. 27-449. - Extensions and projections.

1. **No projections from building walls (including show windows, but not including signs) shall extend beyond building lines. (See Figure 55.)**

Response: The proposed architectural elevations do not include any projections.

2. **Notwithstanding any other requirement of this Subtitle, a tent that covers an approved patio that is affixed to the side building wall of an Eating or Drinking Establishment and used as accessory patron seating for the use shall be permitted, provided that the use is located within the boundaries of an incorporated municipality, a temporary permit was previously granted for the**

usage of an affixed tent for such purposes, the affixed tent is approved by the Department of Permitting, Inspections and Enforcement, and the usage of the affixed tent does not conflict with any applicable sector plan, master plan, or district development standards.

Response: The proposed development does not include a tent.

3. Canopies may not extend beyond the building line along a street.

Response: The proposed architectural elevations for this project do not include any canopies.

i. Sec. 27-450. - Landscaping, screening, and buffering.

Landscaping, screening, and buffering of all development in the Commercial Zones shall be in accordance with the provisions of the Landscape Manual.

1. Section 4.2, Requirements for Landscape Strips Along Streets

Response: The development has frontage on Marlboro Pike. Section 4.2 specifies that for all nonresidential uses in any zone and for all parking lots, a landscape strip shall be provided on the property abutting all public and private streets. The DSP shows a landscaping strip between the proposed lot and all adjoining streets. The Detail Sheet further details how the applicant plans to conform with this requirement on the Section 4.2 schedules for Pine Street and Marlboro Pike.

2. Section 4.3, Parking Lot Requirements

Response: A percentage of the parking lot, determined by the size of the lot, is required to be an interior planting area. The DSP provides the required interior planting area, shade trees, and a schedule detailing conformance with Section 4.3-2 of the Landscape Manual.

3. Section 4.4, Screening Requirements

Response: A detail for a durable trash enclosure is provided for the dumpster on the DSP.

4. Section 4.7, Buffering Incompatible Uses

Response: The DSP provides the required buffering. A Section 4.7 schedule is provided for all adjacent uses showing how the applicant plans to conform with this Section of the Landscape Manual. The proposed development meets almost all landscaping, fencing, and buffering requirements. The applicant is requesting an alternative compliance under Section 1.3(a) of the Landscape Manual for a minor portion of the site where the proposed parking lot is located approximately fifteen (15) behind lots 13-14 to the north of the site. Here, applicant is requesting a 50% reduction of the required landscape bufferyard and the required plant units. The

alternative compliance may be approved under Section 1.3(a)(5) of the Landscape Manual, as the proposal achieves equal or better than normal compliance with the design criteria of Section 3 of the Landscape Manual because:

- (i) The home on Lots 13-14 is over 125 feet away from the proposed landscaped yard of the parking lot,
- (ii) There is substantial existing tree cover and landscaping on Lots 13-14 screening off the backyard from the proposed parking lot, and
- (iii) There is a proposed 6-foot, board-on-board wood fence on Lots 13-14 further screening the Lots from the proposed parking lot.

5. Section 4.9, Sustainable Landscaping Requirements

Response: The DSP provides conformance with this requirement by providing the required percentage of native plants.

j. Sec. 27-451. - Swimming pools.

- 1. All outdoor swimming pools accessory to one-family detached dwellings shall be enclosed by a fence at least six (6) feet high. If the pool is constructed above grade, and a fence or railing (the top of which is at least six (6) feet above grade) is attached to it, another separate fence shall not be required. (See Figure 51.)**

Response: This is not applicable as there are no proposed swimming pools.

- 2. Outdoor swimming pools shall meet the setback requirements for main buildings (not for accessory structures).**

Response: This is not applicable as there are no proposed swimming pools.

k. Sec. 27-451.01. - Satellite dish antennas.

Response: There are no satellite dishes or antennas on this project.

l. Sec. 27-454. – C-S-C Zone Specific Requirements.

- 1. To provide locations for predominantly retail commercial shopping facilities.**

Response: The development provides for commercial shopping centers that are predominantly retail.

- 2. To provide locations for compatible institutional, recreational, and service uses.**

Response: The retail services that will be provided in this shopping center are

directly compatible with the surrounding uses as explained above.

3. **To exclude uses incompatible with general retail shopping centers and institutions.**

Response: No incompatible uses are proposed at this site.

4. **Landscaping and screening shall be provided in accordance with Section 27-450.**

Response: The proposed development meets most landscaping, fencing, and buffering requirements, but the applicant is requesting alternative compliance under Section 1.3(a) of the Landscape Manual for a minor portion of the site where the proposed paved area and parking lot adjoins lots 13-14 to the north of the site. Here, the applicant is requesting a 50% reduction of the required landscape yard and the required planting material separating Lots 13-14 from the proposed parking lot.

5. **The uses allowed in the C-S-C Zone are as provided for in Table of Uses I (Division 3 of this Part).**

Response: Specific uses for the types of stores that will be included in the shopping center will be reviewed at the tenant-fit-out permit stage. No specific retail uses beyond the integrated shopping center use is proposed at this time.

6. **Additional regulations concerning the location, size, and other provisions for all buildings and structures in the C-S-C Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Table (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

Response: The plans reflect conformance with these additional regulations.

m. Sec. 27-462(b) - Regulations. SETBACKS

1. **From side lot line of adjoining land in any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan or a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan.**

Response: The DSP reflects conformance with these additional regulations. A 12-foot side yard is provided along the northern property line, and over 100 feet are provided between the proposed building and the southern property line.

2. **From rear lot line of adjoining land in any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan.**

Response: The DSP reflects conformance with these additional regulations. The building is setback 149 feet from the rear property line as shown on the DSP. Further, a minimum 10-foot setback from the street is required, and the development is in conformance as the DSP provides a 20.5-foot setback from Marlboro Pike and a 65.3-foot setback from Pinevale Ave.

Summary of 27-462 Setbacks:

	<u>Minimum Setback</u>	<u>Provided</u>
From Street	10 feet	20.5 feet (Marlboro Pike); 65.3 feet (Pinevale Ave)
Side	12 feet	12 feet (northwest); 105.0 feet (southeast)
Rear	25 feet	149 feet

8. Prince George's County Landscape Manual:

Conformance with the requirements of the Landscape Manual is described at length above in Section 7(i) of this Statement of Justification and on the Landscaping Details and Schedules shown on Sheet 3 of the DSP. The proposed development meets most landscaping, fencing, and buffering requirements, but the applicant is requesting an alternative compliance under Section 1.3(a) of the Landscape Manual for a minor portion of the site where the proposed paved area and parking lot adjoins lots 13-14 to the north of the site. Here, the applicant is requesting a 50% reduction of the required landscape yard separating Lots 13- 14 from the proposed parking lot.

9. Approved Marlboro Pike Area Sector Plan and SMA design standards:

The proposed development is in conformance with the Approved Marlboro Pike Sector Plan ("Sector Plan") which rezoned the property to the CSC zone and approved it for commercial use. The development is also in conformance with the environmental recommendations of Section V of the Sector Plan. The property is also within the Transition Area of the Sector Plan as defined by Chapter IX of the Sector Plan. The Sector Plan design guidelines in Chapter IX are simply recommendations and are not binding. However, the applicant has tried to conform with these design guidelines where applicable and to the extent possible as described below:

a. Sector Plan Building Design Recommendations

- i. Encourage the use of traditional architectural styles that offer pedestrian friendly and compact development patterns using building form and materials that are complimentary to the surrounding neighborhoods—such as the use of front porches, consistent setbacks, and building to the property line.**

Response: The proposed architectural elevations and building form are in

conformance with this recommendation where applicable.

ii. New buildings should be built with an orientation facing Marlboro Pike and with limited setbacks

Response: This recommendation uses the word should rather than shall recognizing that this recommendation is not always the best option or always practical. This is a single purpose development for a small commercial shopping center where ingress egress and parking adjacent to the entrance is critical for commercial viability, and the site is too narrow to have the building facing Marlboro Pike. The relaxation of the building orientation recommendation would be in line with the “flexible” regulatory environment that was provided in the Sector Plan to support redevelopment and create development interest in the area to ensure the realization of the plan vision for a mix of compatible land uses.

iii. Building heights should range from two to four stories with pedestrian-scale architectural features.

Response: No commercial office or residential buildings are proposed. The sole building in the proposed development is a single-story shopping center, but it utilizes pedestrian-scale architectural features and high ceiling heights to provide the appearance of a two-story building.

iv. Encourage builders to construct buildings using LEED principles, which include green building technologies to reduce environment impacts and improve energy efficiency.

Response: The applicant plans to incorporate green building technologies in this development to the extent practical during the building permit stage.

v. Avoid blank, solid facades on elevations facing Marlboro Pike.

Response: The proposed building elevations are in conformance with this recommendation.

b. Sector Plan Open Space Design Recommendations

Response: No open space is proposed within the transition area of the Sector Plan; therefore, the open space design guidelines are not applicable to this development.

c. Sector Plan Gateway Design Recommendations:

- i. Demarcate gateway areas with decorative and thematic welcome signs.**
- ii. Incorporate a signature gateway feature at the county and District of Columbia line along Southern Avenue, where the existing gateway signature for Capitol Heights is currently situated.**
- iii. Install gateway features on Marlboro Pike at Silver Hill Road and Forestville Road.**

Response: The property is not located along Southern Avenue or at the intersection of the Marlboro Pike with Silver Hill Road or Forestville Road, so it is not considered a gateway site. However, the property does propose a brick pylon sign similar to those shown in this section of the guidelines. The proposed brick pylon sign uses precast concrete caps and brick piers that match the building façade materials.

d. Sector Plan Parking Design Recommendations:

- i. Build parking lots behind buildings that front Marlboro Pike.**

Response: The applicant incorporates as much parking behind the building as possible without encroaching onto woodland preservation areas, landscape yards, and building restriction lines. No additional parking spots can be added in the rear of the building without encroaching within woodland preservation areas or without the need for an additional alternative compliance request. A landscape strip is proposed along the Marlboro Pike frontage to soften the view of the parking lot from the street.

- ii. Use structured parking as ground floor or basement levels of residential properties to efficiently utilize the site and mitigate the impact of parked cars.**

Response: No residential uses are proposed in this development, so this recommendation is not applicable.

e. Sector Plan Pedestrian Zone and Streetscape Design Recommendations:

- i. Provide a consistent concrete sidewalk with a minimum width of five feet.**

Response: The applicant proposed a five-foot sidewalk along the length of the building that connects the store entrances to the existing sidewalk along Marlboro Pike, so the detailed site plan is in conformance with this recommendation.

- ii. Include a minimum five-foot landscaped setback between the sidewalk and curb for transition and neighborhood areas with the addition of street trees and landscaping for transition areas.**

Response: The development proposes a five-foot sidewalk along the length of the proposed building that connects the store entrances to the existing sidewalk along Marlboro Pike.

- iii. Ensure sidewalks and ramps are compatible with the standards of the Americans with Disabilities Act.**

Response: All proposed sidewalks and ramps in the development are ADA accessible and compliant.

- f. Sector Plan Street Trees and Landscaping Design Recommendations:**
 - i. Provide street trees at regular intervals between 25 and 35 feet along the corridor.**
 - ii. Use canopy trees where there are no vertical or overhead spatial restrictions.**
 - iii. Group species together to form a thematic appearance.**
 - iv. Provide large planting wells with a minimum size of 4 feet by 8 feet or provide elongated planting trenches to connect street-tree planting wells and enlarge rooting zones.**
 - v. Include low ground cover landscaping in planting wells.**
 - vi. Utilize hardy, native and stress-tolerant species.**
 - vii. Utilize low-maintenance planting designs.**

Response: The proposed development largely conforms with these landscaping recommendations. The plan calls for five equally spaced pin oak trees that are not spaced more than 25-35 feet away from each other and with wide canopies that cover the majority of the site's frontage along Marlboro Pike. Further, the detailed site plan also shows landscaping yards throughout the site utilizing Inkberry, American Holly, Border Forsythia plantings, and Weeping Willow plantings for low ground cover bushes and Red Sunset Maples and Emerald Green Arborvitae for larger tree plantings.

- g. Sector Plan Street Furniture Design Recommendations:**
 - i. Include benches in popular gathering spaces**
 - ii. Include coordinated trash receptacles**
 - iii. Include bike racks at popular destinations**

Response: The property does not front on an area of Marlboro Pike that is near a public transit stop and the proposed development is not designed to attract large gatherings as it is a small shopping center, so no benches are

proposed for this development. However, a bike rack and coordinated trash receptacles are shown on the site plan along the face of the building.

h. Sector Plan Bus Stop Design Recommendations

- i. Include uniform bus stop signage.**
- ii. Include benches and attractive shelters or canopies.**
- iii. Include informational signage regarding schedules and routes.**
- iv. Include coordinated trash receptacles.**

Response: The property does not front on an area of Marlboro Pike that is near a bus stop or another type of public transit stop, so the first three recommendations under this category are not applicable. Only a single dumpster will be provided.

i. Sector Plan Lighting Design Recommendations:

- i. Include decorative, pedestrian-scale lighting**
- ii. Utilize fixtures with cutoff dress paths to minimize glare and reduce light pollution**
- iii. Include overhead traffic lighting**
- iv. Provide lighting on buildings and at entrances**
- v. Utilize fixtures with cutoff dress paths to minimize glare and reduce light pollution**

Response: The applicant proposes the use of four overhead pole lights, twenty wall mounted lights, and fourteen door lights.

j. Sector Plan Wayfinding Design Recommendations:

- i. Utilize community gateway signature at the corridor's main entry points**
- ii. Install thematic banners, mounted to street lights or utility poles, along the roadside at regular intervals.**
- iii. Use uniform street signage.**
- iv. Provide community directional signage for major destinations.**
- v. Provide transit information kiosks at popular bus stops.**
- vi. Ensure that signs are not blocked by overgrown landscaping or other obstructions.**

Response: The proposed development is a small shopping center that does not require wayfinding banners, gateway signage, street signage or transit information as it is not near a transit stop, does not include internal streets, is not a gateway location, and does not include any large major destinations.

10. Tree Canopy Coverage Ordinance

The Tree Canopy Coverage Ordinance under Subtitle 25 Division 3 of the code requires a minimum of 15% of the CGO-zoned gross tract area and a minimum of 20% of the RSF-65-zoned gross tract area to be covered by tree canopy. Based on these requirements, 0.19

acres of tree canopy coverage are required, or 8,407 square feet. The proposed development will meet the requirement with 6,969 square feet of on-site woodland preservation (0.16 acres) and 5,780 square feet under new landscape trees, for a total of 12,314 square feet of tree canopy. A Tree Canopy Coverage Schedule further detailing how the requirements are met is located on Sheet 3 of the DSP.

11. Woodland and Wildlife Habitat Conservation Ordinance

This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. The site contains 0.48 acres of existing woodland. The site has a woodland conservation threshold of 15 percent of the net tract area, or 0.22 acre. A total of 0.41 acres of woodland conservation are required. The proposed development will meet this requirement by providing 0.16 acres of on-site woodland preservation, 0.14 acres of specimen tree credit, and 0.09 acres of off-site woodland conservation credits. See the Standard Woodland Conservation Worksheet on the TCP2.

12. Countywide Green Infrastructure Plan

A review of the Countywide Green Infrastructure Plan of the 2017 Approved Prince George's County Resource Conservation Plan ("Green Infrastructure Plan") shows that the site does not contain regulated or evaluation areas within the designated network of the plan. Therefore, the detailed site plan is in conformance with the Green Infrastructure Plan.

13. Conclusion

The detailed site plan satisfies all the relevant criteria for development in the C-S-C Zone. Further, as required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents the most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. DSP-16039 is requested to be approved.

Respectfully Submitted,

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Statement of Justification

Forestville Center- 7521 Marlboro Pike District Heights, MD 20772

Alternative Compliance (AC) - 21014

1. Request and Location:

The subject application is for approval of an Alternative Compliance (“AC”) for a commercial shopping center. The alternative compliance request is for a 50% reduction of the landscape buffer yard width where the proposed parking on the property ends approximately 15 feet behind Lots 13-14 on Orleans Avenue. The applicant is requesting relief from the strict application of Section 4.7 of the Landscape Manual for this buffer yard.

The subject property is 1.374± acre, zoned C-S-C and R-55. It is located on the south side of Marlboro Pike about 590 feet west of its intersection with Forestville Road. Approximately 1.18 acres of the site closest to Marlboro Pike are zoned C-S-C and the remainder of the site is zoned R-55.

- a. **ZMA Case No. A-9961, Section 2(2) - Detailed site plan review is to determine the adequacy of proposed landscaping, fencing, and buffering, and the location of proposed buildings, paving and on-site parking, especially as between the internal portion of the site and residential uses of adjacent properties.**

Response: All proposed landscaping, fencing, building area, paving, and parking are shown on the detailed site plan. There is existing fencing along the northern boundary of the site that belongs to the adjoining property owners. The proposed development meets most landscaping, fencing, and buffering requirements. The applicant is requesting an alternative compliance under Section 1.3(a) of the Landscape Manual for a minor portion of the site where the proposed parking lot ends behind lots 13-14 to the north of the subject property. The applicant is requesting a 50% reduction of the required 30-foot landscape yard behind Lots 13-14, to allow a 15-foot landscape yard. This is due to the addition of 4 additional parking spaces to facilitate a turnaround area for large trucks and emergency vehicles.

This alternative compliance request may be approved under Sections 1.3(a)(2) and 1.3(a)(4) as the space limitations and safety considerations of the proposed parking lot make this alternative compliance necessary to allow the turnaround of large delivery trucks and emergency vehicles, without them having to back out into oncoming traffic along Marlboro Pike.

The alternative compliance may also be approved under Section 1.3(a)(5) of the Landscape Manual, as the proposal achieves equal or better than normal compliance with the design criteria of Section 3 of the Landscape Manual because:

- (i) The single home on Lots 13-14 is over 125 feet away from the proposed landscape buffer yard of the parking lot.
- (ii) There is substantial existing tree cover and landscaping within Lots 13-14 screening the backyard from the proposed parking lot.
- (iii) A 6-foot board-on-board sight-tight fence is proposed along the portion of the property line abutting Lots 13-14. This fence will ensure screening between the lots and the subject property even if the existing similar wooden fence in the rear of Lots 13-14 is removed by the lots' owner in the future.
- (iv) Plantings are proposed within the 15-foot landscape yard that will meet the requirements of the Landscape Manual. Because these plantings will be provided in a yard that is 15 feet wide instead of 30 feet wide, they will be provided at a density that will substantially increase their effectiveness as a buffer when working in conjunction with the fence.

b. **Sec. 27-450. - Landscaping, screening, and buffering.**

Landscaping, screening, and buffering of all development in the Commercial Zones shall be in accordance with the provisions of the Landscape Manual.

1. Section 4.2, Requirements for Landscape Strips Along Streets

Response: The development has frontage on Pine Street. Section 4.2 specifies that for all nonresidential uses in any zone and for all parking lots, a landscape strip shall be provided on the property abutting all public and private streets. The DSP shows a landscaping strip between the proposed lot and Pine Street. The Detail Sheet further details how the applicant plans to conform with this requirement on the Section 4.2 schedules for Pine Street.

2. Section 4.3, Parking Lot Requirements

Response: A percentage of the parking lot, determined by the size of the lot, is required to be an interior planting area. The DSP provides the required interior planting area, shade trees, and a schedule detailing conformance with Section 4.3-2 of the Landscape Manual.

3. Section 4.4, Screening Requirements

Response: A detail for a durable trash enclosure is provided for the dumpster on the DSP.

4. Section 4.6, Buffering Development from Streets

Response: The development has frontage on Marlboro Pike, a special roadway. Section 4.6 specifies that when nonresidential development has frontage on a

special roadway, a buffer area shall be provided adjacent to the entire right-of-way, excluding driveway openings. The DSP shows such a buffer area along Marlboro Pike, and includes a schedule detailing conformance with Section 4.6-2.

5. Section 4.7, Buffering Incompatible Uses

Response: The DSP provides the required buffering, and a Section 4.7 schedule is provided for all adjacent uses showing how the applicant plans to conform with this Section of the Landscape Manual. The proposed development meets most landscaping, fencing, and buffering requirements. The applicant is requesting an alternative compliance under Section 1.3(a) of the Landscape Manual for a minor portion of the site where the proposed parking lot ends approximately fifteen (15) behind lots 13-14 to the north of the site. Here, the applicant is requesting a 50% reduction of the required landscape buffer yard separating Lots 13-14 from the proposed parking lot. This is because of the addition of 4 additional parking spots to the proposed parking lot to facilitate enough turnaround area for large trucks and emergency vehicles.

This alternative compliance request may be approved under Sections 1.3(a)(2) and 1.3(a)(4), as the space limitations and safety considerations of the proposed parking lot makes this alternative compliance necessary to allow the turnaround of large delivery trucks and emergency vehicles.

The proposed development is in the C-S-C zone and is assigned as a Medium “M” Impact.

The adjacent residential lots to the southwest are zoned R-55 and contain single-family detached dwellings, which requires a minimum buffer yard type “C”. Table 4.7.2 requires a minimum landscape yard of 30 feet and requires 120 plant units per every 100 linear feet for this bufferyard type. The property between these R-55 lots and Marlboro Pike Road is zoned R-T. There is a commercial use on it, so no buffer yard is required between it and the subject property.

The proposed development proposes a 15-foot-wide landscape buffer yard running 50 linear feet along the property line at the end of the proposed parking lot. The proposed landscape buffer yard contains 60 plant units as shown on the landscape plan, which will meet the Landscape Manual’s requirements. The proposed plantings will provide robust and attractive screening between the parking lot and Lots 13 and 14 to supplement the wooden barrier between the properties.

This alternative compliance may be approved under Section 1.3(a)(5) of the Landscape Manual as the proposed buffer yard achieves equal or better than normal compliance with the design criteria of Section 3 of the Landscape Manual. Specifically,

- (i) The single existing home on Lots 13-14 is over 125 feet away from the subject property.

- (ii) There is substantial existing tree cover and landscaping in the rear yards of lots 13 – 14 which also contributes to the screening of the proposed commercial development.
- (iii) A 6-foot board-on-board sight-tight fence is proposed along the portion of the property line abutting Lots 13-14. This fence will ensure screening between the lots and the subject property even if the existing similar wooden fence in the rear of Lots 13-14 is removed by the lots' owner in the future.
- (iv) Plantings are proposed within the 15-foot landscape yard that will meet the requirements of the Landscape Manual. Because these plantings will be provided in a yard that is 15 feet wide instead of 30 feet wide, they will be provided at a density that will substantially increase their effectiveness as a buffer.

6. Section 4.9, Sustainable Landscaping Requirements

Response: The DSP provides conformance with this requirement by providing the required percentage of native plants.

2. Conclusion

This Alternative Compliance satisfies all the relevant criteria for development in the C-S-C Zone. Further, as required by Section 27-285(b) of the Zoning Ordinance, the proposed development represents the most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting from the utility of the proposed development for its intended use. Approval of this Alternative Compliance request under subsections 2, 4, or 5 of Section 1.3(a) of the Landscape Manual will facilitate satisfying the site design requirements. Therefore, we respectfully request that this Alternative Compliance be approved as proposed.

Respectfully Submitted,

/s/

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Statement of Justification for Removal of Specimen Trees

Forestville Center- 7521 Marlboro Pike District Heights, MD 20772

Detailed Site Plan (DSP) – 16039

1. Request and Location:

The subject property is 1.374± acre, zoned C-S-C and R-55, and is located on the south side of Marlboro Pike about 590 feet west of its intersection with Forestville Road. Approximately 1.18 acres of the site closest to Marlboro Pike are zoned C-S-C and the remainder of the site is zoned R-55.

The site features two specimen trees. Specimen Tree 1 is a mulberry tree in fair condition on the southeast side of the site. Specimen Tree 2 is a black walnut tree in fair condition on the northwest side of the site. The applicant is requesting a variance from Section 25-122(b)(1)(G) of the Woodland and Wildlife Habitat Conservation Ordinance in order to permit removal of Specimen Tree 2. The applicant contends that the criteria for approval of a variance contained in Section 25-119(d) of the WCO are met.

2. Variance Criteria of Section 25-119(d)

Section 25-119(d) of the WCO states that “an applicant may request a variance from this Division as part of the review of a TCP where owing to special features of the site or other circumstances, implementation of this subtitle would result in unwarranted hardship to an applicant.” To approve a variance the below criteria listed in bold text must be met. Discussion of why the criteria are met is given in plain text.

(A) Special conditions peculiar to the property have caused the unwarranted hardship;

There are special conditions peculiar to the property that would cause unwarranted hardship should the request to remove Specimen Tree 2 be denied. These special conditions stem from the specimen tree itself, specifically its size, species, condition, and on-site location.

Specimen Tree 2 is a 31-inch black walnut tree in fair condition on the northwest side of the site. This tree is proposed to be removed to accommodate the location of the retail building and associated grading. According to the 2018 Environmental Technical Manual, black walnut trees generally have poor construction tolerance and are vulnerable to critical root zone impacts. Approximately 39 percent of this tree’s critical root zone is under an impervious parking lot on the adjacent property to the west. The remainder of the CRZ would be impacted by location of the proposed building on site. The tree’s current size and location are such that the site cannot be designed to avoid a sufficient portion of the tree’s CRZ to save the tree. Due to the tree’s poor construction tolerance and vulnerability to CRZ impacts, it is likely that the entire CRZ would need to be avoided in order to save it. The property is relatively narrow, and if the building were

moved to the southeast to avoid the CRZ, there would not be sufficient width to fit the proposed building, parking, and stormwater management. New locations could not be found for these elements without reducing the proposed area of on-site woodland preservation. For these reasons, there is no other location the proposed use can be accomplished elsewhere on the property without the requested variance.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas;

If a variance were not granted to remove the tree, the applicant would be deprived of their right to develop the property in a functional and efficient manner that is compliant with zoning and development standards applicable to this project and similar commercial projects in other C-S-C-zoned areas. Preservation of the tree would deprive the applicant of land necessary to meet requirements for stormwater management, circulation, and parking, and greatly reduce the development potential of the property.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants;

Granting the requested variance will not confer a special privilege on the applicant that would be denied to other applicants. This variance request should be reviewed using the same standards and considerations that would be applicable to other applications for removal of specimen trees in similar locations and under similar circumstances.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant;

The request for a variance is not based on conditions or circumstances which stem from the applicant's actions. The tree has existed on site since before any development was planned on it, and the applicant did nothing to either encourage or discourage the tree's growth to specimen tree size. The request to remove the tree is based solely on its location on the site, as its location will impede the grading necessary to support the project.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

The specimen tree is located immediately adjacent to a parking lot on a neighboring property. However, the neighboring lot has not had any impact on the location or size of the specimen tree. The tree has grown to specimen tree size based on natural conditions.

(F) Granting of the variance will not adversely affect water quality.

Removal of the specimen tree will not adversely affect water quality. The property has an approved stormwater management concept plan, 43353-2016-00, which will ensure that water will be appropriately treated before leaving the site. The project will meet all County and State laws relating to water quality.

Respectfully Submitted,

/s/

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**Statement of Justification for Not Meeting All Woodland
Conservation Requirements On-Site**

Forestville Center- 7521 Marlboro Pike District Heights, MD 20772

Detailed Site Plan (DSP) – 16039

1. Request and Location:

The subject property is 1.374± acre, zoned C-S-C and R-55, and is located on the south side of Marlboro Pike about 590 feet west of its intersection with Forestville Road. Approximately 1.18 acres of the site closest to Marlboro Pike are zoned C-S-C and the remainder of the site is zoned R-55.

The site features 0.48 acres of existing woodlands. It has a woodland conservation threshold of 15 percent, or 0.22 acres. 0.33 acres of woodlands are proposed to be cleared with the application. This results in a woodland conservation requirement of 0.41 acres. The applicant proposes 0.16 acres of woodland preservation on site as well as a specimen tree credit of 0.14 acres. Therefore, the applicant is requesting that 0.09 acres of the woodland conservation requirement be met off-site. The applicant proposes that this remaining requirement be provided within an off-site tree mitigation bank.

2. Woodland Conservation Priorities of Section 25-122(c)(1)

Section 25-122(c) of the Woodland and Wildlife Habitat Conservation Ordinance lists the available methods for meeting the woodland conservation requirements, in order of priority. Every effort should be made to meet the woodland conservation requirements on-site before considering the available options for off-site preservation. The options for meeting the woodland conservation requirement are listed below in bold text. Discussion of why the option was or was not pursued is given in plain text.

(A) On-site preservation of connected woodland and wildlife habitat areas using woodlands in good condition with limited amounts of invasive or exotic plants.

The site design conserves 0.15 acres of woodland, which is as much of the existing woodland on site as practicable given the site constraints. Additional on-site woodland cannot be preserved without removing part of the parking area, loading area, or turnaround area needed to serve the proposed building.

(B) On-site afforestation/reforestation of connected planting areas using transplanted native stock, relocated from the site or surrounding areas.

On-site afforestation (of either transplanted native stock or native whip and seedling stock) is not practicable given the site constraints. The only area of the site which could potentially receive additional tree plantings is located southeast of the northeastern most micro-bioretenention pond. However, this area does not meet the minimum size and width

requirements for conservation areas given in Section 25-122(b). In addition, this area is not connected to any areas of existing woodland.

(C) On-site afforestation/reforestation of connected planting areas using native whip and seedling stock.

On-site afforestation (of either transplanted native stock or native whip and seedling stock) is not practicable given the site constraints. The only area of the site which could potentially receive additional tree plantings is located southeast of the northeastern most micro-bioretenction pond. However, this area does not meet the minimum size and width requirements for conservation areas given in Section 25-122(b). In addition, this area is not connected to any areas of existing woodland.

(D) On-site specimen, champion, and historic trees in good condition when the plan has been designed to ensure long-term survival.

One specimen tree (Specimen Tree 1) is proposed to be preserved and the plan is designed to ensure its long term survival. The applicant therefore requests a specimen tree credit of 0.14 acres.

(E) On-site natural regeneration of connected areas in appropriate locations containing sufficient seed sources with appropriate protection mechanisms and long term management.

On-site natural regeneration is not practicable given the site constraints. The only area of the site which could potentially be used for natural regeneration is located southeast of the northeastern most micro-bioretenction pond. However, this area does not meet the minimum size and width requirements for conservation areas given in Section 25-122(b). In addition, this area is not connected to any areas of existing woodland.

(F) Off-site afforestation/reforestation of connected planting areas using transplanted native stock, relocated from the site or surrounding areas, in an approved woodland conservation bank.

Credit for off-site woodland will be needed in order for this property to meet the minimum required woodland conservation. The applicant will provide afforestation in an approved woodland conservation bank if one is available; otherwise, the applicant will provide off-site preservation in an approved woodland conservation bank.

(G) Off-site afforestation/reforestation of connected planting areas using native whip and seedling stock in an approved woodland conservation bank.

Credit for off-site woodland will be needed in order for this property to meet the minimum required woodland conservation. The applicant will provide afforestation in an approved woodland conservation bank if one is available; otherwise, the applicant will provide off-site preservation in an approved woodland conservation bank.

(H) Off-site preservation of connected woodlands in an approved woodland conservation bank.

Credit for off-site woodland will be needed in order for this property to meet the minimum required woodland conservation. The applicant will provide afforestation in an approved woodland conservation bank if one is available; otherwise, the applicant will provide off-site preservation in an approved woodland conservation bank.

(I) On or off-site habitat enhancement projects of connected areas of existing woodlands that result in improved wildlife habitat and forest vigor through the removal of invasive or exotic plant species and/or planting of native plant species.

The applicant proposes to meet the woodland conservation requirements using a combination of on-site woodland preservation, specimen tree credit, and off-site conservation credits. These methods are of higher priority than the options given in Sections 25-122(c)(1)(I)-(M), therefore the applicant has elected not to use any of these remaining methods.

(J) Off-site natural regeneration of connected areas in appropriate locations containing sufficient seed sources with appropriate protection mechanisms and long-term management in an approved woodland conservation bank.

The applicant proposes to meet the woodland conservation requirements using a combination of on-site woodland preservation, specimen tree credit, and off-site conservation credits. These methods are of higher priority than the options given in Sections 25-122(c)(1)(I)-(M), therefore the applicant has elected not to use any of these remaining methods.

(K) On-site landscaping using native species of field grown nursery stock that establish landscaped areas a minimum of 35 feet wide and 5,000 square feet in area. At least 50 percent of the plants in the landscaped area must be trees.

The applicant proposes to meet the woodland conservation requirements using a combination of on-site woodland preservation, specimen tree credit, and off-site conservation credits. These methods are of higher priority than the options given in Sections 25-122(c)(1)(I)-(M), therefore the applicant has elected not to use any of these remaining methods.

(L) Street trees on or adjacent to the site when located in the following areas as designated by the Prince George's County General Plan: Transportation Service Area 1, Regional Transit Districts, or Local Centers; or in conformance with a municipality's street tree planting plan or program, where the trees have been provided sufficient root zone space to ensure long-term survival and sufficient crown space is provided that is not limited by overhead utility lines that are existing or proposed.

The applicant proposes to meet the woodland conservation requirements using a combination of on-site woodland preservation, specimen tree credit, and off-site conservation credits. These methods are of higher priority than the options given in Sections 25-122(c)(1)(I)-(M), therefore the applicant has elected not to use any of these remaining methods.

- (M) Fee-in-lieu may be used to meet the requirements of this Division, when all other options have been exhausted, as determined by the Planning Director or designee. Refer to Section 25-122(d)(8) for criteria relating to the use of fee-in-lieu.**

The applicant proposes to meet the woodland conservation requirements using a combination of on-site woodland preservation, specimen tree credit, and off-site conservation credits. These methods are of higher priority than the options given in Sections 25-122(c)(1)(I)-(M), therefore the applicant has elected not to use any of these remaining methods.

Respectfully Submitted,

/s/

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Abdullah Hijazi*^
Gregory Carroll*^
Martin Zhou*^!
Douglas Jackson-Quzack*^
Legend:
*MD ^DC !PA

March 26, 2024

VIA E-MAIL DELIVERY AND MAIL

Dominique Lockhart, AICP, Planner III
Maryland-National Capital Park & Planning Commission
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
Cc: Andrea Dorlester, Urban Design Supervisor

**Re: Forestville Center DSP-16039 and AC-21014
Applicant's Section 27-285(c) Extension Request to Monday, May 6, 2024.**

Dear Dominique,

Our firm represents NSR Petro Services LLC (the "Applicant") regarding the above-referenced Detailed Site Plan DSP-16039 and the accompanying Alternative Compliance (AC-21014). This DSP was accepted without referral to environmental planning, and we learned that the NRI approval had expired, the SWM Concept Plan approval had expired, and a TCP-II had never been submitted. For these reasons, Applicant respectfully requests an indefinite suspension of the time limits for the Planning Board's specified review period for Applicant's above-referenced Detailed Site Plan (and the accompanying Alternative Compliance application) pursuant to Rule 12(a) of the Prince George's County Planning Board Rules of Procedure.

Applicant has recently received the necessary documents from its team and will upload the revised submissions by COB tomorrow. For the foregoing reasons, we respectfully request approval of this extension. Thank you in advance for your attention to this matter and should you have any questions or comments, please do not hesitate to contact me at ahijazi@hzc-law.com.

Sincerely,

/s/

Abdullah Hijazi, Esq.
HIJAZI & CARROLL, P.A.

Eddie Diaz-Campbell

From: Lord-Attivor, Rene <rlattivor@co.pg.md.us>
Sent: Tuesday, January 14, 2025 10:50 AM
To: Eddie Diaz-Campbell; Khoshand, Nima
Cc: Abdullah Hijazi; De Guzman, Reynaldo S.
Subject: RE: DSP-16039 Forestville Center- request to modify M-NCPPC PPS condition regarding ROW improvements

Hi Eddie,

Typically, modifications to DPW&T's typical sections within the ROW (to include the grass buffer width) is done at time of permitting once a case is approved by MNCPPC and the Condition from the resolution grants the operating agency the right to make changes, such as the Condition in you remail below.

Hope this helps.

Thanks,

Rene Lord-Attivor (He/Him) | Chief Engineer - Site Road Plan Review Division
Prince George's County Department of Permitting, Inspections and Enforcement
9400 Peppercom Place | Suite 500 | Largo, MD 20774
Office 301-636-2060 | Cell Phone 240-825-5138 | Fax: 301-925-8510
email: rlattivor@co.pg.md.us



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From: Eddie Diaz-Campbell <ediazcampbell@hijazilaw.com>
Sent: Tuesday, January 14, 2025 10:21 AM
To: Lord-Attivor, Rene <rlattivor@co.pg.md.us>; Khoshand, Nima <NKhoshand@co.pg.md.us>
Cc: Abdullah Hijazi <ahijazi@hijazilaw.com>; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>
Subject: RE: DSP-16039 Forestville Center- request to modify M-NCPPC PPS condition regarding ROW improvements

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Hi Rene,

Thanks for your response. It's good to hear from you!

Our issue here is that the required right of way has already been determined. This property already went through PPS and final plat (attached), and the property has been platted in such a way that the distance between the Marlboro Pike centerline and the property boundary is a minimum of 40 feet and a maximum of 47 feet. Nevertheless, the PPS also imposed a condition (the one quoted below) that cannot be met where the ROW is 40 feet from center, because in that area the distance between the existing curb and the property line is only 9 feet.

Could you please confirm for me that we cannot address this issue until permitting? If you do that, I can send that determination to M-NCPPC staff, and that should satisfy them for this DSP. But I think it would be better to have the conversation for what ROW improvements are appropriate at the DSP stage.

Thanks,

Eddie Diaz-Campbell
Senior Land Planner
Hijazi & Carroll, P.A.
3231 Superior Lane, Suite A-26
Bowie, Maryland 20715
(T): (301) 464-4646
(F): (301) 464-4188

From: Lord-Attivor, Rene <rlattivor@co.pg.md.us>

Sent: Tuesday, January 14, 2025 7:53 AM

To: Eddie Diaz-Campbell <ediazcampbell@hijazilaw.com>; Khoshand, Nima <NKhoshand@co.pg.md.us>

Cc: Abdullah Hijazi <ahijazi@hijazilaw.com>; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>

Subject: RE: DSP-16039 Forestville Center- request to modify M-NCPPC PPS condition regarding ROW improvements

Hi Eddie,

Thanks for your email and for reaching. I did not know you had left MNCPPC. I was wondering where you were and thought you were just busy with work, reason, I had not heard from you. In any event, congratulation on your new position. I've heard good things about Hijazi & Carroll, P.A.

As you are aware, we, DPIE do not determine the needed ROW limits prior to the Boards resolution for master planned roadways. MNCPPC take the lead and determines the needed ROW limits for all master plan roadways. Once the board passes the resolution, we then use the ROW limits from the resolution. That being said, my recommendation will be for you to continue working with MNCPPC to determine the needed ROW. Once that is determined, we can then work with you at time of permitting related to the roadway typical section needed to meet all transportation conditions/recommendation from the resolution. I think it's premature for us to make any firm ROW determination now without knowing what the board will pass in the resolution.

Please feel free to reach out if you have additional questions or need further clarity.

Thanks

Rene Lord-Attivor (He/Him) | Chief Engineer - Site Road Plan Review Division
Prince George's County Department of Permitting, Inspections and Enforcement
9400 Peppercorn Place | Suite 500 | Largo, MD 20774
Office 301-636-2060 | Cell Phone 240-825-5138 | Fax: 301-925-8510
email: rlattivor@co.pg.md.us



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From: Eddie Diaz-Campbell <ediazcampbell@hijazilaw.com>

Sent: Thursday, January 9, 2025 2:23 PM

To: Lord-Attivor, Rene <rlattivor@co.pg.md.us>; Khoshand, Nima <NKhoshand@co.pg.md.us>

Cc: Abdullah Hijazi <ahijazi@hijazilaw.com>

Subject: DSP-16039 Forestville Center- request to modify M-NCPPC PPS condition regarding ROW improvements

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Hi Rene and Nima,

This is Eddie Diaz-Campbell; if you hadn't heard, I no longer work for M-NCPPC and am now in the private sector with the law firm of Hijazi & Carroll. I'm reaching out to you because of a right-of-way issue we are having with a DSP we are trying to resubmit to M-NCPPC. We have a condition of a preliminary plan, 4-16029, which needs a letter from DPIE for us to be able to modify it. The condition is as follows:

8. **In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2009 Approved Marlboro Pike Sector Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:**
 - a. **Five-foot wide sidewalk and 6.5-foot landscape strip consistent with the Boulevard Area street section illustrated in Figure IV-6 of the sector plan, unless modified by the Prince George's County Department of Public Works and Transportation/Prince George's County Department of Permitting, Inspections and Enforcement.**

The site is located at 7521 Marlboro Pike. We have tried to address the above condition to the extent possible, but for part of the Marlboro Pike frontage, we don't have the needed ROW between the property line and the curb to meet the condition. See the attached screenshot. 11.5 feet total are needed for a 5-foot-wide sidewalk and 6.5-foot-wide landscape strip, but the ROW available gets as narrow as 9-10 feet towards the south end of the frontage.

Could you let me know whether you might agree it is appropriate to have a landscape strip that is less than 6.5 feet wide, and if so, what we would need to do to get a letter from you which we can provide to M-NCPPC TPS?

Please let me know if you would like more information; you can respond to this email or call me at the number below. For your reference, I've also attached a copy of the preliminary plan resolution.

Thank you,

Eddie Diaz-Campbell
Senior Land Planner
Hijazi & Carroll, P.A.
3231 Superior Lane, Suite A-26
Bowie, Maryland 20715
(T): (301) 464-4646
(F): (301) 464-4188

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March 28, 2025

MEMORANDUM

TO: Meng Sun, Planner III, Urban Design Section, Development Review Division

VIA: Sarah Benton, AICP, Planning Supervisor, Long-Range Planning Section, *SB*
Community Planning Division

FROM: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community *SB for NAB*
Planning Division

SUBJECT: DSP-16039, Forestville Center

FINDINGS

Pursuant to Part 3, Division 9, Subdivision 3 of the Prior Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Detailed Site Plan for property located outside of an overlay zone.

Location: The property is located on the south side of Marlboro Pike about 590 feet west of its intersection with Forestville Road.

Planning Area: 75A

Community: Suitland-District Heights & Vicinity

Size: 1.23 acres

Existing Use: Vacant

Future Land Use: Commercial Mixed Use

Proposal: Seeking approval to construct an 8,960 square foot commercial building.

Applicable Zoning Ordinance: Prior Zoning Ordinance

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the Established Communities. Established Communities are most appropriate for context-sensitive infill and low-to medium density development. The General Plan (Plan 2035) recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met (Plan 2035 page 20).

Master Plan: The 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (Master Plan) recommends **mixed use commercial uses** on the subject property (page 23). The proposed use conforms with the recommended land use.

The Master Plan envisions creation of “a safe, attractive, walkable, and vibrant community where people live, work, shop, dine, and recreate. Neighborhoods are stable and livable, offering desirable and attractive housing choices. Old and new residential communities coexist harmoniously” (page 13).

It is noted that the property is within a Transition Area of the Sector Plan as defined in the master plan’s conceptual vision for the corridor (page 13). The property is not within a character area of the Development District Overlay Zone and is not subject to the requirements of Marlboro Pike development standards. The applicant is encouraged to consider the following Master Plan recommendations to help advance the intent and purpose of the plan.

Chapter IX - Design Guidelines

Buildings

Transition Areas

- Encourage the use of traditional architectural styles that offer pedestrian-friendly and compact development patterns using building form and materials that are complementary to the surrounding neighborhoods—such as the use of front porches, consistent setbacks, and building to the property line.
- New buildings should be built with an orientation facing Marlboro Pike and with limited setbacks.
- Building heights should range from two to four stories with pedestrian-scale architectural features.
- Encourage builders to construct buildings using LEED principles, which include green building technologies to reduce environment impacts and improve energy efficiency.
- Avoid blank, solid façades on elevations facing Marlboro Pike.

(page 109)

Analysis *The proposed single-story building does not front on Marlboro Pike, but includes architectural accents such as brick columns, a couple at the center of the building, awnings to accent the store fronts, and a stone water table along the base of the facade. The applicant does*

not indicate if the building will include LEED or green building technologies, but the applicant is encouraged to incorporate these into the design of the building and the site.

Gateways

Activity Nodes, Transition Areas, and Neighborhood Areas

- Demarcate gateway areas with decorative and thematic welcome signs.
- Incorporate a signature gateway feature at the county and District of Columbia line along Southern Avenue, where the existing gateway signage for Capitol Heights is currently situated.
- Install gateway features on Marlboro Pike at Silver Hill Road and Forestville Road.

(page 114)

Analysis *The property is located approximately 700 feet west of the intersection of Forestville Road and Marlboro Pike. The proximity of this site to this intersection provides a unique opportunity to propose an attractive gateway into the corridor. The Site plan proposes a freestanding sign at the entrance to the property. Landscaping is used along Marlboro Pike to accent the property and screen the parking area. Staff encourage the installation of additional elements such as banners, murals, or additional signage to announce and accent arrival to the corridor.*

Parking

Transition Areas

- Build parking lots behind buildings that front Marlboro Pike.
- Use structured parking as ground floor or basement levels of residential properties
- to efficiently utilize the site and mitigate the impact of parked cars.

(page 117)

Analysis *The site plan proposes the parking area on the east side of the building and can be seen from the public right of way. The parking area is screened using landscaping to block views into the surface parking lot from Marlboro Pike.*

Pedestrian Zone and Streetscape

Transition and Neighborhood Areas

- Provide a consistent concrete sidewalk with a minimum width of five feet.
- Include a minimum five-foot landscaped setback between the sidewalk and curb for transition and neighborhood areas with the addition of street trees and landscaping for transition areas.

- Ensure sidewalks and ramps are compatible with the standards of the Americans with Disabilities Act.

(page 119)

Analysis *A five-foot sidewalk is proposed on the frontage of the property adjacent to Marlboro Pike. The sidewalk is setback from the roadway and provides an area for landscape planting to provide street trees and define the roadway. The application meets this Master Plan recommendation.*

Crosswalks

Activity Nodes, Transition and Neighborhood Areas

- Demarcate pedestrian crossings with decorative pavement and reflective paint
- Utilize decorative pavement
- Extend medians to crosswalk areas to provide mid-way pedestrian refuge space, where feasible
- Provide crosswalk traffic signage
- Incorporate pedestrian signals at signalized intersections

(page 120)

Analysis *The site plan proposes a sidewalk on the front of the property and it crosses the surface parking lot, however, the crossing area is not striped to indicate the pedestrian crossing. The applicant is encouraged to work with the Transportation and Urban Design Sections to provide adequate pedestrian safety measures. These could include striped markings on the pavement, decorative or raised pavement, signage, or pedestrian signals.*

Street Trees and Landscaping

Activity Nodes and Transition Areas

- Provide street trees at regular intervals between 25 and 35 feet along the corridor.
- Use canopy trees where there are no vertical or overhead spatial restrictions.
- Group species together to form a thematic appearance.
- Provide large planting wells with a minimum size of 4 feet by 8 feet or provide elongated planting trenches to connect street-tree planting wells and enlarge rooting zones.
- Include low ground cover landscaping in planting wells.
- Utilize hardy, native, and stress-tolerant species.
- Utilize low-maintenance planting designs.

(page 121)

Analysis *The site plan shows the building placement and parking area setback from the roadway. This provides adequate space for planting and the application proposes a combination of street trees and understory plantings. The plant material proposed is native and will tolerate the traffic along the heavily trafficked roadway. The application does not show any ground cover proposed and the applicant is encouraged to provide additional seasonal plantings and groundcover to improve the appeal of the commercial businesses from the roadway, and will need to coordinate with the Urban Design Section to propose an adequate landscape plan.*

Street Furniture

Activity Nodes, Transition, and Neighborhood Areas

- Include benches in popular gathering spaces
- Include coordinated trash receptacles
- Include bike racks at popular destinations

(page 123)

Analysis: *The site plan does not include street furniture or a plaza. Staff recommend that features such as these be included in the design to improve the pedestrian experience. These improvements should provide physical buffering from Marlboro Pike. Streetscape improvements could be expanded to include overhead lighting, bollards, art installations, or other street-level designs. In addition to these streetscape improvements, the applicant is encouraged to identify opportunities for community activations on the subject property. These provide opportunities for Placemaking events such as farmer's markets, local artisan markets, or other community events.*

Lighting

Activity Nodes, Transition, and Neighborhood Areas

- Include decorative, pedestrian-scale lighting
- Utilize fixtures with cutoff dress paths to minimize glare and reduce light pollution.

Transition Areas

- Include overhead traffic lighting
- Provide lighting on buildings and at entrances
- Utilize fixtures with cutoff dress paths to minimize glare and reduce light pollution

(page 125)

Analysis: *Lighting is proposed on the building at the building entrances, and in the parking lot consistent with this recommendation. Lighting proposed on the property should include full cut off technology to limit glare and light pollution onto neighboring properties.*

Wayfinding

Activity Nodes, Transition, and Neighborhood Areas

- Utilize community gateway signage at the corridor's main entry points.
- Install thematic banners, mounted to street lights or utility poles, along the roadside at regular intervals.
- Use uniform street signage.
- Provide community directional signage for major destinations.
- Provide transit information kiosks at popular bus stops.
- Ensure that signs are not blocked by overgrown landscaping or other obstructions.

(Page 126)

Analysis: *The property is located approximately 700 feet west of the intersection of Forestville Road and Marlboro Pike. An entrance sign is shown to the property, however, additional signage is*

not proposed. Staff encourage the installation of elements including banners, landscaping, and signage to announce arrival to the corridor. In addition, it is recommended that wayfinding signage be installed to provide directional signs to featured locations in the area and signage to assist with providing directional information to transit options such as bus and rail.

Aviation/MIOZ: This application is within the Military Installation Overlay Zone and is subject to the requirements for height as outlined in Section 27-548.54(e)(2)(B) The application must comply with the requirements for the height of properties located in Surface Area B, App/Dep Clearance (50:1) - North End.



May 27, 2025

MEMORANDUM

TO: Meng Sun, Urban Design Section, Development Review Division

FROM: Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

VIA: Crystal Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DSP-16039 Forestville Center**

Prior Conditions of Approval

The site is subject to the approved Preliminary Plan of Subdivision (PPS) 4-16029. The following transportation-related conditions of the prior application are listed below:

PPS 4-16029:

6. Total development shall be limited to uses that would generate no more than 36 AM and 119 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Comment: The subject Detailed Site Plan (DSP) is consistent with the land use and development program approved in the PPS application, and therefore is within the peak-hour trip cap.

8. In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2009 Approved Marlboro Pike Sector Plan and Sectional Map Amendment, the applicant, and the applicant's heirs, successors, and/or assignees shall provide the following:
 - a. Five-foot wide sidewalk and 6.5-foot landscape strip consistent with the Boulevard Area Street section illustrated in Figure IV-6 of the sector plan, unless modified by the Prince George's County Department of Public Works and Transportation/Prince George's County Department of Permitting, Inspections and Enforcement.
 - b. The amount, type, and location of bicycle parking will be determined at the time of detailed site plan.
 - c. One sidewalk or pedestrian walkway linking the proposed shopping center with the sidewalk along Marlboro Pike. The location and type of connection will be determined at the time of detailed site plan.

Comment: The site plan includes a five-foot-wide sidewalk along property frontage. Due to limitations of right-of-way, the applicant is unable to comply with a 6.5 landscape buffer along the entirety of frontage and provide a 4.5-foot buffer where the right-of-way narrows. At the time of

permitting, the Department of Permit, Inspection and Enforcement (DPIE), will make the determination if the proposed landscape buffer is acceptable. The DSP also includes six bicycle racks at the north side of the building on a 6'x12' bicycle rack pad. In addition, a direct connection from the roadway frontage to the building entrances is provided. These conditions have been met.

9. Prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that all of the following required adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of Subdivision Regulations and the cost cap in subpart (c), have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. A five-foot-wide sidewalk along the south side of Marlboro Pike from the subject site to the intersection with Orleans Avenue.
 - b. A high-visibility crosswalk across Orleans Avenue.
 - c. Americans with Disabilities Act compliant ramps for the crosswalk at Orleans Avenue.
 - d. At the time of detailed site plan, provide an exhibit that illustrates the location, limits, specifications, and details of the off-site sidewalk improvements approved with Preliminary Plan of Subdivision 4-16029, consistent with Section 24-124.01(f) and the cost cap in Section 24-124.01(c).

Comment: This condition will be evaluated at the time of permit. However, the proposed off-site sidewalk as approved by the PPS is included on the plan sheets.

Master Plan Compliance

The site is subject to the 2009 *Approved Master Plan of Transportation* (MPOT) and the 2009 *Approved Marlboro Pike Sector Plan and Adopted Sectional Map Amendment*.

Master Plan Right of Way

The site's northern boundary is adjacent to Marlboro Pike (C-410), a collector road with minimum 80-foot-wide right-of-way. The site is also adjacent to Pinevale Avenue along the southeastern boundary, which required dedication at the time of PPS. The DSP identifies the right-of-way along Marlboro Pike and no additional dedication is required with this application.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends a bicycle lane along the frontage of Marlboro Pike. The MPOT provides policy guidance regarding multimodal transportation. Additionally, the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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 (pg. 10).

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and

guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities* (pg. 10).

This development is also subject to the 2009 *Approved Marlboro Pike Sector Plan and Adopted Sectional Map Amendment*, which includes the following related policies.

Policy 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (pg. 62).

Comment: During the PPS review, a bicycle lane along the frontage was not required and it was recommended to be constructed as part of a Capital Improvement Project. The site plan includes sidewalk along the frontage, ADA curb ramps and crosswalk crossing the vehicular access point. Bicycle parking is also included within the site to accommodate multimodal use. Staff find the master plan goals and policies are implemented to the extent possible.

Zoning Ordinance Compliance

Section 27-283 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for detailed site plans. This section references the following design guidelines described in Section 27-274(a):

(2) Parking, loading, and circulation

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.

Comment: One full access point for motor vehicles will be provided along Marlboro Pike. Sidewalk and ADA curb ramps are provided along the entire frontage along Marlboro Pike, with a direct connection to the internal site. The site will be provided with 49 surface parking spaces, which meets the requirement. Parking will be comprised of 31 standard, 16 compact, and 2 ADA-accessible spaces and 1 loading space. Additionally, six bicycle parking spaces will also be provided on the north side of the building on a 6'x12' bike rack pad. A truck turning exhibit was also provided to demonstrate larger vehicular movement within the site. Staff find the parking and circulation are sufficient.

Conclusion

Based on the findings presented above, staff conclude that the vehicle, pedestrian, and bicycle access and circulation for this plan are acceptable, consistent with the site design guidelines pursuant to Section 27, and meet the findings for pedestrian and bicycle transportation purposes.



Countywide Planning Division
Prince George's County Planning Department

301-952-3650

May 23, 2025

MEMORANDUM

TO: Meng Sun, Planner III, Urban Design Section, DRD

VIA: Tom Burke, Supervisor, Environmental Planning Section

FROM: Alexander Kirchhof, Planner II, Environmental Planning Section

SUBJECT: **Forestville Center, DSP-16039; TCP2-004-2025**

The Environmental Planning Section has reviewed the above referenced application submitted for a Detailed Site Plan (DSP-16039) and Type 2 Tree Conservation Plan (TCP2-004-2025), received on September 28, 2023. Comments were provided in Subdivision and Development Review Committee (SDRC) meetings on October 13, 2023, and February 14, 2025. Revised materials were received on January 27, 2025, February 10, 2025, March 18, 2025, and March 27, 2025. Additional revised materials were received on May 15, 2025. The Environmental Planning Section finds the application in conformance with Sections 27-285(b)(3), 27-285(b)(4), 27-282(e)(5), 27-282(e)(9), 27-282(e)(11), and 24-131 of the County Code, and recommends approval of DSP-16039 and TCP2-004-2025 subject to the recommended findings and conditions at the end of this memorandum.

Background

The EPS previously reviewed the following applications and associated plans for the subject site:

Development Review Case	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
NRI-210-2016	N/A	Staff	Approved	12/22/2016	N/A
4-16029	TCP1-009-2018	Planning Board	Approved	2/14/2019	19-17
NRI-210-2016-01	N/A	Staff	Approved	2/16/2024	N/A
NRI-210-2016-02		Staff	Pending	Pending	N/A
DSP-16039	TCP2-004-2025	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

The applicant is requesting approval of the subject detailed site plan and a Type 2 tree conservation plan (TCP2) for the construction of a commercial center. The current zone for the site is CGO (Commercial, General and Office) and R-55 (One-Family Detached Residential), however the applicant has elected to utilize the prior zone C-S-C (Commercial Shopping Center) and R-55 (One-Family Detached Residential) for this application.

APPLICABLE ENVIRONMENTAL REGULATIONS

This property is subject to the grandfathering provisions of the 2024 Woodland Conservation Ordinance because the property had a TCP that was accepted for review on or before June 30, 2024. The property must conform to the environmental regulations of the 2010 Woodland Conservation Ordinance (2010 WCO) and the 2018 Environmental Technical Manual. The property is also subject to the environmental regulations in prior Subtitles 24 and 27 of the County Code because the application is for a new DSP.

SITE DESCRIPTION

This 1.37-acre site is located northwest of the Marlboro Pike and Forestville Road intersection. The current zone for the site is CGO (Commercial, General and Office), however the applicant has elected to utilize the prior zone C-S-C (Commercial Shopping Center) and R-55 (One-Family Detached Residential), for this application.

The site is bounded to the east by Marlboro Pike and by Pinevale Avenue and Camp Street to the south. A review of the available information indicates that streams, wetlands, and steep slopes do not occur on the property. There is no potential forest interior dwelling species (FIDS) habitat mapped on-site. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species on or in the vicinity of this property. The site has frontage on Marlboro Pike, which is identified as a master plan historic roadway. The site lies within the military instillation overlay.

Prior Approvals

The site was subject to a preliminary plan of subdivision 4-16029, which was approved by the Planning Board on February 14, 2019. This PPS was subject to nine conditions, three of which were environmental in nature. Conditions are in BOLD, and plaintext provides the response:

2. **Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:**
 - a. **Add TCP1-009-2018 to the approval block.**
 - b. **Correct the numbering of approval rows in the approval block, so the initial approval is "00."**
 - c. **Correct the preservation area shown to remove preservation from the area of the property to be dedicated to public right-of-way, including the symbol for the tree conservation area sign.**
 - d. **Verify the acreage of the area in preservation, noting the correction in (c) above, and ensure that the area in preservation matches the area represented on the worksheet, shown on the plan as 0.24 acre and 0.26 acre, respectively.**
 - e. **Correct General Note 7 to state "...within Environmental Strategy Area 1, formerly the Developed tier..."**
 - f. **Correct General Note 8. Marlboro Pike is a designated historic road.**
 - g. **Provide an owners awareness certification with all necessary signatures.**

- h. Have the qualified professional who prepared the plan sign and date it, and update the revision box with a summary of the revision.**

Condition 2 was addressed with the signature approval of the TCP1.

- 3. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-009-2018. The following note shall be placed on the final plat of subdivision:**

“Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan, TCP1-009-2018, or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

Condition 3 shall be addressed with the final plat.

- 4. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 43353-2016 and any subsequent revisions.**

Condition 4 is relevant to this detailed site plan. The TCP2 shall conform to the approved stormwater management concept plan or any subsequent revisions.

ENVIRONMENTAL REVIEW

Natural Resource Inventory Plan/Existing Features

Section 27-282(e)(5) of the 2010 WCO requires an approved natural resources inventory (NRI) plan with detailed site plan applications. A revised NRI for this site, NRI-210-2016-01 approved on February 16, 2024, was submitted. The 1.37-acre site contains 0.48 acre of woodland and two specimen trees; however, no regulated environmental features (REF) including streams, wetlands, floodplain, steep slope, or Primary Management Areas (PMA) were identified on the property. At this time, the NRI indicates both zones for the site; however, the location of the split zoning line is different, from the location on the prior development applications. Prior to certification of the DSP and TCP2, the NRI shall be revised to accurately locate the split zoning line in conformance with the DSP and TCP2.

Woodland Conservation

The site is subject to the provisions of the 2010 Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (2010 WCO) because the property is greater than 40,000 square feet. A Type 2 Tree Conservation Plan (TCP2-004-2025) was submitted with the DSP application.

The site contains a total of 0.48 acre of woodlands, with no REF including floodplain, streams, or wetlands. Because the application area has two zoning categories the blended woodland conservation threshold is 15.69 percent or 0.22 acre. The TCP2 proposes to clear 0.30 acre of

woodland resulting in a total woodland conservation requirement of 0.32 acre. The woodland conservation requirement is proposed to be met with 0.18 acre of on-site preservation, and 0.14 acre of off-site credits.

Section 27-282(e)(9) of the 2010 WCO requires the TCP2 to meet all technical requirements of Subtitle 25 of the County Code prior to signature approval of the detailed site plan. Technical revisions are required to the TCP2 prior to certification approval of the DSP in conformance with recommended conditions provided at the end of this memorandum.

Preservation of Regulated Environmental Features/Primary Management Area

Based on the approved NRI plan, this site does not contain any regulated environmental features or Primary Management Area, as defined in Subtitle 24 of the prior Subdivision Regulations.

Specimen Trees

Tree Conservation Plans are required to meet all the requirements of Subtitle 25, Division 2 of the 2010 WCO which includes the preservation of specimen trees, Section 25-122(b)(1)(G) of the County Code. Every effort should be made to preserve the trees in place, considering the different species' ability to withstand construction disturbance (refer to the Construction Tolerance Chart in the 2018 Environmental Technical Manual for guidance on each species' ability to tolerate root zone disturbances).

If after careful consideration has been given to the preservation of the specimen trees there remains a need to remove any of the specimen trees, a variance from Section 25-122(b)(1)(G) of the 2010 WCO is required. Applicants can request a variance from the provisions of Division 2 of Subtitle 25 (2010 WCO) provided all of the required findings in Section 25-119(d) of the County Code can be met. An application for a variance must be accompanied by a letter of justification stating the reasons for the request and how the request meets each of the required findings.

The site contains two specimen trees with "fair" ratings. The current design proposes to remove Specimen Tree ST-2 for the development of the commercial center and infrastructure.

Review of Subtitle 25 Variance Request

A Subtitle 25 Variance Application and a statement of justification in support of a variance was received on March 18, 2025.

Section 25-119(d)(1) of the 2010 WCO contains six required findings to be made before a variance can be granted. The letter of justification submitted seeks to address the required findings for the specimen trees. Details specific to individual trees have also been provided in the following chart.

SPECIMEN TREE SCHEDULE SUMMARY

ST #	COMMON NAME	DBH (in inches)	CONDITION	APPLICANTS PROPOSED DISPOSITION
ST-2	Black walnut	31	Fair	Remove

Statement of Justification Request:

A variance from Section 25-122(b)(1)(G) of the 2010 WCO is requested for the clearing of one specimen tree on-site. The current proposal for this property is to develop the site as a shopping center.

This variance is requested to the 2010 WCO which requires, under Section 25-122(a)(1) of the Prince George's County Zoning Ordinance, that "woodland conservation shall be designed as stated

in this Division unless a variance is approved by the approving authority for the associated case.”
The applicant provided a statement of justification of how the findings are being met.

The text below in **BOLD**, labeled A-F, are the six criteria listed in Section 25-119(d)(1) of the County Code. The plaintext provides responses to the criteria:

(A) Special conditions peculiar to the property have caused the unwarranted hardship.

The site is relatively narrow with two street frontages resulting in limited developable area, which is further reduced by the required frontage dedication. The site is narrower towards the western edge where the woodland conservation is proposed. The specimen tree proposed for removal is located along the northeastern property boundary. Specimen tree ST-2 is in fair condition and is a species with a poor construction tolerance. The proposed use for commercial development is a significant and reasonable use for the subject site, and it cannot be accomplished elsewhere on-site without additional variances or a reduction of on-site woodland conservation. Requiring the applicant to retain this specimen tree on the site would further limit the area of the site available for development, to the extent that it would cause the applicant an unwarranted hardship.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

Approval of a variance for removal of the specimen tree is necessary to ensure that the applicant is afforded the same considerations provided to owners of other properties that encounter similar conditions and in similar locations on a site. The specimen tree proposed for removal is located at the northeastern boundary of the property, where the building is proposed with the required parking located at the road frontages.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

Not granting the variance would prevent the project from being developed in a functional and efficient manner. This is not a special privilege that would be denied to other applicants. If other properties encounter trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant.

The removal of the tree is a result of its location on the property and the limitations on site design are not the result of actions by the applicant. The removal of the one specimen tree is requested to achieve reasonable development for the use with associated infrastructure.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

The request to remove the specimen tree does not arise from a condition relating to land or building use, either permitted or nonconforming on a neighboring property.

(F) Granting of the variance will not adversely affect water quality.

Granting the variance will not adversely affect water quality because the applicant is required to meet current stormwater management requirements on-site. This application has an approved

stormwater management concept plan (43353-2016-00) evaluated by the Department of Permitting, Inspections and Enforcement (DPIE), and additional information regarding the proposed stormwater facilities can be located in the stormwater section of this memorandum. Sediment and erosion control measures for this site will be subject to the requirements of the Prince George's County Soil Conservation District (PGSCD). The removal of the specimen tree will not result in a marked degradation of water quality.

Summary

The applicant proposes to remove specimen tree ST-2 in order to develop to develop the proposed shopping center. After evaluating the applicant's request, Staff support the removal of one Specimen Tree, ST-2.

Soils

The predominant soils found to occur according to the United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey are the Beltsville-Urban land complex (0 to 5 percent slopes) and Sassafras-Urban land complex (0 to 5 percent slopes). Marlboro clay was not found to occur on, or in the vicinity of this property.

Stormwater Management

Section 27-282(e)(11) of the prior Zoning Ordinance requires an approved stormwater management concept plan with detailed site plan applications. An expired stormwater management concept plan and approval letter were submitted with the acceptance of the subject application. Stormwater concept #43353-2016 was approved on January 24, 2017 and expired on January 24, 2020. In the response submittal dated January 27, 2025, a revised stormwater letter was submitted which was approved October 27, 2023 and extended the validity period of the stormwater concept plan to October 27, 2026. No revisions are required to the TCP2 for conformance with the approved stormwater management concept plan at this time.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The Environmental Planning Section recommends approval of detailed site plan, DSP-16039 and Type 2 Tree Conservation Plan TCP2-004-2025, subject to the following findings and conditions:

Recommended Findings:

1. Based on the approved natural resources inventory plan no regulated environmental features (REF) are located on-site.
2. The submitted variance from Section 25-119(d)(1) of the 2010 WCO adequately address the removal of specimen tree ST-2. As specimen tree ST-1 is in fair condition with a 25 percent impact to the critical rootzone, ST-1 does not qualify for specimen tree credit in accordance with Section 25-122(c)(1)(D) of the 2010 WCO.

Recommended Conditions:

1. Prior to certification of the detailed site plan, a revision to the Natural Resources Inventory (NRI-210-2016-02) shall be completed, to accurately locate the split zoning line in conformance with the TCP2.

2. Prior to the issuance of the first permit, the final erosion and sediment control plan shall be submitted. The limits of disturbance shall be consistent between the both the erosion and sediment control plan and the Type 2 tree conservation plan.
3. Prior to issuance of the first permit, the final location of stormwater management (SWM) features on the Type 2 tree conservation plan shall be reflective of the approved SWM concept plan. The limits of disturbance shall be consistent between the plans.
4. The following technical corrections are required on the Type 2 tree conservation plan (TCP2).
 - a. Provide the permanent tree protection fence detail and location of the protective fencing on the TCP2.
 - b. Revise the woodland and wildlife habitat conservation easement note on sheet 1 to read as follows: "Woodlands preserved, planted or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber ____ folio____. Revisions to this TCP2 may require a revision to the recorded easement."
 - c. Revise the specimen tree maintenance plan on the TCP2 for ST-1 to provide an Arborists assessment of ST-1 and specific techniques or treatments based on that assessment.



Countywide Planning Division
Historic Preservation Section

301-952-3680

February 21, 2025

MEMORANDUM

TO: Meng Sun, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **twg**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division **Age**

SUBJECT: DSP-16039 and AC-21014 Forestville Center

The subject property comprises 1.374 acres and is located on the southwest side of Marlboro Pike, approximately 230 feet northwest of its intersection with Pumphrey Drive. The subject property is zoned Commercial Shopping Center (C-S-C), per the prior Zoning Ordinance, and is located within the 2009 *Approved Marlboro Pike Sector Plan* area. The subject detailed site plan (DSP) application proposed the development of an approximately 8,960-square foot commercial shopping center. The subject Alternative Compliance (AC) application requests a 50 percent reduction of the landscape yard width and planting material required by Section 4.7 of the 2018 *Prince George's County Landscape Manual*, where the subject property adjoins Lots 13 and 14 on Orleans Avenue.

The 2009 *Approved Marlboro Pike Sector Plan* contains goals and policies related to Historic Preservation (pp. 45-47). However, these are not specific to the subject site, or applicable to the proposed development.

The subject property was formerly the location of the Reilly Store and Residence (PG:75A-010), a documented property. This was a three-part, two-story, H-shaped frame building. The eastern section housed the store, while the western section served as the residence of the Edward and Susannah Reilly family. The Reilly family operated a store in the building for about 30 years. George S. Dove acquired the property in 1896 and operated a grocery store there until ca. 1915. After the marriage of Dove's daughter, Alice, the eastern section of the building was converted to a dwelling. Alice Baker inherited the house from her father at his death. The Reilly Store and Residence remained in the Dove family until 2000. The Reilly Store and Residence was demolished between 2006 and 2009. The area where the house and several outbuildings were located appears to have been extensively graded.

The subject property does not contain and is not adjacent to, any designated Prince George's County Historic Sites or resources. Historic Preservation Section staff recommends approval of DSP-16039 and AC-21014, Forestville Center, without conditions.

Good morning Dominique,

The proposed Detailed Site Plan and Alternative Compliance applications will have no impact on existing or future parkland. DPR has no objection to the approval of these applications and has no further comments.

Thank you,

Edward Holley

Planning Technician III

Land Management and Environmental Stewardship Division

M-NCPPC, Department of Parks and Recreation, Prince George's County

6600 Kenilworth Avenue, Suite 301

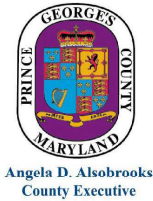
Riverdale, MD 20737

Edward.Holley@pgparks.com

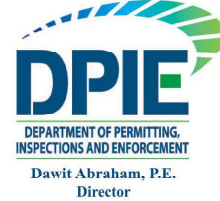
DIRECT: 301-699-2518 MAIN: 301-699-2525 FAX: 301-277-9041

Stay connected:





THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

December 4, 2023

TO: Joshua Mitchum Subdivision and Zoning Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director *Mary Giles*
Site/Road Plan Review Division, DPIE

Re: Forestville Shopping Center
DSP-16039

This is in response to the Detailed Site Plan-2022-009 referral. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The subject property is 1.374± acre, zoned C-S-C and R-55 and is located on the south side of Marlboro Pike about 590 feet west of its intersection with Forestville Road. Approximately 1.18 acres of the site closest to Marlboro Pike is zoned C-S-C and the remainder of the site is zoned R-55.
- Detailed Site Plan (DSP)-16039 is for approval of an Alternative Compliance (“AC”) for a commercial shopping center.
- In the permitting stage, the applicant shall provide frontage improvements along Marlboro Pike according to the Department of Public Works and Transportation (DPW&T) Std. requirements for Collector Road. This is to include but is not limited to 5’ sidewalks, street trees, and LED street lighting.
- In the permitting stage, the applicant shall provide frontage improvements along Pinevale Avenue according to DPW&T Std. requirements for a secondary residential road. This is to include but is not limited to 5’ sidewalks, street trees, and LED street lighting.
- In the permitting stage, the applicant shall provide a commercial driveway entrance along Marlboro Pike according to DPW&T Std. 200.03 or 200.04.
- DET-2022-009 is consistent with the intent of the approved Site Development Concept 43353-2016-00 layout with an expiration date of October 27, 2026.

- DPIE has no objection to DSP-16039.

This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:

- a) Final site layout, exact impervious area locations are not shown on plans.
- b) The exact acreage of impervious areas has not been provided.
- c) Proposed grading is not shown on plans.
- d) Stormwater volume computations have been provided with the concept submittal. These computations shall be further updated with site development fine grading permit submission.
- e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion, and sediment control practices are not included in the submittal.
- f) A narrative in accordance with the code has not been provided.
- g) Applicant shall provide items (a-g) at the time of filing final site permits.

If you have any questions or need additional information, please contact Mr. Nanji Formukong, District Engineer for the area, at 301.636.2060.

cc: Rey de Guzman, P.E., Chief, S/RPRD, DPIE
Rene Lord-Attivor, Chief, Traffic Engineering, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Nanji Formukong, District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
NSR Petro Services LLC, 7303 Hanover Pkwy, Ste A, Greenbelt, MD 20747
Applied Civil Engineering, 9470 Annapolis Road # 41, Lanham, MD



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Marshal

February 14, 2025

Meng Sun, Planner III
Urban Design Section
The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774

Dear Ms. Sun:

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for DSP-16039 Forestville Center. These are our 1st comments:

- 1) A hydrant must be provided within 500' of the most remote point of the building measured as hose is laid by the fire department; along drive aisles, around corners and obstacles, etc. Please show compliance on the DSP. A "hydrant to be relocated" is shown but no new location is given.
- 2) Please provide location of any proposed Fire Department Connection (FDC).
- 3) Please provide the location(s) of any proposed and/or existing fire hydrants. A fire hydrant must be provided within 200' of any proposed FDC. This distance must be measured as hose is laid by the fire department; along drive aisles, around corners and other obstacles, and in accordance with County Subtitle 4-167. The FDC must be located on the front, address side of the building and be visible from the fire hydrant.
- 4) Please provide the minimum clear width of Pinevale Avenue. The diminishing width as shown is a concern in terms of traffic safety and fire access to dwellings on Pinevale beyond the proposed development.

Sincerely,

A handwritten signature in black ink, appearing to read "JVR", is written over a horizontal line.

James V. Reilly
Project Coordinator III

Good Evening Meng,

I have reviewed the SDRC response Mr. Grigsby has provided regarding this case. I am satisfied by their responses. They have advised that they will not be providing an FDC. I assume this means they are not intending to install a fire sprinkler system. Whether they will prevail on this course remains to be seen but that is not a site issue. Best regards. Jim

James V. Reilly

Contract Project Coordinator III



Office of the Fire Marshal
Division of Fire Prevention and Life Safety
Prince George's County Fire and EMS Department

Note new address:

9400 Peppercorn Place, Fifth Floor, Largo, MD 20774

Office: 301-583-1830

Direct: 301-583-1838

Cell: 240-508-4931

Fax: 301-583-1945

Email: jvreilly@co.pg.md.us

To pay for a fire inspection by credit card go

to: <https://www.velocitypayment.com/client/princegeorges/fire/index.html>



Division of Environmental Health/Disease Control

Date: January 29, 2025

To: Meng Sun, Urban Design, M-NCPPC

From: Adebola Adepaju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-16039 (AC-21014) FORESTVILLE CENTER

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for Forestville Center located at 7521 Marlboro Pike in District Heights and has does not have any comments / recommendations at this time.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepaju@co.pg.md.us.



Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

November 15, 2005

RE: A-9961-C Atlantic Plumbing

NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of Zoning Ordinance No. 9-2005 setting forth the action taken by the District Council in this case on September 12, 2005.

CERTIFICATE OF SERVICE

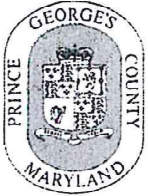
This is to certify that on November 15, 2005 this notice and attached Council order were mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script that reads "Redis C. Floyd". The signature is written in dark ink and is positioned above a horizontal line.

Redis C. Floyd
Clerk of the Council

(10/97)

County Administration Building - Upper Marlboro, Maryland 20772



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

September 21, 2005

DISTRICT COUNCIL PRELIMINARY NOTICE OF CONDITIONAL ZONING APPROVAL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland, requiring notice of decision of the District Council, a copy of the Zoning Ordinance No. 9-2005 granting preliminary conditional zoning approval of A-9961-C Atlantic Plumbing, is attached.

In compliance with the provisions of Section 27-157(b) of the Zoning Ordinance, the applicant must file a written acceptance or rejection of the land use classification as conditionally approved within ninety (90) days from the date of approval by the District Council. Upon receipt by the Clerk's Office of a written acceptance by the applicant, a final Order will be issued with an effective date for conditional approval shown as the date written acceptance was received by the Clerk's Office.

The failure to accept the conditions in writing within ninety (90) days from the date of approval shall be deemed a rejection. Rejection shall void the Map Amendment and revert the property to its prior zoning classification.

Written approval or rejection of conditions must be received by the Clerk's Office no later than the close of business (5:00 p.m.) on December 12, 2005.

CERTIFICATE OF SERVICE

This is to certify that on September 21, 2005, this notice and attached Order were mailed, postage prepaid, to the attorney/correspondent and applicant(s). Notice of final approval will be sent to all persons of record.

A handwritten signature in black ink, reading "Redis C. Floyd".

Redis C. Floyd
Clerk of the Council

(5/99)

Case No.: A-9961-C

Applicant: Atlantic Plumbing
Supply Profit Sharing
Trust Fund

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 9 - 2005

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, by approving a rezoning, with conditions.

WHEREAS, Application No. A-9961-C has been filed, to rezone from the R-T to the C-S-C Zone property described as approximately 1.37 acres of land on the south side of Marlboro Pike, about 590 feet west of the intersection with Forestville Road, identified as 7521 Marlboro Pike, Forestville; and

WHEREAS, the application was advertised and the property posted prior to public hearing, in accordance with all requirements of law; and

WHEREAS, the application was reviewed by the Technical Staff and the Planning Board, which filed recommendations with the District Council; and

WHEREAS, a public hearing was held before the Zoning Hearing Examiner; and

WHEREAS, the Zoning Hearing Examiner's recommendations were filed with and considered by the District Council; and

WHEREAS, the District Council has determined, after consideration of the entire record, that the subject property should be zoned in part R-55 and in part C-S-C; and

WHEREAS, to protect adjacent properties and the neighborhood, this rezoning is granted with conditions; and

WHEREAS, as the basis for this action, the District Council adopts the recommendations of the Zoning Hearing Examiner as its findings of fact and conclusions of law in this case.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, is hereby amended by rezoning the property which is the subject of Application No. A-9961-C from the R-T Zone to the C-S-C and R-55 zones, as shown in Exhibit 41 (c). The parcel lying south and west of the line between Parcel 15 (west of the subject property) and a point on the east side of the property, as indicated on Exhibit 41 (c), shall be placed in the R-55 Zone. The remaining 1.18-acre portion of the subject property, abutting C-S-C land to the east and west, shall be placed in the C-S-C Zone.

SECTION 2. Application A-9961-C is approved subject to the following conditions: *(This applies to both the R55 & CSC portions)*

- 1. Before issuance of permits, the applicant or its successors or assigns shall submit a detailed site plan for review and approval, in accordance with Part 3, Subdivision 9, of the Zoning Ordinance.
- 2. Detailed site plan review is to determine the adequacy

of proposed landscaping, fencing, and buffering, and the location of proposed buildings, paving, and on-site parking, especially as between the internal portion of the site and residential uses on adjacent properties.



3. All future development on this site shall include a Phase I or Phase II Noise Study, as appropriate, to show the locations of the 65 dBA Ldn noise contour (mitigated or unmitigated), and show that all State noise standards have been met, for interior areas.

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall become effective on the date of its enactment, and the rezoning approved herein shall become effective when the applicant accepts in writing the conditions in Section 2.

Enacted this 12th day of September, 2005, for initial approval, by the following vote:

In Favor: Council Members Dean, Bland, Campos, Exum, Harrington, Hendershot and Peters

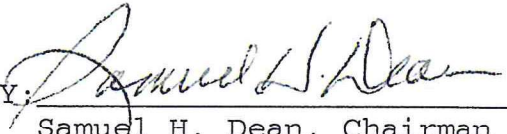
Opposed:

Abstained:

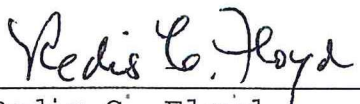
Absent: Council Members Dernoga and Knotts

Vote: 7-0

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

BY: 
Samuel H. Dean, Chairman

ATTEST:


Redis C. Floyd
Clerk of the Council

Applicant: Atlantic Plumbing
Supply Profit Sharing
Trust Fund

FINAL CONDITIONAL ZONING APPROVAL

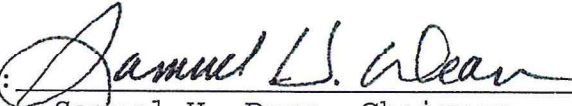
SECTION 2. Use of the subject property as conditionally reclassified shall be subject to all requirements in the applicable

zones and to the requirements in the conditions referred to above. Failure to comply with any stated condition shall constitute a zoning violation and shall be sufficient grounds for the District Council to annul the rezoning approved herein; to revoke use and occupancy permits; to institute appropriate civil or criminal proceedings; or to take any other action deemed necessary to obtain compliance.

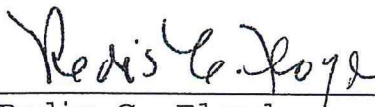
SECTION 3. This Ordinance is effective on October 26, 2005, the date of receipt of the applicant's acceptance of the conditions imposed.

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S COUNTY,
MARYLAND

BY:


Samuel H. Dean, Chairman

ATTEST:


Redis C. Floyd
Clerk of the Council



February 19, 2019

NSR Petro Services LLC
7303 Hanover Parkway, Suite A
Greenbelt, MD 20770

Re: Notification of Planning Board Action on
Preliminary Plan of Subdivision 4-16029
Forestville Center

Dear Applicant:

This is to advise you that, on **February 14, 2019**, the above-referenced Preliminary Plan of Subdivision was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Article 28, Section 7-116(g), of the Maryland Annotated Code, an appeal of the Planning Board's action must be filed with the Circuit Court for Prince George's County, Maryland within 30 calendar days after the date of the final notice **February 19, 2019**.

Sincerely,
James Hunt, Chief
Development Review Division

By: 

Reviewer

Attachment: PGCPB Resolution No. 19-17

cc: Persons of Record



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 19-17

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

File No. 4-16029

RESOLUTION

WHEREAS, NSR Petro Services LLC is the owner of a 1.37-acre parcel of land known as Parcel 193, said property being in the 6th Election District of Prince George's County, Maryland, and being zoned Commercial Shopping Center (C-S-C) and One-Family Detached Residential (R-55) in the Military Installation Overlay (M-I-O) Zone; and

WHEREAS, on August 14, 2018, NSR Petro Services LLC filed an application for approval of a Preliminary Plan of Subdivision for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-16029 for Forestville Center was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on January 24, 2019, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on January 24, 2019, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-009-2018, and further APPROVED Preliminary Plan of Subdivision 4-16029 for 1 parcel with the following conditions:

1. Prior to signature approval of this preliminary plan of subdivision, the plan shall be corrected to:
 - a. Revise the applicant block from "NSR Perto Service LLC" to "NSR Petro Services LLC."
 - b. Revise the Site Area Schedule from gross tract areas for the C-S-C Zone from "1.1495 acres" to "1.18 acres" and the R-55 Zone from "0.2246 acres" to "0.19 acre." The net tract area for each zone shall also be revised in accordance with these acreages.
2. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:
 - a. Add TCP1-009-2018 to the approval block.

- b. Correct the numbering of approval rows in the approval block, so the initial approval is "00."
 - c. Correct the preservation area shown to remove preservation from the area of the property to be dedicated to public right-of-way, including the symbol for the tree conservation area sign.
 - d. Verify the acreage of the area in preservation, noting the correction in (c) above, and ensure that the area in preservation matches the area represented on the worksheet, shown on the plan as 0.24 acre and 0.26 acre, respectively.
 - e. Correct General Note 7 to state "...within Environmental Strategy Area 1, formerly the Developed tier..."
 - f. Correct General Note 8. Marlboro Pike is a designated historic road.
 - g. Provide an owners awareness certification with all necessary signatures.
 - h. Have the qualified professional who prepared the plan sign and date it, and update the revision box with a summary of the revision
3. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-009-2018. The following note shall be placed on the final plat of subdivision:
- "Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan, TCP1-009-2018, or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."
4. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 43353-2016 and any subsequent revisions.
5. Substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision prior to approval of any permits.

6. Total development shall be limited to uses that would generate no more than 36 AM and 119 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
7. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall include the following on the final plat:
 - a. A 10-foot-wide public utility easement along the public rights-of-way, as delineated on the approved preliminary plan of subdivision.
 - b. Public right-of-way dedication of 25-feet from the centerline of Pinevale Avenue, as delineated on the approved preliminary plan of subdivision.
8. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:
 - a. Five-foot wide sidewalk and 6.5-foot landscape strip consistent with the Boulevard Area street section illustrated in Figure IV-6 of the sector plan, unless modified by the Prince George's County Department of Public Works and Transportation/Prince George's County Department of Permitting, Inspections and Enforcement.
 - b. The amount, type, and location of bicycle parking will be determined at the time of detailed site plan.
 - c. One sidewalk or pedestrian walkway linking the proposed shopping center with the sidewalk along Marlboro Pike. The location and type of connection will be determined at the time of detailed site plan.
9. Prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that all of the following required adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of Subdivision Regulations and the cost cap in subpart (c), have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. A five-foot wide sidewalk along the south side of Marlboro Pike from the subject site to the intersection with Orleans Avenue.
 - b. A high-visibility crosswalk across Orleans Avenue.
 - c. Americans with Disabilities Act compliant ramps for the crosswalk at Orleans Avenue.

- d. At the time of detailed site plan, provide an exhibit that illustrates the location, limits, specifications, and details of the off-site sidewalk improvements approved with Preliminary Plan of Subdivision 4-16029, consistent with Section 24-124.01(f) and the cost cap in Section 24-124.01(c).

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located on the southwest side of Marlboro Pike, approximately 250 feet northwest of its intersection with Pumphrey Drive. This preliminary plan of subdivision (PPS) includes Parcel 193, as described in a deed recorded among the Prince George's County Land Records in Liber 36979 at folio 236. Parcel 193 is an acreage parcel never having been the subject of a final plat of subdivision. The site is undeveloped and zoned Commercial Shopping Center (C-S-C) and One-Family Detached Residential (R-55) in the Military Installation Overlay (M-I-O) Zone.

The application includes one parcel for the construction of 8,960 square feet of gross floor area (GFA) for a commercial shopping center.

3. **Setting**—The subject property is located on Tax Map 81 in Grid F-4, located in Planning Area 75A, and is zoned C-S-C and R-55 in the M-I-O Zone. The subject property is bounded to the northeast by Marlboro Pike, with property beyond zoned C-S-C, which is developed with commercial uses. Adjacent property to the east is zoned Mixed Use-Infill (M-U-I) in the M-I-O and Development District Overlay Zones and is developed with commercial uses. The subject property is bounded to the southeast by Camp Street, with property beyond zoned R-55 in the M-I-O Zone, and is developed with single-family residential. Adjacent properties to the west and southwest are zoned R-55 in the M-I-O Zone, and are developed with single-family residential uses. Adjacent property to the northwest is zoned Townhouse (R-T) in the M-I-O Zone and is developed with a church.

4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	EXISTING	APPROVED
Zone	C-S-C (1.18 acres) R-55 (0.19 acre)	C-S-C (1.18 acres) R-55 (0.19 acre)
Use(s)	Vacant	Commercial
Acreage	1.37	1.37
Gross Floor Area	0	8,960 sq. ft.
Dwelling Units	0	0
Parcels	1	1
Lots	0	0
Outlots	0	0
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee on August 24, 2018.

5. **Previous Approvals**—Zoning Map Amendment A-9961-C was approved by the Prince George's County District Council on September 12, 2005 (Zoning Ordinance No. 9-2005) to rezone the property from R-T (1.37 acres) to C-S-C (1.18 acres) and R-55 (0.19 acre), and included the following conditions:

1. **Before issuance of permits, the applicant or its successors or assigns shall submit a detailed site plan for review and approval, in accordance with Part 3, Subdivision 9, of the Zoning Ordinance.**
2. **Detailed site plan review is to determine the adequacy of proposed landscaping, fencing, and buffering, and the location of proposed buildings, paving, and on-site parking, especially as between the internal portion of the site and residential uses on adjacent properties.**

Conditions 1 and 2 will be considered at the time of detailed site plan (DSP), which is required.

3. **All future development on this site shall include a Phase I or Phase II Noise Study, as appropriate, to show the locations of the 65 dBA Ldn noise contour (mitigated or unmitigated) and show that all State noise standards have been met, for interior areas.**

A Phase I noise analysis dated March 31, 2018, prepared by Mars Group, was submitted in conformance with this condition. The unmitigated 65 dBA Ldn noise contour is shown on the PPS and is located within the C-S-C Zone, approximately 150 feet from the northeastern property line, parallel to Marlboro Pike. The review for potential noise requirements will be analyzed at the time of DSP, when buildings are proposed.

6. **Community Planning**—The *Plan Prince George's 2035 Approved General Plan* (Plan 2035) designates the subject property in the Established Communities Growth Policy area. The vision for the Established Communities area is context-sensitive infill and low- to medium-density development. This PPS is consistent with the vision.

The 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (Marlboro Pike Sector Plan and SMA) recommends commercial land uses on the subject property. The sector plan locates the site within a transition area where investments and redevelopment that are attractive and cohesive, with surrounding community, are envisioned. In addition, the sector plan recommends a boulevard streetscape along the subject property's frontage on Marlboro Pike. The boulevard's typical sections include two lanes in each direction, bicycle lanes, a landscape median, and sidewalks. These areas will include thematic and attractive streetscaping to tie together the main street areas corridor-wide. Figures IV-6 and IV-7, on pages 59 and 60 of the plan, illustrate the typical section for boulevard areas with or without a median.

This subject site is located within the M-I-O Zone. Approximately one third of the property is in Accident Potential Zone 2 and is subject to the use restrictions in Section 27-548.56(a), Prohibited Uses, and Section 27-548.56(b), Limited Permitted Uses, of the Prince George's County Zoning Ordinance. The commercial shopping center is not a prohibited use. Pursuant to Section 27-548.54, Requirements for Height, the subject property is in Height Limit Surface B, where structure height shall not exceed approximately 102 feet. At the time of DSP, the proposed structure height will be required to comply with the maximum height requirement.

During DSP review, consideration shall be given to Chapter IX – Design Guidelines of the sector plan. This chapter contains design recommendations such as building orientation, setbacks, building heights for character areas to tie Marlboro Pike corridor together, and provide a unified visual theme.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application conforms to the commercial land use recommendation of the sector plan.

7. **Stormwater Management**—A Stormwater Management (SWM) Concept Plan, 43353-2016, was approved for the subject site on January 24, 2017, which includes two micro-bioretenion areas and conditions requiring landscape plans at the time of technical review, a site development permit with frontage improvements shown, and a restoration bond for the existing improvements within the public rights-of-way along the frontage of the site. The stormwater concept approval expires on January 24, 2020. Development must be in conformance with that approved SWM concept plan, or subsequent revisions, to ensure that on-site or downstream flooding does not occur.

8. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, this PPS is exempt from the mandatory dedication of parkland requirement because it consists of nonresidential development.
9. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

The site is located within in a designated corridor (Pennsylvania Avenue) and is subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2.”

Master Plan Compliance and Prior Approvals

Marlboro Pike is designated to have bike lanes and continuous sidewalks. Sidewalks are fragmented along many segments of the road and pedestrian safety at crossings is an issue at some locations.

Bike lanes may be provided in the future as part of a repaving project by the Prince George’s County Department of Public Works and Transportation (DPW&T) or through a comprehensive complete and green street redesign of the road. The sector plan includes the following strategies regarding Marlboro Pike on page 63:

- **Provide bicycle lanes and sidewalks along Marlboro Pike to provide better multi-modal accessibility along the corridor’s spine.**
- **Provide standard or wide sidewalks along the entire length of Marlboro Pike, per the main street and boulevard road cross sections. In conjunction with designated bike lanes, the standard and wide sidewalks will provide multi-modal access along Marlboro Pike.**
- **Incorporate high visibility and contrasting crosswalk treatment at all intersections and curb cuts. These crosswalks should be well marked with reflective paint at a minimum. Explore using high visibility and contrasting surface materials at higher volume locations.**
- **Incorporate appropriate pedestrian safety features and amenities as new development or road improvement projects occur. These can include raised crosswalks, curb bump outs, pedestrian refuges, improved signage and lighting, and reduced turning radii where necessary.**
- **Provide safe and convenient bicycle storage, or bike racks, in areas where bicycle parking is needed, including activity nodes and major community areas. A lack of bicycle storage is a significant hindrance to promoting bicycle use. Providing**

accessible and convenient bicycle parking, or bike racks, in areas where they are likely to be used may encourage bicycling.

The applicant shall provide a minimum 5-foot-wide sidewalk and 6.5-foot-wide curb/green space, consistent with the Boulevard Cross Section illustrated in Figure IV-6 of the sector plan. The amount, type, and location of bicycle parking shall be determined during DSP review.

The Complete Streets element of the MPOT reiterates the need for continuous sidewalks along internal roads and all road frontages for new development under Policies 1 and 2.

Off-Site Improvements

Due to the site's location within a designated corridor, off-site bicycle and pedestrian improvements are required pursuant to Section 24-121.01. Per the Subdivision Regulations, the cost cap for the site is \$3,136. An exhibit was submitted which indicates that an off-site sidewalk will be provided along Marlboro Pike, from the site's northern edge to Orleans Avenue. A crosswalk is also proffered at Orleans Avenue and Americans with Disabilities Act (ADA) curb ramps are also appropriate. The existing sidewalk at this location is substandard and does not meet current ADA requirements. In conjunction with the site's frontage improvements along Marlboro Pike, the off-site sidewalk will improve pedestrian safety and ADA access along a high-volume roadway with multiple pedestrian destinations. The off-site improvements proffered by the applicant are acceptable.

Demonstrated Nexus Finding

The off-site sidewalk proffered by the applicant will provide a safe and accessible pedestrian route from the surrounding community to the proposed shopping center. The off-site sidewalk and crosswalk improvements will also enhance pedestrian accommodations and safety along a road with a high volume of pedestrian traffic and prior incidents of pedestrian accidents and fatalities.

Finding of Adequate Bicycle and Pedestrian Facilities:

Based on the requirements and criteria contained in Section 24-124.01 and the sidewalks proposed by the applicant on- and off-site, the bicycle and pedestrian facilities are adequate to serve the subject property. The sidewalk proffered by the applicant will accommodate safe pedestrian access along Marlboro Pike, consistent with the recommendations of the area sector plan and MPOT, and will improve the environment for pedestrians and ADA accessibility between the subject site and the surrounding community. The off-site improvement is within the specified cost cap in Section 24-124.01(c) and improves the sidewalk network, consistent with the guidance of Section 24-124.01(d). Furthermore, the sidewalk will improve pedestrian safety in an area with a history of pedestrian accidents and fatalities.

10. **Transportation**—This application is a PPS for an 8,960-square-foot retail center. A traffic impact study (TIS) dated October 2018 was submitted by the applicant for the critical intersections. Traffic counts for critical intersections were taken in October 2018. The findings and conclusions outlined below are based upon a review of the materials and analyses conducted, consistent with the "Transportation Review Guidelines, Part 1" (Guidelines).

The table below summarizes trip generation in each peak hour that will be used for the analysis and for formulating the trip cap for the site:

Trip Generation Summary, 4-16029, Forestville Center							
Land Use	Use Quantity	AM Peak Hour			PM Peak Hour		
		In	Out	Tot	In	Out	Tot
Retail Center	8,960 square feet	22	14	36	57	62	119
Total Trip Cap for Proposed Use		22	14	36	57	62	119

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

- Marlboro Pike and Forestville Road (signalized)
- Marlboro Pike and Donnell Drive (signalized)
- Marlboro Pike & Site Access (unsignalized)

Existing Traffic:

The subject property is located within Transportation Service Area 1, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds; (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. Once the CLV exceeds 1,150, this 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 identified above, when analyzed with existing traffic using counts taken in October 2018 and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
Marlboro Pike and Forestville Road	1136	1284	B	C
Marlboro Pike and Donnell Drive	695	901	A	A
Marlboro Pike and Site Access *	N/A	N/A	--	--

Background Traffic

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 an annual growth rate of 0.7 percent for Forestville Road and 1.12 percent for Marlboro Pike. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Marlboro Pike and Forestville Road	1154	1305	C	D
Marlboro Pike and Donnell Drive	710	921	A	A
Marlboro Pike and Site Access *	N/A	N/A	--	--

The following critical intersections, interchanges, and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the Guidelines, including the site trip generation as described above, operate as follows:

FUTURE TRAFFIC CONDITIONS				
	Critical Lane Volume		Level of Service (LOS, AM	
Marlboro Pike and Forestville Road	1157	1312	C	D
Marlboro Pike and Donnell Drive	711	929	A	A
Marlboro Pike and Site Access *	14.6 seconds	26.2 seconds	--	--
<p>*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.</p>				

Under future conditions, the signalized intersections are operating at acceptable levels of service and/or intersection delay, as defined by the Guidelines. Site access on Marlboro Pike does not exceed 50 seconds of minor street delay in future traffic conditions during the morning and evening peak hour. Therefore, tier two and three of the three-tier test of adequacy was not conducted, and site access is deemed to be adequate.

A trip cap consistent with the trip generation assumed for the site (36 AM and 119 PM peak-hour vehicle trips) is approved, consistent with the analysis.

Site Access Evaluation

The site will have one access point from Marlboro Pike. Access and circulation are acceptable.

Master Plan Roads

Marlboro Pike is master plan collector facility (C-410). Right-of-way of 80 feet is required. Adequate right-of-way of 40 feet from centerline is existing and shown on the PPS. Pinevale Avenue is not a master plan facility; however, the current right-of-way is provided at a substandard width. Dedication of 25 feet from centerline is approved with the PPS in order to provide a 50-foot-wide right-of-way for Pinevale Avenue. The existing and approved rights-of-way are acceptable and no additional dedication is required with this plan.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124.

11. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and the “Adequate Public Facilities Regulations for Schools” (CR-23-2001 and CR-38-2002), and it was determined that the subdivision is exempt from a review for schools because it is a nonresidential use.
12. **Public Facilities**—In accordance with Section 24-122.01, this PPS has been reviewed for adequacy of water and sewerage, police, and fire and rescue facilities, which were found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated August 22, 2018 (Mangalvedhe to Turnquest).
13. **Use Conversion**—The total development included in this PPS is 8,960 square feet of commercial development in the C-S-C, R-55, and M-I-O Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and reflected on the PPS, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.
14. **Public Utility Easement (PUE)**—Section 24-122(a) of the Subdivision Regulations requires that, when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748.”

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on existing public rights-of-way, Marlboro Pike to the northeast and Pinevale Avenue to the southeast. The required PUEs have been provided along the frontage of the site abutting the public rights-of-way.

15. **Historic**—The subject property was formerly the location of the Reilly Store and Residence (75A-010), a documented property. This was a three-part, H-shaped frame building two stories high. The eastern section housed the store, while the western section served as the residence of the Edward and Susannah Reilly family. The Reilly family operated a store in the building for about 30 years. George S. Dove acquired the property in 1896 and operated a grocery store there until circa 1915. After the marriage of Dove’s daughter, Alice, the eastern section of the building was converted to a dwelling. Alice Baker inherited the house from her father at his death. The Reilly Store and Residence remained in the Dove family until 2000.

The Reilly Store and Residence was demolished between 2006 and 2009. The area where the house and several outbuildings were located appears to have been extensively graded. Any archeological resources that may have been present were likely adversely impacted by the grading of the property after demolition of the buildings. The subject project does not contain and is not adjacent to any Prince George’s County historic sites or resources. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. Phase I archeology survey is not required.

16. **Environmental**—The following application and associated plans were previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
NRI-210-2016	N/A	Staff	Approved	12/22/2016	N/A
4-16029	TCP1-009-2018	Planning Board	Pending	Pending	Pending

Grandfathering

The project is subject to the requirements of Subtitle 24 (Subdivision Regulations), Subtitle 25 (Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO)), and Subtitle 27 (Zoning Ordinance) of the Prince George’s County Code that became effective on September 1, 2010 because this is a new PPS application.

Site Description

The site has an approved Natural Resources Inventory (NRI-210-2016). The 1.37-acre site contains 0.41 acre of woodland; however, no specimen trees, streams, wetlands, floodplain, steep slope, or primary management areas (PMA) were identified on the property. The

predominant soils found to occur on the site, according to the U.S. Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey, are the Beltsville-Urban land complex (0 to 5 percent slopes) and Sassafras-Urban land complex (0 to 5 percent slopes). Marlboro clay was not found to occur on, or in the vicinity of this property.

Master Plan Conformance

Plan Prince George's 2035 Approved General Plan

The site is located within Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035.

Marlboro Pike Sector Plan and Sectional Map Amendment

Section V of the sector plan, titled "Natural Environment," contains goals, policies, and strategies related to green infrastructure, water quality, and other natural resource protection. The area subject to this application is in substantial conformance with the applicable environmental recommendations.

Countywide Green Infrastructure Plan

According to the *Countywide Green Infrastructure Plan* (Green Infrastructure Plan) of the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*, the site does not contain regulation or evaluation areas within the designated network of the plan. The proposed development is in conformance with the Green Infrastructure Plan.

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

Natural Resources Inventory Plan/Existing Features

The Type 1 tree conservation plan (TCP1) and the PPS show all the required information correctly, in conformance with the approved NRI. No revisions are required for conformance to the NRI.

Woodland and Wildlife Habitat Conservation Plan

This property is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-009-2018) was submitted with this PPS.

The TCP1 must be revised to meet all technical requirements of Subtitle 25 prior to signature approval of the PPS; however, the information submitted to date demonstrates general conformance with the WCO.

The site contains 0.41 acre of existing woodland on the net tract. The site has a woodland conservation threshold of 15 percent of the net tract area, or 0.21 acre. The TCP1 shows a total woodland conservation requirement of 0.24 acre. The TCP1 worksheet shows that the applicant

will meet this requirement by providing 0.26 acre of on-site woodland preservation; the plan shows 0.24 acre of on-site woodland preservation.

Preservation of Regulated Environmental Features/Primary Management Area
This site does not contain any regulated environmental features or PMA.

17. **Urban Design**—Detailed Site Plan DSP-16039 is currently under review for the proposed commercial shopping center. Conformance to the regulations and requirements of the Zoning Ordinance will be further reviewed at the time of DSP.

Conformance with the 2010 Prince George's County Landscape Manual

In accordance with Section 27-454(b)(1) of the Zoning Ordinance, the proposed development is subject to the 2010 *Prince George's County Landscape Manual*, specifically Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Conformance with the applicable landscaping requirements will be determined at the time of DSP review.

Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet or greater of GFA or disturbance, and require a grading permit. The subject site is zoned C-S-C and R-55 and is required to provide a minimum of 10 percent of the C-S-C-zoned gross tract area and 15 percent of the R-55-zoned gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of DSP review.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

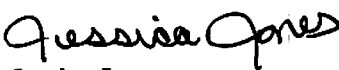
* * * * *

PGCPB No. 19-17
File No. 4-16029
Page 15


This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, January 24, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of February 2019.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

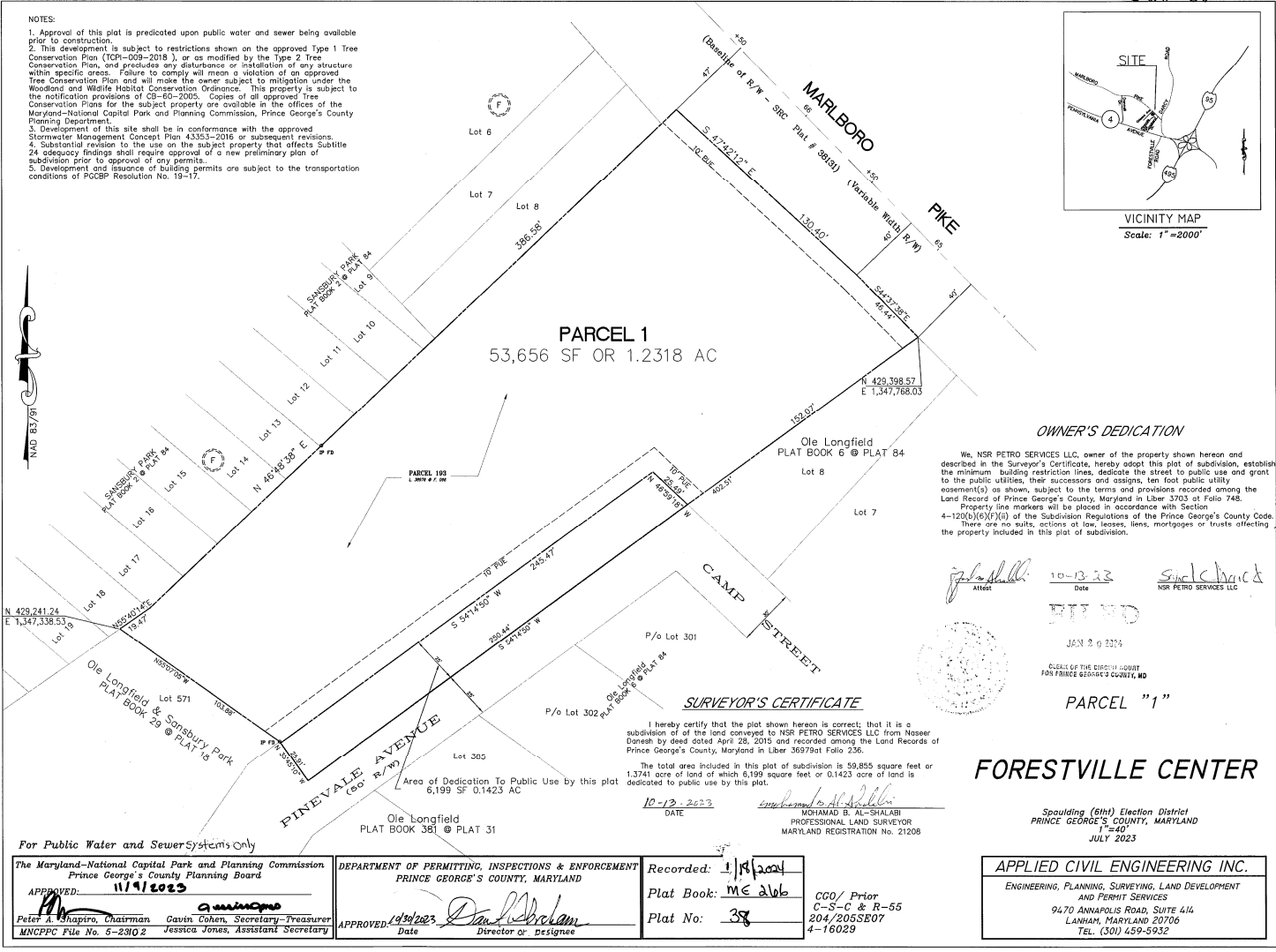
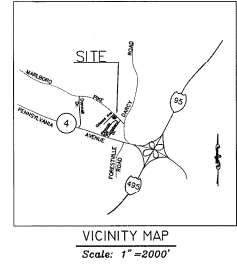
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APPROVED AS TO LEGAL SUFFICIENCY
M-NCPFC Legal Department
Date 2/4/19

ME 266 38

NOTES:

1. Approval of this plat is predicated upon public water and sewer being available prior to construction.
2. This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP-009-2018), or as modified by the Type 2 Tree Conservation Plan, and provides any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CO-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department.
3. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan 43355-2018 or subsequent revisions.
4. Substantial revision to the use on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision prior to approval of any permits.
5. Development and issuance of building permits are subject to the transportation conditions of PGSP Resolution No. 19-17.



OWNER'S DEDICATION

We, NSR PETRO SERVICES LLC, owner of the property shown hereon and described in the Surveyor's Certificate, hereby adopt this plat of subdivision, establish the minimum building restriction lines, dedicate the street to public use and grant to the public utilities, their successors and assigns, ten foot public utility easement(s) as shown, subject to the terms and provisions recorded among the Land Record of Prince George's County, Maryland in Liber 3703 at Folio 748. Property line markers will be placed in accordance with Section 4-1201b(3)(iv)(v) of the Subdivision Regulations of the Prince George's County Code. There are no suits, actions at law, leases, liens, mortgages or trusts affecting the property included in this plat of subdivision.

[Signature] 10-13-23 Date
NSR PETRO SERVICES LLC

CLERK OF THE CIRCUIT COURT
FOR PRINCE GEORGE'S COUNTY, MD

PARCEL "1"

SURVEYOR'S CERTIFICATE

I hereby certify that the plat shown hereon is correct; that it is a subdivision of the land conveyed to NSR PETRO SERVICES LLC from Nasser Danish by deed dated April 28, 2015 and recorded among the Land Records of Prince George's County, Maryland in Liber 36979 at Folio 236.

The total area included in this plat of subdivision is 59,855 square feet or 1.3741 acre of land of which 6,199 square feet or 0.1423 acre of land is dedicated to public use by this plat.

10-13-2023 DATE
MOHAMAD B. AL-SHALABI
PROFESSIONAL LAND SURVEYOR
MARYLAND REGISTRATION No. 21208

FORESTVILLE CENTER

Spaulding (6th) Election District
PRINCE GEORGE'S COUNTY, MARYLAND
1-240
JULY 2023

For Public Water and Sewer Systems Only

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Board
APPROVED: 11/14/2023
Peter A. Shapiro, Chairman
Cavin Cohen, Secretary-Treasurer
MNCPPC File No. 6-2302
Jessica Jones, Assistant Secretary

DEPARTMENT OF PERMITTING, INSPECTIONS & ENFORCEMENT
PRINCE GEORGE'S COUNTY, MARYLAND
APPROVED: 10/30/2023
Date
Director or Designee

Recorded: 11/18/2024
Plat Book: ME 266
Plat No: 38

CGO/ Prior
C-S-C & R-55
204/205SE07
4-16029

APPLIED CIVIL ENGINEERING INC.
ENGINEERING, PLANNING, SURVEYING, LAND DEVELOPMENT
AND PERMIT SERVICES
9470 ANNAPOLIS ROAD, SUITE 414
LANHAM, MARYLAND 20706
TEL. (301) 459-5932

P259234

MSA SC C2301-21292

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

MD. NATL. CAP. PK. & PL. COMM.

PRINCE GEORGE'S COUNTY Countywide Planning Division

Environmental Planning Section

301-952-3650

MAR 19 2004

March 15, 2004

MEMORANDUM

TO: Elsabet Tefaye, Senior Planner, Zoning Section

VIA: Cecilia Lammers, Supervisor, Environmental Planning Section *CL*

FROM: *RM* Robert Metzger, Planner Coordinator, Environmental Planning Section

SUBJECT: **Atlantic Plumbing; A-9961**

The Environmental Planning Section has reviewed the above referenced application stamped as accepted for processing by the Zoning Section on February 2, 2004, and provides the following comments with respect to the environmental review for this phase of the development process. The recommended conditions found at the end of this memorandum are offered for your consideration.

BACKGROUND

The Environmental Planning Section previously reviewed this site during the adoption of the Suitland District Heights and Vicinity Master Plan and Sectional Map Amendment in 1986. The rezoning of the site from the R-R zone to its current R-T zone occurred pursuant to the enactment of CR-25-1986. This application currently seeks the rezoning of the subject property from the R-T zone to the C-S-C zone (Commercial Shopping Center).

SITE DESCRIPTION

This 1.37 acre site in the R-T zone is located on the south side of Marlboro Pike, 590 feet west of its intersection with Forestville Road. A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on this property. Roadway related noise associated with Marlboro Pike, a collector roadway, have not been found to impact the subject property. However, this site is located within the Air Compactable Installation Use Zone of Andrews Air Force Base, a major noise generator and generally regulated for noise impacts. The soils found to occur according to the Prince George's County Soil Survey include Beltsville silt loam and Chillum Urban land complex. These soils have limitations with respect to perched water tables, impeded drainage, and a hard stratum that will need to be addressed during the building phase of the development but will not affect the site layout or this rezoning application. According to available information, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated

scenic and historic roads in the vicinity of this application. This property is located in the Southwest Branch watershed of the Patuxent River basin and in the Developed Tier as reflected in the adopted *General Plan*.

ENVIRONMENTAL REVIEW

As revisions are made to the plans submitted the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

1. A Forest Stand Delineation (FSD) was not submitted with this application nor is one required. However, subsequent development reviews will require the submittal of a simplified or Detailed Forest Stand Delineation.

Required Future Information: The submittals for future development proposals should include a Forest Stand Delineation prepared by a Licensed Landscape Architect, Licensed Forester, or other Qualified Professional.

2. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract is in excess of 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. There are no previously approved Tree Conservation Plans. Although a Tree Conservation Plan is not required to be submitted with this application, it is required during the review of subsequent applications such as for a Conceptual Site Plan and/or Preliminary Plan of Subdivision. A Type II Tree Conservation Plan is required with any Detailed Site Plans and/or grading permits.

This property currently has a 20 percent Woodland Conservation Threshold (WCT) as opposed to a 15 percent WCT for the proposed C-S-C zone.

Required Future Information: Tree Conservation Plans shall be submitted with the subsequent applications as required. The Woodland Conservation Threshold for this property shall be that required by the zoning at the time of development.

3. Roadway noise is not an issue in the review of this application because Marlboro Pike is a collector roadway and not generally regulated for noise. However, noise impacts have been identified on this site, which should be addressed. Based on the most recent AICUZ Study for Andrews Air Force Base released in 1998, it was noted that this property is located partially within the APZ-I (CUD-3). The designation of APZ-I means that the parcel is situated in a zone where aircraft accidents could occur. The designation of CUD-3 means that because of noise intrusion between 65-70 dBA (Ldn) the property may not be suited for residential, high intensity employment, retail, commercial or office uses without adequate noise mitigation. A noise level reduction of 30 decibel at the least should be incorporated into shells of buildings, in order to maintain an interior noise level of 45 dBA (Ldn) for residential structures, and a 23 decibel minimum reduction for commercial structures in order to maintain an acceptable interior noise level of 52 dBA (Ldn) for employment uses.

Recommended Condition: All future development applications on this site shall include a Phase I and/or Phase II Noise Study as appropriate, show the location of the 65 dBA Ldn noise contour

(mitigated and unmitigated) and show that all state noise standards have been met for interior areas,

4. The Approved Master Plan and Adopted Sectional Map Amendment do not specifically address any environmental issues with respect to the subject property.

Comment: No further information is needed with respect to environmental conformance with the approved Master Plan.

If you have any questions concerning these comments, please contact me at 301-952-3652 or by e-mail at Bob Metzger@ppd.mncppc.org.

BM:bm

I:\Environ\Development Review\Zoning\ZMA\A-9961.Atlantic Plumbing.bm.doc

SECTION 4 EFFECTS OF AIRCRAFT OPERATIONS

4.1 INTRODUCTION

This section has two purposes. The first is to describe the imaginary surfaces associated with obstructions to air navigation, noise exposure, CZs, and APZs. The second purpose is to present applicable land-use compatibility guidelines and the Air Force's participation in the land-use planning process.

4.2 RUNWAY AIRSPACE IMAGINARY SURFACES

Obstructions to air navigation are considered to be:

- Natural objects or man-made structures that protrude above the planes or imaginary surfaces, and/or;
- Man-made objects that extend more than 500 feet above ground level (AGL) at the site of the structure.

4.2.1 Explanation of Terms

The following elevation, runway length, and dimensional criteria apply:

- Controlling Elevation—Whenever surfaces or planes within the obstruction criteria overlap, the controlling (or governing) elevation becomes that of the lowest surface or plane.
- Runway Length—Andrews AFB has two runways. Runways 01L/19R and 01R/19L are 9,300 and 9,755 feet long, respectively. Both runways are Class B runways that are designed and built for sustained aircraft landings and take-offs:
- Established Airfield Elevation—The established elevation for the Andrews AFB airfield is 280 feet above MSL.
- Dimensions—All dimensions are measured horizontally unless otherwise noted.

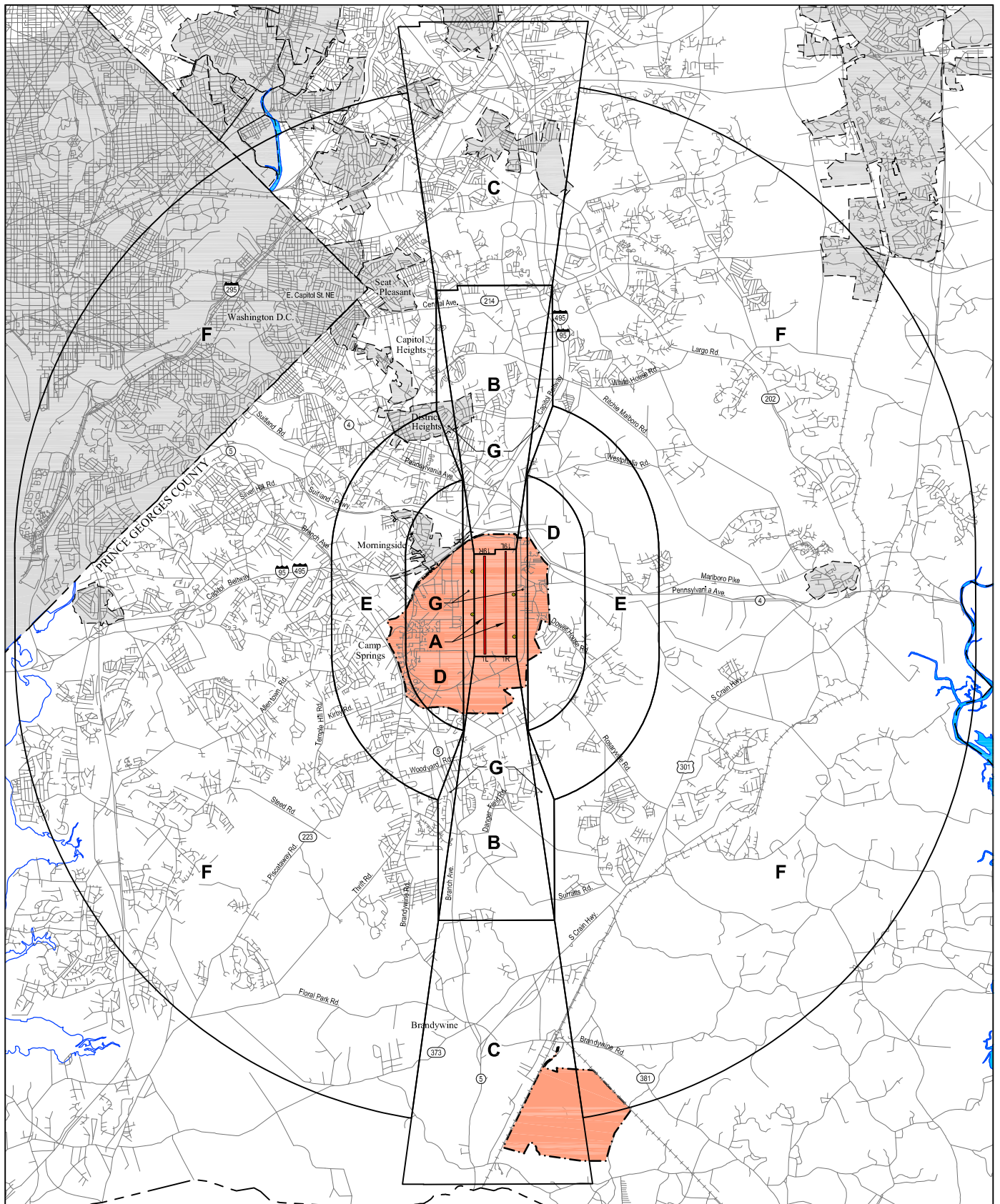
4.2.2 Runway Airspace Imaginary Surfaces

Runway airspace imaginary surfaces, in graphical form, are the result of the application of obstruction height criteria to Andrews AFB. Imaginary surfaces are surfaces in space around airfields in relation to runways. The surfaces are designed to define the obstacle-free airspace at and around the airfield. Refer to Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design*, for a more complete description of runway airspace imaginary surfaces for Class B runways. Air Force obstruction criteria in UFC 3-260-01 are based on those contained in Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace*, Subpart C. FAR Part 77 provides guidance on submittal of FAA Form 7460-1, *Notice of Proposed Construction or Alteration*. The form is used to

notify the FAA of construction or alteration of structures proximate to imaginary surfaces around airfields.

Figure 4.1 depicts the runway airspace imaginary surfaces for the Andrews AFB Class B runways. The following paragraphs contain definitions of the runway airspace imaginary surfaces for Air Force class B runways:

- **Primary Surface**—An imaginary surface symmetrically centered on the runway, extending 200 feet beyond each runway end that defines the limits of the obstruction clearance requirements in the vicinity of the landing area. The width of the primary surface is 2,000 feet, or 1,000 feet on each side of the runway centerline.
- **Clear Zone Surface**—An obstruction-free surface (except for features essential for aircraft operations) on the ground symmetrically centered on the extended runway centerline beginning at the end of the runway and extending outward 3,000 feet. The CZ width is 3,000 feet (1,500 feet to either side of runway centerline).
- **Accident Potential Zone Surfaces**—APZ I begins at the outer end of the CZ and is 5,000 feet long and 3,000 feet wide. APZ II begins at the outer end of APZ I and is 7,000 feet long and 3,000 feet wide.
- **Approach-Departure Clearance Surface**—This imaginary surface is symmetrically centered on the extended runway centerline, beginning as an inclined plane (glide angle) 200 feet beyond each end of the primary surface, and extending for 50,000 feet. The slope of the approach-departure clearance surface is 50:1 until it reaches an elevation of 500 feet above the established airfield elevation. It then continues horizontally at this elevation to a point 50,000 feet from the starting point. The width of this surface at the runway end is 2,000 feet, flaring uniformly to a width of 16,000 feet at the end point.
- **Inner Horizontal Surface**—This imaginary surface is an oval plane at a height of 150 feet above the established airfield elevation. The inner boundary intersects with the approach-departure clearance surface and the transitional surface. The outer boundary is formed by scribing arcs with a radius 7,500 feet from the centerline of each runway end and interconnecting these arcs with tangents.
- **Conical Surface**—This is an inclined imaginary surface extending outward and upward from the outer periphery of the inner horizontal surface for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation. The slope of the conical surface is 20:1. The conical surface connects the inner and outer horizontal surfaces.
- **Outer Horizontal Surface**—This imaginary surface is located 500 feet above the established airfield elevation and extends outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet.

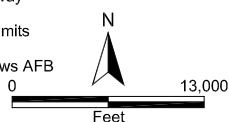


Andrews Air Force Base 2007 AICUZ

LEGEND

- A** Primary Surface
- B** Approach-Departure Clearance Surface (50:1 Slope Ratio)
- C** Approach-Departure Clearance Surface (Horizontal)
- D** Inner Horizontal Surface (45.72m [150'] Elevation)
- E** Conical Surface (20:1 Slope Ratio)
- F** Outer Horizontal Surface (152.40m [500'] Elevation)
- G** Transitional Surface (7:1 Slope Ratio)

- Runway
- Roadway
- City Limits
- Andrews AFB



Class B Air Force Runway Airspace Imaginary Surfaces

Figure 4.1

- Transitional Surface—This imaginary surface extends outward and upward at right angles to the runway centerline and extended runway centerline at a slope of 7:1. The transitional surface connects the primary and the approach-departure clearance surfaces to the inner horizontal, the conical, and the outer horizontal surfaces.

4.3 RESTRICTED AND/OR PROHIBITED LAND USES

The land areas outlined by these criteria should be regulated to prevent uses that might otherwise be hazardous to aircraft operations. The following uses should be restricted and/or prohibited:

- Releases into the air of any substance that would impair visibility or otherwise interfere with the operation of aircraft (*e.g.*, steam, dust, or smoke);
- Light emissions, either direct or indirect (reflective), that would interfere with pilot vision;
- Electrical emissions that would interfere with aircraft communications systems or navigational equipment;
- Uses that would attract birds or waterfowl, including but not limited to, operation of sanitary landfills, waste transfer facilities, maintenance of feeding stations, sand and gravel dredging operations, storm water retention ponds, created wetland areas, or the growing of certain vegetation; and
- Structures within 10 feet of aircraft approach-departure and/or transitional surfaces.

4.4 NOISE EXPOSURE

NOISEMAP Version 7.296 was used to calculate and plot the DNL noise contours based on the average busy-day aircraft operations data collected in 2007 and described in Subsections 3.1 through 3.6. Figure 4.2 shows the DNL noise contours plotted in 5 dB increments, ranging from DNL 65 dB to DNL at or above 80 dB.

Different sounds have different frequency content. When describing sound and its effect on a human population, A-weighted (dB) sound levels are typically used to account for the response of the human ear. The term “A-weighted” refers to a filtering of the sound signal to emphasize frequencies in the middle of the audible spectrum and to de-emphasize low and high frequencies in a manner corresponding to the way the human ear perceives sound. This filtering network has been established by the American National Standards Institute. The A-weighted noise level has been found to correlate well with people’s judgments of the noisiness of different sounds and has been in use for many years as a measure of community noise. The noise levels presented in this AICUZ Study are A-weighted.

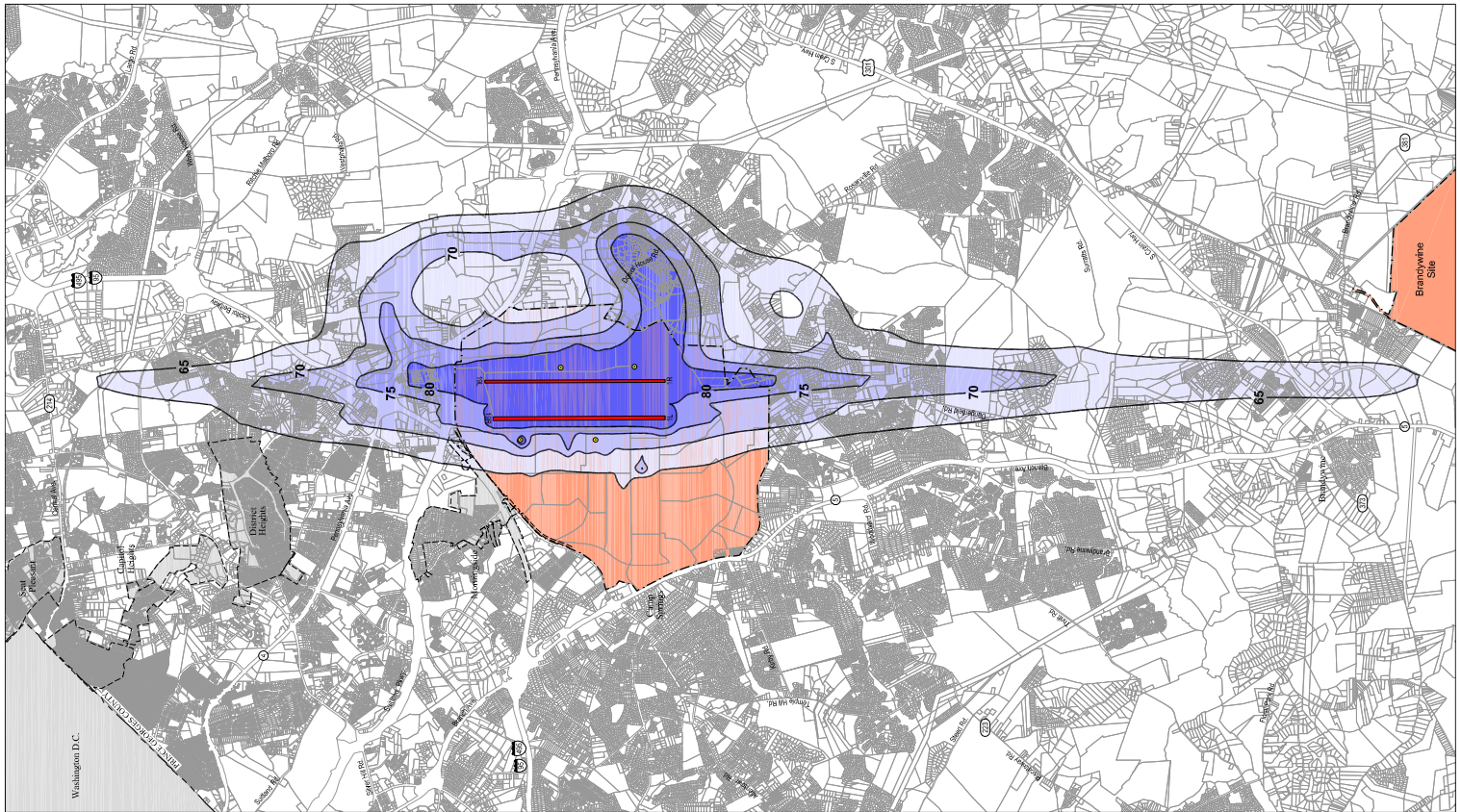


Table 4.1 shows the off-installation noise exposure within the DNL 65 dB and greater noise exposure area for aircraft operations at Andrews AFB in terms of acreage and estimated population. DNL is the measure of the total noise environment. DNL averages the sum of all aircraft noise producing events over a 24-hour period, with a 10 dBA upward adjustment added to the nighttime events (between 10:00 p.m. and 7:00 a.m.). The population data used in preparing this estimate was obtained from the United States Census Bureau 2000 census. To estimate affected population, it was assumed that population was equally distributed within a census tract area. Using this assumption, the total acreage and population in each census tract surrounding Andrews AFB was collected and assessed. Using the noise contour information, the number of acres of land in each noise zone (*i.e.*, DNL 65-69 dB, 70-74 dB, 75-79 dB, and 80 dB and greater) was divided by the number of acres of land in each census tract to determine what portion of the census tract was contained within each noise zone. The population total in each block-group was then multiplied by this ratio to estimate population exposed to aircraft noise at and above DNL 65 dB.

Table 4.1 Area and Population within DNL 65 dB and Greater Noise Exposure Area (Off-Installation)

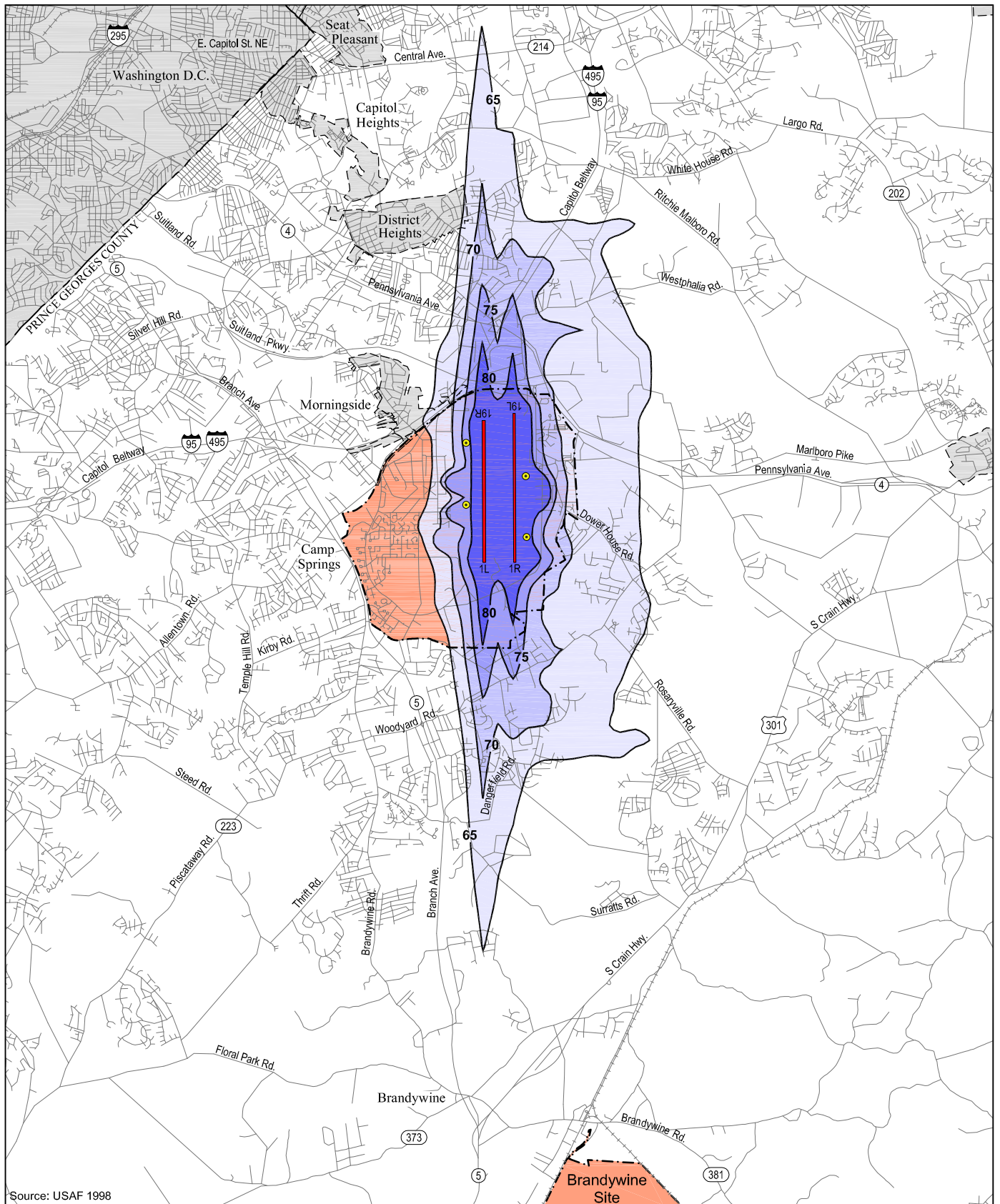
DNL Noise Zone	Acres	Population
65–69	5,008	7,462
70–74	2,187	2,431
75–79	701	789
80+	394	401
Total	8,290	11,083

From Table 4.1, a total of 8,290 acres and 11,083 persons are expected to be in the off-installation area within the DNL 65 dB and greater noise exposure area. The largest affected population is within the DNL 65–69 dB noise zone. This area is estimated to contain 5,008 acres in off-installation land area (60 percent of the total) and an estimated population of 7,462 persons (67 percent of the total) based on the calculated population densities for the area.

As mentioned in Subsection 3.2, helicopters from the 1st Helicopter Squadron accomplish operations at the Brandywine and Davidsonville sites. Appendix D contains the noise contours resulting from operations at the two locations.

4.5 COMPARISON WITH 1998 AICUZ STUDY

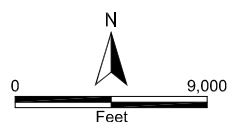
Noise contours presented in this study are similar in both shape and extent of coverage when compared to the noise contours in the 1998 AICUZ Study. Figure 4.3 depicts the 1998 AICUZ Study contours and Figure 4.4 compares the 2007 and 1998 contours. The off-installation exposure for this AICUZ Study is about 7 acres less than the 1998 AICUZ Study. Table 4.2 lists the total noise exposure for the four noise zones in each study. Although there are fewer off-installation acres within the DNL 65-69 dB noise zone in the 2007 AICUZ Study when compared to the 1998 Study, the number of acres within each of the



Andrews Air Force Base 2007 AICUZ

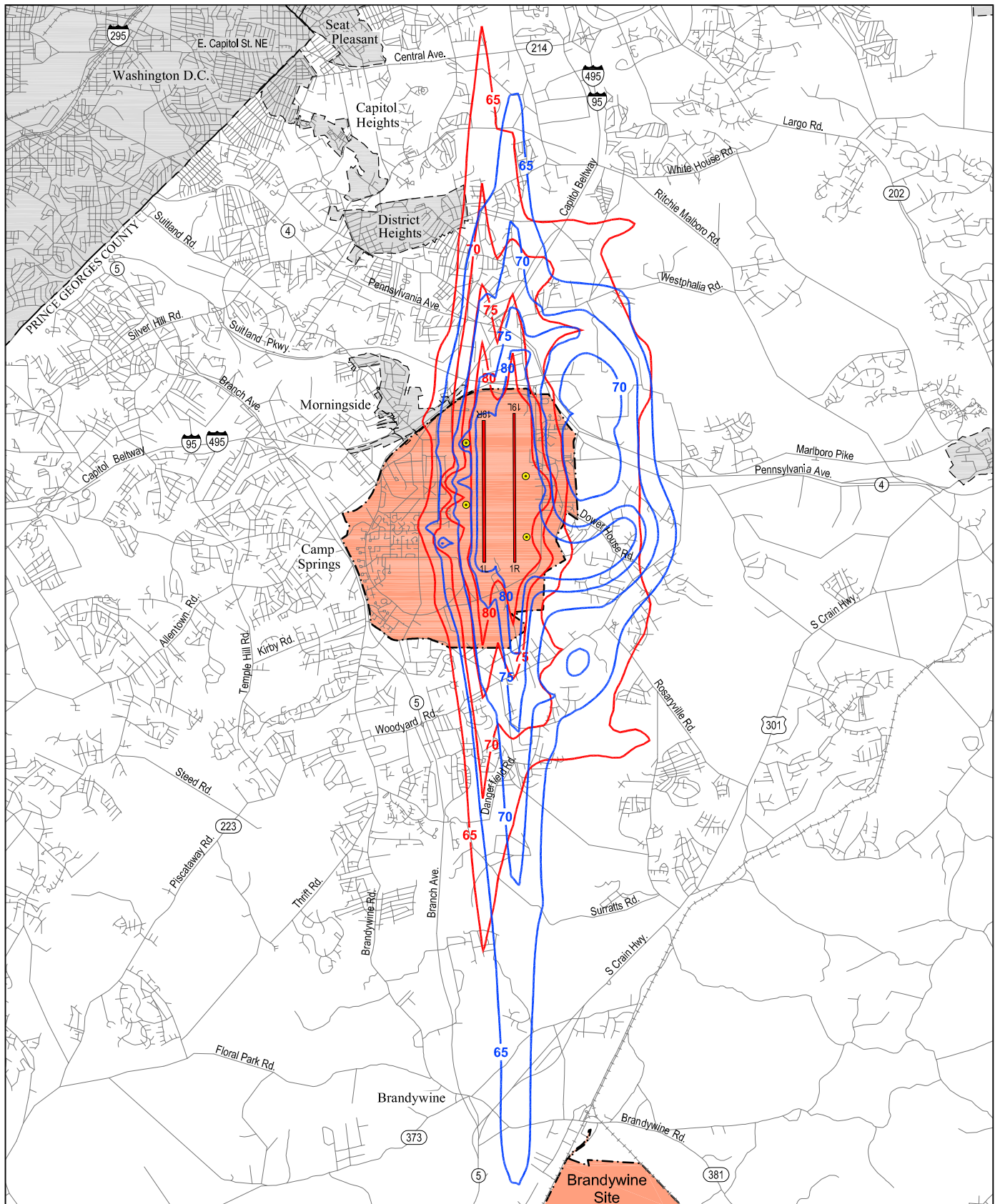
LEGEND

	DNL 65-69 dB		Runway		Helipad
	DNL 70-74 dB		Roadway		
	DNL 75-79 dB		City Limits		
	DNL 80+ dB		Andrews AFB		



1998 AICUZ Study Noise Contours

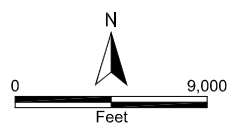
Figure 4.3



Andrews Air Force Base 2007 AICUZ

LEGEND

- 1998 Noise Contour
- 2007 Noise Contour
- Andrews AFB
- Runway
- Roadway
- City Limits
- Helipad



Comparison of 2007 and 1998 AICUZ Study Noise Contours

Figure 4.4

other three zones is greater in the 2007 Study. Differences in the contours occur to the south where the 2007 contour extends farther and to the northeast and southeast where the 1998 contour covers more land. Additional differences occur to the northeast, east, and southeast of the installation where area that was exposed to DNL 65-69 dB in the 1998 study is exposed to DNL 70-80+ dB in the 2007 Study. The changes in the contours result from a greater number of operations being accomplished on Runway 19L/01R for 2007 when comparing the aircraft operations conditions for the 2007 and 1998 studies. The increase in operations on Runway 19L/01R causes the slight eastward “shift” of the contours when comparing 2007 and 1998. Additionally, there is a greater number of closed pattern flight tracks on the east side of the airfield under the 2007 Study, and the operations on these tracks contribute to the increased noise exposure to the northeast, east, and southeast of the installation.

Table 4.2 Total Acres within the 2007 and 1998 AICUZ Study Noise Zones (Off-Installation)

DNL Noise Zone	Acres	
	2007 Study	1998 Study
65–69	5,008	6,172
70–74	2,187	1,574
75–79	701	491
80+	394	60
Total	8,290	8,297

4.6 CLEAR ZONES AND ACCIDENT POTENTIAL ZONES

The purpose of this section is to describe the basis for CZs and APZs and apply the zones to the Andrews AFB runways.

4.6.1 Basis for Clear Zones and Accident Potential Zones

Areas around airports are exposed to the possibility of aircraft accidents even with well-maintained aircraft and highly trained aircrews. Despite stringent maintenance requirements and countless hours of training, past history makes it clear that accidents may occur.

The risk of people on the ground being killed or injured by aircraft accidents is miniscule. However, an aircraft accident is a high-consequence event and, when a crash does occur, the result is often catastrophic. Because of this, the Air Force does not attempt to base its safety standards on accident probabilities. Instead it approaches this safety issue from a land use-planning perspective. Designation of safety zones around the airfield and restriction of incompatible land uses can reduce the public’s exposure to safety hazards.

The AICUZ program includes three safety zones: the CZ, APZ I, and APZ II. These zones were developed from analysis of over 800 major Air Force accidents that occurred within 10 miles of an Air Force installation between 1968 and 1995. Figure B-3 in Appendix B summarizes the location of these accidents.

The CZ has the highest accident potential of the three zones, as 27 percent of accidents studied occurred in this area. Due to the relatively high accident potential, the Air Force

adopted a policy of acquiring real estate interests in the CZ through purchase or easement when feasible.

APZ I is an area that possesses somewhat less accident potential than the CZ, with 10 percent of the accidents studied occurring in this zone. APZ II has less accident potential than APZ I, with 6 percent of the accidents studied occurring in this zone. While the potential for aircraft accidents in APZs I and II does not warrant land acquisition by the Air Force, land-use planning and controls are strongly encouraged in these areas for the protection of the public.

4.6.2 Clear Zones and Accident Potential Zones

Figure 4.5 depicts the CZs and APZs for Runways 01L/19R and 01R/19L at Andrews AFB. Each end of the runways has a 3,000 foot by 3,000 foot CZ and two APZs. Accident potential on or adjacent to the runway or within the CZ is so high that the necessary land use restrictions would prohibit reasonable economic use of land. It is Air Force policy to request that Congress authorize and appropriate funds to purchase the real property interests in this area to prevent incompatible land uses.

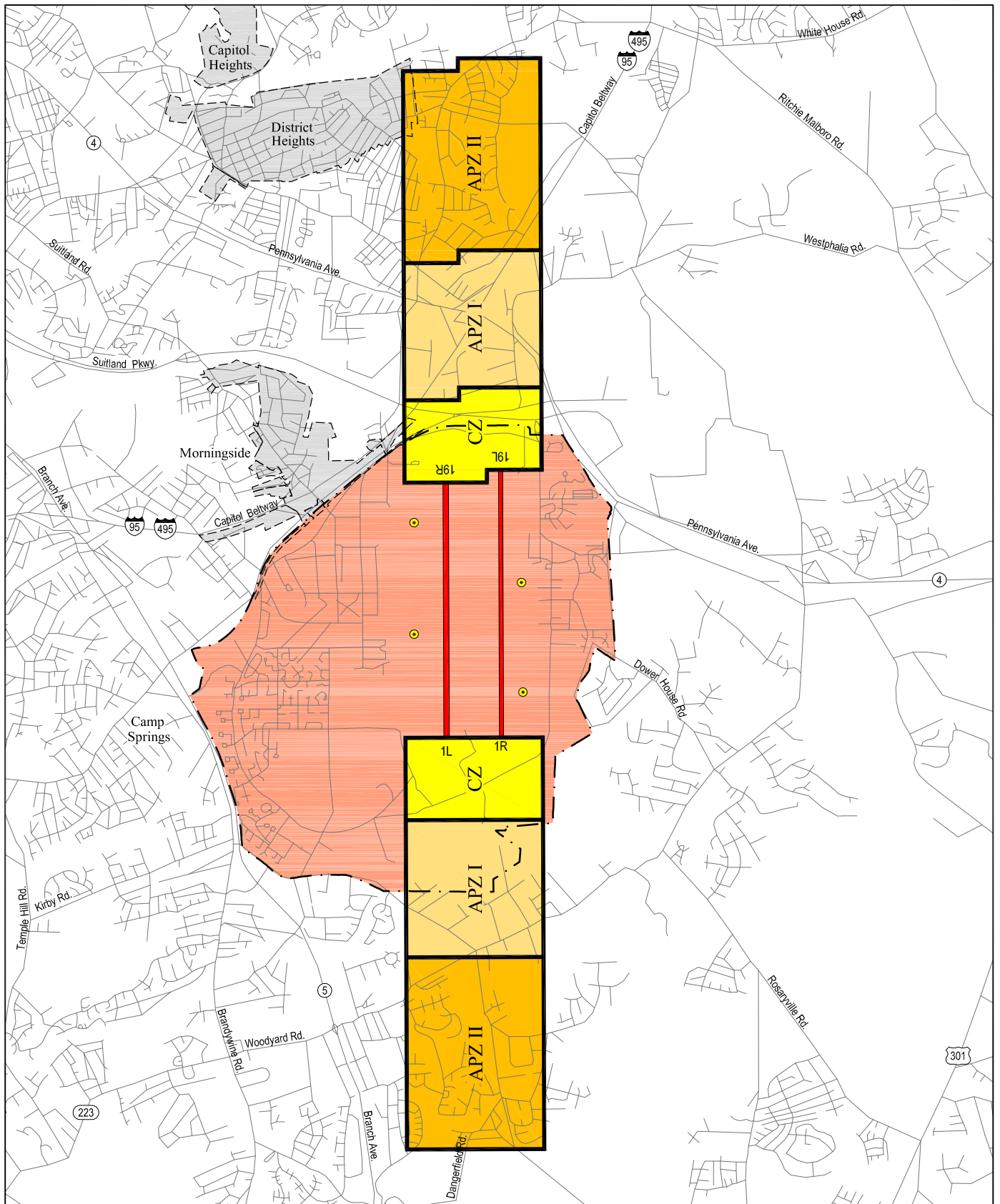
Accident potential in zone I is less critical than the CZ, but still possesses a significant risk factor. This 3,000 foot by 5,000 foot area has land use compatibility guidelines that are sufficiently flexible to allow reasonable economic use of the land, such as industrial/manufacturing, transportation, communication/utilities, wholesale trade, open space, recreation, and agriculture. However, uses that concentrate people in small areas are not acceptable.

Accident potential zone II is less critical than APZ I, but still possesses potential for accidents. Accident potential zone II, also 3,000 feet wide, is 7,000 feet long extending to 15,000 feet from the runway threshold. Acceptable uses include those of APZ I, as well as low density single family residential and those personal and business services and commercial/retail trade uses of low intensity or scale of operation. High density functions such as multi-story buildings, places of assembly (*e.g.*, theaters, churches, schools, restaurants, *etc.*), and high density office uses are not considered appropriate.

High people densities should be limited to the maximum extent possible in APZ II. The optimum density recommended for residential usage (where it does not conflict with noise criteria) in APZ II is one dwelling per acre. For most nonresidential usage, buildings should be limited to one story and the lot coverage should not exceed 20 percent.

4.6.3 Land Use Compatibility Guidelines

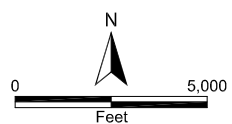
Subsection 4.6.3.1 introduces the AICUZ concept and Subsection 4.6.3.2 presents the land-use compatibility guidelines applicable to Andrews AFB.



Andrews Air Force Base 2007 AICUZ

LEGEND

- | | | | | |
|--|-------------|--|--------|-------------------------|
| | Runway | | CZ | Clear Zone |
| | Roadway | | APZ I | Accident Potential Zone |
| | City Limits | | APZ II | |
| | Andrews AFB | | | |



Clear Zones and Accident Potential Zones

Figure 4.5

4.6.3.1 Introduction

The DoD developed the AICUZ program for military airfields. Using this program at its installations, the DoD works to protect aircraft operational capabilities and to assist local government officials in protecting and promoting the public's health, safety, and quality of life. The goal is to promote compatible land-use development around military airfields by providing information on aircraft noise exposure and accident potential.

AICUZ reports describe three basic types of constraints that affect, or result from, flight operations. The first constraint involves areas that the FAA and the DoD identified for height limitations (see Subsection 4.2).

The second constraint involves noise zones based on the DNL metric and the DoD NOISEMAP method. Using the NOISEMAP program, which is similar to FAA's INM, the Air Force produces noise contours showing the noise levels generated by aircraft operations. The AICUZ report contains noise contours plotted in 5 dB increments, ranging from DNL 65 dB to 80+ dB.

The third constraint involves CZs and APZs based on statistical analysis of past DoD aircraft accidents. DoD analysis has determined that areas immediately beyond the ends of runways and along the approach and departure flight paths have greater potential for aircraft accidents (see Figure 4.5).

4.6.3.2 Land-Use Compatibility Guidelines

Each AICUZ Study contains land-use guidelines. Table 4.3 identifies land uses and possible noise exposure and accident potential combinations for Andrews AFB. These noise guidelines are essentially the same as those published by the Federal Interagency Committee on Urban Noise in the June 1980 publication, *Guidelines for Considering Noise in Land-Use Planning and Control*. The U.S. Department of Transportation publication, *Standard Land Use Coding Manual (SLUCM)*, has been used to identify and code land-use activities. The designations are a combination of criteria listed in the Legend and Notes at the end of the table. For example, Y¹ means land use and related structures are compatible without restriction at a suggested maximum density of 1-2 dwelling units per acre, possibly increased under a Planned Unit Development where lot coverage is less than 20 percent.

4.7 PARTICIPATION IN THE PLANNING PROCESS

The Air Force provides the AICUZ Study to local communities to assist them in preparing their local land use plans. This section discusses how the base participates in the community planning process. Subsection 6.3 addresses the role played by the local community in enhancing compatible land use.

Airspace obstructions, construction in the APZs, residential development, and the construction of other noise-sensitive uses near the base are of great concern to Andrews AFB. The Air Force is very interested in minimizing increases in incompatible usage and in

encouraging voluntary conversion of non-compatible usage to compatible usage. Applying the categories for compatible land use described in Table 4.3, the Base evaluates the impact aircraft operations have on surrounding properties and the effect new development or changes in land use might have on Andrews AFB operational capabilities.

In addition to working with local governing entities and planning professionals, the Andrews AFB Base Public Affairs Office works to address complaints and concerns expressed by off-airfield neighbors.

Andrews AFB conducts active outreach to the community by meeting with various community groups and speaking with individuals as needed. The Andrews AFB Base Civil Engineer and Public Affairs Offices work together providing public meetings and informational workshops to disseminate information about base operations, forecasts, plans, and mitigation strategies.

Table 4.3 Land Use Compatibility Guidelines

Land Use		Accident Potential Zones			Noise Zones in DNL dB			
SLUCM No.	Name	Clear Zone	APZ I	APZ II	65-69	70-74	75-79	80+
10	Residential							
11	Household units							
11.11	Single units; detached	N	N	Y ¹	A ¹¹	B ¹¹	N	N
11.12	Single units; semidetached	N	N	N	A ¹¹	B ¹¹	N	N
11.13	Single units; attached row	N	N	N	A ¹¹	B ¹¹	N	N
11.21	Two units; side-by-side	N	N	N	A ¹¹	B ¹¹	N	N
11.22	Two units; one above the other	N	N	N	A ¹¹	B ¹¹	N	N
11.31	Apartments; walk up	N	N	N	A ¹¹	B ¹¹	N	N
11.32	Apartments; elevator	N	N	N	A ¹¹	B ¹¹	N	N
12	Group quarters	N	N	N	A ¹¹	B ¹¹	N	N
13	Residential hotels	N	N	N	A ¹¹	B ¹¹	N	N
14	Mobile home parks or courts	N	N	N	N	N	N	N
15	Transient lodgings	N	N	N	A ¹¹	B ¹¹	C ¹¹	N
16	Other residential	N	N	N ¹	A ¹¹	B ¹¹	N	N
20	Manufacturing							
21	Food & kindred products; manufacturing	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
22	Textile mill products; manufacturing	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
23	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	N	N	N ²	Y	Y ¹²	Y ¹³	Y ¹⁴
24	Lumber and wood products (except furniture); manufacturing	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴

Table 4.3 Land Use Compatibility Guidelines (continued)

Land Use		Accident Potential Zones			Noise Zones			
SLUCM No.	Name	Clear Zone	APZ I	APZ II	65-69	70-74	75-79	80+
25	Furniture and fixtures; manufacturing	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
26	Paper & allied products; manufacturing	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
27	Printing, publishing, and allied industries	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
28	Chemicals and allied products; manufacturing	N	N	N ²	Y	Y ¹²	Y ¹³	Y ¹⁴
29	Petroleum refining and related industries	N	N	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
30	Manufacturing							
31	Rubber and misc. plastic products, manufacturing	N	N ²	N ²	Y	Y ¹²	Y ¹³	Y ¹⁴
32	Stone, clay and glass products manufacturing	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
33	Primary metal industries	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
34	Fabricated metal products; manufacturing	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing	N	N	N ²	Y	A	B	N
39	Miscellaneous manufacturing	N	Y ²	Y ²	Y	Y ¹²	Y ¹³	Y ¹⁴
40	Transportation, Communications and Utilities							
41	Railroad, rapid rail transit and street railroad transportation	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
42	Motor vehicle transportation	N ³	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
43	Aircraft transportation	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
44	Marine craft transportation	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
45	Highway & street right-of-way	N ³	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
46	Automobile parking	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
47	Communications	N ³	Y ⁴	Y	Y	A ¹⁵	B ¹⁵	N
48	Utilities	N ³	Y ⁴	Y	Y	Y	Y ¹²	Y ¹³
49	Other transportation communications and utilities	N ³	Y ⁴	Y	Y	A ¹⁵	B ¹⁵	N

Table 4.3 Land Use Compatibility Guidelines (continued)

Land Use		Accident Potential Zones			Noise Zones			
SLUCM No.	Name	Clear Zone	APZ I	APZ II	65-69	70-74	75-79	80+
50	Trade							
51	Wholesale trade	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
52	Retail trade-building materials, hardware and farm equipment	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
53	Retail trade-general merchandise	N	N ²	Y ²	Y	A	B	N
54	Retail trade-food	N	N ²	Y ²	Y	A	B	N
55	Retail trade-automotive, marine craft, aircraft and accessories	N	Y ²	Y ²	Y	A	B	N
56	Retail trade-apparel and accessories	N	N ²	Y ²	Y	A	B	N
57	Retail trade-furniture, home furnishings and equipment	N	N ²	Y ²	Y	A	B	N
58	Retail trade-eating and drinking establishments	N	N	N ²	Y	A	B	N
59	Other retail trade	N	N ²	Y ²	Y	A	B	N
60	Services							
61	Finance, insurance and real estate services	N	N	Y ⁶	Y	A	B	N
62	Personal services	N	N	Y ⁶	Y	A	B	N
62.4	Cemeteries	N	Y ⁷	Y ⁷	Y	Y ¹²	Y ¹³	Y ^{14,21}
63	Business services	N	Y ⁸	Y ⁸	Y	A	B	N
64	Repair services	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
65	Professional services	N	N	Y ⁶	Y	A	B	N
65.1	Hospitals, nursing homes	N	N	N	A*	B*	N	N
65.1	Other medical facilities	N	N	N	Y	A	B	N
66	Contract construction services	N	Y ⁶	Y	Y	A	B	N
67	Governmental services	N	N	Y ⁶	Y*	A*	B*	N
68	Educational services	N	N	N	A*	B*	N	N
69	Miscellaneous services	N	N ²	Y ²	Y	A	B	N

Table 4.3 Land Use Compatibility Guidelines (continued)

Land Use		Accident Potential Zones			Noise Zones			
SLUCM No.	Name	Clear Zone	APZ I	APZ II	65-69	70-74	75-79	80+
70	Cultural, Entertainment and Recreational							
71	Cultural activities (including churches)	N	N	N ²	A*	B*	N	N
71.2	Nature exhibits	N	Y ²	Y	Y*	N	N	N
72	Public assembly	N	N	N	Y	N	N	N
72.1	Auditoriums, concert halls	N	N	N	A	B	N	N
72.11	Outdoor music shell, amphitheaters	N	N	N	N	N	N	N
72.2	Outdoor sports arenas, spectator sports	N	N	N	Y ¹⁷	Y ¹⁷	N	N
73	Amusements	N	N	Y ⁸	Y	Y	N	N
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y ^{8,9,10}	Y	Y*	A*	B*	N
75	Resorts and group camps	N	N	N	Y*	Y*	N	N
76	Parks	N	Y ⁸	Y ⁸	Y*	Y*	N	N
79	Other cultural, entertainment and recreation	N	Y ⁹	Y ⁹	Y*	Y*	N	N
80	Resources Production and Extraction							
81	Agriculture (except livestock)	Y ¹⁶	Y	Y	Y ¹⁸	Y ¹⁹	Y ²⁰	Y ^{20,21}
81.5 to 81.7	Livestock farming and animal breeding	N	Y	Y	Y ¹⁸	Y ¹⁹	Y ²⁰	Y ^{20,21}
82	Agricultural related activities	N	Y ⁵	Y	Y ¹⁸	Y ¹⁹	N	N
83	Forestry activities and related services	N ⁵	Y	Y	Y ¹⁸	Y ¹⁹	Y ²⁰	Y ^{20,21}
84	Fishing activities and related services	N ⁵	Y ⁵	Y	Y	Y	Y	Y
85	Mining activities and related services	N	Y ⁵	Y	Y	Y	Y	Y
89	Other resources production and extraction	N	Y ⁵	Y	Y	Y	Y	Y

LEGEND

SLUCM - Standard Land Use Coding Manual, U.S. Department of Transportation.

Y - (Yes) - Land use and related structures are compatible without restriction.

N - (No) - Land use and related structures are not compatible and should be prohibited.

Y^x - (yes with restrictions) - Land use and related structures generally compatible; see notes 1-21.

N^x - (no with exceptions) - See notes 1-21.

NLR - (Noise Level Reduction) - NLR (outdoor to indoor) to be achieved through incorporation of noise attenuation measures into the design and construction of the structures (see Appendix C, section c.4).

A, B, or C - Land use and related structures generally compatible; measures to achieve NLR of A (DNL 25 dB), B (DNL 30 dB), or C (DNL 35 dB) need to be incorporated into the design and construction of structures.

A*, B*, and C* - Land use generally compatible with NLR. However, measures to achieve an overall noise level reduction do not necessarily solve noise difficulties and additional evaluation is warranted. See appropriate footnotes.

***** - The designation of these uses as "compatible" in this zone reflects individual federal agency and program consideration of general cost and feasibility factors, as well as past community experiences and program objectives.

Andrews Air Force Base, Maryland

Localities, when evaluating the application of these guidelines to specific situations, may have different concerns or goals to consider.

NOTES

1. Suggested maximum density of 1-2 dwelling units per acre possibly increased under a Planned Unit Development where maximum lot coverage is less than 20 percent.
2. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. Shopping malls and shopping centers are considered incompatible in any accident potential zone (CZ, APZ I, or APZ II).
3. The placing of structures, buildings, or aboveground utility lines in the clear zone is subject to severe restrictions. In a majority of the clear zones, these items are prohibited. See AFI 32-7063 and UFC 3-260-01 for specific guidance.
4. No passenger terminals and no major aboveground transmission lines in APZ I.
5. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.
6. Low-intensity office uses only. Meeting places, auditoriums, etc., are not recommended.
7. Excludes chapels.
8. Facilities must be low intensity.
9. Clubhouse not recommended.
10. Areas for gatherings of people are not recommended.
- 11A. Although local conditions may require residential use, it is discouraged in DNL 65-69 dB and strongly discouraged in DNL 70-74 dB. An evaluation should be conducted prior to approvals, indicating a demonstrated community need for residential use would not be met if development were prohibited in these zones, and there are no viable alternative locations.
- 11B. Where the community determines the residential uses must be allowed, measures to achieve outdoor to indoor NLR for DNL 65-69 dB and DNL 70-74 dB should be incorporated into building codes and considered in individual approvals.
- 11C. NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, and design and use of berms and barriers can help mitigate outdoor exposure, particularly from near ground level sources. Measures that reduce outdoor noise should be used whenever practical in preference to measures which only protect interior spaces.
12. Measures to achieve the same NLR as required for facilities in the DNL 65-69 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
13. Measures to achieve the same NLR as required for facilities in the DNL 70-74 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
14. Measures to achieve the same NLR as required for facilities in the DNL 75-79 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
15. If noise sensitive, use indicated NLR; if not, the use is compatible.
16. No buildings.
17. Land use is compatible provided special sound reinforcement systems are installed.
18. Residential buildings require the same NLR required for facilities in the DNL 65-69 dB range.
19. Residential buildings require the same NLR required for facilities in the DNL 70-74 dB range.
20. Residential buildings are not permitted.
21. Land use is not recommended. If the community decides the use is necessary, personnel should wear hearing protection devices.

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JOINT BASE ANDREWS MARYLAND

AIR INSTALLATIONS COMPATIBLE USE ZONES STUDY

FINAL



U.S. AIR FORCE

2017



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 11TH WING (AFDW)
JOINT BASE ANDREWS, MARYLAND 20762



NOV 09 2017

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Prince George's County Officials and Citizens

This Air Installations Compatible Use Zones (AICUZ) Study is an update of the 2007 Joint Base Andrews (JBA) AICUZ Study. This updated study presents and documents changes to flight operations, noise exposure areas, accident potential zones, and land use compatibility conditions since the previous AICUZ Study.

The basic objective of the AICUZ program is to achieve compatible uses of public and private lands in the vicinity of military airfields. This can be accomplished by controlling incompatible development through local regulatory actions. The AICUZ Study provides the information necessary to maximize beneficial use of the land surrounding JBA, while minimizing the potential for degradation of the health and safety of the affected public.

The AICUZ Study includes a description of the area of influence around the base and outlines the location of noise contours and runway clear zones and accident potential zones. The Study also provides land use recommendations to ensure compatible development in the vicinity of the base. It is our hope this information will be incorporated into your community comprehensive plans, ordinances, regulations, building codes, and related planning initiatives.

We greatly value the positive relationship JBA has experienced with its neighbors over the years. As a partner in the process, we have attempted to minimize disturbances generated by our aircraft operations in the area. We solicit your cooperation in implementing the recommendations and guidelines presented in this study.

Sincerely

ERNEST J. TEICHERT III, Colonel, USAF
Commander

America's Airmen

JOINT BASE ANDREWS, MARYLAND

AIR INSTALLATIONS COMPATIBLE USE ZONES (AICUZ) STUDY

FINAL

2017

Prepared for:

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ACRONYMS

1 AS	1st Airlift Squadron
1 HS	1st Helicopter Squadron
11 WG	11th Wing
113 WG	113th Wing
121 FS	121st Fighter Squadron
201 AS	201st Airlift Squadron
457 AS	457th Airlift Squadron
459 ARW	459th Air Refueling Wing
844 CG	844th Communications Group
89 AW	89th Airlift Wing
99 AS	99th Airlift Squadron
AFB	Air Force Base
AFDW	Air Force District of Washington
AFCEC	Air Force Civil Engineer Center
AFI	Air Force Instruction
AGL	above ground level
AICUZ	Air Installations Compatible Use Zones
Air Force	United States Air Force
APZ	Accident Potential Zones
ATC	Air Traffic Control
BASH	Bird/Wildlife Aircraft Strike Hazard
CAP	Civil Air Patrol
CFR	Code of Federal Regulations
CZ	Clear Zone
dB	decibel
dBA	A-weighted decibel
DC ANG	District of Columbia Air National Guard
DIA	Defense Intelligence Agency
DNL	day-night average sound level
DoD	Department of Defense
DoDI	Department of Defense Instruction
DOE	Department of Energy
EMI	Electromagnetic Interference
FAA	Federal Aviation Administration
FAR	floor area ratio
FBI	Federal Bureau of Investigation
GCA	Ground Control Approach
HAFZ	Hazards to Aircraft Flight Zone

Hz	hertz
IFR	Instrument Flight Rules
ILS	Instrument Landing System
JBA	Joint Base Andrews
LED	Light Emitting Diode
MD	Maryland Route
MIOZ	Military Installation Overlay Zone
M-NCPPC	Maryland-National Capital Park and Planning Commission
mph	miles per hour
NCR	National Capital Region
NVG	Night Vision Goggles
MSL	mean sea level
PAG	Presidential Airlift Group
PM	Project Manager
RCS	radar cross-section
REPI	Readiness and Environmental Protection Integration
SEL	Sound Exposure Levels
TACAN	Tactical Air Navigation
UFC	Unified Facilities Criteria
USAPAT	United States Army Priority Air Transportation
USMC	United States Marine Corps
VFR	visual flight rule
VMR	Transport Squadron Detachment

1 INTRODUCTION

This study is an update of the 2007 Joint Base Andrews (JBA) Air Installations Compatible Use Zones (AICUZ) Study. This AICUZ Study reaffirms the United States Air Force policy of assisting local, regional, state, and federal officials in the areas surrounding JBA by promoting compatible development within the AICUZ area of influence, and protecting Air Force operational capability from the effects of land use that are incompatible with aircraft operations. The information provided in this AICUZ Study is intended to assist local communities with future planning.

The study presents the updated aircraft operations at JBA, which are based on optimized 2016 flight operations and documents changes to flight operations, noise exposure areas, accident potential, and land use compatibility conditions since the previous AICUZ Study.

1.1 AICUZ PROGRAM

Military airfields attract development—people who work on base want to live close to the base, while others want to provide services to base employees and residents. When incompatible development occurs near an installation or training area, affected parties within the community may seek relief through political channels that could restrict, degrade, or eliminate capabilities necessary to perform the defense mission. In the early 1970s, the Department of Defense (DoD) established the AICUZ Program. The goal of the program is to protect the health, safety, and welfare of those living and working in the vicinity of a military installation while sustaining the Air Force’s operational mission. The Air Force accomplishes this goal by promoting proactive, collaborative planning for compatible development to sustain mission and community objectives.

The AICUZ Program recommends that noise levels, Clear Zones (CZs), Accident Potential Zones (APZs), and flight clearance requirements associated with military airfield operations be incorporated into local community planning programs in order to maintain the airfield’s operational requirements while minimizing the impact to residents in the surrounding community. Mutual cooperation in the public planning process between military airfield planners and community-based counterparts serves to increase public awareness of the importance of air installations and the need to address mission requirements and associated noise and risk factors. As the communities that surround airfields grow and develop, the Air Force has the responsibility to communicate and collaborate with local government on land use planning, zoning, and similar matters that could affect the installations’ operations or missions. Likewise, the Air Force has the responsibility to communicate and understand the potential impacts that new and changing missions may have on the local community.

1.2 SCOPE AND AUTHORITY

1.2.1 SCOPE

This study is based on optimized current flight operations to present updated noise contours. CZs and APZs associated with JBA's runways are provided with recommendations for compatible land use in the vicinity of the base for state and local governments to incorporate into comprehensive plans, zoning ordinances, subdivision regulations, building codes, and other related documents.

1.2.2 AUTHORITY

Department of Defense Instruction (DoDI) 4165.57, *"Air Installations Compatible Use Zones,"* (DoD 2015), establishes policy and assigns responsibility for educating air installation personnel and engaging local communities on issues related to noise, safety, and compatible land use in and around air installations as well as prescribes procedures for plotting noise contours for land use compatibility analysis.

Air Force Instruction (AFI) 32-7063, *"Air Installations Compatible Use Zones Program,"* (Air Force 2015a) implements DoDI 4165.57 and applies to all Air Force installations with active runways located in the United States and its territories. This instruction provides guidance to installation AICUZ Program Managers (PMs).

Air Force Handbook 32-7084, *AICUZ Program Manager's Guide* (Air Force 2017) provides installation AICUZ PMs specific guidance concerning the organizational tasks and procedures necessary to implement the AICUZ Program. It is written in a "how to" format and aligns with AFI 32-7063.

1.3 PREVIOUS AICUZ EFFORTS AND RELATED STUDIES

Previous AICUZ studies and other relevant studies include:

- 1998 AICUZ Study for Andrews Air Force Base (AFB)
- December 2007 AICUZ Study for Andrews AFB
- December 2009 Joint Land Use Study

1.4 CHANGES THAT REQUIRE AN AICUZ STUDY UPDATE

AICUZ studies should be updated when an installation has a significant change in aircraft operations (i.e., the number of takeoffs and landings), a change in the type of aircraft stationed and operating at the installation, or changes in flight paths or procedures. This AICUZ Study has been prepared to reflect current optimized flight tracks, noise contours, APZs, and flight operations for full mission requirements.

As the DoD aircraft fleet mix and training requirements change over time, the resulting flight operations, which drive the noise contours, change as well. Additionally, non-operational changes may also require the need for an AICUZ Study update. The primary changes at JBA since the previous AICUZ Study include:

- A decrease of projected operations
- Substantial reduction of large transient jet operations
- Changes in runway utilization and flight tracks
- Elimination of older aircraft (such as EA-6B “Prowler”) that generate greater noise

1.4.1 UPDATE OF AIR FORCE INSTRUCTIONS

The 2017 JBA AICUZ Study uses the most recent AFI, which uses “annual average day” (Air Force 2015a). The primary reason for the change to average annual day is to be consistent with the land use recommendations guidelines.

1.4.2 UPDATE OF LAND USE ENVIRONMENT

The land use compatibility analysis of the AICUZ Study should be updated to reflect the current land use environment. New development has occurred around JBA since the previous AICUZ Study, and this AICUZ Study includes newly identified areas of compatibility concern.

2 INSTALLATION PROFILE

2.1 LOCATION

JBA is located in Prince George's County, Maryland, approximately five miles southeast of Washington D.C. (Figure 2-1). The installation is bordered by Allentown Road to the west, Marlboro Pike to the east, Old Alexandria Ferry Road to the south, and Suitland Parkway to the north. Communities surrounding JBA include Morningside, Forestville, Westphalia, Woodyard, Clinton, and Camp Springs.

The base operates two outlying communication sites. The Brandywine Receiver Site is located 10 miles south of the base in Prince George's County, and the Davidsonville Transmitter Station is located 20 miles northeast of the base in Anne Arundel County. Both sites have helicopter landing zones and support training operations for the base (JBA 2016a).

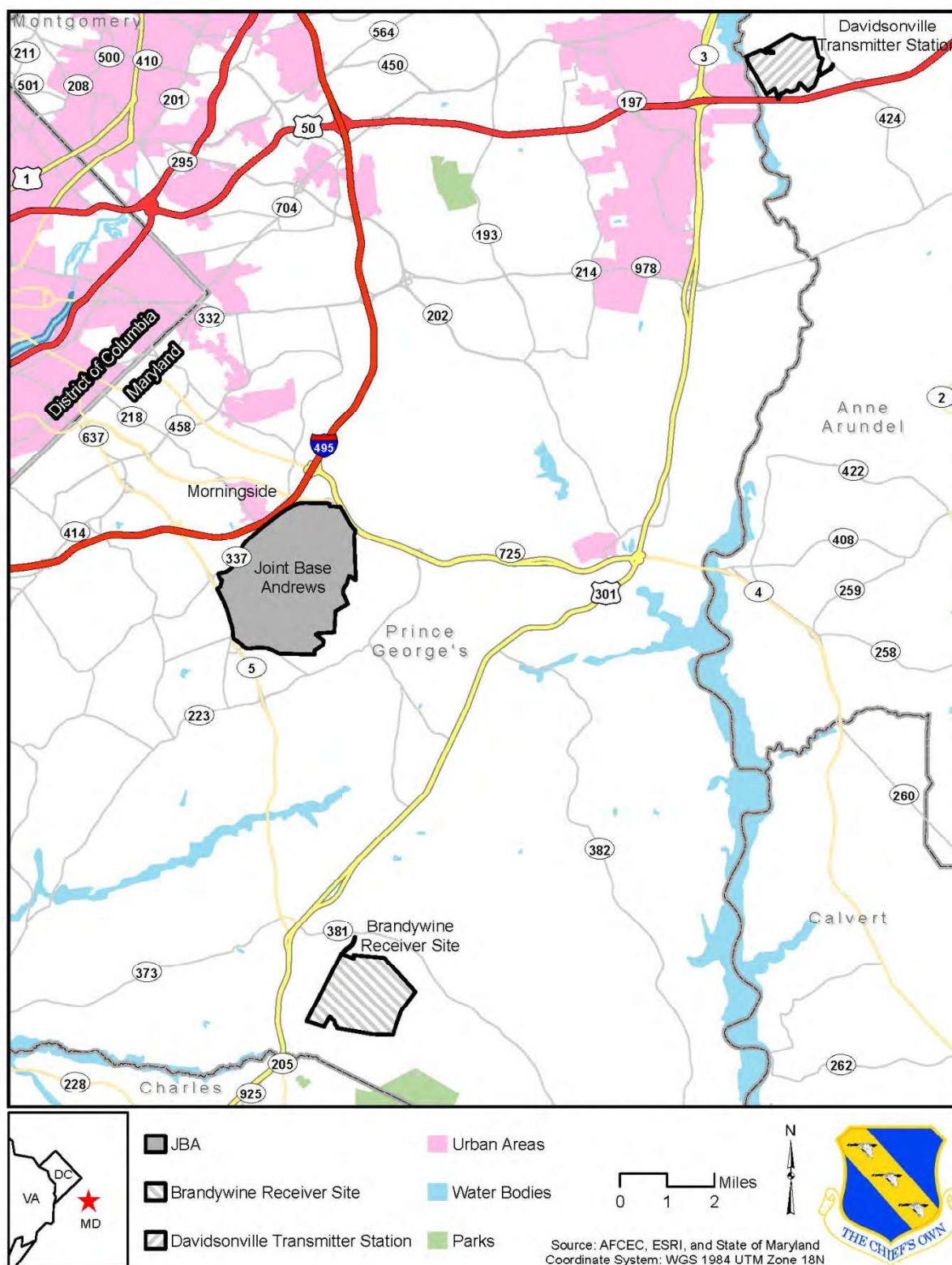
2.2 HISTORY

The military history of JBA began during the Civil War when Union troops occupied a small church near Camp Springs, Maryland, for a local headquarters. Today the church is known as Chapel Two and is still used for services by the JBA community. During World War II, the Secretary of War acquired the site as an army airfield to train fighter pilots for overseas combat. The airfield became operational on May 2, 1943, and was named Camp Springs Army Air Field. The Army renamed the airfield in 1945 as the Andrews Army Air Field in honor of Lieutenant General Frank M. Andrews who was the Commander of European operations for all Army Air Forces (JBA 2012).

In 1947, the Air Force was recognized as a separate military service from the Army, and Andrews Army Air Field was named Andrews AFB. After World War II, Andrews AFB served as headquarters for Continental Air Command, Strategic Air Command and the Military Air Transport Service. The base was used to train pilots during the Korean War in the early 1950s, and was headquarters to the Air Research and Development Command from 1950 through 1992 (JBA 2012). Andrews AFB officially became the home airbase for the presidential aircraft in 1962 when President Kennedy's official C-118 aircraft was transferred from Washington National Airport.

In 2009, Andrews AFB and the Naval Air Facility Washington became Joint Base Andrews Naval Air Facility Washington, or JBA. The 11th Wing (11 WG) became JBA's host wing in October 2010.

Figure 2-1: Regional Location



2.3 MISSION

JBA is the secure aerial reception point for the President of the United States, Vice President, executive and legislative branch leaders, DoD leaders, and foreign dignitaries. Critical “No-Fail” missions include Aerospace Control Alert, Single Integrated Operational Plan Alert, presidential and vice presidential airlift, air sovereignty, and worldwide special air mission airlift.

2.4 HOST AND TENANT ORGANIZATIONS

2.4.1 11TH WING

The 11 WG is the host wing at JBA that provides security, personnel, contracting, and financial and infrastructural support to five wings, two headquarters, over 80 tenant organizations, 6,500 Airmen in the Pentagon, and 60,000 Airmen and families worldwide. The 11 WG provides instantaneous airlift response for the nation’s capital and security for the world’s chief flight operations. The 11 WG also provides ceremonial support for the Air Force Band, Honor Guard, and Air Force Arlington Chaplaincy (JBA 2016b). The 1st Helicopter Squadron (1 HS) is part of the 11 WG and provides local rotary airlift to the Executive Department.



2.4.2 MAJOR TENANTS

2.4.2.1 AIR FORCE DISTRICT OF WASHINGTON

The Air Force District of Washington (AFDW) is a direct reporting unit to the Headquarters Air Force, and is the “designated single Air Force voice for planning and implementing Air Force and joint solutions concerning the National Capital Region (NCR)” (JBA 2016a). The AFDW is composed of the 11 WG and the 844th Communication Group at JBA and the 11 WG at Bolling AFB. AFDW provides air, space, and cyberspace capabilities to protect the nation’s capital and supports local personnel and those serving worldwide (AFDW 2012).



2.4.2.2 844TH COMMUNICATIONS GROUP

The 844th Communications Group (844 CG) “provides communication and information support to the Air Force National Capitol Region warfighters” (Air Force 2012).



2.4.2.3 89TH AIRLIFT WING

The 89th Airlift Wing (89 AW) provides “worldwide special air mission airlift, logistics and communications support for the president, vice president, cabinet members, combatant commanders and other senior military and elected leaders” (JBA 2016b). The Presidential Airlift Group (PAG) is responsible for transporting the President of the United States. The 1st Airlift Squadron (1 AS) and the 99th Airlift Squadron (99 AS) are part of 89 AW.



2.4.2.4 1ST HELICOPTER SQUADRON

The 1 HS is the first Air Force rotary-wing squadron in the NCR and the largest operational helicopter squadron in the Air Force. The unit conducts high-priority airlift missions and provides contingency response in the NCR. Additionally, 1 HS provides defense support to civilian authorities in the event of a disaster (JBA 2017).



2.4.2.5 NAVAL AIR FACILITY, WASHINGTON D.C.

The Naval Air Facility, Washington D.C. provides training and readiness support for more than 6,000 Navy Reservists including four Navy squadrons, two aviation detachments, and 133 reserve units (JBA 2016b). Tenant commands include VR-1, VR-53, and a United States Marine Corps (USMC) Transport Squadron Detachment (VMR).



2.4.2.6 459TH AIR REFUELING WING (AIR FORCE RESERVE COMMAND)

The 459th Air Refueling Wing (459 ARW) recruits, trains, and equips personnel to operate and maintain the KC-135 Stratotanker missions. The 459 ARW provides refueling and cargo transport support for exercises and contingencies globally (Air Force 2012).



2.4.2.7 113TH WING

The 113th Wing (113 WG) District of Columbia Air National Guard (DC ANG) “provides air sovereignty forces to defend the nation's capital, and also provides fighter, airlift and support forces capable of local, national and global employment” (JBA 2016b). The Wing consists of the 201st Airlift Squadron (201 AS) and the 121st Fighter Squadron (121 FS). The 201 AS provides global transportation for government officials and foreign dignitaries, and the 121 FS, known as the “Capital Guardians,” provides air control forces in defense of the nation’s capital, as well as fighter, airlift, and backup forces for local and global deployments.



2.4.2.8 457TH AIRLIFT SQUADRON

The 457th Airlift Squadron (457 AS) is stationed at JBA and is part of the 375th Air Mobility Wing at Scott AFB. The 457 AS mission is to transport military and civilian leaders for national security issues (Air Force 2010).



2.4.2.9 UNITED STATES ARMY PRIORITY AIR TRANSPORTATION

The United States Army Priority Air Transportation (USAPAT) transports Army senior leadership, selected DoD officials, and Combatant Commanders regionally and globally (JBA 2016b).



2.4.2.10 DEPARTMENT OF ENERGY

The Department of Energy’s (DOE) mission is to provide the NCR support for the nation’s energy, environment, and nuclear challenges with first-class scientific and technological resolutions (Air Force 2012).



2.4.2.11 DEFENSE INTELLIGENCE AGENCY

The Defense Intelligence Agency (DIA) is a member of the United States Intelligence Community that manages foreign military intelligence provided to warfighters, defense policymakers, and force planners within the DoD and the Intelligence Community (Air Force 2012).



2.4.2.12 MARYLAND STATE POLICE AVIATION COMMAND

The mission of the Maryland State Police Aviation Command is to ensure public safety through airborne law enforcement, medical transportation, search and rescue, homeland security, and disaster response services to citizens of the State of Maryland (Maryland State Police 2016).



2.4.2.13 CIVIL AIR PATROL

The Civil Air Patrol (CAP) began as a group of civilian aviators that volunteered their services during World War II. Today this voluntary organization is an auxiliary of the Air Force that supports aerospace education, cadet programs, and emergency services.



2.5 OPERATIONAL AREAS

JBA encompasses approximately 4,436 acres and has two active Class B parallel runways that align north/south. Class B runways are primarily used by large, heavy, and high-performance aircraft, and JBA is the only military airfield in the NCR that can support heavy aircraft. Runway 01R/19L (east runway) measures 9,755 feet long and 150 feet wide, and Runway 01L/19R (west runway) is 9,318 feet long (not including overruns/displaced thresholds) and 200 feet wide. The overruns at the ends of each runway are 1,000 feet long. The airfield elevation is 280 feet above mean sea level (MSL). All runways have a high-intensity approach lighting system with centerline sequenced flashers and precision approach path indicators. The airfield is equipped with Category III Instrument Landing System (ILS) capabilities, and “CAT III” ILS approaches are conducted on Runway 01L/19R. Airfield operations occur 365 days a year, 24 hours a day. JBA can accommodate 16 helicopters, 54 small aircraft, 53 medium aircraft, and 24 heavy aircraft (JBA 2016a). Figure 2-2 illustrates the airfield at JBA.

2.6 LOCAL ECONOMIC IMPACTS

The military provides direct, indirect, and induced economic benefit to local communities through jobs and wages. Benefits include employment opportunities and increases in local business revenue, property sales, and tax revenue. In Fiscal Year 2012, Maryland’s military installations contributed \$57.4 billion to the local economy, which is approximately 17 percent of the state’s total economic output. Additionally, installation visitors generated \$211.6 million in tourism spending (Maryland Department of Business and Economic Development 2015).

The economic impact of a military installation is based on annual payroll (jobs and salaries), annual expenditures, and the estimated annual dollar value of jobs created. The military further contributes to the economic development of communities through increased demand for local goods and services, and increased household spending by military and civilian employees.

Based on the 2016 JBA Economic Impact Report, the installation directly employs approximately 16,033 military and civilian personnel. JBA’s spending generated \$283 million in local expenditures, and contributed an additional 6,706 jobs in the local communities. In total,

JBA has an estimated total economic impact of \$1.7 billion on the local economy (JBA 2016c). A summary of personnel for JBA is provided in Table 2-1, and a summary of the economic impact of the base is provided in Table 2-2.

Table 2-1: Personnel by Classification at JBA

Classification	Total
Active Duty Military	4,767
Reserve and Guard	5,269
Non- Extended Reserves	1,340
Government Civilian	3,262
Non- Appropriated Civilian	868
Contractors	527
Grand Total	16,033

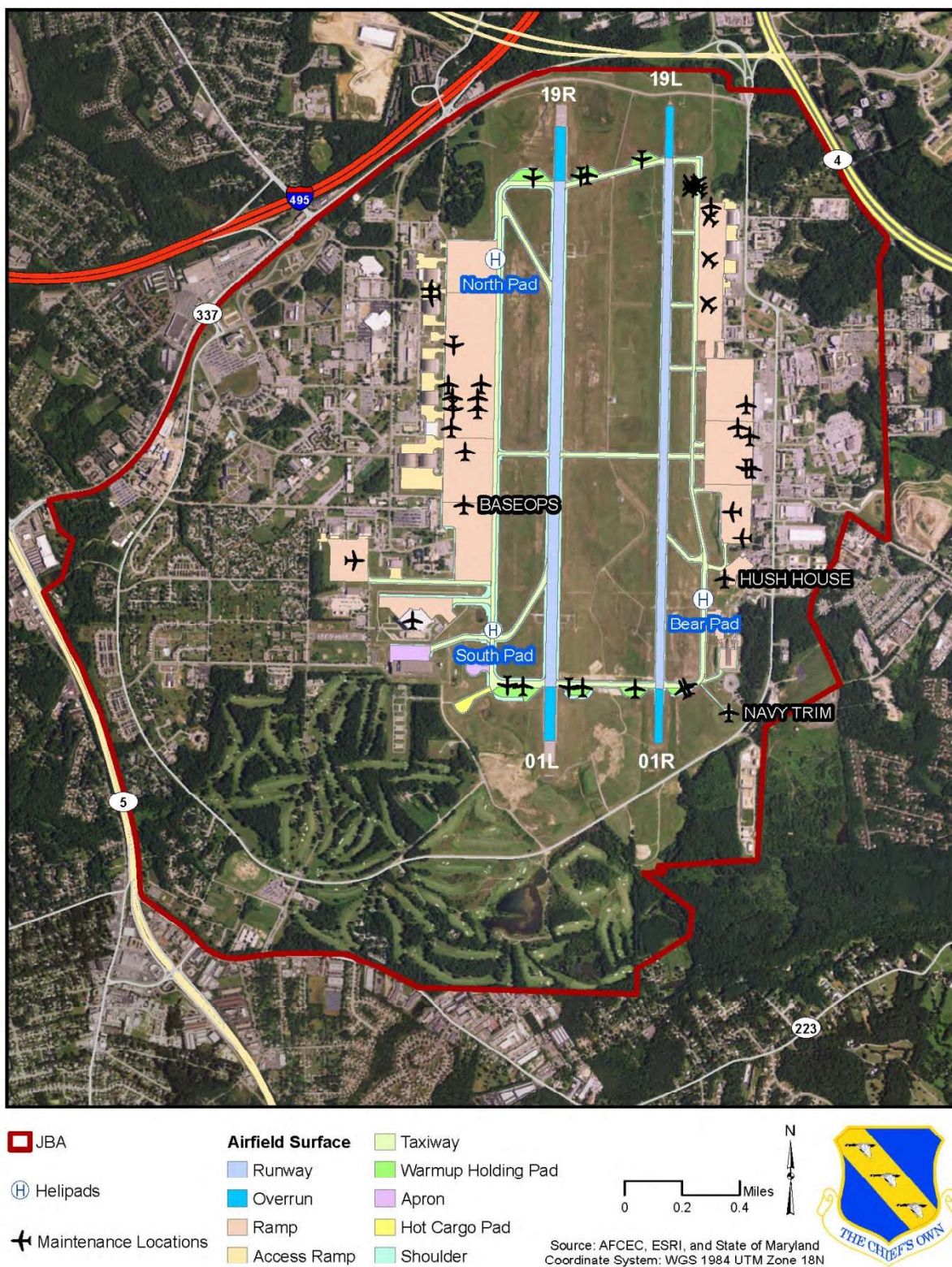
Source: JBA 2016c

Table 2-2: Annual Economic Impact of JBA

Payroll	(\$M)
Military	702.20
Federal Civilian	311.30
Other Civilian	30.42
Total	1,043.91
Expenditures	(\$M)
Annual Expenditures	282.98
Estimated Annual Dollar Value of Jobs Created	366.35
Annual Payroll	1,043.91
Total Economic Impact	1,693.24

Source: JBA 2016c

Figure 2-2: Joint Base Andrews



3 AIRCRAFT OPERATIONS

Flying activities, including where aircraft fly, how high they fly, how many times they fly over a given area, and the time of day they operate, must be fully evaluated to understand the relationship of flight operations and land use. This chapter discusses aircraft based at or transient to JBA, the types and numbers of operations conducted at the airfield, and the runways and flight tracks used to conduct the operations.

3.1 AIRCRAFT TYPES

3.1.1 BASED AIRCRAFT

Both fixed- and rotary-wing aircraft operations are conducted at JBA. Table 3-1 presents based aircraft at JBA and the associated flying units.

Table 3-1: Based Aircraft and Helicopters at Joint Base Andrews

Squadron/Unit	Aircraft Type	Description
DC ANG/113 WG	F-16	Single-engine fighter jet
89 AW/99 AS	C-20	Twin-engine jet
457 AS	C-21	Twin-engine jet
PAG	VC-25	Four-engine presidential aircraft
89 AW/1 AS	C-32	Mid-size, narrow body twin-engine jet
89 AW/99 AS; USN VR-1; USAPAT	C-37	Twin-engine business jet
USN VR-53	C-130	Four-engine transport aircraft
459 ARW	KC-135	Four-engine aerial refueling tanker
DOE; DIA; USMC VMR	C-12	Twin-engine turboprop
USAPAT; USMC VMR	UC-35	Twin-engine medium business jet
89 AW/1 AS; DC ANG/201 AS	C-40	Twin-engine jet
CAP	Cessna 182	Four-seat, single-engine light airplane
1 HS	UH-1N	Twin-engine light-lift utility military helicopter
MD State Police Aviation Command	AW 139	15-seat twin-engine medium size helicopter
DOE	Bell 412	Twin-engine light-lift utility helicopter

Note: The C-20 aircraft was retired September 2017 and is no longer part of JBA operations.

3.1.1.1 F-16 "FIGHTING FALCON"

The F-16 Fighting Falcon is single-engine multirole fighter jet with a high-performance weapon system used for air-to-air combat and air-to-surface attack operations. The aircraft's length is approximately 49.5 feet with a height of 16 feet and a wingspan of over 32 feet. The aircraft has a maximum speed of 1,500 mile per hour (mph) and a maximum range of more than 2,002 miles (Air Force 2015b).



3.1.1.2 C-12 "HURON"

The C-12 Huron is a twin-engine turboprop aircraft used for passengers and cargo transport. The aircraft has a maximum speed of 334 mph, a service range of 1,974 nautical miles, and a maximum operational ceiling of 35,000 feet (U.S. Navy 2009).



3.1.1.3 C-20

The C-20 is a twin-engine turbofan jet that provides airlift for government and DoD officials. The primary function of the aircraft is worldwide special air and operational support airlift missions. The aircraft's length is approximately 83 feet with a height of 24.5 feet and a wingspan of over 77 feet. The aircraft has a maximum speed of 576 mph and an operational range of 3,698 nautical miles (Air Force 2003a).

Note: The C-20 aircraft was retired September 2017 and is no longer part of JBA operations.



3.1.1.4 C-21

The C-21 is a twin-engine turbofan jet used for cargo and passenger airlift. The C-21 is also used to transport patients during aeromedical evacuations. The aircraft's length is approximately 49 feet with a height of 12 feet and a wingspan of 39.5 feet. The aircraft has a maximum speed of 530 mph and an operational ceiling of 45,000 feet (Air Force 2003c).



3.1.1.5 VC-25

The mission of the VC-25 is to transport the President of the United States. The presidential fleet consists of two modified Boeing 747-200Bs commercial airliner, and when the president is aboard either aircraft, the call sign is “Air Force One.” The VC-25 is a four-engine jet that can carry 71 passengers and 30 crew members. The aircraft’s length is approximately 232 feet with a height of 63 feet and a wingspan of over 195 feet. The aircraft has a maximum speed of 630 mph and an operational range of 6,800 nautical miles (Air Force 2003e).



3.1.1.6 C-32

The primary mission of the C-32 is to transport national leaders including the vice president, first lady, and members of the Cabinet and Congress. The C-32 is a mid-size twin-engine jet, modification of the Boeing 757-200 commercial intercontinental airliner, with a wingspan of over 124 feet and a cargo capacity of 45 passengers. The aircraft has a maximum speed of 530 mph and an operational range of 5,500 nautical miles (Air Force 2015c).



3.1.1.7 UC-35

The UC-35 is a twin-engine business jet used to transport passengers and cargo. The aircraft’s length is approximately 49 feet with a height of 15 feet and a wingspan of 52 feet. The aircraft has a maximum speed of 498 mph and an operational range of 1,800 miles (Naval Air Systems Command 2012).



3.1.1.8 C-37

The C-37 is a twin-engine turboprop business jet that supports worldwide special air missions for high-ranking government and DoD officials. The aircraft’s length is approximately 96 feet with a height of 26 feet and a wingspan of 93.5 feet. The aircraft has a maximum speed of 600 mph, an operational ceiling of 51,000 feet, and an operational range of 5,500 nautical miles (Air Force 2003d).



3.1.1.9 C-40

The C-40 is a twin-engine business jet, modification of the Boeing 737-700, used to transport national leaders and senior military leaders worldwide. The aircraft has a wingspan of 117 feet, cruising speed of 530 mph, and a maximum operational range of 4,500 to 5,000 nautical miles (based on payload) (Air Force 2003f).



3.1.1.10 C-130 "HERCULES"

The C-130 Hercules is a four-engine turboprop military transport aircraft. The C-130 Hercules was originally designed for global tactical airlift and troop transport, but the aircraft is also used for a variety of special missions such as a gunship, airborne assault, search and rescue, scientific research support, weather reconnaissance, aerial refueling, maritime patrol, and aerial firefighting. The aircraft's length is approximately 98 feet with a height of 39 feet and a wingspan of over 132 feet. The aircraft has a maximum speed of 366 mph and a maximum allowable payload of 42,000 pounds (Air Force 2003b).



3.1.1.11 KC-135 "STRATOTANKER"

The KC-135 Stratotanker is a four-engine military aerial refueling tanker aircraft. The KC-135 can carry up to 83,000 pounds of cargo and is also used for airlift support during aeromedical evacuations. The aircraft's length is approximately 136 feet with a height of 42 feet and a wingspan of 131 feet. The aircraft has a maximum speed of 530 mph and an operational range of 1,500 miles with 150,000 pounds of transfer fuel (Air Force 2004).



3.1.1.12 UH-1N "HUEY"

The UH-1N "Huey" is a two-engine light-lift utility helicopter that supports various missions. At JBA, 1 HS flies the UH-1N Huey to provide airlift in the NCR for the Executive Branch, high-ranking military leaders, and distinguished visitors. The squadron is also tasked to support key government officials and search and rescue missions. The diameter of the main rotor is 48 feet and the diameter of the tail rotor is 8.5 feet. The helicopter has a cruising speed of 115 mph, a service ceiling of 15,000 feet, and range of more than 300 miles (Air Force 2015d).



3.1.1.13 AW-139

The AW-139 is a twin-engine medium-size helicopter used by the Maryland State Police Aviation Command for medical transportation, search and rescue, homeland security, and disaster response. The AW-139 has a cruising speed of 191 mph, service ceiling of 20,000 feet, and service range of 675 nautical miles.



3.1.1.14 CESSNA 182

The Cessna-182 is a single-engine aircraft used by the CAP for inland and coastal search and rescue, homeland security support, and airborne communications repeater service. The aircraft has a wingspan of 36 feet, cruising speed of 167 mph, service ceiling of 18,000 feet, and a serving range of 930 nautical miles.



3.1.1.15 BELL-412

The Bell 412 is a twin-engine light-lift utility helicopter used by the DOE at JBA for specialized radiation and contamination surveys. The helicopter has a cruising speed of 140 mph and service ceiling of 20,000 feet.



3.1.2 TRANSIENT AIRCRAFT

Non-assigned aircraft at an airfield are considered transient. Aircraft typically land at other airfields to refuel or to conduct airfield training that cannot otherwise be accomplished at their home airfield. Table 3-2 lists the transient aircraft types at JBA.

Table 3-2: Transient Aircraft

Aircraft Type	Description
F-16	Single-engine fighter jet
T-38	Twin-engine supersonic trainer
C-5	Four-engine military transport aircraft
C-9	Twin-engine transport aircraft
KC-135	Four-engine aerial refueling tanker
C-130	Four-engine transport aircraft
C-17	Four-engine large transport aircraft
C-21	Twin-engine jet
C-23	Small military transport aircraft
KC-10	Four-engine refueling tanker
UC-35	Twin-engine medium business jet
E-4	Four-engine commander aircraft
G-4	Twin-engine business aircraft
C-12	Twin-engine turboprop
Cessna-441	Twin-engine light turboprop
P-3	Four-engine turboprop anti-submarine and maritime surveillance aircraft
B-727	Four-engine commercial jet
B-747	Four-engine commercial jet
B-757-200	Four-engine commercial jet
H-60	Twin-engine medium-lift helicopter

3.2 PRE-FLIGHT AND MAINTENANCE RUN-UP OPERATIONS

Pre-flight engine runs and maintenance runs are conducted prior to takeoff to test engines at various power settings and durations to check for malfunctions. Run-up locations are designated areas along the flight line where pilots or mechanics can conduct last-minute engine checks without obstructing ground traffic. To the maximum extent possible, engine run-up locations are established in areas that minimize noise impacts on base and in the surrounding communities. Additionally, engine testing occurs in a “test cell” or “hush house”, which are buildings specifically designed to muffle noise during engine testing. A hush house is a large enclosed, noise-suppressed facility that can accommodate an entire aircraft, and a test cell is used for out of frame engine testing. A total of 33 maintenance run-up locations, including one hush house used for F-16 engine testing, are located at JBA. Engine run-up locations are depicted in Figure 2-2.

Engine runs are generally conducted during daytime hours; however, depending on mission necessity, particularly for nighttime departures, pre-flight maintenance run-ups could occur during nighttime hours (10:00 p.m. to 7:00 a.m.). The noise associated with pre-flight and engine maintenance runs was included in the noise analysis and modeling associated with the noise contours.

3.3 FLIGHT OPERATIONS

An aircraft operation is defined as one takeoff or one landing. A complete closed pattern or circuit is counted as two operations because the aircraft crosses over a runway threshold twice, once on arrival and once on departure. Typical flight operations conducted at JBA include:

- **Departure.** An aircraft takes off to a training area or as part of a training maneuver.
- **Approaches and Arrivals.**
 - **Straight-In/Full-Stop Arrival.** An aircraft lines up on the runway extended centerline, descends gradually, lands, comes to a full stop, and then taxis off the runway.
 - **Overhead Arrival.** An expeditious arrival using visual flight rules (VFR). The aircraft arrives over the airfield at pattern altitude and then breaks (turns), performing a 180-degree turn to enter the landing pattern. Once established in the pattern, the aircraft lowers landing gear and flaps and performs a 180-degree descending turn to land on the runway.
 - **Low Approach.** Runway approach where the pilot descends near the runway, typically lower than 500 feet, then increases altitude without making contact with the runway.
 - **Radar Approach.** An instrument approach is provided with active assistance from Air Traffic Control (ATC). ATC personnel direct the aircraft to align with the runway centerline and glideslope to the runway, continuing until the pilot gains visual contact with the runway environment.
- **Patterns.** Patterns refer to operations where the pilot trains in a circuit at the airfield. Patterns are designed with either left- or right-hand turns depending on variables that include airport design/layout and urban development/noise restrictions.

A pilot can operate an aircraft by VFR or instrument flight rules (IFR). VFR is a standard set of rules that govern the procedures for conducting flight under visual conditions (i.e., pilots remain clear of clouds, avoid other aircraft, and usually fly unassisted by ATC). IFR is a standard set of rules governing the procedures for conducting flights whereby ATC provides for separation between aircraft and is the standard flight rule used outside of the local traffic pattern. Pilots flying IFR do so with the assistance of ATC and aircraft instruments.

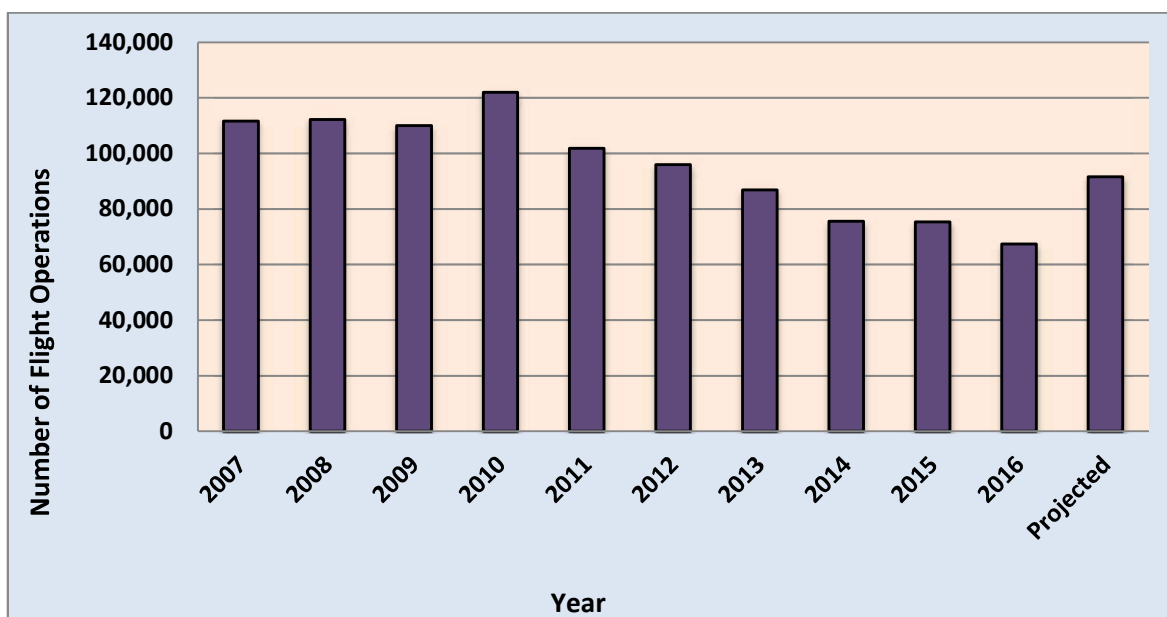
- **Tactical Air Navigation (TACAN) System Arrival.** TACAN is a navigation system used by military aircraft during approach that provides the pilot with bearing and distance to a runway information from a ground unit.

- **Touch and Go.** A touch-and-go landing pattern is a maneuver that involves landing on a runway and taking off again without coming to a full stop. Usually the pilot then circles the airport in a defined pattern known as a circuit and repeats the maneuver.
- **Ground Control Approach (GCA).** A radar or “talk down” approach directed from the ground by ATC. ATC personnel provide pilots with verbal course and glide slope information, allowing pilots to make an instrument approach during inclement weather. A box-shaped pattern is normally flown to practice GCA approaches.
- **Simulated Flameout Pattern Approach.** A practice approach at idle thrust to a runway to simulate a run-down of a jet engine flameout. The approach may start over a runway at a high altitude and continue on a relatively high and wide downwind leg with a continuous turn to a final landing or low approach.

3.4 ANNUAL OPERATIONS

Figure 3-1 summarizes flight operations (based on Federal Aviation Administration [FAA] published control tower records), which occurred at JBA over a 10-year period, including based and transient aircraft operations. Total annual operations account for each departure and arrival, including those conducted as part of a pattern operation.

Figure 3-1: Summary of Flight Operations



3.4.1 PROJECTED FLIGHT OPERATIONS

A total of 91,616 annual flight operations are projected at JBA for the 2017 AICUZ Study, which reflects an approximate 20 percent increase in flight operations since 2014. The number of

projected flight operations would be similar to the number of operations in 2012, which was the highest total of flight operations over the past five years. The projected operations are based on ideal flying schedules and sortie¹ rates and are not indicative of changes to the mission or introduction of new training requirements at JBA.

Table 3-3 summarizes the projected annual flight operations for JBA from all flying units, including transient operations. Consistent with Air Force policy, aircraft operations are modeled on an annual average day basis that is based on 365 flying days per year. Average annual day is used to define the average number of daily airfield operations that would occur during a 24-hour period.

Table 3-3: Projected Annual Flight Operations at JBA

Unit	Aircraft	Departures	Arrivals	Closed Patterns	Total
Assigned Aircraft					
1 AS	C-32	304	304	60	668
	C-40	204	204	40	448
1 HS	UH-1N	6,448	6,448	29,200	42,096
99 AS	C-20	500	500	1,500	2,500
	C-37	500	500	1,500	2,500
457 AS	C-21	550	550	928	2,028
459 ARW	KC-135	500	500	3,200	4,200
CAP	Cessna 182	49	49	-	98
DC ANG/113 WG	F-16	3,155	3,155	6,310	12,620
DC ANG/201 AS	C-40	1,281	1,281	2,280	4,842
DIA	C-12	207	207	414	828
DOE	C-12	230	230	480	940
	Bell 412	110	110	2,776	2,996
MD State Police	AW 139	711	711	576	1,998
PAG	VC-25	186	186	24	396
USAPAT	C-37	730	730	220	1,680
	UC-35	730	730	220	1,680
USMC VMR	C-12	698	698	422	1,818
	UC-35	834	834	474	2,142
USN VR-1	C-37	624	624	400	1,648
USN VR-53	C-130	84	84	144	312
Total Assigned Aircraft Operations					88,438

1 A sortie is an "aircraft flight consisting of one departure, one approach, and any number of closed patterns. One sortie is made up of more than one operation" (Air Force 2017).

Unit	Aircraft	Departures	Arrivals	Closed Patterns	Total
Transient Aircraft					
	B-727	8	8	-	16
	B-747	7	7	-	14
	B-757-200	160	160	-	320
	C-12	184	184	-	368
	C-130	126	126	-	252
	KC-135	83	83	-	166
	C-17	492	492	-	984
	C-21	82	82	-	164
	C-23	31	31	-	62
	C-5	14	14	-	28
	C-9	13	13	-	26
	Cessna-441	118	118	-	236
	E-4	22	22	-	44
	F-16	3	3	-	6
	G-4	99	99	-	198
	H-60	29	29	-	58
	KC-10	3	3	-	6
	P-8A	13	13	-	26
	T-38	2	2	-	4
	UC-35	100	100	-	200
Total Transient Aircraft Operations					3,178
TOTAL					91,616

Note: Closed patterns count as two operations each.

Note: The C-20 aircraft was retired September 2017 and is no longer part of JBA operations.

3.5 FLIGHT TRACKS AND RUNWAY UTILIZATION

Each runway has designated flight tracks that provide for the safety, consistency, and control of an airfield. A flight track is a route an aircraft follows while conducting an operation at the airfield, between airfields, or to/from training areas. Flight tracks typically include departures, arrivals, and local area patterns to depict where the aircraft fly in relation to the airfield.

While flight tracks are graphically represented as single lines in this study, the actual flight track over the ground is much broader due to aircraft performance, pilot technique, and weather conditions. Flights are idealized representations based on pilot and ATC input. Figures 3-2 through 3-8 illustrate the arrival, departure, and pattern flight tracks for JBA, respectively.

Figure 3-2: Arrival Flight Tracks on Runway 01L/19R

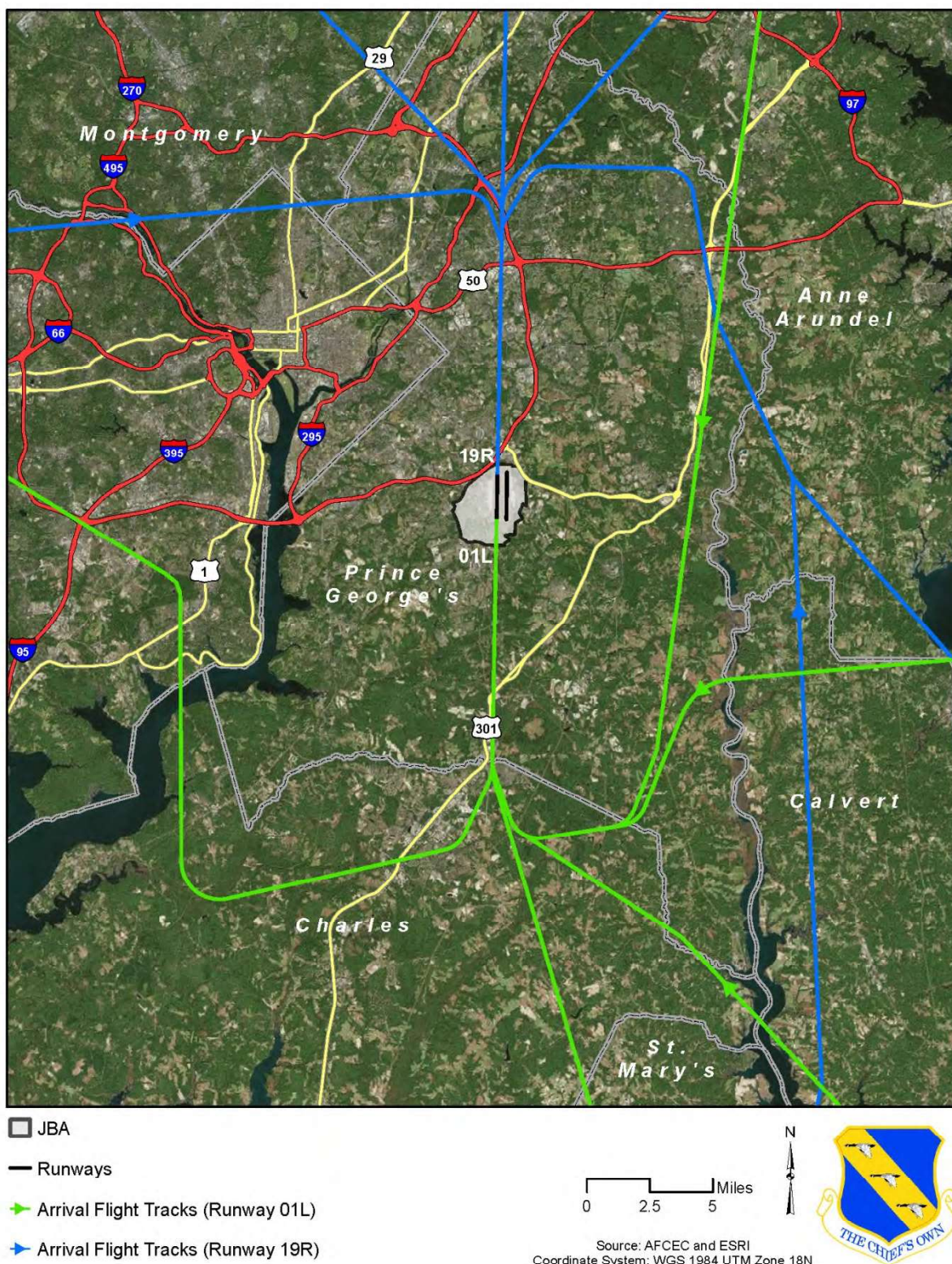


Figure 3-3: Arrival Flight Tracks on Runway 01R/19L

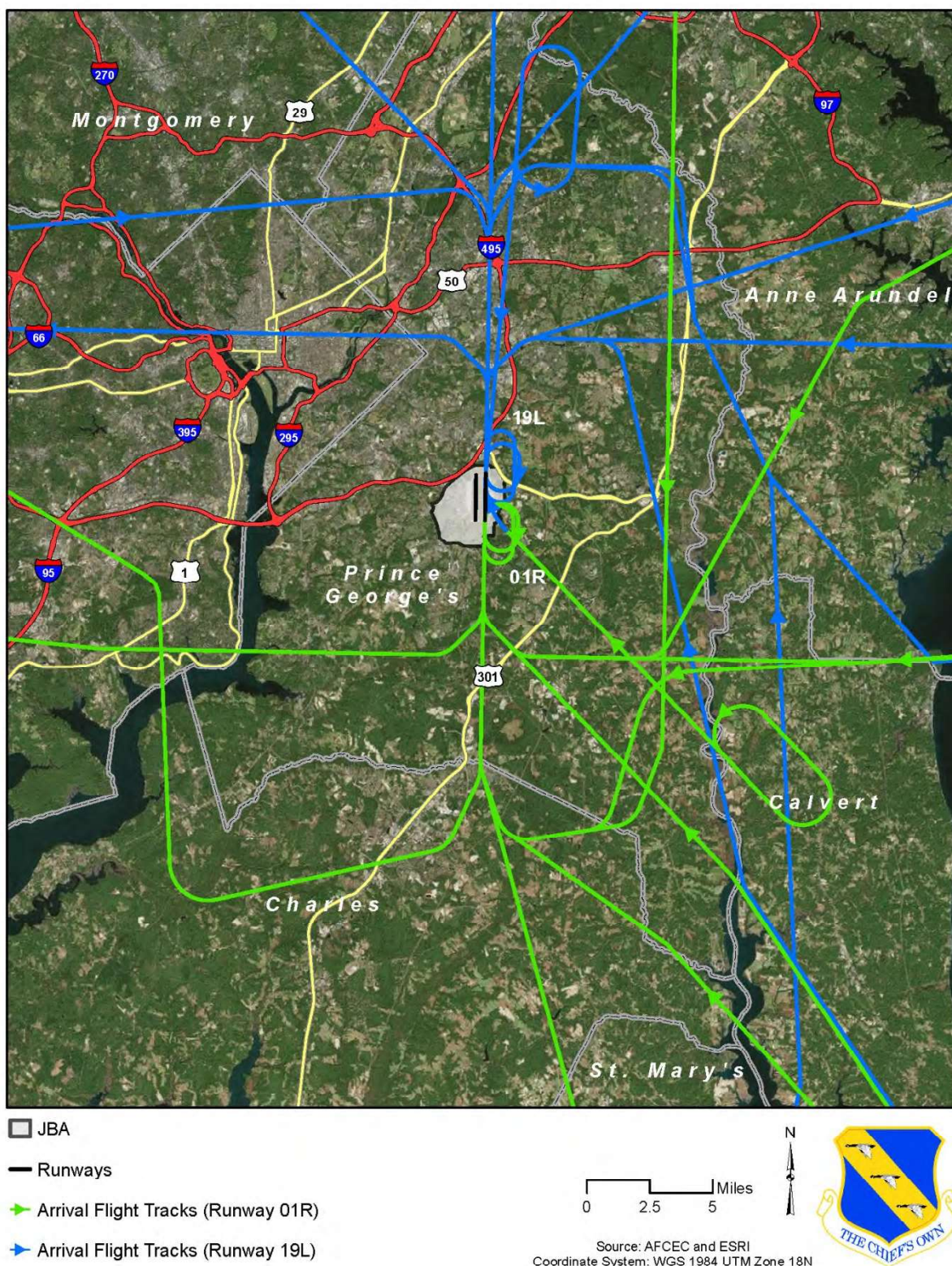


Figure 3-4: Departure Flight Tracks on Runway 01L/19R

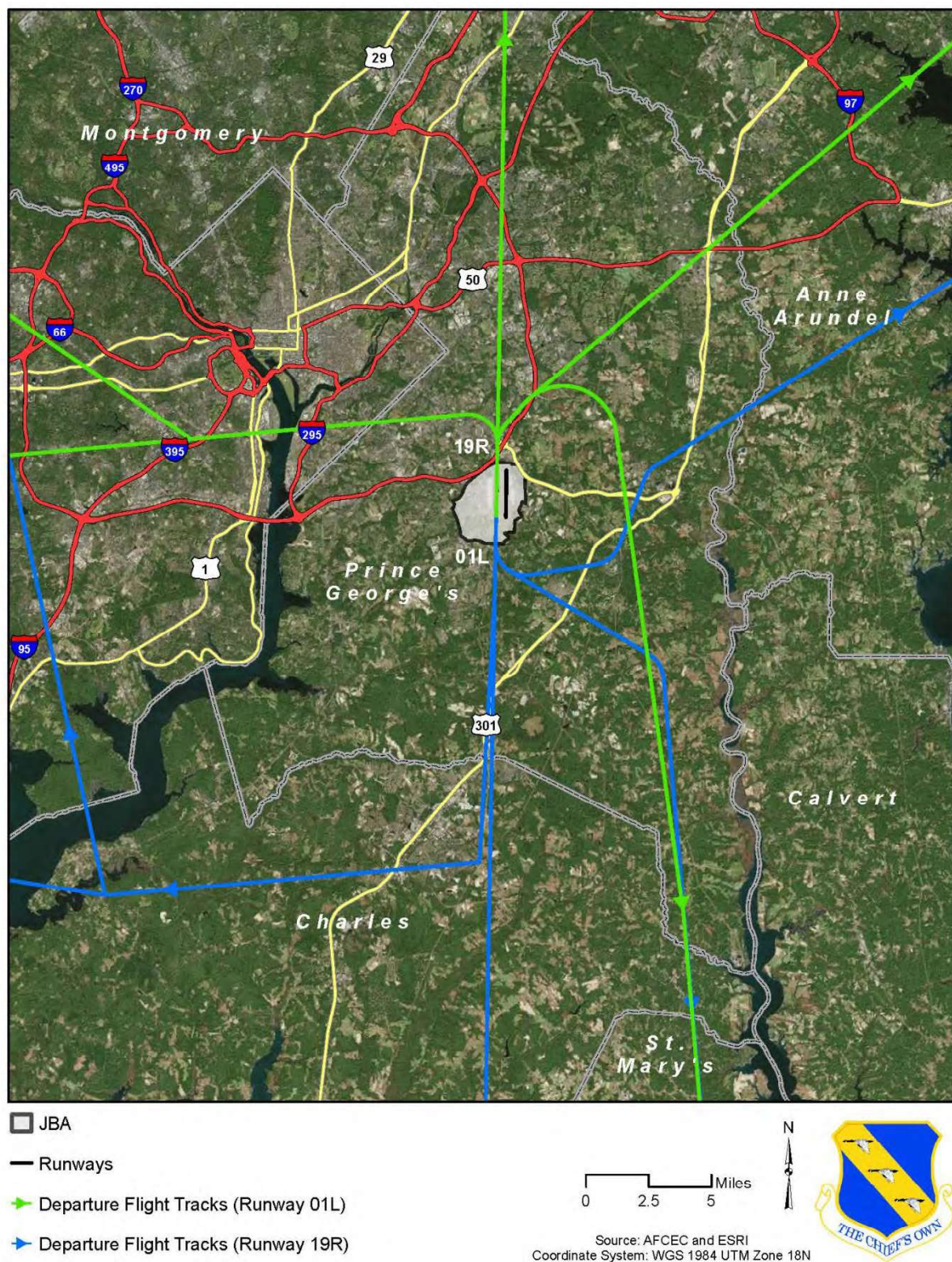


Figure 3-5: Departure Flight Tracks on Runway 01R/19L

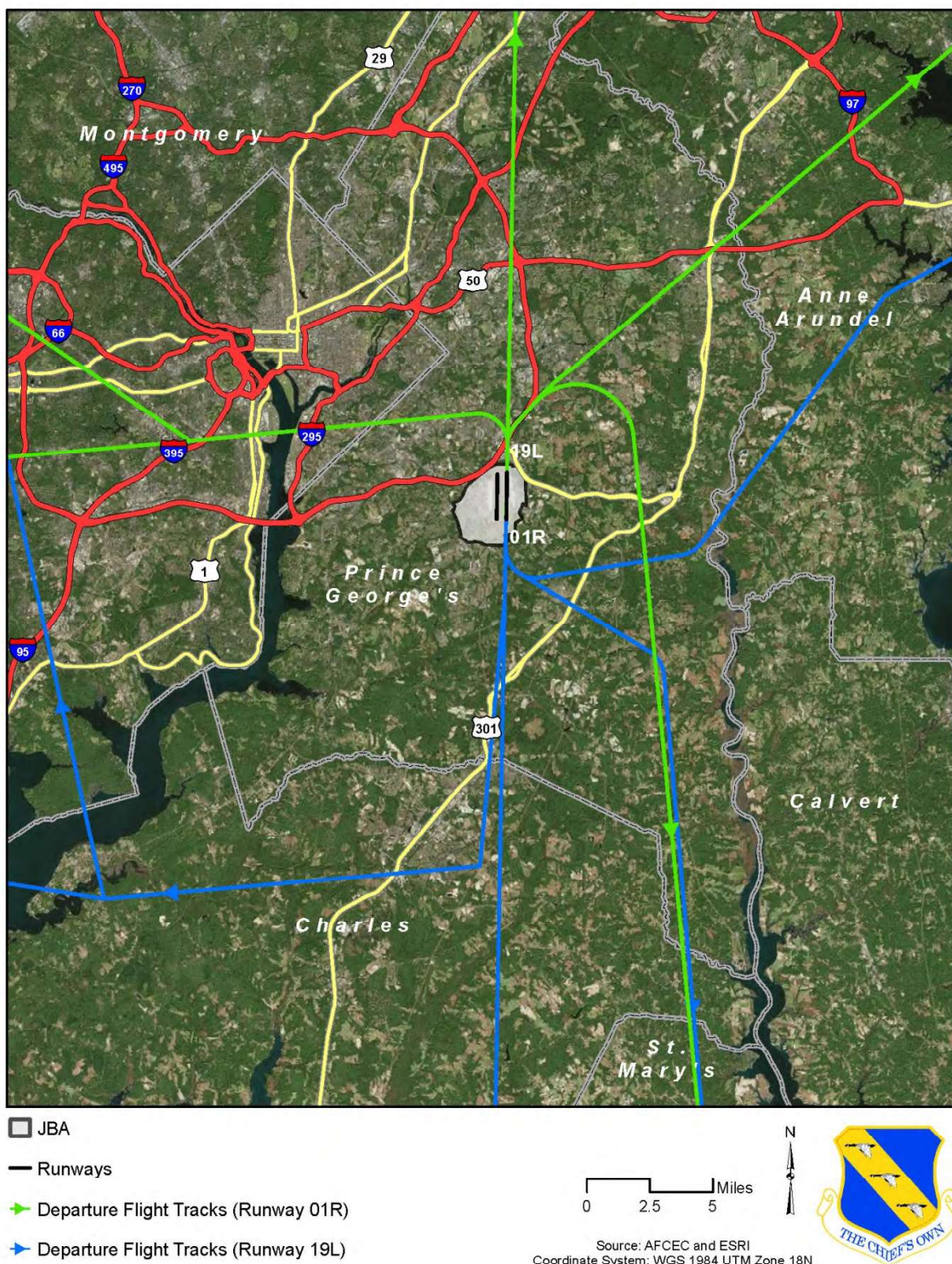


Figure 3-6: Closed Pattern Flight Tracks on Runway 01L/19R

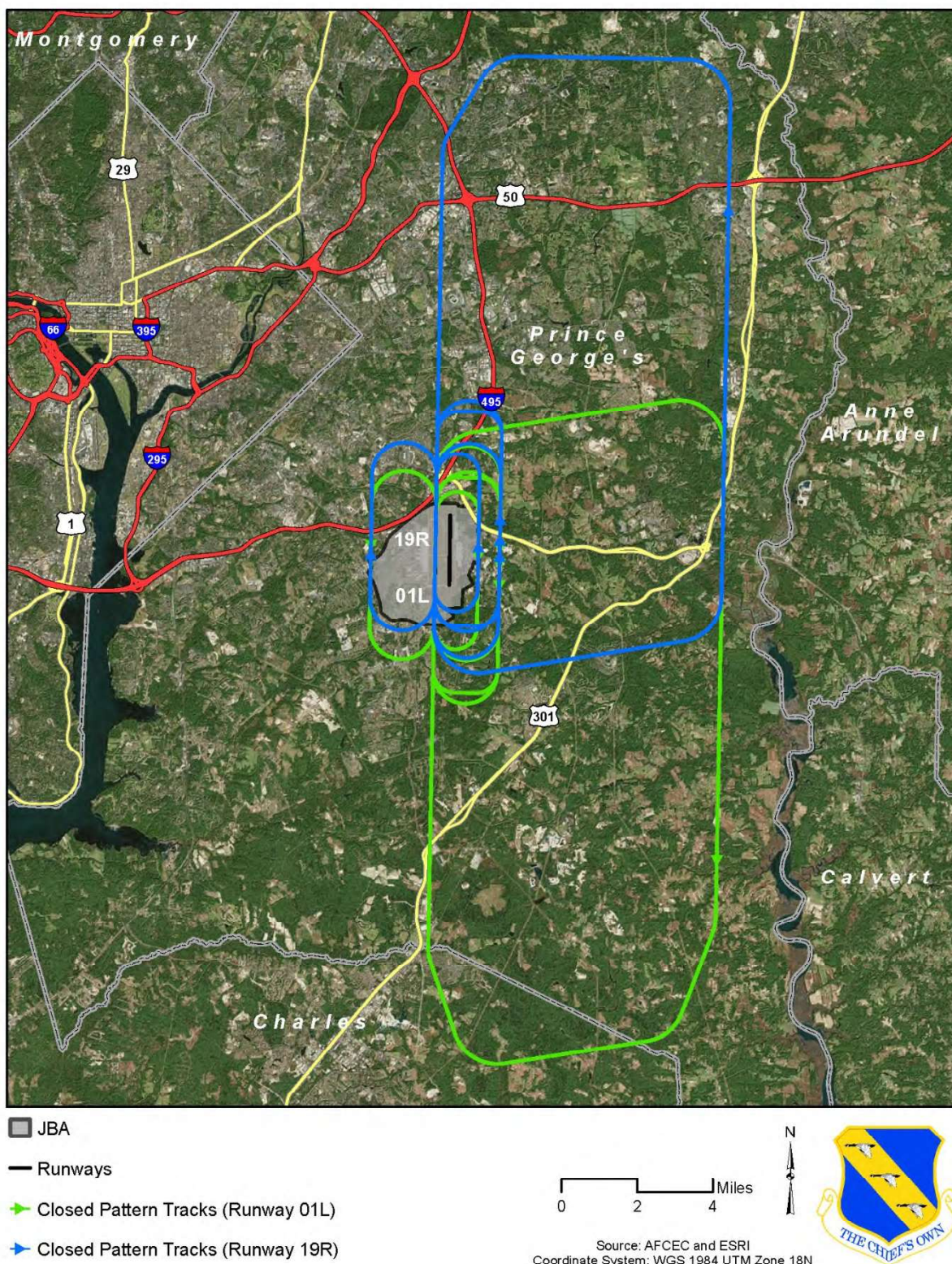


Figure 3-7: Closed Pattern Flight Tracks on Runway 01R/19L

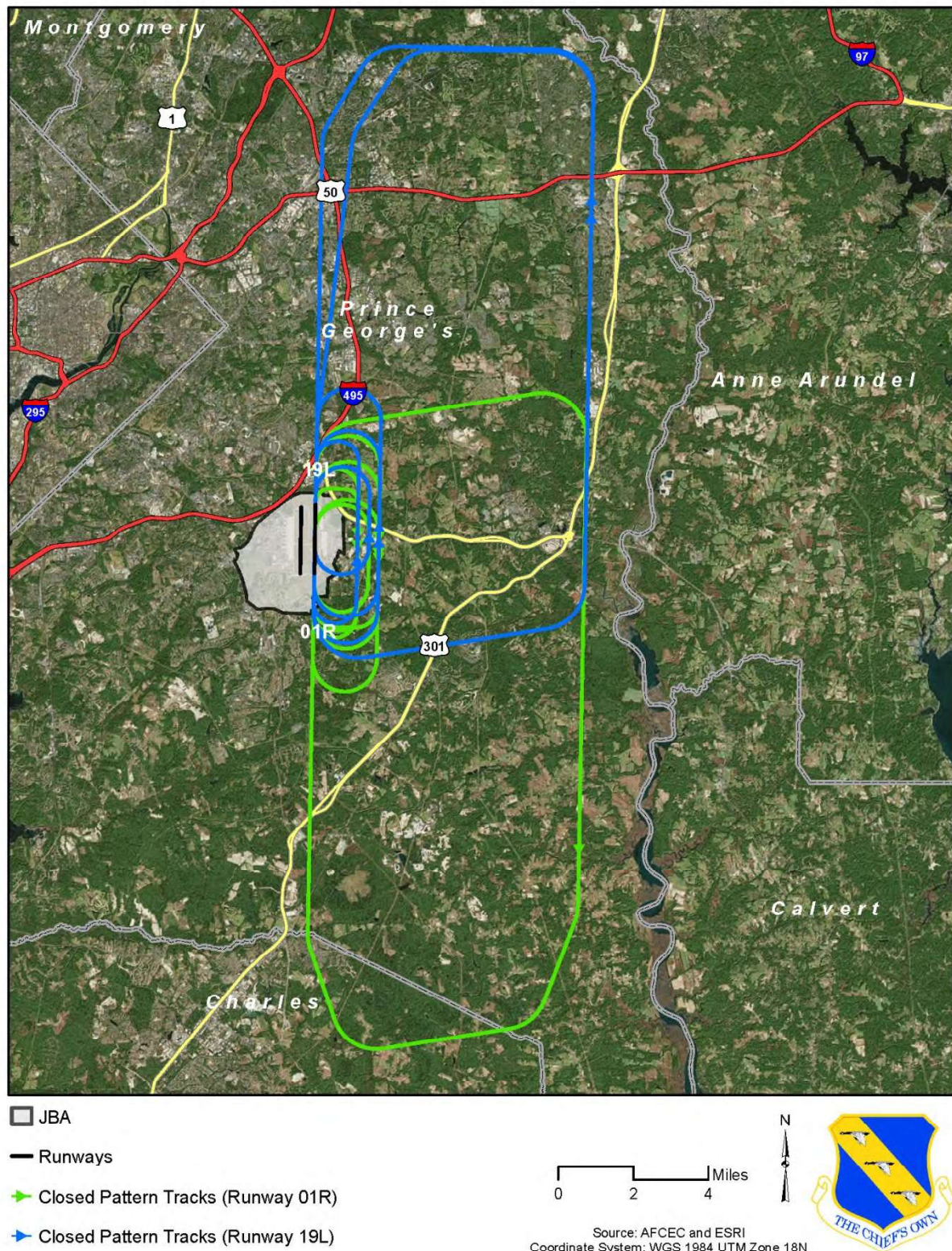
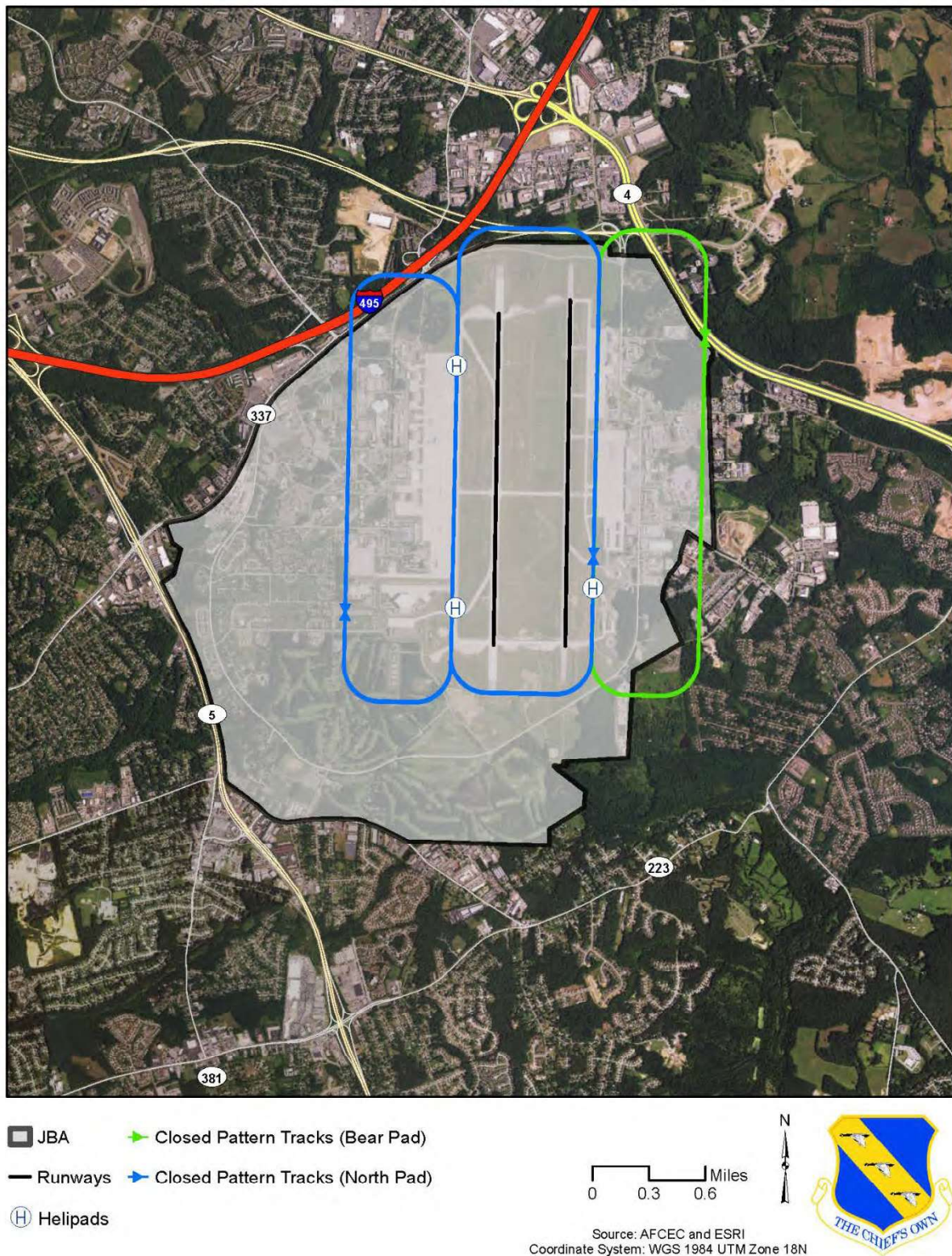


Figure 3-8: Closed Pattern Flight Tracks - Helicopters



Overall runway usage at JBA is evenly distributed between Runway 01R/19L (east runway) and Runway 01L/19R (west runway). Because Runway 01R/19L is 455 feet longer than Runway 01L/19R, F-16 and most large transport aircraft use this runway. Transient flight runway usage is split between Runways 01L (50 percent) and 19R (50 percent). Runway usage is summarized in Table 3-4.

Table 3-4: Runway Usage by Aircraft Type and Operation Type at JBA

Runway	Aircraft Using Runway	Departure	Arrival	Closed Pattern
01L	C-40, B-747, C-32, C-12, C-20, C-21, Cessna 182, C-37, UC-35, Transients	33%	33%	26%
19R	C-40, B-747, C-32, C-12, C-20, C-21, Cessna 182, C-37, UC-35, Transients	20%	20%	13%
01R	C-40, C-12, C-130, C-20, C-21, F-16, Cessna 182, C-37, KC-135, UC-35	29%	29%	36%
19L	C-40, C-12, C-130, C-20, C-21, F-16, Cessna 182, C-37, KC-135, UC-35	18%	18%	25%
North Pad	UH-1N	100%	100%	59%
South Pad	UH-1N	0%	0%	41%
Bear Pad	AW139	100%	100%	0%

Note: The C-20 aircraft was retired September 2017 and is no longer part of JBA operations.

3.6 NOISE ABATEMENT PROCEDURES

The Air Force strives to be a good neighbor and actively pursues operational measures to minimize aircraft noise. Noise abatement procedures apply to flight operations, as well as engine run-up and maintenance operations conducted on station. To the greatest extent possible, flights are routed over sparsely populated areas to reduce the exposure to noise. Through Air Force regulations, commanders are required to periodically review existing traffic patterns, instrument approaches, weather constrictions, and operating practices in relation to populated areas and other local situations.

Inflight Guides provide detailed noise abatement procedures for departures, patterns, and arrivals, including:

- After takeoff, aircraft will climb as rapidly as possible to 1,500 feet above MSL.
- Multiple approaches and touch-and-go operations are not authorized during quiet hours (10:00 p.m. to 7:00 a.m.).
- Helicopters are not permitted to operate below 800 feet above ground level (AGL) between Runway 01L/19R and the western perimeter of the base during quiet hours (10:00 p.m. to 7:00 a.m.).
- Helicopters avoid overflying base housing and Malcolm Grow Medical Center.
- Aircraft will maintain traffic pattern altitude as long as practical before landing.
- North IFR departure aircraft executing a left turn will begin a standard rate turn within 1.5 nautical miles of the departure end of the runway.
- Aircraft making an east turnout from either Runway 01L or Runway 01R will not turn right until reaching Suitland Parkway at an altitude at or above 400 feet AGL.

3.7 NOISE COMPLAINTS

All noise complaints are evaluated to ensure future operations, where possible, do not generate unacceptable noise, and that the results from noise investigations are provided back to the complainant as soon as practical. The Public Affairs Officer will inform local officials about upcoming events and post notifications on the base website. Concerned citizens are encouraged to contact JBA Public Affairs Office with any noise complaints. Citizens can call the main number at the Public Affairs Office for complaints at 240-612-4428. Complaint forms are also available online at <http://www.jba.af.mil/> and can be submitted via email.

4 AIRCRAFT NOISE

How an installation manages aircraft noise can play a key role in shaping an installation's relationship with the adjacent communities. Aircraft noise management is also a key factor in local land use planning. Because noise from aircraft operations may significantly affect areas surrounding the installation, JBA has defined noise zones using the guidance provided in the AICUZ Instruction. The AICUZ noise contours are based on aircraft type, type of flight operations (i.e., arrivals, departures, and patterns), and time of day that aircraft are flown.

4.1 WHAT IS SOUND/NOISE?

Sound is vibrations in the air, which can be generated by a multitude of sources to include roadway traffic, a barking dog, a radio—or aircraft operations. The vibrations are known as compression waves. Just like a pebble dropped into a pond creates ripples, the compression waves—formed of air molecules pressed together—radiate out, decreasing with distance. If these vibrations reach our eardrum, at a certain rate and intensity, we perceive it as sound. When the sound is unwanted, we refer to it as noise. Generally, sound becomes noise to a listener when it interferes with normal activities. Sound has three components: intensity, frequency, and duration.

- Intensity or loudness is related to sound pressure change. As the vibrations oscillate back and forth, they create a change in pressure on the eardrum. The greater the sound pressure change, the louder it seems.
- Frequency determines how the pitch of the sound is perceived. Low-frequency sounds are characterized as rumbles or roars, while high-frequency sounds are typified by sirens or screeches. Sound frequency is measured in terms of cycles per second or hertz (Hz). While the range of human hearing goes from 20 to 20,000 Hz, we hear best in the range of 1,000 to 4,000 Hz. For environmental noise, we use A-weighting, which focuses on this range, to best represent human hearing. While A-weighted decibels may be written as “dBA,” if it is the only weighting being discussed, the “A” is generally dropped.
- Duration is the length of time the sound can be detected.

4.2 HOW IS SOUND PERCEIVED

The loudest sounds that can be comfortably heard by the human ear have intensities a trillion times higher than those of sounds barely heard. Because such large numbers become awkward to use, we measure noise in decibels (dB), which uses a logarithmic scale that doubles the noise energy every three decibels.

Figure 4-1 is a chart of A-weighted sound levels from common sources. A sound level of 0 dB is approximately the threshold of human hearing and is barely audible under extremely quiet listening conditions. Normal speech has a sound level of approximately 60 dB. Sound levels above 120 dB begin to be felt inside the human ear as discomfort, while sound levels between 130 and 140 dB are felt as pain.

Figure 4-1: Sound Levels of Typical Sources and Environments

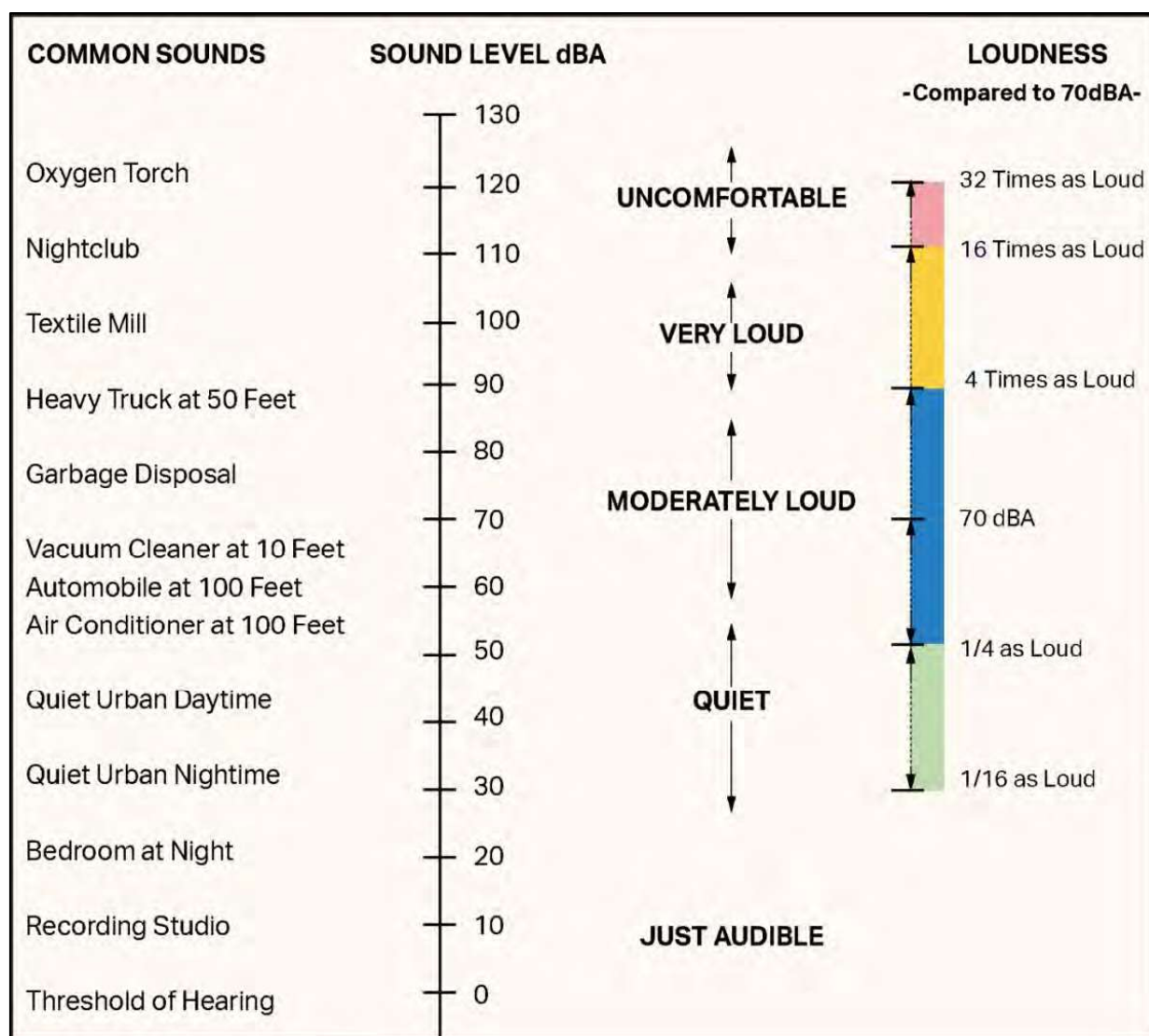


Table 4-1 tabulates the subjective responses with change in (single-event) sound level. While noise energy doubles or halves with every 3-dB change, we do not perceive all that noise energy. It takes a 10 dB increase or decrease for our ear to perceive a doubling or halving of loudness.

Table 4-1: Subjective Responses to Changes in A-Weighted Decibels (dBA)

Change	Change in Perceived Loudness
1 dB	Requires close attention to notice
3 dB	Barely perceptible
5 dB	Quite noticeable
10 dB	Dramatic, perceived as twice or half as loud
20 dB	Striking, fourfold change

4.3 THE DAY-NIGHT AVERAGE SOUND LEVEL

When we hear an aircraft fly overhead, the question may be asked, “How loud was that?” While we may often find ourselves concerned over the loudness of a sound, there are other dimensions to the sound event that draw our interest. For instance, does one overflight draw the same interest as two separate overflights – or as 20 overflights? Also, does the 30-second run-up of engines prior to takeoff draw the same interest as a 30-minute maintenance run? Additionally, is an overflight more noticeable at 2 p.m. or at 2 a.m., when the ambient noise is low and people are trying to sleep?

The length and number of events – the total noise energy – and the time of day play key roles in our perception of noise. To reflect these concerns, the Air Force uses the day-night average sound level (DNL) metric to describe the cumulative noise exposure that results from all aircraft operations. DNL is a standard noise metric created by the United States Environmental Protection Agency to describe the effects of noise on humans, and is used throughout the United States.

DNL, when used as a metric for aircraft noise, represents the accumulation of noise energy from all individual aircraft noise events in a 24-hour period. Because aircraft operations at military airfields fluctuate from day to day, the DNL value is typically based on an entire year of operations and thus represents the annual average day of aircraft events. Additionally, for all operations between 10:00 p.m. and 7:00 a.m., 10 decibels are added to each event to account for the intrusiveness of nighttime operations.

DNL is not a level of noise heard at any given time, but represents long-term noise exposure. Scientific studies of community response to numerous types of environmental noise have found strong correlation between the level of annoyance and the level of average noise exposure measured in DNL.

DNL is depicted visually as a noise contour that connects points of equal value. The noise contours in this document are depicted in 5-dB increments (60, 65, 70, 75, 80, and 85 dB DNL).

The area between two noise contours is the noise exposure area. Calculated noise contours do not represent exact measurements. Noise levels inside a contour may be similar to those outside a contour line. When the contour lines are close, the change in noise level is greater. When the contour lines are far apart, the change in noise level is gradual.

4.4 AICUZ NOISE CONTOURS

Noise contours provide the installation, local community planning organizations, and the general public with maps of the modeled noise-related impacts of aircraft operations. Noise contours, when overlaid with local land uses, can help identify areas of incompatible land uses and help plan for future development around an air station.

4.4.1 JBA 2017 AICUZ NOISE CONTOURS

The AICUZ noise contours align with the runways and follow the dominate flight tracks for arrivals, departures, and patterns at each airfield; noise propagates outward from those paths. As expected, the highest noise levels are concentrated over the airfield and along the runways. Touch-and-go patterns and departures have the greatest effect on the shape of the noise contours. Departures and the ascending portion of pattern operations require a greater power setting, which generates greater noise and influences the shape of the contours. Fighter jets and large cargo aircraft generate greater noise and can also influence the shape of the noise contours. Figure 4-2 presents the 2017 AICUZ noise contours (based on optimized 2016 operations at JBA). Figure 4-3 shows a comparison of the 2017 AICUZ noise contours and the 2007 AICUZ noise contours.

The 2017 AICUZ noise contours extend approximately one mile off base to the north and 0.5 mile off base to the south. The majority of pattern operations are conducted on Runway 01R/19L resulting in more contours extending towards the east of the airfield. The F-16 and several of the heavier transport aircraft conduct flight operations exclusively on Runway 01R/19L (east runway), resulting in higher noise levels in comparison to contours on Runways 01L/19R (west runway). The larger transport aircraft are heavier and require more power during takeoff, which generates more noise. The F-16 is a fighter jet that generates more noise than other aircraft based at JBA. The curved contours on the east side of the airfield near the runway end of 19L are formed from the departure portion of the F-16 patterns on Runway 01R. The smaller concentrated circular contours to the west of Runway 01L/19R (west runway) are generated from helicopter operations at the north helo pads and VC-25 engine maintenance and run-ups at the ramp near Hangar 19.

Table 4-2 presents the off-base land acreage and estimated population within the JBA AICUZ 2017 noise contours; the population estimates are based on 2010 Census block-level data (United States Census Bureau 2010). A geometric proportion method was used to determine the estimated population within the contour bands. This method assigns population based on the portion of a census block that falls within the contour. The population across census blocks is assumed to be evenly distributed.

Table 4-2: Off-Base Land Area and Estimated Population in the 2017 AICUZ Noise Contours at JBA

Noise Zone	Acres	Population
65 to 69 dB DNL	761	1,164
70 to 74 dB DNL	161	149
75+ dB DNL	12	6
TOTAL	934	1,319

Flight operations have reduced at JBA in comparison to the 2007 AICUZ operations, and the overall off-base noise exposure area (65 dB DNL and greater) is approximately 7,356 acres less than the 2007 AICUZ noise exposure area.

As shown in Figure 4-3, differences in noise exposure areas occur:

- To the south of the runways, where the 2007 AICUZ noise contours extend approximately six miles farther south than the 2017 AICUZ noise contours.
- To the north of the runways, where the 2007 AICUZ noise contours extend approximately two miles farther north than the 2017 AICUZ noise contours.
- To the east of the airfield, where the 2017 AICUZ noise contours are substantially shallow and smaller than the 2007 AICUZ noise contours due to the elimination of some dominant pattern flights tracks.

Generally, flight patterns have not changed significantly at JBA since the 2007 AICUZ Study. The difference in the geographic extent of the noise contours is attributed to a reduction in annual operations (35 percent decrease), elimination of some greater noise-generating aircraft based at JBA, reduction of transient fighter jet and large transport aircraft operations, and improvements of operational parameters such as new aircraft models equipped with quieter engines.

Figure 4-2: 2017 AICUZ Noise Contours with Gradient, JBA



Figure 4-3: Comparison of the 2007 and 2017 AICUZ Noise Contours, JBA





DATE: April 2, 2025
TO: Lakisha Hull, Planning Director
FROM: Jill Kosack, Chair, Alternative Compliance Committee
PROJECT NAME: Forestville Center
PROJECT NUMBER: Alternative Compliance AC-21014
COMPANION CASE: Detailed Site Plan DSP-16039

ALTERNATIVE COMPLIANCE

Recommendation: X Approval Denial

Justification: SEE ATTACHED

Jill Kosack

Reviewer's Signature


PLANNING DIRECTOR'S REVIEW

 Final Decision Approval Denial

 X Recommendation ☐ Approval Denial

 X To Planning Board

 To Zoning Hearing Examiner

Planning Director's Signature  _____
Lakisha Hull (Apr 7, 2025 20:25 EDT)

04/07/2025

DATE

APPEAL OF PLANNING DIRECTOR'S DECISION

Appeal Filed:

Planning Board Hearing Date:

Planning Board Decision: Approval Denial

Resolution Number:

Alternative Compliance: AC-21014
Name of Project: Forestville Center
Companion Case: Detailed Site Plan DSP-16039
Date: April 2, 2025

Alternative compliance is requested from the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) for Section 4.7, Buffering Incompatible Uses. This request is for a portion of the north side of the property that is adjacent to a single-family detached residential dwelling on Lots 13 and 14.

This alternative compliance request is a companion to Detailed Site Plan DSP-16039, for Forestville Center, which proposes to develop an 8,674-square-foot commercial shopping center on Parcel 1.

Location

The subject property is located on the south side of Marlboro Pike, approximately 236 feet north of its intersection with Pumphrey Drive. It is within Planning Area 75A and Council District 6. The application consists of approximately 1.37 acres on one parcel that is within the Commercial, General and Office (CGO) Zone. It was formerly within the Commercial Shopping Center (C-S-C) and One-Family Detached Residential (R-55) Zones pursuant to Zoning Map Amendment A-9961-C, which requires the DSP.

The property is also located within the geography previously designated as the Developed Tier of the 2014 *Plan Prince George's 2035 Approved General Plan*, as found in Prince George's County Planning Board Resolution No. 14-10 (see Prince George's County Council Resolution CR-26-2014, Revision No. 31).

Section 4.7, Buffering Incompatible Uses

The applicant requests alternative compliance from the requirements of Section 4.7, Buffering Incompatible Uses, for a portion of the northern property line, which is adjacent to a single-family detached house on Lots 13 and 14. Table 4.7-2, Minimum Bufferyard Requirements, requires a Type C bufferyard for a retail sales establishment with less than 60,000 square feet of gross floor area, which is medium impact, adjoining single-family detached dwellings. Table 4.7-3, Bufferyard Types, requires a minimum building setback of 40 feet, a minimum landscape yard width of 30 feet, and 120 plant units per 100 linear feet of property line for a Type C bufferyard. The applicant seeks relief from these requirements, as follows:

REQUIRED: Section 4.7, Buffering Incompatible Uses, adjacent to a single-family detached residential use on Lots 13 and 14

Length of bufferyard	50 linear feet
Minimum building setback	40 feet
Minimum landscape yard	30 feet
Existing trees	0 percent
Fence or wall	Yes, for 50 linear feet
Plant units (80 per 100 linear feet)*	60

PROVIDED: Section 4.7, Buffering Incompatible Uses, adjacent to a single-family detached residential use on Lots 13 and 14

Length of bufferyard	50 linear feet
Minimum building setback	N/A
Minimum landscape yard	15-22 feet
Existing trees	0 percent
Fence or wall	Yes, for 50 linear feet
Plant units	70

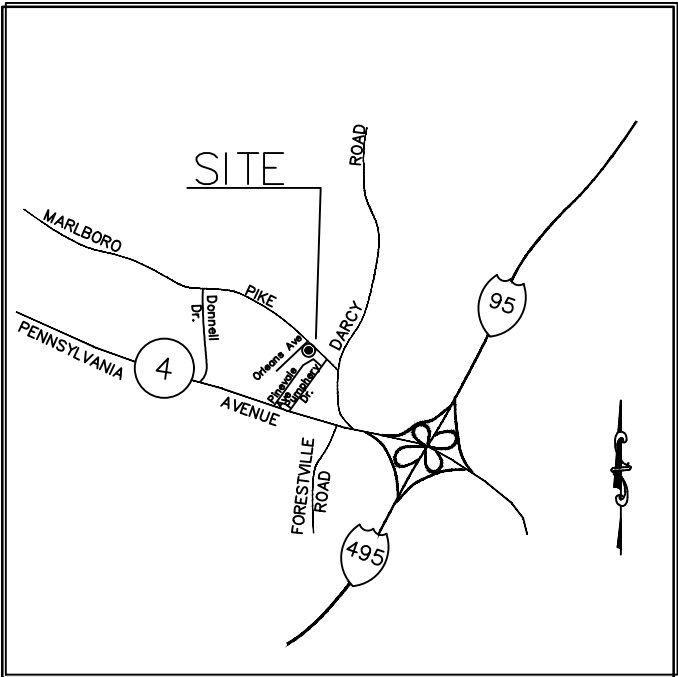
Justification of Recommendation

The proposed commercial building is adjacent to the northern property line of Parcel 1, but ends before it reaches the subject portion adjacent to Lots 13 and 14. The only proposed improvement adjacent to Lots 13 and 14 is the turnaround area of a two-bay parking lot for the commercial uses that encroach into the required bufferyard by 8 to 15 feet. As an alternative to this reduction in bufferyard width, the applicant has proposed a 6-foot-high, sight-tight fence along the property line, and a total of 70 plant units, which is 10 more than required. In addition, the single-family detached home on the adjacent property is located over 75 feet away from the shared property line.

The Alternative Compliance Committee finds that given the provision of the fence and additional plant units, as well as the configuration of proposed improvements, the applicant's proposal is equally effective as normal compliance, with respect to Section 4.7 of the Landscape Manual.

Recommendation

The Alternative Compliance Committee recommends APPROVAL of Alternative Compliance AC-21014, for Forestville Center, from the requirements of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual*, along the northern property line adjacent to Lots 13 and 14.



VICINITY MAP
SCALE: 1"=2000'

COVER SHEET
DETAILED SITE PLAN
FORESTVILLE CENTER
PARCEL "1"
7521 MARLBORO PIKE

E.P. NAME:		REVISIONS			<div></div> <div>APPLIED CIVIL ENGINEERING INC. ENGINEERING * PLANNING * SURVEYING * LAND DEVELOPMENT & PERMIT PROCESSING 9470 ANNAPOLIS ROAD, SUITE 414 LANHAM, MARYLAND 20706 TEL. (301) 459-5932</div>	<div></div>	OWNER/APPLICANT/DEVELOPER		COVER SHEET	
DESIGNED: ZS DATE: JUNE 16	DATE	BY	NSR PERTO SERVICES LLC 7303 HANOVER PKWY, STE A GREENBELT, MARYLAND 20770 (301) 346-8680				7521 MARLBORO PIKE PARCEL "1"			
DRAWN:			<i>FORESTVILLE CENTER</i>				SPAULDING (6TH) ELECTION DISTRICT PRINCE GEORGE'S COUNTY, MARYLAND			
CHECKED: ZS DATE: JULY 16										
APPROVED:										
DATE:			SCALE: 1"=30'	CONTRACT No.: 15-03	SHEET 1 OF 6					

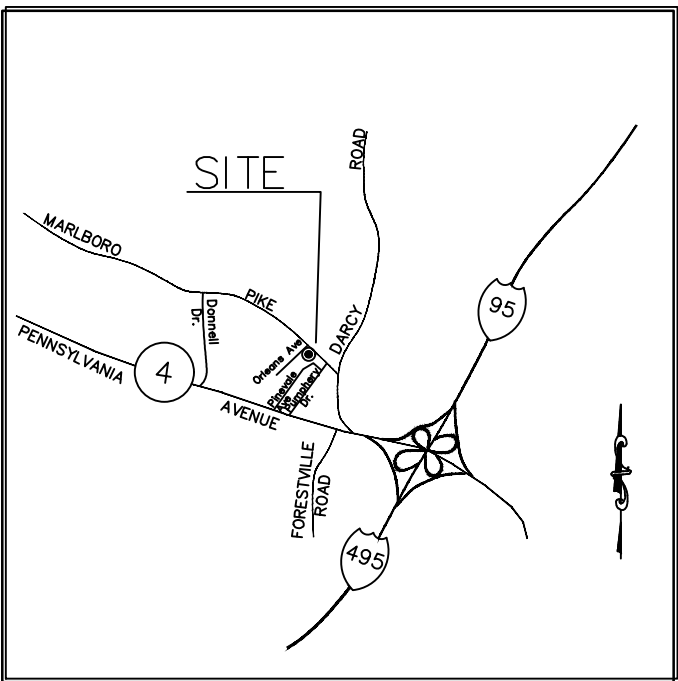
APPROVAL SHEET

DETAILED SITE PLAN

FORESTVILLE CENTER

PARCEL "1"

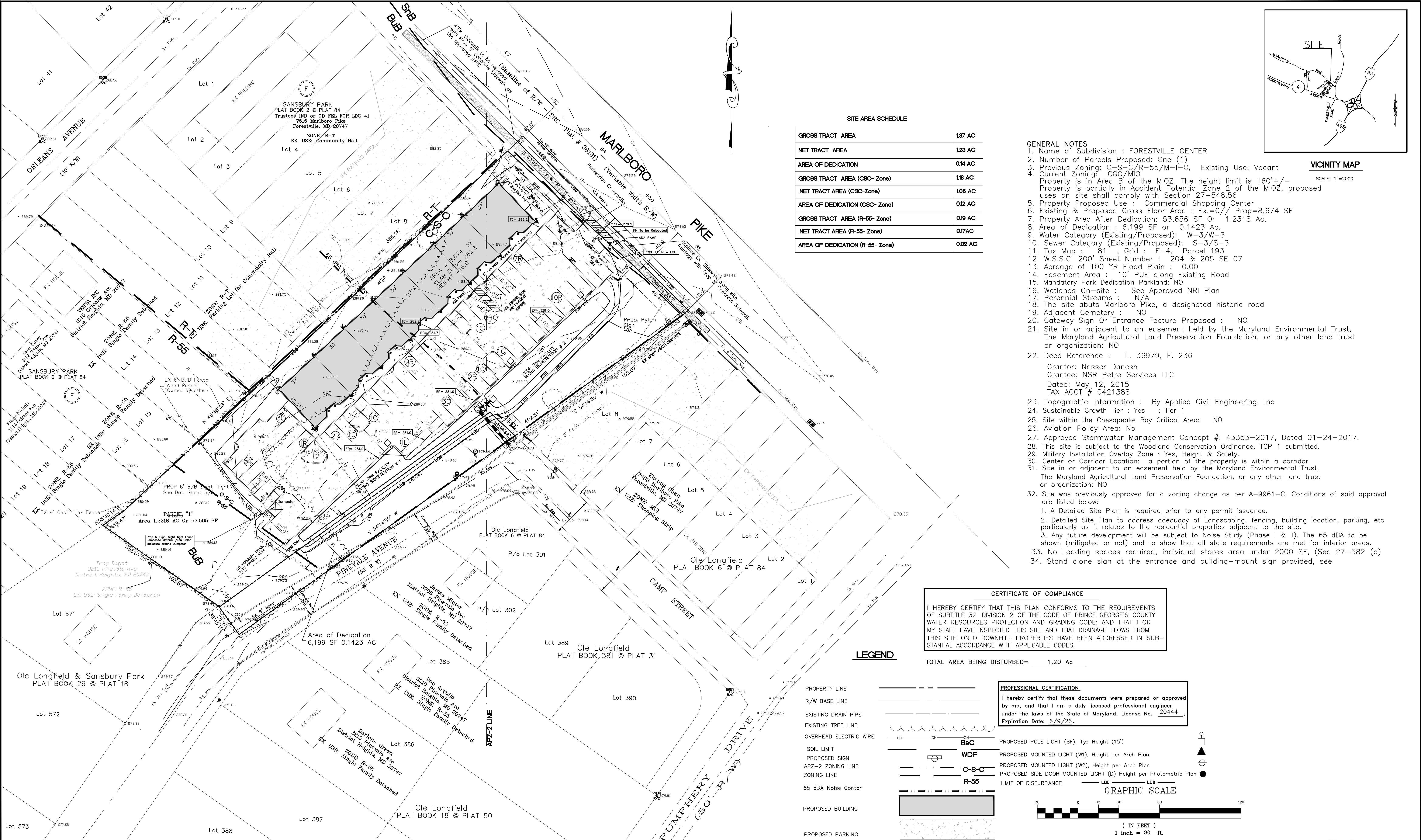
7521 MARLBORO PIKE



VICINITY MAP

SCALE: 1"=2000'

E.P. NAME: _____		REVISIONS				APPLIED CIVIL ENGINEERING INC. ENGINEERING * PLANNING * SURVEYING * LAND DEVELOPMENT & PERMIT PROCESSING 9470 ANNAPOLIS ROAD, SUITE 414 LANHAM, MARYLAND 20706 TEL. (301) 459-5932		OWNER/APPLICANT/DEVELOPER		APPROVAL SHEET		
DESIGNED: ZS DATE: JUNE 16	DATE							BY	NSR PERTO SERVICES LLC 7303 HANOVER PKWY, STE A GREENBELT, MARYLAND 20770 (301) 346-8680		7521 MARLBORO PIKE PARCEL "1"	
DRAWN: _____ DATE: _____									<i>FORESTVILLE CENTER</i> SPAULDING (6TH) ELECTION DISTRICT PRINCE GEORGE'S COUNTY, MARYLAND			
CHECKED: ZS DATE: JULY 16												
APPROVED: _____ DATE: _____												
		SCALE: 1"=30'		CONTRACT No.: 15-03		SHEET 2 OF 6						



SITE AREA SCHEDULE	
GROSS TRACT AREA	137 AC
NET TRACT AREA	123 AC
AREA OF DEDICATION	0.14 AC
GROSS TRACT AREA (CSC- Zone)	118 AC
NET TRACT AREA (CSC- Zone)	106 AC
AREA OF DEDICATION (CSC- Zone)	0.12 AC
GROSS TRACT AREA (R-55- Zone)	0.19 AC
NET TRACT AREA (R-55- Zone)	0.17AC
AREA OF DEDICATION (R-55- Zone)	0.02 AC

- GENERAL NOTES**
- Name of Subdivision : FORESTVILLE CENTER
 - Number of Parcels Proposed: One (1)
 - Previous Zoning: C-S-C/R-55/M-I-0, Existing Use: Vacant
 - Current Zoning: CGO/MIO
Property is in Area B of the MIOZ. The height limit is 160' +/-
Property is partially in Accident Potential Zone 2 of the MIOZ, proposed uses on site shall comply with Section 27-548.56
 - Property Proposed Use : Commercial Shopping Center
 - Existing & Proposed Gross Floor Area : Ex=0// Prop=8,674 SF
 - Property Area After Dedication: 53,656 SF Or 1.2318 Ac.
 - Area of Dedication : 6,199 SF or 0.1423 Ac.
 - Water Category (Existing/Proposed): W-3/W-3
 - Sewer Category (Existing/Proposed): S-3/S-3
 - Tax Map : 81 ; Grid : F-4, Parcel 193
 - W.S.S.C. 200' Sheet Number : 204 & 205 SE 07
 - Acreage of 100 YR Flood Plain : 0.00
 - Easement Area : 10' PUE along Existing Road
 - Mandatory Park Dedication Parkland: NO.
 - Wetlands On-site : See Approved NRI Plan
 - Perennial Streams : N/A
 - The site abuts Marlboro Pike, a designated historic road
 - Adjacent Cemetery : NO
 - Gateway Sign Or Entrance Feature Proposed : NO
 - Site in or adjacent to an easement held by the Maryland Environmental Trust, The Maryland Agricultural Land Preservation Foundation, or any other land trust or organization: NO
 - Deed Reference : L. 36979, F. 236
Grantor: Nasser Danesh
Grantee: NSR Petro Services LLC
Dated: May 12, 2015
TAX ACCT # 0421388
 - Topographic Information : By Applied Civil Engineering, Inc
 - Sustainable Growth Tier : Yes ; Tier 1
 - Site within the Chesapeake Bay Critical Area: NO
 - Aviation Policy Area: No
 - Approved Stormwater Management Concept #: 43353-2017, Dated 01-24-2017.
 - This site is subject to the Woodland Conservation Ordinance. TCP 1 submitted.
 - Military Installation Overlay Zone : Yes, Height & Safety.
 - Center or Corridor Location: a portion of the property is within a corridor
 - Site in or adjacent to an easement held by the Maryland Environmental Trust, The Maryland Agricultural Land Preservation Foundation, or any other land trust or organization: NO
 - Site was previously approved for a zoning change as per A-9961-C. Conditions of said approval are listed below:
 - A Detailed Site Plan is required prior to any permit issuance.
 - Detailed Site Plan to address adequacy of Landscaping, fencing, building location, parking, etc particularly as it relates to the residential properties adjacent to the site.
 - Any future development will be subject to Noise Study (Phase I & II). The 65 dBA to be shown (mitigated or not) and to show that all state requirements are met for interior areas.
 - No Loading spaces required, individual stores area under 2000 SF, (Sec 27-582 (a)
 - Stand alone sign at the entrance and building-mount sign provided, see

CERTIFICATE OF COMPLIANCE

I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY WATER RESOURCES PROTECTION AND GRADING CODE; AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM THIS SITE ONTO DOWNHILL PROPERTIES HAVE BEEN ADDRESSED IN SUB-STANTIAL ACCORDANCE WITH APPLICABLE CODES.

TOTAL AREA BEING DISTURBED= 1.20 Ac

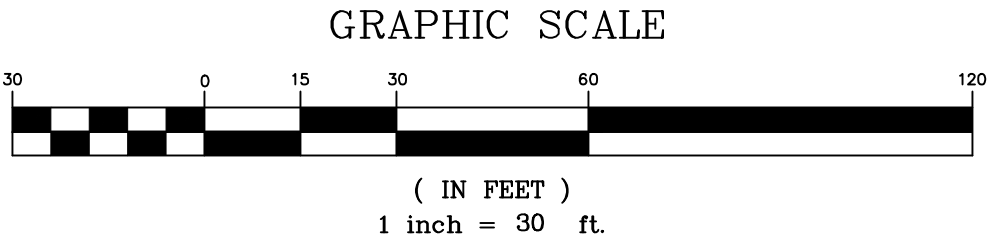
LEGEND

- PROPERTY LINE
- R/W BASE LINE
- EXISTING DRAIN PIPE
- EXISTING TREE LINE
- OVERHEAD ELECTRIC WIRE
- SOIL LIMIT
- PROPOSED SIGN
- APZ-2 ZONING LINE
- ZONING LINE
- 65 dBA Noise Contour
- PROPOSED BUILDING
- PROPOSED PARKING

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 20444, Expiration Date: 6/9/26.

- PROPOSED POLE LIGHT (SF), Typ Height (15')
- PROPOSED MOUNTED LIGHT (W1), Height per Arch Plan
- PROPOSED MOUNTED LIGHT (W2), Height per Arch Plan
- PROPOSED SIDE DOOR MOUNTED LIGHT (D) Height per Photometric Plan
- LIMIT OF DISTURBANCE



DESIGNED:		DATE:		BY:		DATE:	
ZS		2/24/25		ZMS		5/12/25	
DRAWN:		DATE:		BY:		DATE:	
ZS		DATE:		BY:		DATE:	
CHECKED:		DATE:		BY:		DATE:	
ZS		DATE:		BY:		DATE:	
APPROVED:		DATE:		BY:		DATE:	
ZS		DATE:		BY:		DATE:	

APPLIED CIVIL ENGINEERING INC.

ENGINEERING * PLANNING * SURVEYING * LAND DEVELOPMENT

8 PERMIT PROCESSING

9470 ANNAPOLIS ROAD, SUITE 414

LANHAM, MARYLAND 20706

TEL. (301) 459-5932

OWNER/APPLICANT/DEVELOPER

NSR PETRO SERVICES LLC

7303 HANOVER PKWY, STE A

GREENBELT, MARYLAND 20770

(301) 346-8680

SITE DEVELOPEMNT AND LIGHTING PLAN

7521 MARLBORO PIKE

PARCEL "1"

FORESTVILLE CENTER

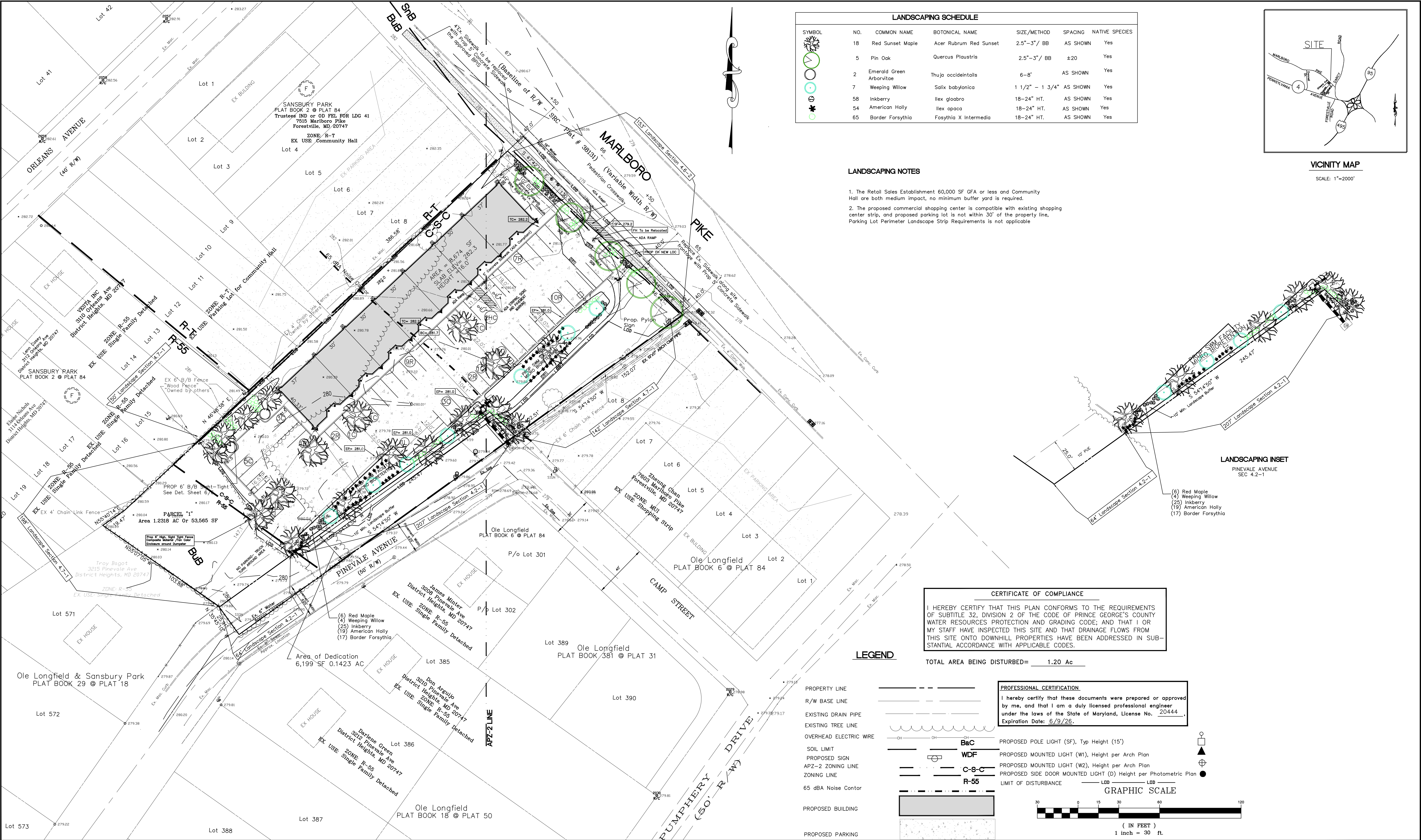
SPAULDING (6TH) ELECTION DISTRICT

PRINCE GEORGE'S COUNTY, MARYLAND

SCALE: 1"=30'

CONTRACT No.: 15-03

SHEET 3 OF 6



LANDSCAPING SCHEDULE						
SYMBOL	NO.	COMMON NAME	BOTONICAL NAME	SIZE/METHOD	SPACING	NATIVE SPECIES
	18	Red Sunset Maple	Acer Rubrum Red Sunset	2.5"-3"/ BB	AS SHOWN	Yes
	5	Pin Oak	Quercus Plaustris	2.5"-3"/ BB	±20	Yes
	2	Emerald Green Arborvitae	Thuja occidentalis	6-8'	AS SHOWN	Yes
	7	Weeping Willow	Salix babylonica	1 1/2" - 1 3/4"	AS SHOWN	Yes
	58	Inkberry	Ilex gloabro	18-24" HT.	AS SHOWN	Yes
	54	American Holly	Ilex opaca	18-24" HT.	AS SHOWN	Yes
	65	Border Forsythia	Fosythia X intermedia	18-24" HT.	AS SHOWN	Yes

LANDSCAPING NOTES

1. The Retail Sales Establishment 60,000 SF GFA or less and Community Hall are both medium impact, no minimum buffer yard is required.
2. The proposed commercial shopping center is compatible with existing shopping center strip, and proposed parking lot is not within 30' of the property line, Parking Lot Perimeter Landscape Strip Requirements is not applicable

LANDSCAPING INSET
PINEVALE AVENUE
SEC 4.2-1

- (6) Red Maple
(4) Weeping Willow
(25) Inkberry
(19) American Holly
(17) Border Forsythia

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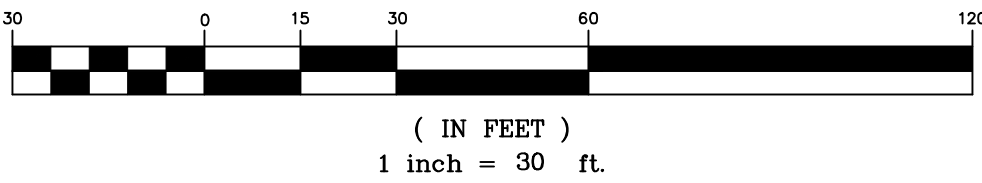
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DESIGNED:		DATE:		BY:		DATE:	
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CHECKED:		DATE:		BY:		DATE:	
ZS		DATE:		BY:		DATE:	
APPROVED:		DATE:		BY:		DATE:	
ZS		DATE:		BY:		DATE:	

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LANDSCAPING PLAN

7521 MARLBORO PIKE

PARCEL "1"

FORESTVILLE CENTER

SPAULDING (6TH) ELECTION DISTRICT

PRINCE GEORGE'S COUNTY, MARYLAND

SCALE: 1"=30'

CONTRACT No.: 15-03

SHEET 4 OF 6

Section 4.9-1
Sustainable Landscaping Requirements

1) % of native plant material required in each category:

Shade trees:

total 23 x 50%= 12 total number required

total number provided 23 = 100 % native

Ornamental Trees:

total 7 x 50%= 4 total number required

total number provided 7 = 100 % native

Evergreen Trees:

total 2 x 30%= 1 total number required

total number provided 2 = 100 % native

Shrubs:

total 184 x 30%= 55 total number required

total number provided 184 = 100 % native

2) Are invasive species proposed?

_____Yes

☒

No

3) Are existing invasive species on site in areas that are to remain undisturbed?

_____Yes

☒

No

4) If "yes" is checked in numbers 2 or 3, is a note included on the plan requiring removal of invasive species prior to certification in accordance with Section 1.5, Certification of Installation of Plant Materials, of this manual?

_____Yes

☒

No

5) Are trees proposed to be planted on slopes greater than 3:1?

_____Yes

☒

No

PARKING REGULATIONS

PROPOSED OCCUPANCY: _____

"SHOPPING STRIP—RETAIL"

PARKING REQUIRED: _____

For Normal Parking Generation

(Sec 27–568(a)(5)(A))

1 space per 150 Square Feet for the First 3000 SF

1 additional space per 200 Square Feet above 3000 SF

of space required = (3000/150) =20 spaces
((8674–3000)/200)) =48.4 spaces

Total Parking Required = 49 Spaces

HANDICAP SPACES:

✓(Sec 27–566(b)) Parking Facilities for the Physically Handicapped between 25 to 50, Required Minimum Number =2 Spaces
1 Handicapped Space Should be Van Accessible

✓COMPACT SPACES

(sec 27–559 (a)) Compact Car Spaces

Max. Compact Spaces = 49/3=16.33 ==> 16 spaces allowed.

LOADING SPACES:

None is Required, (individual Store under 2,000 SF).

✓(sec 27–582 (a))

PARKING SPACE SIZES:

(Sec 27–558(a))

Regular =9.5'X19' (Non Parallel) ,Regular =8'X22' (Parallel)

Compact =8'X16.5' (Non Parallel)

Loading Space =12'X33'

Handicap =9.5'X19' + 5' Strip
11'X19' + 5' Strip (Van Accessible)

	REQUIRED	PROVIDED
Commercial trade (generally retail)/services (Normal Parking Generation Group) 1 space per 150 sq. ft. of the first 3,000 sq. ft. GFA	49	-
1 additional space per 200 sq. ft. of GFA above the first 3,000 sq. ft.		
90-degree standard nonparallel (9.5 feet x 19 feet)	31	31
90-degree compact nonparallel (8 feet x 16.5 feet)	16 Max.	16
Handicap-accessible space (including Van-accessible space)	2 Min.	2
Total	49	49

	REQUIRED	PROVIDED
Loading Spaces (12'X38')	0	1

Section 4.2-1
Requirements for Landscape Strip along Streets
PINEVALE AVE

Linear feet of street frontage, excluding driveway entrance: **207**

1. General Plan Designation:

_____Developing Tier

☒

Developed Tier

_____Rural Tier

Corridor Node or Center

2. Option Selected:

1,2, 3 or 4: 1

1 or 2: _____

3. Is there a public utility easement along the frontage of the property?

☒

Yes

☐

No

4. Number of Plants Required:

6 Shade trees

_____Shade trees

60 Shrubs

_____Shrubs

_____25'-foot-wide strip of existing trees

_____25'-foot-wide strip of existing trees

5. Number of Plants Provided:

6 Shade trees

_____Shade trees

4 Ornamental/Evergreen trees

_____Ornamental/Evergreen trees

61 Shrubs

_____Shrubs

_____25'-foot-wide strip of existing trees

_____25'-foot-wide strip of existing trees

Section 4.2-1
Requirements for Landscape Strip along Streets
PINEVALE AVE-EXISTING TREE PART

Linear feet of street frontage, excluding driveway entrance: **64'**

1. General Plan Designation:

_____Developing Tier

☒

Developed Tier

_____Rural Tier

Corridor Node or Center

2. Option Selected:

1,2, 3 or 4: 3

1 or 2: _____

3. Is there a public utility easement along the frontage of the property?

_____Yes

☒

No

4. Number of Plants Required:

_____Shade trees

_____Shade trees

_____Shrubs

_____Shrubs

☒ 25'-foot-wide strip of existing trees

_____25'-foot-wide strip of existing trees

5. Number of Plants Provided:

_____Shade trees

_____Shade trees

_____Ornamental/Evergreen trees

_____Ornamental/Evergreen trees

_____Shrubs

_____Shrubs

☒ 25'-foot-wide strip of existing trees

_____25'-foot-wide strip of existing trees

Section 4.3-2
Interior Planting for Parking Lots 7,000 SQ FT or larger

1) Parking Lot Area:

19,178 square feet

2) Interior landscaped area required:

8 %

1,534 square feet

3) Interior landscaped area provided:

80 %

1,649 square feet

4) Minimum number of shade trees required:

(1 per 300 square feet of interior planting area provided)

6 shade trees

or

(1 per 200 square feet of interior planting area provided)

_____shade trees

5) Number of Shade Trees provided:

7 shade trees

6) Is a minimum of 160 square feet of contiguous pervious land area provided per shade tree?

☒

Yes

☐

No

7) Is there a planting island on average every 10 spaces?

☒

Yes

☐

No

8) Is a curb or wheelstop provided for all parking spaces abutting a planting or pedestrian area?

☒

Yes

☐

No

9) Are planting islands which are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?

☒

Yes

☐

No

10) If a planting islands which is perpendicular to parking spaces on one side a minimum of 6 feet wide?

☒

Yes

☐

No

11) For a parking lots 50,000 square feet or larger:

a) Is there a 9 foot wide planting island perpendicular to parking for every two bays?

_____Yes

☐

No

or

b) Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided)

_____Yes

☐

No

Sample Schedule 4.7-1
Buffering Incompatible Uses Requirements
West/Southeast Side, Residential

1) General Plan Designation:

☒

Developed Tier, Corridor
Nose or Center

Developing or Rural Tier

2) Use of Proposed Development:

Commercial Retail

3) Impact of proposed development:

M

4) Use of adjoining Development:

Single Family Detached

5) Impact of adjoining development:

Residential

6) Minimum required bufferyard (A,B,C, Dor E):

_____A

_____B

☒

C

_____D

_____E

7) Minimum required building setback:

40 feet

8) Building setback provided:

147.1 feet

9) Minimum required width of landscape yard:

30 feet

10) Width of landscape yard provided:

81 feet

(The required setback and landscape yard may be reduced by fifty percent (50%) in the Developed Tier, Corridor Node or Center When a six (6) foot high fence or wall is provided.)

11) Linear feet of buffer strip required along property line and right of way:

88 linear feet

12) Percentage of required bufferyard occupied by existing trees:

11 %

13) Is a six-foot high fence or wall included in bufferyard?

_____yes

☒

no

(The required plant material may be reduced by fifty percent (50%) When a six (6) foot high fence or wall is provided.)

14) Total number of plant units required in buffer strip:

0 p.u.

15) Number of shade trees provided:

Shade Trees _____x 10 p.u.= _____p.u.

evergreen trees _____x 5 p.u.= _____p.u.

ornamental trees _____x 5 p.u.= _____p.u.

shrubs: _____x 1 p.u.= _____p.u.

Total 0 p.u.

ZONING SCHEDULE Sec 27–462

SETBACK (Min. in feet)		
	REQUIRED	PROVIDED
From Street		
Setback - Marlboro Pike	10	20.6
Setback - Pinevale Ave	10	64.7
Side yard		
North (Adjoining R-T Zone)	12	12
North (Adjoining R-55 Zone)	12	12
South (Adjoining M-U-I/D-D-O Zone)	12	104.1
Rear yard- West (Adjoining R-55 Zone)	40	147.1

INTERIOR PLANTING SKETCH

--- TOTAL AREA OF PARKING LOT (19,178 SF)

--- INTERIOR PLANTING AREA (1649 SF)

Section 4.6-2
Buffering Development from Special Roadways
MARLBORO PIKE

1) Name of special roadway:

_____MARLBORO PIKE

2) Type of special roadway:

_____Historic Road

3) General Plan Designation:

☒

Developed Tier

Developing Tier

Rural Tier

4) Linear feet of street frontage not including driveway openings:

153' feet

5) Minimum width of required buffer:

10' feet

6) Minimum width of provided buffer:

10' feet

7) % of required buffer strip occupied by existing trees:

0 %

8) Invasive species in the buffer area?

_____Yes

☒

No

9) Number of plants required:

5 shade trees

44 evergreen trees

46 shrubs

10) Total number of plants provided:

5 shade trees

44 evergreen trees

46 shrubs

VICINITY MAP

SCALE: 1"=2000'

Tree Canopy Coverage Schedule for Sec. 25-128			
Project Name:	TCP2#:	DRD Case #:	Area (acres)
Forestville Center	N/A	DSP-16039	1.23
Site Calculations:	Zone 1:	CGO	1.23
	Zone 2:		
	Zone 3:		
	Zone 4:		
Total Acres:			1.23
Total Acres (net acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
1.23	15.0%	0.18	8037
A. TOTAL ON-SITE W/C PROVIDED (acres) =			
B. TOTAL AREA EXISTING TREES (non-W/C acres) =			
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			
E. TOTAL SQUARE FOOTAGE REQUIRED =			
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - columnar shade tree (50' or less height)	2 - 1/2 - 3" = 65 3 - 3 1/2" = 75		0
Deciduous - ornamental tree (20' or less height with equal spread). Minimum planting size 7 - 9' in height	1 - 1/2 - 1 3/4" = 75 2 - 2 1/2" = 100	7	925
Deciduous - minor shade tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	2 - 1/2 - 3" = 110 3 - 3 1/2" = 175		0
Deciduous - major shade tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	2 - 1/2 - 3" = 225 3 - 3 1/2" = 250	23	5175
Evergreen - columnar tree (less than 30' height with spread less than 15')	6 - 8" = 40 8 - 10" = 50 10 - 12" = 75	2	80
Evergreen - small tree (30-40' height with spread of 15-20')	6 - 8" = 75 8 - 10" = 100 10 - 12" = 125		0
Evergreen - medium tree (40-50' height with spread of 20-30')	6 - 8" = 150 8 - 10" = 175 10 - 12" = 200		0
Evergreen - large tree (50' height or greater with spread of over 30')	6 - 8" = 150 8 - 10" = 200 10 - 12" = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		32	5780

E.F.NAME:	REVISIONS		
DESIGNED: <u>ZS</u>	DATE	BY	
DATE: JUNE 16	2/24/25	ZMS	Revised Plan as per the SDRC Comments dated Feb. 2025
DRAWN: _____	5/12/25	ZMS	Revised Plan as per the SDRC Comments dated April 2025
DATE: _____			
CHECKED: <u>ZS</u>			
DATE: July 16			
APPROVED: _____			
DATE: _____			

APPLIED CIVIL ENGINEERING INC.

ENGINEERING * PLANNING * SURVEYING * LAND DEVELOPMENT
8 PERMIT PROCESSING
9470 ANNAPOLIS ROAD, SUITE 414
LANHAM, MARYLAND 20706
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LANDSCAPING AND PARKING SCHEDULES SHEET

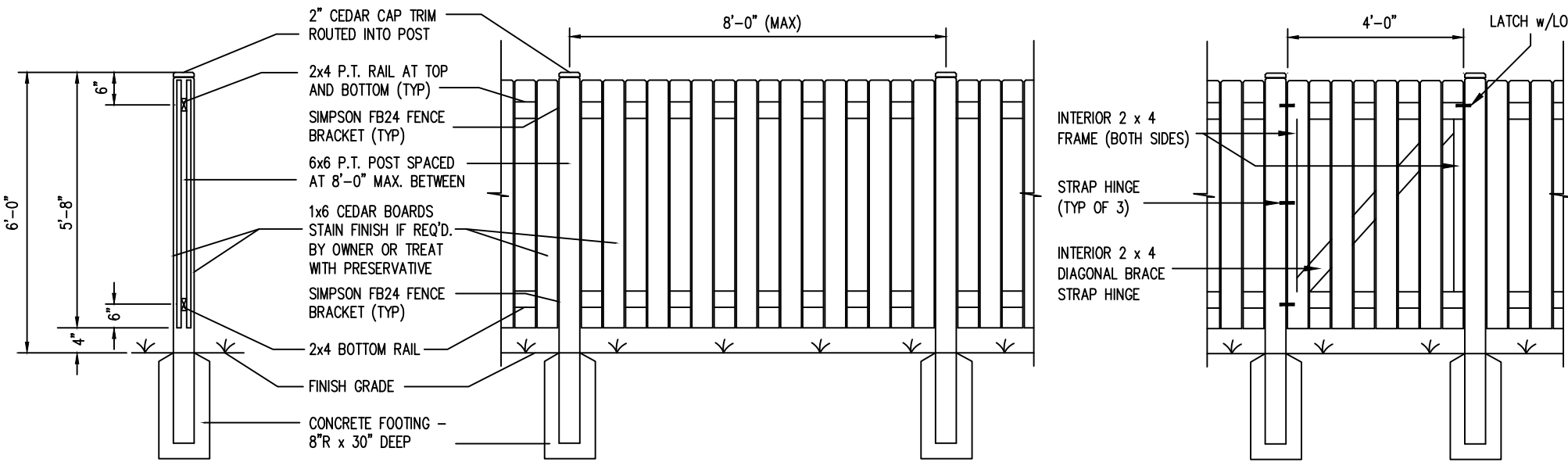
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SCALE: 1"=30' CONTRACT No.: 15–03 SHEET 5 OF 6

DSP-16039_Backup Plans 5 of 13



SECTION

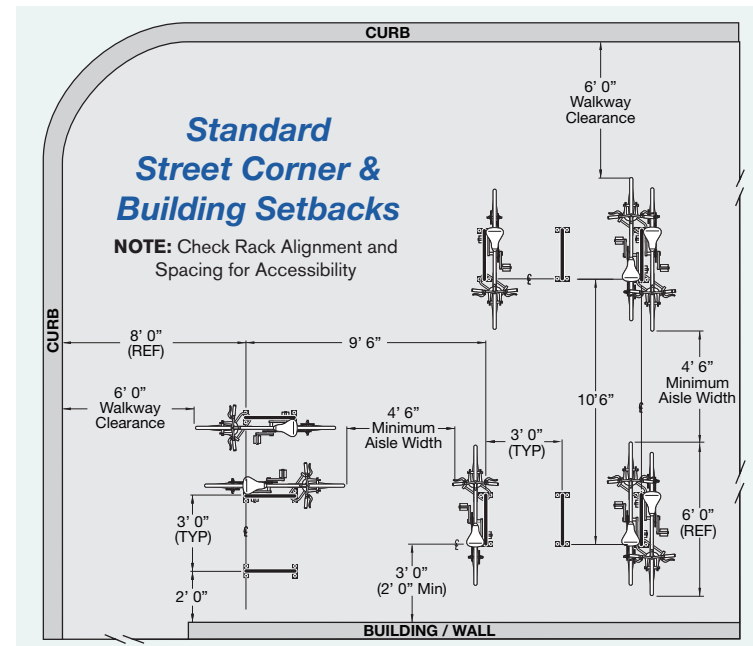
ELEVATION

GATE ELEVATION

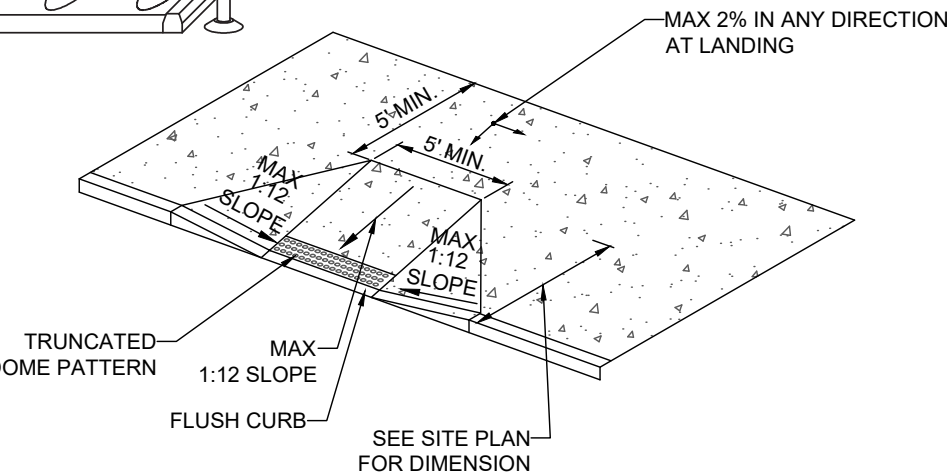
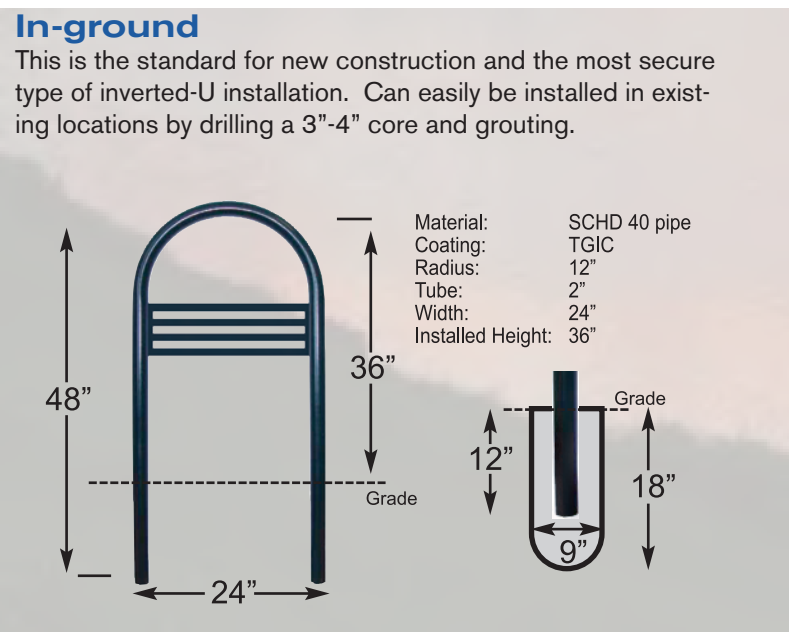
NOTES:
1) BOARDS TO BE PLACED ON ALTERNATE SIDES WITH MINIMUM 1 1/2\"/>

NOTES:
1) ALL HARDWARE SHALL BE GALVANIZED.
2) GATE SHALL OPEN OUTWARD.

B DUMPSTER ENCLOSURE FENCE/SIGHT TIGHT TREX OR OTHER COMPOSITE FENCE
SCALE: NTS



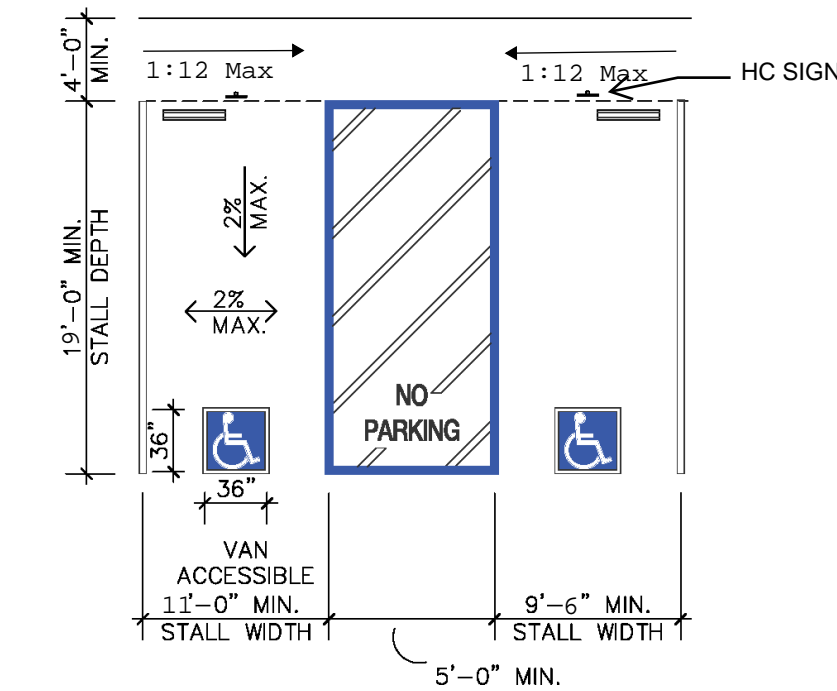
BIKE RACK DETAIL



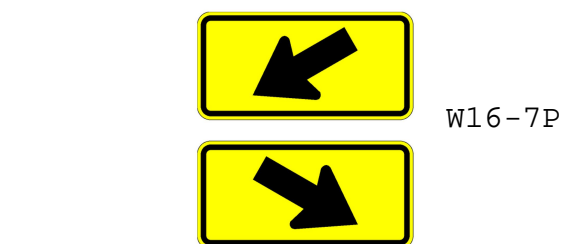
NOTE:
1. ADA ACCESSIBLE RAMP CONSTRUCTION SHALL CONFORM TO CURRENT ADA ACCESSIBLE GUIDELINES.

ADA ACCESSIBLE RAMP DETAIL

NOT TO SCALE



HANDICAP PARKING DETAIL



PEDESTRIAN CROSSWALK SIGN

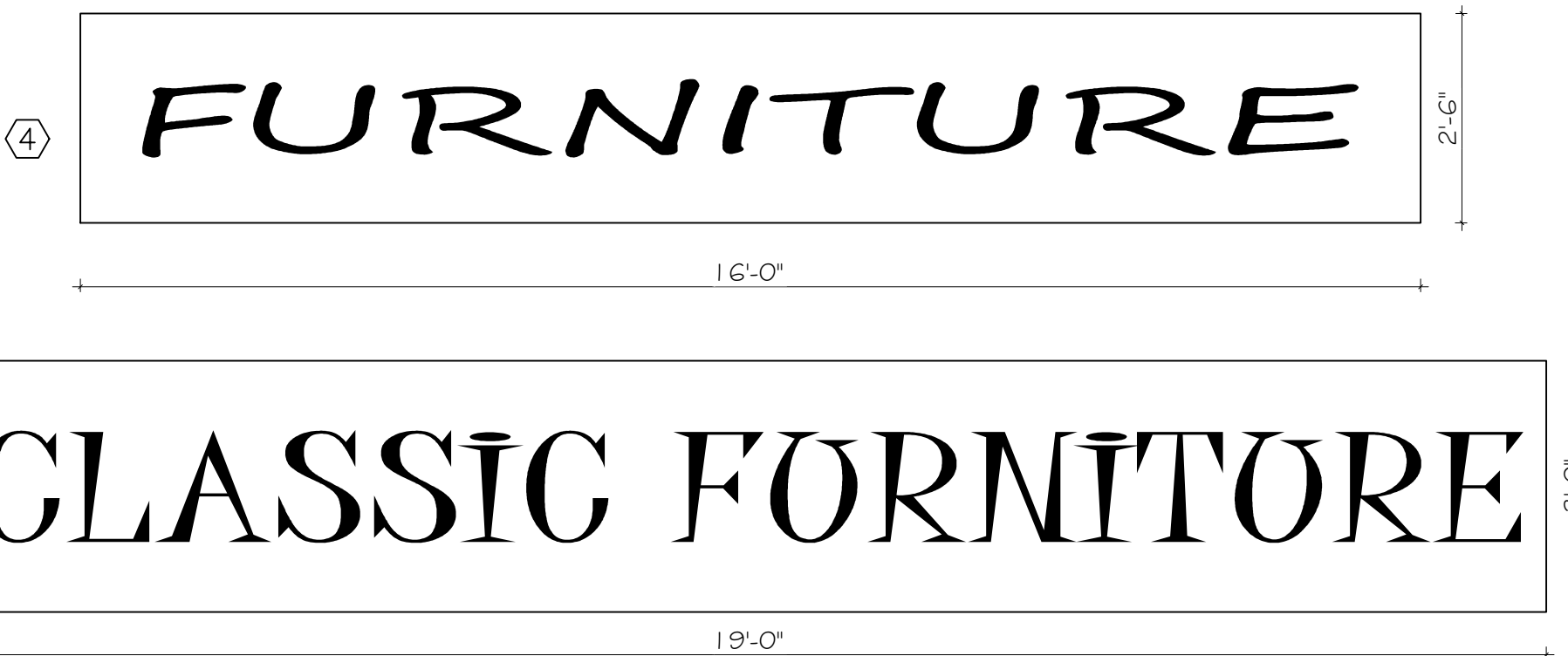
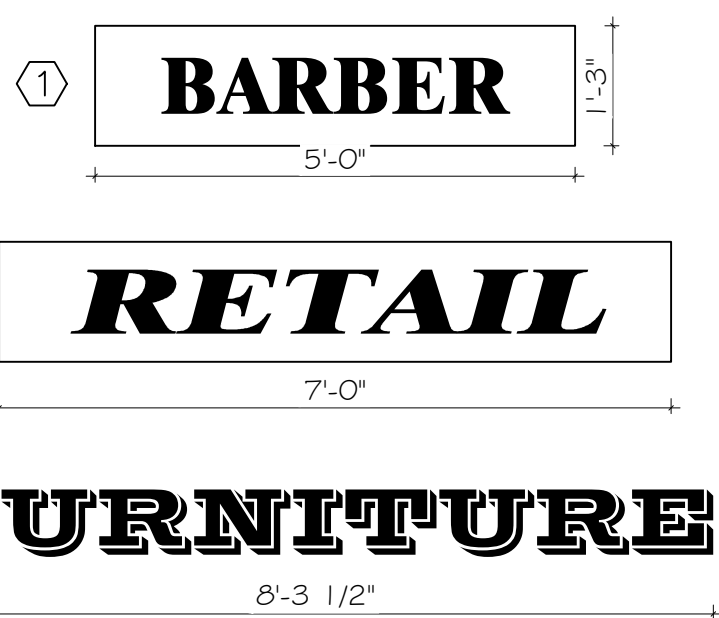
NOTE: APPROPRIATE ARROW PLATE MAY BE USED WHEN IT IS NECESSARY TO OFFSET INSTALLATION LOCATION DUE TO ACCESS RAMP

HANDICAPPED PARKING AND ACCESS AISLE SIGN
NTS

HANDICAP PARKING SIGN COLORS:
LEGEND & BORDER - GREEN
WHITE SYMBOL ON BLUE BACKGROUND
BACKGROUND - WHITE
1 SIGN PER PARKING SPACE

ON SITE SIGN SIGN ATTACHED TO A BUILDING OR CANOPY (SEC. 27-615) ZONE - C-8-C		
	REQUIRED	PROVIDED
LOCATION	>= 10' FROM STREET LINE	>= 30.6'
HEIGHT	<= 12' FROM ROOF LINE OR PARAPET WALL	SIGNS WILL BE PROVIDED BELOW THE TOP OF THE PARAPET
AREA	TOTAL AREA<= 400 SF	57 SF PER UNIT NUMBER OF UNITS 7 TOTAL 399 SF

ON SITE SIGN FREE STANDING SIGNS (SEC. 27-614) ZONE - C-8-C		
	REQUIRED	PROVIDED
LOCATION OF BUILDING	>= 10' FROM STREET LINE	20.6'
LOCATION OF SIGN	>= 10' FROM STREET LINE	12.6'
HEIGHT	25' MAX	5'
AREA	1 SF / 2' LF OF STREET FRONTAGE MAX 200 SF/SIGN (1176.84)/2=58.42 SF/SIGN	5'X6\"/>
QUANTITY	TOTAL STREET FRONTAGE FROM 100' TO 1,100'= 1.0 STREET FRONTAGE 422.31'	1.0



EXAMPLES OF BUILDING MOUNTED SIGNS



FCF1106

Exterior 6" Flood, Architectural Facade, and Landscape Luminaire



FEATURES

- Up to 3200 lumens
- Wide range mounting options
- Many optical accessories
- Tempered glass lens
- IP66 rated
- 1.5G Vibration resistance
- 93 CRI with 2 SDCM

PERFORMANCE

Beam Spread: 10°, 15°, 25°, 40°, 60°, 120°
CCT Options: 2700K, 3000K, 3500K, 4000K, 5000K, Red, Green, Blue
CRI: 93 CRI
Consistency: 2 SDCM (Luminaire to Luminaire)
Lumens: 3200 lumens @ 4000K nominal
Lumen Maintenance: L70 > 70,000 hours

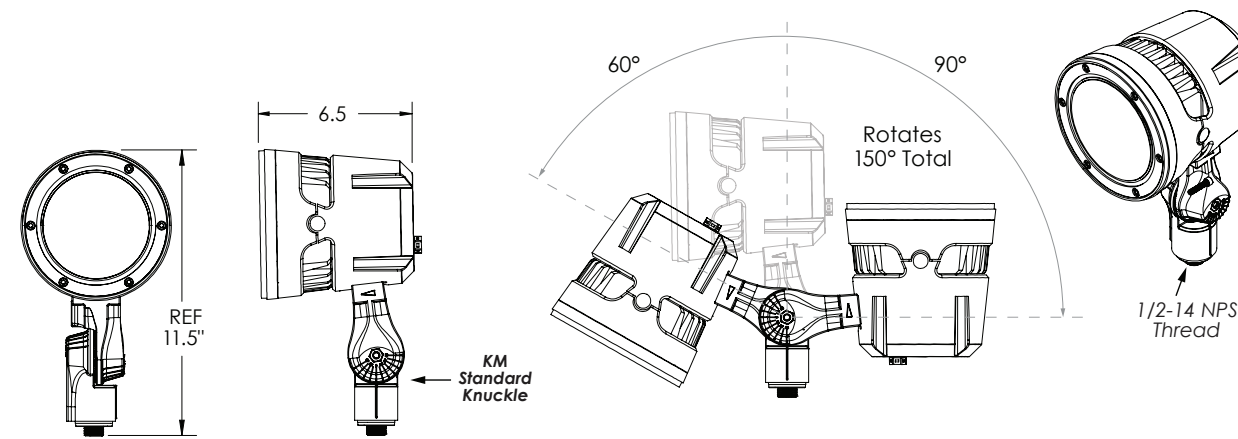
ELECTRICAL

Voltage: Universal 120 - 277 VAC
Power Supply: Integral Class II, electronic high-power factor > 90 @ 120V
Power Consumption: Up to 36W @ 120V
Dimming: 0-10V Dimming
Standards: eTLus Listed, CE, NOM, tested to UL 1598 and UL 8750 standards / UL-Class I / IES LM-79 / LM-80.

PHYSICAL

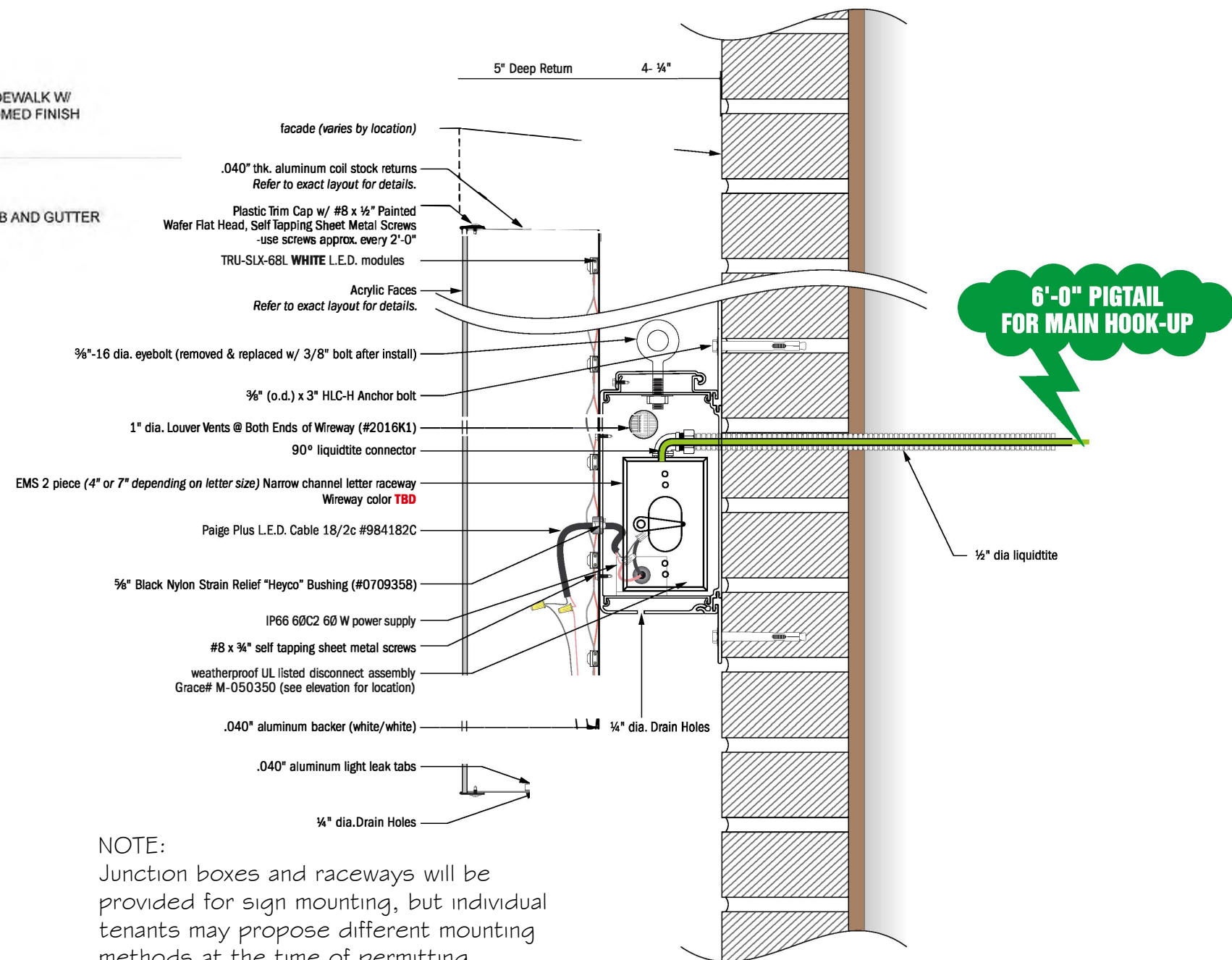
Mounting: Standard mounting is 1/2" - 1/4 NPS and includes adjustments for 150° vertical rotation and 360° horizontal rotation.
Housing: Marine grade, corrosion resistant, low copper, solid die-cast aluminum, captive stainless steel fasteners.
Finish: Available in Black, Bronze, Graphite Grey, Silver, White and Custom Colors.
Six stage chemical iron phosphate conversion pre-treatment. Polyester powder coat finish, 18 µm minimum, 5000 hour salt spray test (ASTM B117) compliant with Florida / AAMA 2604 specification.
Warranty: 5-Year limited warranty
Lens: Anti-reflective clear, tempered glass w/silicone gasketing - IK07 Impact Rating
Ingress Protection: Dry, damp or wet locations IP66 rated
Weight: 7.3 lbs
Ambient Operating Temp: 22°F to 122°F (-30°C to 50°C)

PHYSICAL DIMENSIONS



PYLON SIGN (ENTRANCE SIGN)

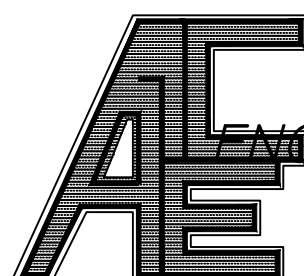
NOTE 1 : TO BE ILLUMINATED BY 3 GROUND MOUNTED SPOT LIGHTS
NOTE 2 : SPOT LIGHTS NOT VISIBLE FROM STREET, SEE LIGHTING DETAIL THIS SHEET



NOTE:
Junction boxes and raceways will be provided for sign mounting, but individual tenants may propose different mounting methods at the time of permitting.

TYPICAL SIGN MOUNTING AND LIGHTING DETAIL

DESIGNED: ZS DATE: JUNE 16		REVISIONS		
DATE	BY			
2/24/25	ZMS	Revised Plan as per the SDRC Comments dated Feb. 2025		
5/12/25	ZMS	Revised Plan as per the SDRC Comments dated April 2025		



APPLIED CIVIL ENGINEERING INC.

ENGINEERING * PLANNING * SURVEYING * LAND DEVELOPMENT
& PERMIT PROCESSING
9470 ANNAPOLIS ROAD, SUITE 414
LANHAM, MARYLAND 20706
TEL. (301) 459-5932



OWNER/APPLICANT/DEVELOPER

NSR PETRO SERVICES LLC
7303 HANOVER PKWY, STE A
GREENBELT, MARYLAND 20770
(301) 346-8680

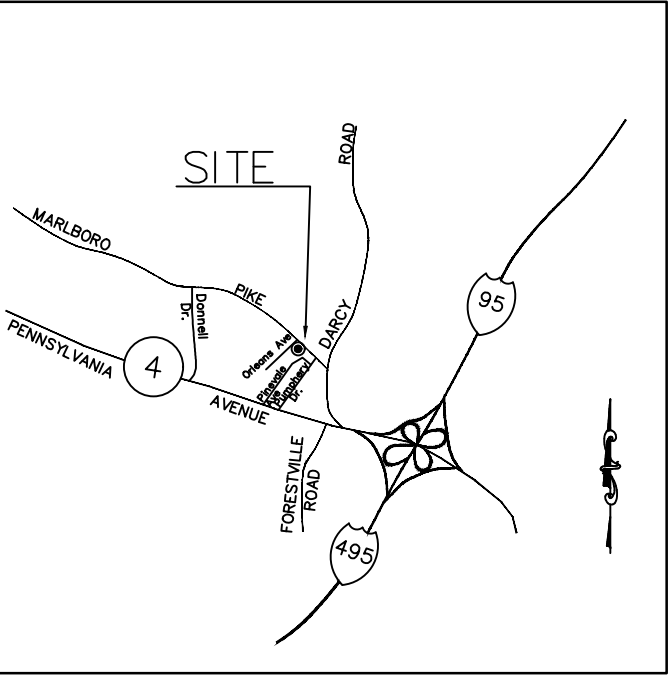
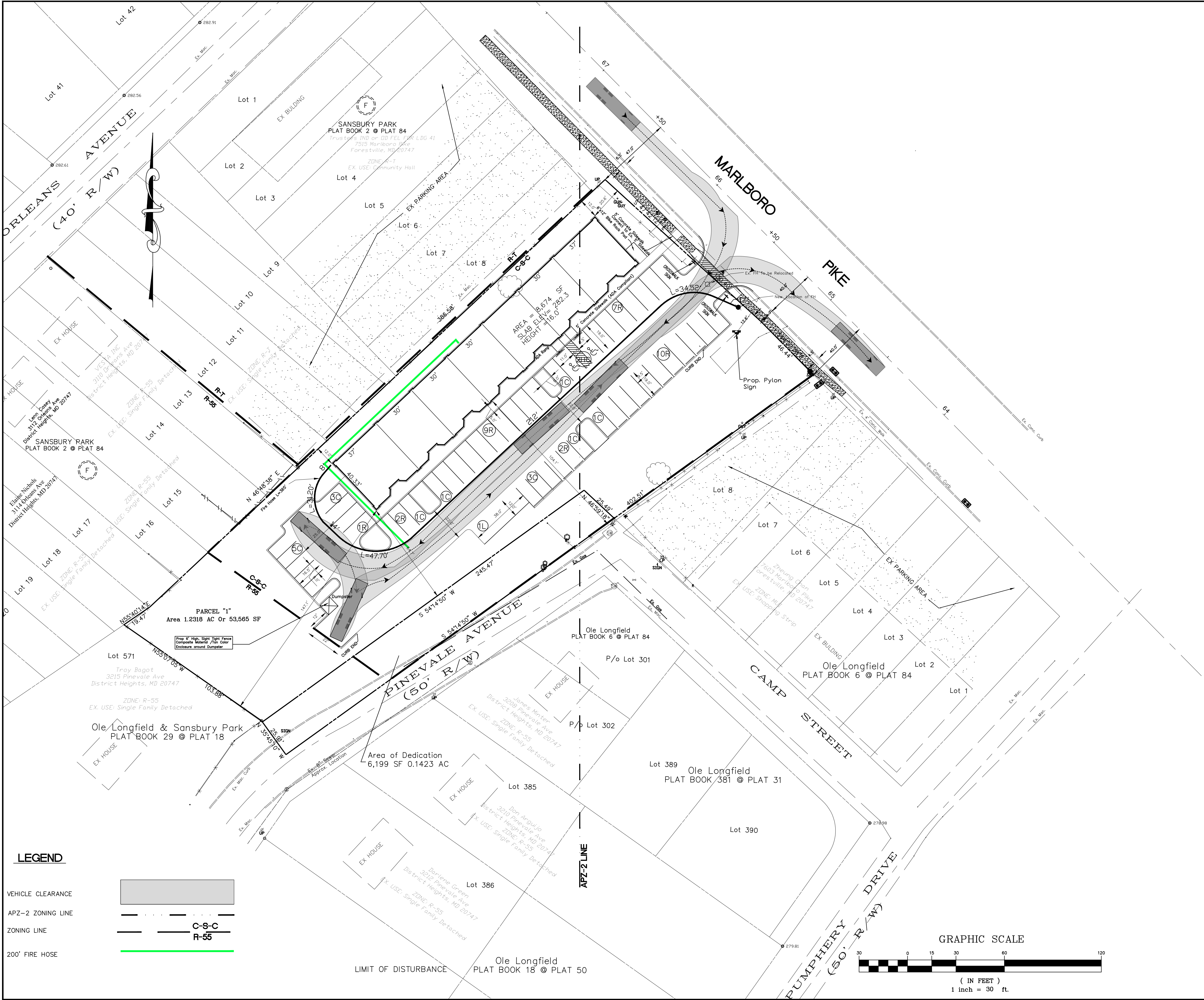
DETAIL SHEET

7521 MARLBORO PIKE
PARCEL "1"

FORESTVILLE CENTER

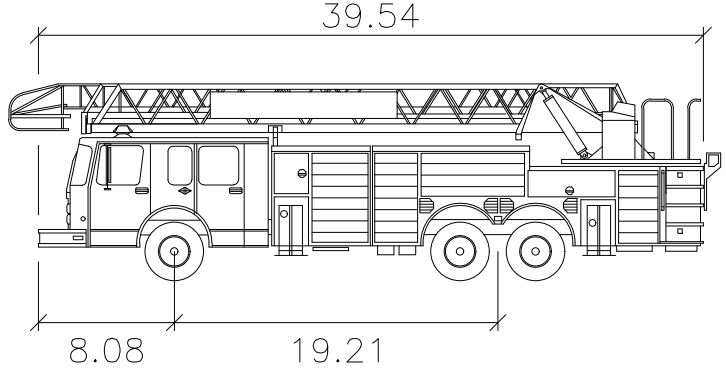
SPAULDING (6TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

SCALE: 1"=30' CONTRACT No.: 15-03 SHEET 6 OF 6



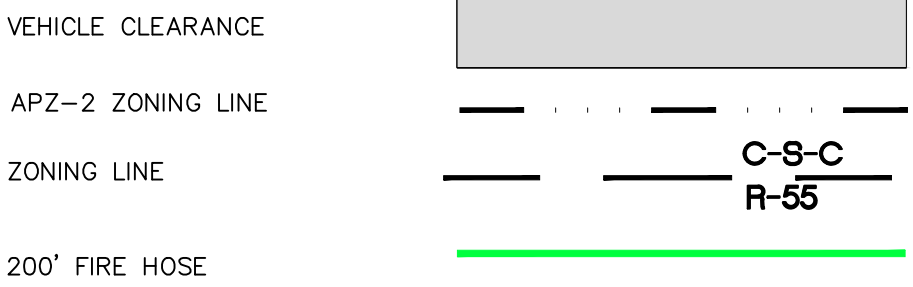
VICINITY MAP
SCALE: 1"=2000'

AUTO TURN 9.1:
VEHICLE PROPERTIES
(NOT TO SCALE)



Fire Truck	
Width	: 8.00
Track	: 8.08
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

LEGEND



DESIGNED: ZS		REVISIONS	
DATE: JUNE 16		DATE	BY
DRAWN: DATE:			
CHECKED: ZS			
DATE: JULY 16			
APPROVED: DATE:			

APPLIED CIVIL ENGINEERING
INC.
ENGINEERING * PLANNING * SURVEYING * LAND DEVELOPMENT
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TEL. (301) 459-5932

OWNER/APPLICANT/DEVELOPER

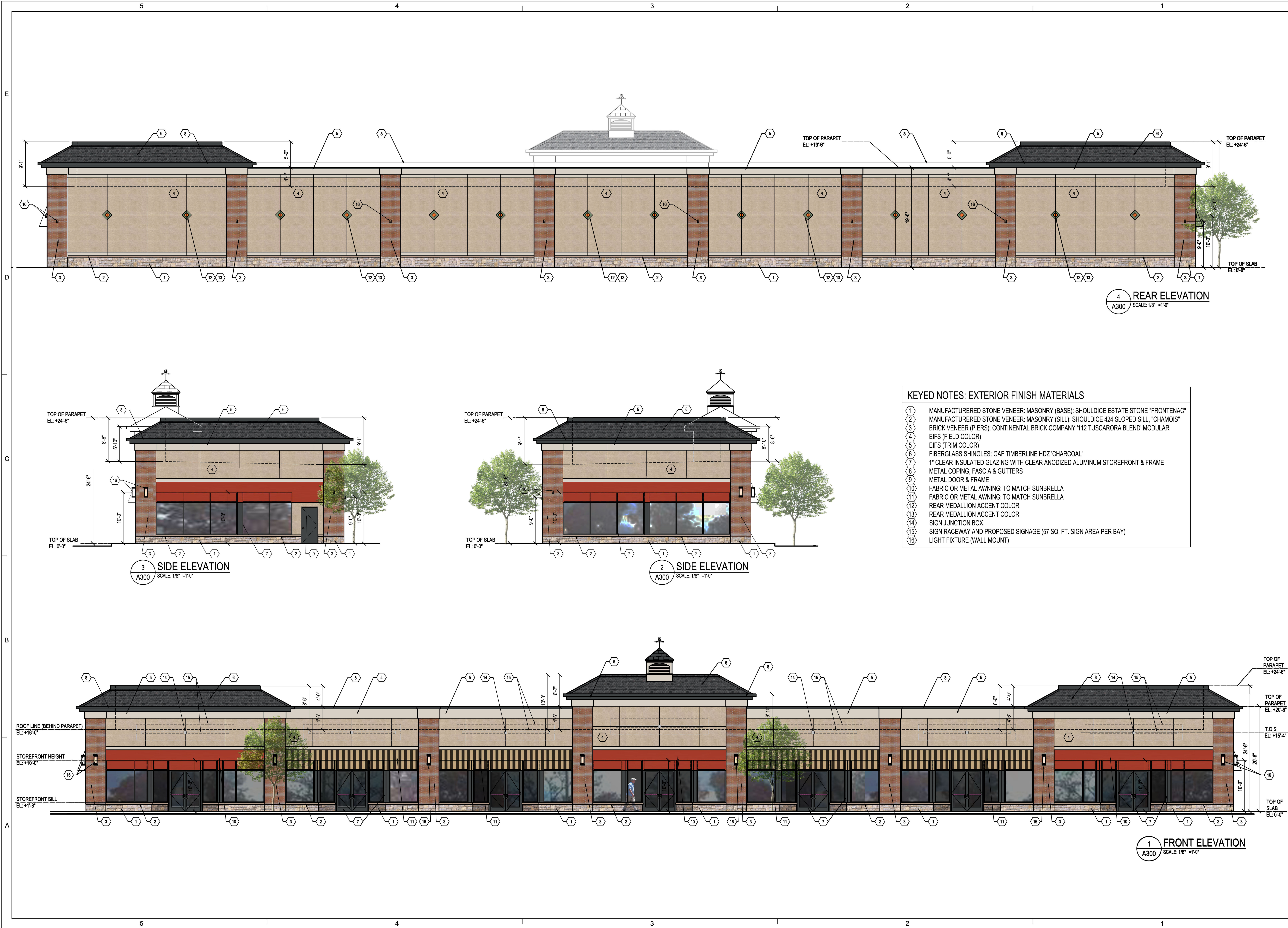
NSR PERTO SERVICES LLC
7303 HANOVER PKWY, STE A
GREENBELT, MARYLAND 20770
(301) 346-8680

AUTO TURN EXHIBIT-1
7521 MARLBORO PIKE
PARCEL 193
FORESTVILLE CENTER
SPAULDING (6TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

SCALE: 1"=30'

CONTRACT No.: 15-03

SHEET 1 OF 1



DELLA MONICA
studios

architecture + interiors

DELLA MONICA Studios, LLC
Architecture + Interiors
Bethesda, MD 20814
Phone: 703.371.4186

JEFFERSON DESIGN GROUP, LLC
PO BOX 112
Sterling, VA 20167-0112
Phone: 571.449.0426

PROJECT:
**FORESTVILLE CENTER
(Retail Building)**
7521 Marlboro Pike
District Heights, Maryland 20747

General Contractor

PROFESSIONAL SEAL:

ISSUED
PRELIMINARY
NO. REVISION
DATE

DESIGNED/DRAWN BY: BJ / LDM
REVIEWED/APPROVED BY:
FILE NO:
SCALE: AS NOTED

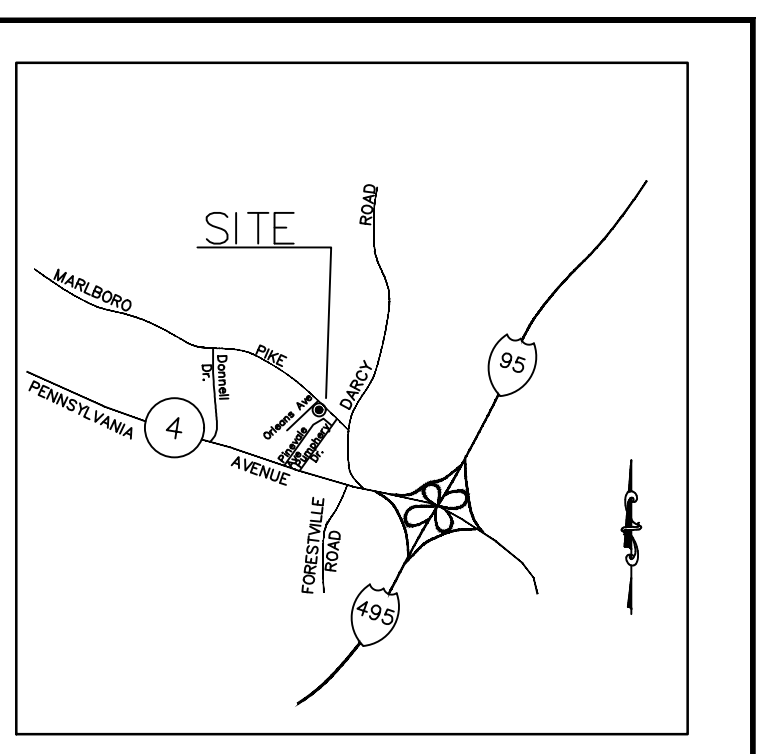
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LLC Architecture + Interiors.

SHEET TITLE:

EXTERIOR
ELEVATIONS

SHEET NUMBER:

A300



SPECIMEN TREES					
	SCIENTIFIC NAME	DBH (INCHES)	CONDITION RATING	STATUS	%CRZ IMPACT
	MULBERRY	32 in.	FAIR	SAVE	25%
	BLACK WALNUT	31 in.	FAIR	REMOVE	100%

Woodland Conservation Easement Note

Woodland preserved, planted or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Plat MMBB 238, Page 64. Revisions to this TCP2 may require a revision to the recorded easement.

CERTIFICATION

THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE MARYLAND DEPARTMENT OF NATURAL RESOURCES FOREST CONSERVATION ACT, AND THE PRINCE GEORGE'S COUNTY WOODLAND PRESERVATION ORDINANCE. THE PREPARER IS A LICENSED PROFESSIONAL AND/OR A QUALIFIED PROFESSIONAL UNDER COMAR 08.19.06.01.

ZIYAD SHALABI		5/12/2025
NAME	SIGNATURE	DATE

TREE CONSERVATION PLAN PLAN TYPE 2 7521 MARLBORO PIKE PARCEL 193 <i>FORESTVILLE CENTER</i> SPAULDING (6TH) ELECTION DISTRICT PRINCE GEORGE'S COUNTY, MARYLAND		
15-03	SHEET 1	OF 2

Standard Type 2 Tree Conservation Plan Notes

1. This plan is submitted to fulfill the woodland conservation requirements for a grading permit.
2. Cutting or clearing of woodland not in conformance with this plan or without the expressed written consent of the Planning Director or designee shall be subject to a \$9.00 per square foot mitigation fee.
3. A pre-construction meeting is required prior to the issuance of grading permits. The Department of Public Works and Transportation or the Department of Permitting, Inspection & Enforcement, as appropriate, shall be contacted prior to the start of any work on the site to conduct a pre-construction meeting where implementation of woodland conservation measures shown on this plan will be discussed in detail.
4. The developer or builder of the lots or parcels shown on this plan shall notify future buyers of any woodland conservation areas through the provision of a copy of this plan at time of contract signing. Future property owners are also subject to this requirement.
5. The owners of the property subject to this tree conservation plan are solely responsible for conformance to the requirements contained herein.
6. The property is within the Environmental Strategy Area ESA 1 and is zoned C-S-C & R-55.
7. The property is adjacent to Marlboro Pike, which is a historic road.
8. The property is adjacent to Marlboro Pike, which is classified as a collector roadway.
9. 9.This plan is grand fathered under CB-27-2010, Section 25-119 (g).

Tree Preservation and Retention Notes:

10. All woodlands designated on this plan for preservation are the responsibility of the property owner. The woodland areas shall remain in a natural state. This includes the canopy trees and understory vegetation. A revised tree conservation plan is required prior to clearing woodland areas that are not specifically identified to be cleared on the approved TCP2.
11. Tree and woodland conservation methods such as root pruning shall be conducted as noted on this plan.
12. The location of all temporary tree protection fencing (TPFs) shown on this plan shall be flagged or staked in the field prior to the pre-construction meeting. Upon approval of the locations by the county inspector, installation of the TPFs may begin.
13. All temporary tree protection fencing required by this plan shall be installed prior to commencement of clearing and grading of the site and shall remain in place until the bond is released for the project. Failure to install and maintain temporary or permanent tree protective devices is a violation of this TCP2.
14. Woodland preservation areas shall be posted with signage as shown on the plans at the same time as the temporary TPF installation. These signs must remain in perpetuity.

Removal of Hazardous Trees or Limbs by Developers or Builders
15. The developer and/or builder is responsible for the complete preservation of all forested areas shown on the approved plan to remain undisturbed. Only trees or parts thereof designated by the county as dead, dying, or hazardous may be removed.
16. A tree is considered hazardous if a condition is present which leads a Certified Arborist or Licensed Tree Expert to believe that the tree or a portion of the tree has a potential to fall and strike a structure, parking area, or other high use area and result in personal injury or property damage.
17. During the initial stages of clearing and grading, if hazardous trees are present, or trees are present that are not hazardous but are leaning into the disturbed area, the permittee shall remove said trees using a chain saw. Corrective measures require the removal of the hazardous tree or portions thereof shall require authorization by the county inspector. Only after approval by the inspector may the tree be cut by chainsaw to near the existing ground level. The stump shall not be removed or covered with soil, mulch or other materials that would inhibit sprouting.
18. If a tree or trees become hazardous prior to bond release for the project, due to storm events or other situations not resulting from an action by the permittee, prior to removal, a Certified Arborist or a Licensed Tree Expert must certify that the tree or the portion of the tree in question has a potential to fall and strike a structure, parking area, or other high use area and may result in personal injury or property damage. If a tree or portions thereof are in imminent danger of striking a structure, parking area, or other high use area and may result in personal injury or property damage then the certification is not required and the permittee shall take corrective action immediately. The condition of the area shall be fully documented through photographs prior to corrective action being taken. The photos shall be submitted to the inspector for documentation of the damage.

If corrective pruning may alleviate a hazardous condition, the Certified Arborist or a Licensed Tree Expert may proceed without further authorization. The pruning must be done in accordance with the latest edition of the appropriate ANSI A-300 Pruning Standards. The condition of the area shall be fully documented through photographs prior to corrective action being taken. The photos shall be submitted to the inspector for documentation of the damage.

Debris from the tree removal or pruning that occurs within 35 feet of the woodland edge may be removed and properly disposed of by recycling, chipping or other acceptable methods. All debris that is more than 35 feet from the woodland edge shall be cut up to allow contact with the ground, thus encouraging decomposition. The smaller materials shall be placed into brush piles that will serve as wildlife habitat.

Tree work to be completed within a road right-of-way requires a permit from the Maryland Department of Natural Resources unless the tree removal is shown within the approved limits of disturbance on a TCP2. The work is required to be conducted by a Licensed Tree Expert.

When off-site woodland conservation is proposed:

19. Prior to the issuance of the first permit for the development shown on this TCP2, all off site woodland conservation required by this plan shall be identified on an approved TCP2 plan and recorded as an off-site easement in the land records of Prince George's County. Proof of recordation of the off-site conservation shall be provided to the M-NCPPC, Planning Department prior to issuance of any permit for the associated plan.

POST DEVELOPMENT NOTES

When woodlands and/or specimen, historic or champion trees are to remain:

20. If the developer or builder no longer has an interest in the property and the new owner desires to remove a hazardous tree or portion thereof, the new owner shall obtain a written statement from a Certified Arborist or Licensed Tree Expert identifying the hazardous condition and the proposed corrective measures prior to having the work conducted. After proper documentation has been completed per the handout "Guidance for Prince George's County Property Owners: Preservation of Woodland Conservation Areas", the arborist or tree expert may then remove the tree. The stump shall be cut as close to the ground as possible and left in place. The removal or grinding of the stumps in the woodland conservation area is not permitted.

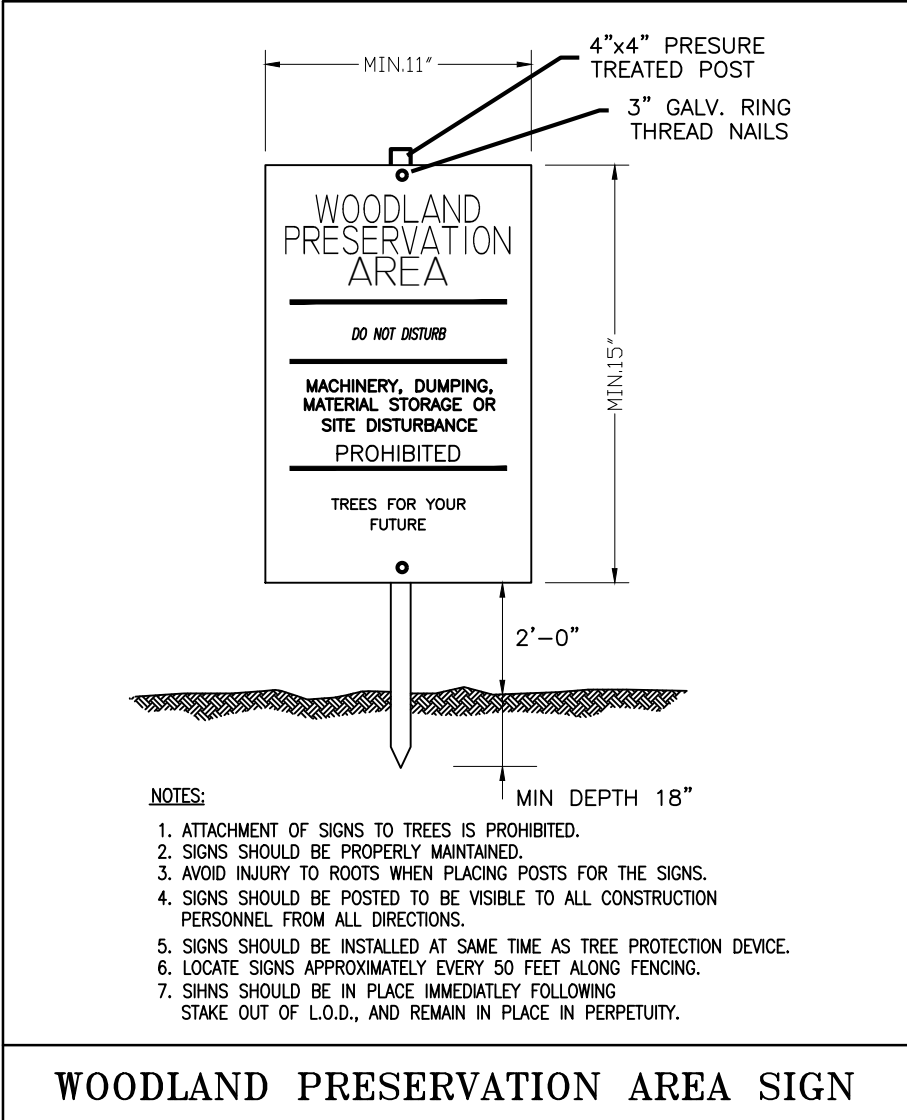
If a tree or portions thereof are in imminent danger of striking a structure, parking area, or other high use area and may result in personal injury or property damage then the certification is not required and the permittee shall take corrective action immediately. The condition of the area shall be fully documented through photographs prior to corrective action being taken. The photos shall be submitted to the inspector for documentation of the damage.

Tree work to be completed within a road right-of-way requires a permit from the Maryland Department of Natural Resources unless the tree removal is shown within the approved limits of disturbance on a TCP2. The work is required to be conducted by a Licensed Tree Expert.

21. The removal of noxious, invasive, and non-native plant species from any woodland preservation area shall be done with the use of hand-held equipment only (pruners or a chainsaw). These plants may be cut near the ground and material less than two inches diameter may be removed from the area and disposed of appropriately. All material from these noxious, invasive, and non-native plants greater than two (2) inches diameter shall be cut to allow contact with the ground, thus encouraging decomposition.

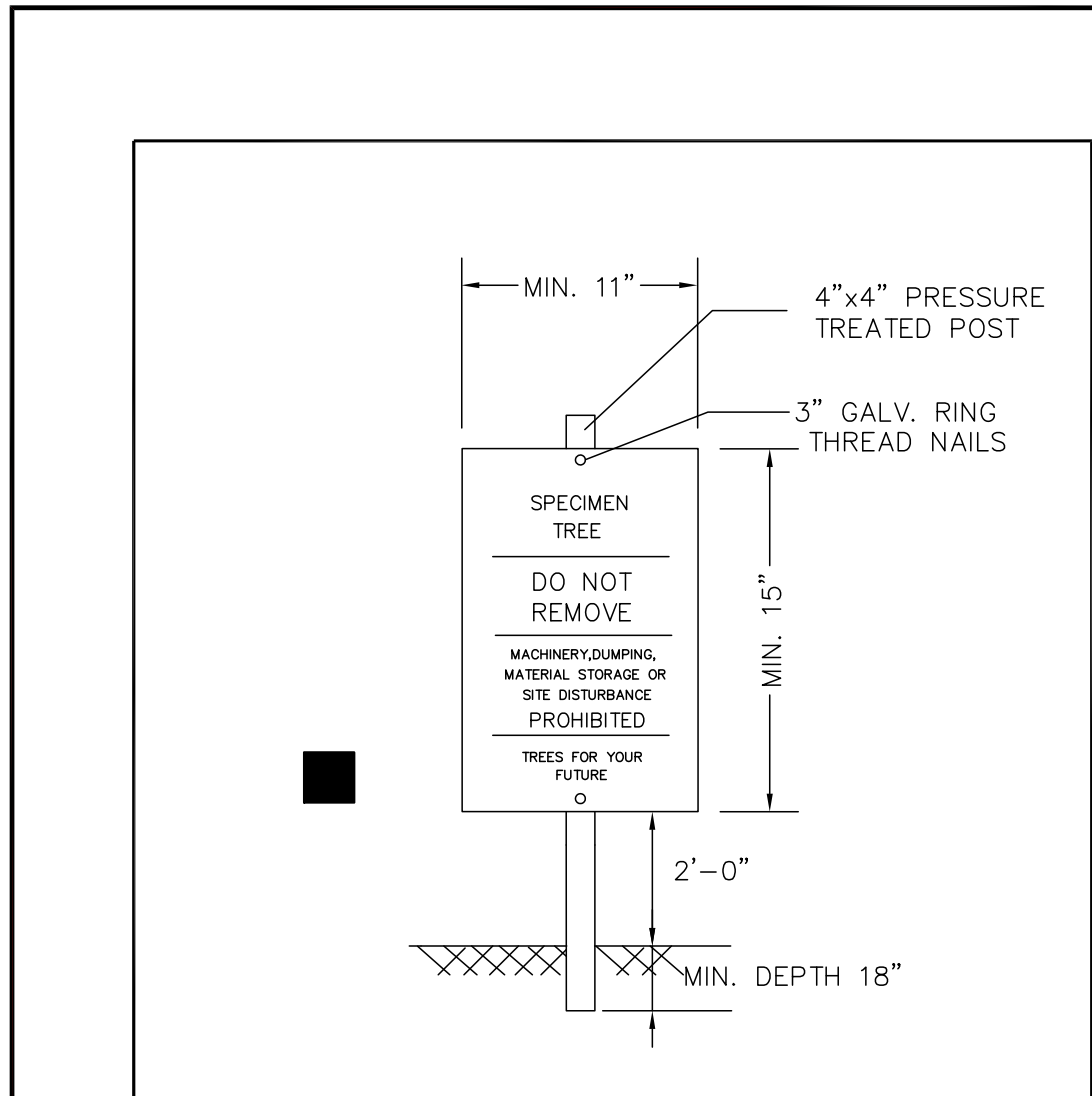
22. The use of broadcast spraying of herbicides is not permitted. However, the use of herbicides to discourage re-sprouting of invasive, noxious, or non-native plants is permitted if done as an application of the chemical directly to the cut stump immediately following cutting of plant tops. The use of any herbicide shall be done in accordance with the label instructions.

23. The use of chainsaws is extremely dangerous and should not be conducted with poorly maintained equipment, without safety equipment, or by individuals not trained in the use of this equipment for the pruning and/or cutting of trees.



MAINTENANCE PLAN FOR ST-1

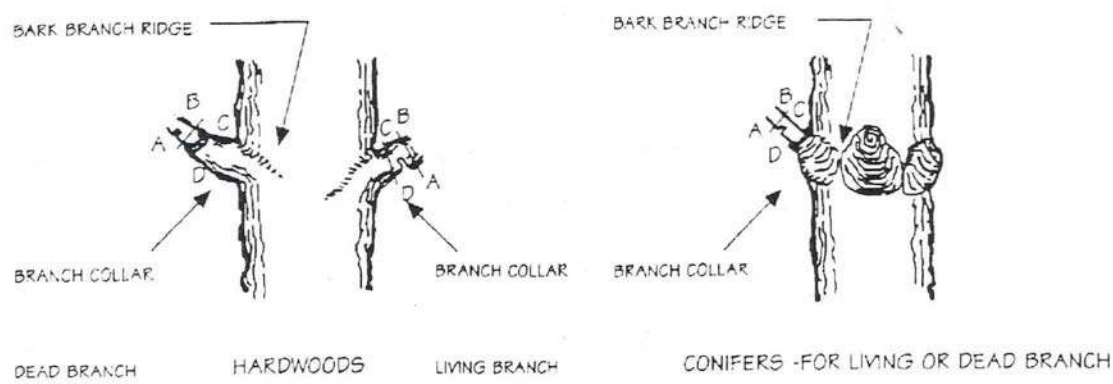
1. Prior to any construction activity, install tree protection fence as shown on plan.
2. The tree protection fence must remain throughout the duration of the construction activities.
3. Pruning of roots and limbs shall be performed according with standard practices.
4. Storing construction material and or construction equipment inside the tree protection fence are not permitted.
5. Construction workers are not permitted to walk or sit within the tree protection fence.
6. Disposal of any waste material such as but not limit to, paint, asphalt, oil, concrete mortar, etc. within the tree protection fence is prohibited.
7. No fill or excavation shall occur within the tree protection fence.
8. Mulching up to within 6" of the tree trunk is recommended to protect the soil from being compacted and to keep it moist.
9. Watering the tree shall occurred regularly especially during dry periods.
10. Inspection of the protection fence shall occurred regularly.
11. The tree health condition shall be monitored during and after construction. A certified Arborist shall be consulted in case of stresses appear on the tree for mitigation.



- NOTES:
1. ATTACHMENT OF SIGNS TO TREES IS PROHIBITED.
 2. SIGNS SHOULD BE PROPERLY MAINTAINED.
 3. AVOID INJURY TO ROOTS WHEN PLACING POSTS FOR THE SIGNS.
 4. SIGNS SHOULD BE POSTED TO BE VISIBLE TO ALL CONSTRUCTION PERSONNEL FROM ALL DIRECTIONS.
 5. SIGNS SHOULD BE INSTALLED AT SAME TIME AS TREE PROTECTION DEVICE.
 6. LOCATE SIGNS APPROXIMATELY EVERY 50 FEET ALONG FENCING.
 7. SIGNS SHOULD BE IN PLACE IMMEDIATELY FOLLOWING STAKE OUT OF L.O.D., AND REMAIN IN PLACE IN PERPETUITY.

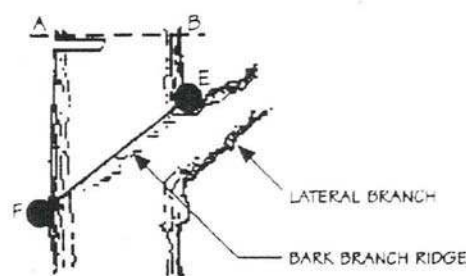
SPECIMEN TREE SIGN

Pruning a Branch



- Notes:
1. Remove branch weight by undercutting at A and remove limb by cutting through at AB.
 2. Remove stub at CD (line between branch bark ridge and outer edge of branch collar).
 3. If D is difficult to find on hardwoods, angle of CD to trunk should be the reflective angle of the bark branch ridge to the trunk.
 4. Only prune at specified times.
 5. Remove no more than 30% of crown at one time.

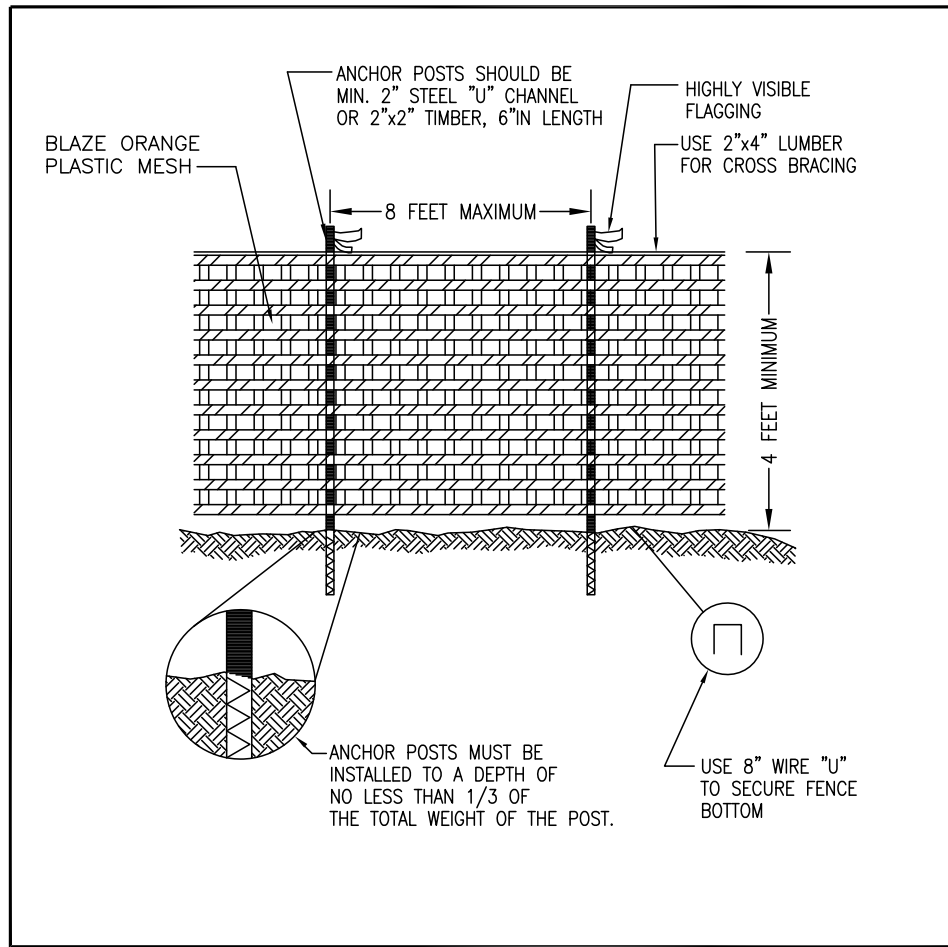
Pruning a Leader to Reduce Size



- Notes:
1. Remove top weight by undercutting at A and remove limb by cutting through AB.
 2. Remove stub at EF parallel to the bark branch ridge.
 3. Only prune at specified times.
 4. No more than 30% of crown to be removed at one time.
 5. Diameter of lateral branch should be no less than 30% of the diameter of the leader.

Source: Fairfax County, Virginia:Vegetation Preservation & Planting, January 1986

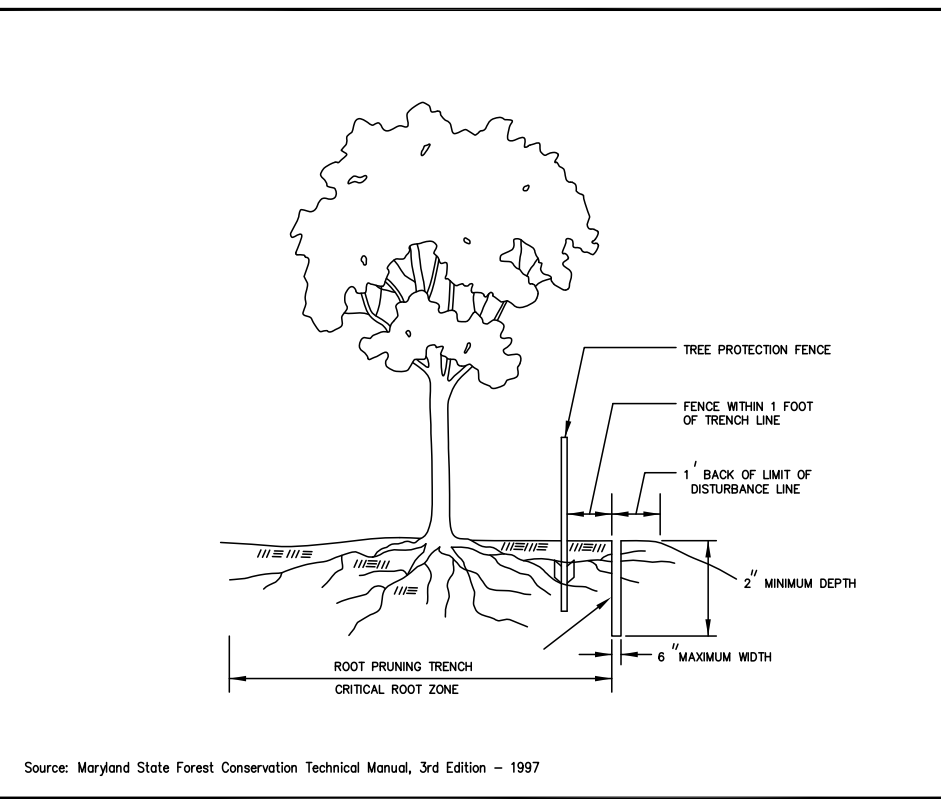
Tree Pruning



NOTES: (MUST BE INCLUDED WITH DETAIL)

1. FOREST PROTECTION DEVICE ONLY.
2. RETENTION AREA WILL BE SET AS PART OF THE REVIEW PROCESS.
3. BOUNDARIES OF RETENTION AREA SHOULD BE STAKED AND FLAGGED PRIOR TO INSTALLING DEVICES.
4. AVOID ROOT DAMAGE WHEN PLACING ANCHOR POSTS.
5. DEVICE SHOULD BE PROPERLY MAINTAINED DURING CONSTRUCTION
6. PROTECTIVE SIGNAGE IS ALSO REQUIRED.

TYPE 1 (TEMPORARY) TREE PROTECTION FENCE DETAIL FOR WOODLAND PRESERVATION AREAS

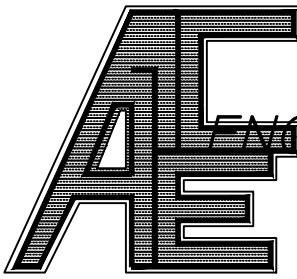


- NOTES:
1. RETENTION AREAS TO BE ESTABLISHED AS PART OF THE FOREST CONSERVATION PLAN REVIEW PROCESS.
 2. BOUNDARIES OF RETENTION AREAS SHOULD BE STAKED, FLAGGED AND/OR FENCED PRIOR TO TRENCHING.
 3. EXACT LOCATION OF TRENCH SHOULD BE IDENTIFIED.
 4. TRENCH SHOULD BE IMMEDIATELY BACKFILLED WITH SOIL REMOVED OR OTHER HIGH ORGANIC SOIL.
 5. ROOTS SHOULD BE CLEANLY CUT USING VIBRATORY KNIFE OR OTHER ACCEPTABLE EQUIPMENT.

ROOT PRUNING

Prince George's County Planning Department, M-NCPPC Environmental Planning Section TYPE 2 TREE CONSERVATION PLAN APPROVAL TCP 2-004-2025				
	Approved by	Date	DRD#	Reason for Revision
00			DSP-16039	
01				
02				
03				
04				
05				

E.P. NAME:		REVISIONS		
DESIGNED:	ZS	DATE	BY	
	DATE: JUNE 16	5/12/2025	MBS	Revision of the Zoning Divide Location
DRAWN:				
	DATE:			
CHECKED:	ZS			
	DATE: July 16			
APPROVED:				
	DATE:			



APPLIED CIVIL ENGINEERING INC.

ENGINEERING * PLANNING * SURVEYING * LAND DEVELOPMENT
& PERMIT PROCESSING
9470 ANNAPOLIS ROAD, SUITE 414
LANHAM, MARYLAND 20706
TEL. (301) 459-5932



OWNER/APPLICANT/DEVELOPER

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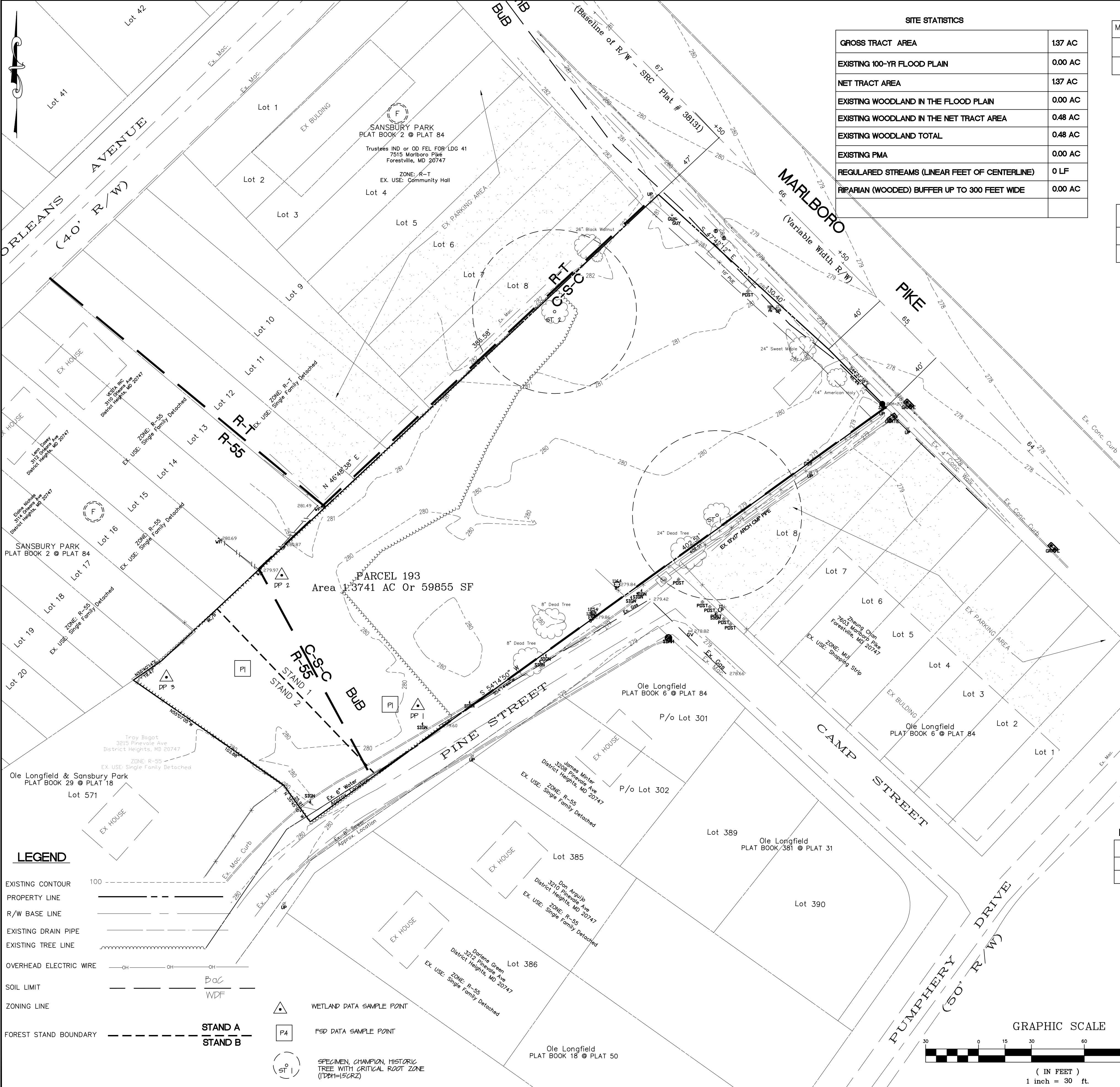
TREE CONSERVATION PLAN PLAN TYPE 2

7521 MARLBORO PIKE
PARCEL 193

FORESTVILLE CENTER

SPAULDING (6TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

SCALE: 1"=30' CONTRACT No.: 15-03 SHEET 2 OF 2



SITE STATISTICS	
GROSS TRACT AREA	137 AC
EXISTING 100-YR FLOOD PLAIN	0.00 AC
NET TRACT AREA	137 AC
EXISTING WOODLAND IN THE FLOOD PLAIN	0.00 AC
EXISTING WOODLAND IN THE NET TRACT AREA	0.48 AC
EXISTING WOODLAND TOTAL	0.48 AC
EXISTING PMA	0.00 AC
REGULATED STREAMS (LINEAR FEET OF CENTERLINE)	0 LF
RIPARIAN (WOODED) BUFFER UP TO 300 FEET WIDE	0.00 AC

SOIL CHARACTERISTICS					
Map Symbol	Map Unit Name	K-Factor	Hydric Rating	Hydrological Soil Group	Drainage Class
BuB	Beltsville-Urban Land Complex 0-5% slopes	0.37	Non-Hydric	C	Moderately Well Drained
SnB	Sassafras-Urban Land Complex 0-5% slopes	0.24	Non-Hydric	B	Well Drained

Summary Table - Forest Analysis and Priorities						
Stand	Structure (Out of 20)	Condition (Out of 20)	Location (Out of 20)	Total (Out of 60)	Priority for Preservation (H,M, or L)	Priority for Restoration (H,M, or L)
1	14	13	15	42	L	L
2	15	10	15	40	L	L

SPECIMEN TREES				
NUMBER	COMMON NAME	SCIENTIFIC NAME	DBH (INCHES)	CONDITION RATING
1	MORUS SP.	MULBERRY	32 in.	FAIR
2	JUGLANS NIGRA	BLACK WALNUT	31 in.	FAIR

NOTE: TREES ARE FIELD LOCATED

Forest Stand Summary Sheet			
Stand Variable	Stand 1	Stand 2	
Forest Type	Chesnut Oak-Post Oak-Blackjack Oak Assoc.	Chesnut Oak-Post Oak-Blackjack Association	
Average Size class of Dom. Sp.	6-17" dbh	17-24" dbh	
Successional Stage	Early	Mid	
Basal Area	139	139	
Dominant Co-dominant Canopy Species	Catalpa	White oak	
% Trees/Acre	850	218	
% Standing Dead Trees 0.6" dbh or greater/Acre	1	4	
Common Understory spp.	Catalpa, pear, red maple, sweetgum, white oak	Persea, catalpa, red maple, black gum	
Common Herbaceous Spp.	Red and tall fescue, goldenrod, chickweed, English ivy, wintergreen, wild onion	English ivy, Japanese honeysuckle, wild onion, milk spp, maple spp.	
% of woody plant spp. 0-3"	16	15	
% Canopy Coverage	65%	66%	
% Understory Coverage	50%	25%	
% Herbaceous Coverage	60%	8%	
% Downed Woody Material	1%	8%	
% Invasive Species Cover	Canopy 0% Understory 0% Shrub 20% and Herb Layer 50%	Canopy 0% Understory 0% Shrub 20% and Herb Layer 30%	
Common Invasives	Chinese privet, English ivy, Japanese honeysuckle, wintergreen, chickweed, asteranthus, wild onion	Chinese privet, English ivy, Japanese honeysuckle, wild onion	
Forest Structure Value	Low	Moderate	
Priority Rating	Low	Low	

FOREST STAND SUMMARY

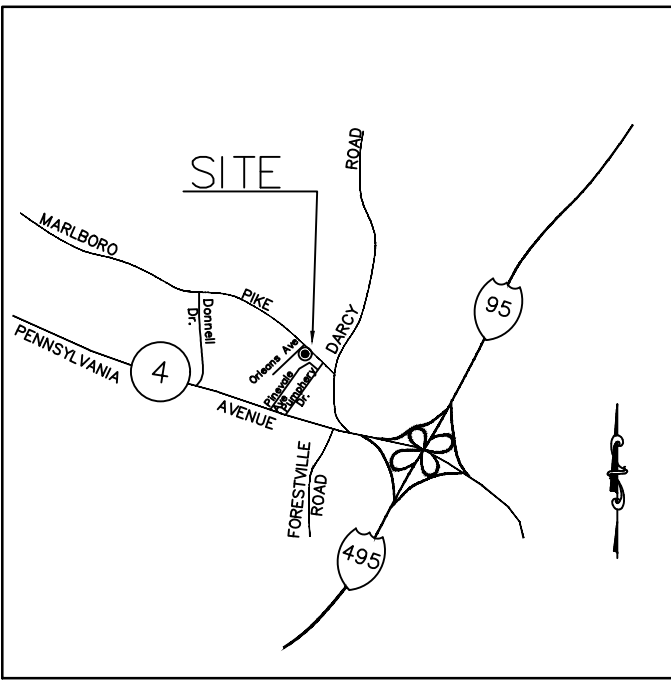
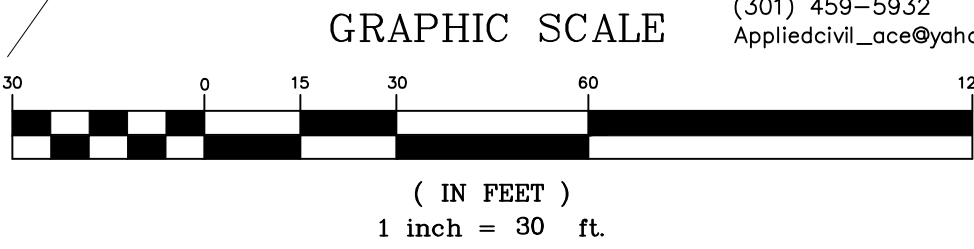
STAND #	AREA (AC)
1	0.33
2	0.15

CERTIFICATION

THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE MARYLAND DEPARTMENT OF NATURAL RESOURCES FOREST CONSERVATION ACT, AND THE PRINCE GEORGE'S COUNTY WOODLAND PRESERVATION ORDINANCE. THE PREPARER IS A LICENSED PROFESSIONAL AND/OR A QUALIFIED PROFESSIONAL UNDER COMAR 08.19.06.01. THIS NRI COMPLIES WITH THE CURRENT REQUIREMENTS OF THE PRINCE GEORGE'S COUNTY CODE AND THE ENVIRONMENTAL TECHNICAL MANUAL.

Ziyad Shalabi
NAME
MDNR/COMAR 08.19.06.01
Qualified Professional
9470 Annapolis Rd #414
Lanham, MD 20706
(301) 459-5932
Appliedcivil_ace@yahoo.com

March 3, 2025
DATE



VICINITY MAP

SCALE: 1"=2000'

GENERAL INFORMATION TABLE	
Zoning (Zone)	CGO/C-S-C & R-55
Aviation Policy Area (APA)	N/A
Tax Grid (TMG)	81 F-4
WSSC Grid (Sheet 200)	204SE07 & 205SE07
Planning Area (Plan Area)	75A
Election District (ED)	6th
Councilmanic District (CD)	6th
General Plan 2002 Tier (Tier)	Developed
General Plan Growth Policy (2035)	Established Communities
Police District	VIII

NATURAL RESOURCE INVENTORY - GENERAL NOTES

- This site is zoned CGO and the prior zones are C-S-C & R-55 and is located within Environmental Strategy Area One in accordance with Plan 2035.
- The source of the property boundaries on this plan is from Deed Liber 36979 @ Folio 236 and boundary survey.
- The topography shown on this plan is from Field Run Survey by Applied Civil Engineering Inc, dated March 2016 and County Maps.
- The source of the soils information on this plan is from the USDA NRCS Web Soil Survey WSS in a Custom Soil Resource Report for an Area of Interest (AOI) established for the subject site only and generated on October 24, 2023.
- In a letter dated December 5, 2023, the Prince George's County Department of Permitting, Inspections and Enforcement stated that no county regulated 100-year floodplain is located on-site.
- No wetlands or streams are located on-site as field verified by Shawn Clotworthy, Certified Professional.
- This site does not contain Wetlands of Special State Concern as defined in COMAR 26.23.06.01.
- This site is not located within a Tier II catchment area and does not contain a Tier II waterbody as defined in COMAR 26.08.02.04. This site is not located within an impaired water body with a Total Maximum Daily Load (TMDL) allocated for sediment, which are afforded special protection under Maryland's Anti-degradation policy.
- This site is not located within a Stronghold Watershed as established by the MD DNR.
- In a letter dated December 22, 2023 the Maryland Department of Natural Resource Natural Heritage Program has determined that they have no concern regarding potential impacts to such species or recommendations for protection measures at this time.
- The site does not include Forest Interior Dwelling Species habitat.
- The site is subject to a previously approved TCP1-009-2018.
- There are two specimen trees located on the property. These trees were located using (surveyed locations).
- The subject site is not with a Scenic Resources Policy Area.
- The site is abutting Marlboro Pike road, a designated as historic road in the vicinity of the property.
- The subject property is not located within a Registered Historic District.
- There are no known archeological sites located on the subject property; however, the subject property has not been surveyed for archeological resources and a Phase I archeology report may be required during subsequent development review processes.
- Marlboro clay and Christiansa clay are not found to occur on or within the vicinity of this property.
- The site is not located in the vicinity of any master planned roadway designated as arterial or higher.
- The subject property is not located within the 2009 Joint Base Andrews Noise Contours.
- The site is not located within an Aviation Policy Area APA.
- The site is not located within the Chesapeake Bay Critical Area CBA.
- An approved NRI is valid for five years from the date of signature by staff, or until information used to prepare the NRI changes. NRIs will be required to be revised and re-approved if the base information changes significantly. Approval of this NRI in no way imparts any other development application approval.

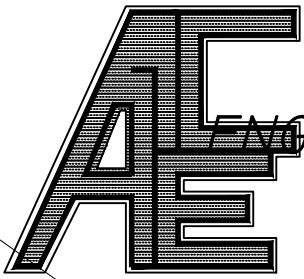
Prince George's Planning Department, M-NCPPC
Environmental Planning Section

NATURAL RESOURCES INVENTORY PLAN APPROVAL

NRI-210-2016

Approved By	Date	Reason For Revision
00 Chuck Schneider	12/22/2016	
01 Alexander Kirchhof	02/16/2024	Prior NRI Expired
02		Including Both Zones
03		
04		
05		
06		

E.P. NAME:		DESIGNED:		DATE:		BY:		DATE:		REVISIONS	
ZS		DATE: March 25									
DRAWN:		DATE:									
CHECKED:		ZS		DATE: March 25							
APPROVED:		DATE:									



APPLIED CIVIL ENGINEERING
INC.

ENGINEERING * PLANNING * SURVEYING * LAND DEVELOPMENT
8 PERMIT PROCESSING
9470 ANNAPOLIS ROAD, SUITE 414
LANHAM, MARYLAND 20706
TEL. (301) 459-5932

OWNER/APPLICANT/DEVELOPER

NSR PERTO SERVICES LLC
7303 HANOVER PKWY, STE A
GREENBELT, MARYLAND 20770
(301) 346-8680

NATURAL RESOURCES INVENTORY PLAN

7521 MARLBORO PIKE

PARCEL 193

FORESTVILLE CENTER

SPAULDING (6TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

SCALE: 1"=30' CONTRACT No.: 15-03 SHEET 1 OF 1