



The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Detailed Site Plan Brooks Drive Property

DSP-16037-01

REQUEST	STAFF RECOMMENDATION
Construction of a 5,619-square-foot food and beverage store and a gas station on Parcel 2.	APPROVAL with conditions

Location: In the northwest quadrant of the intersection of Brooks Drive and MD 4 (Pennsylvania Avenue).



Gross Acreage:	11.04
Zone:	R-10
Dwelling Units:	N/A
Gross Floor Area:	5,619 sq. ft.
Planning Area:	75A
Council District:	07
Election District:	06
Municipality:	N/A
200-Scale Base Map:	203SE05

Planning Board Date:	05/07/2020
Planning Board Action Limit:	05/08/2020
Staff Report Date:	04/22/2020
Date Accepted:	02/28/2020
Informational Mailing:	05/31/2019
Acceptance Mailing:	02/27/2020
Sign Posting Deadline:	04/07/2020

Applicant/Address:
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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.

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-16037-01
Type 2 Tree Conservation Plan TCP2-005-2016-02
Brooks Drive Property

The Urban Design staff has reviewed the amendment to a detailed site plan for the subject property, and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION CRITERIA

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance for the Multifamily High Density Residential (R-10) Zone, as modified by CB-62-2015 and CB-83-2018;
- b. The requirements of Preliminary Plan of Subdivision 4-16018;
- c. The requirements of Detailed Site Plan DSP-16037;
- 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; and,
- g. Referral comments.

FINDINGS

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

1. **Request:** The subject amendment to a detailed site plan (DSP) requests to construct a 5,619-square-foot food and beverage store and a gas station on Parcel 2.

2. Development Data Summary:

	APPROVED	PROPOSED
Zone(s)	R-10	R-10
Use(s)	Food & Beverage Store, Consolidated Storage	Food & Beverage Store, Gas Station, Consolidated Storage
Gross Acreage	11.04	11.04
Net Tract Area	10.86	10.86
Gross Floor Area (GFA) (sq. ft.)	166,185	135,619
Parcels	4	5*

Note: *The DSP as submitted proposes an additional parcel, splitting platted Parcel 2 into proposed Parcels 2A and 2B. However, the preliminary plan of subdivision (PPS) 4-16018 only approved four parcels. Therefore, the DSP must be revised to remove all references to Parcels 2A and 2B and show Parcel 2 as platted.

Other Development Data

Parking Requirements

Use	Parking Rate	Number of Spaces Required	Number of Spaces Provided
Food and Beverage Store (Parcel 2) (5,619 sq. ft.)	1 parking space per 150 sq. ft. for the first per 3,000 sq. ft. and 1 space for each 200-sq. ft. above the first 3,000 sq. ft.	34	61
Gas Station (Parcel 2)	1 space per employee	4	4
Total Parking		38	65 (including 3 handicapped accessible van)

Use	Loading Rate	Number of Spaces Required	Number of Spaces Provided
Food and Beverage Store (5,619 sq. ft.)	1 space per 2,000 - 10,000 sq. ft. (15-foot by 33-foot)	1	1
Total Loading		1	1

3. **Location:** The subject site is located in the northwest quadrant of the intersection of Brooks Drive and MD 4 (Pennsylvania Avenue). The project is also located in Planning Area 75A and Council District 7.
4. **Surrounding Uses:** The subject site is bounded to the south by the right-of-way of MD 4 and by multifamily residential development in the Multifamily High Density Residential (R-10) Zone beyond; to the west by single-family detached units in the One-Family Detached Residential Zone; to the north by multifamily residential dwelling units in the R-10 Zone; and to the east by Brooks Drive, with multifamily residential development in the R-10 and Multifamily Medium Density Residential Zones beyond.
5. **Previous Approvals:** The site is the subject of multiple previous approvals. Two council bills also impact development regulations applicable to the site. The 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* retained the property in the R-10 Zone.

On July 11, 2013, the Prince George's County Planning Board approved PPS 4-12002 (PGCPB Resolution No. 13-81) for five lots and the development of up to 300 multifamily dwelling units. On June 4, 2015, the Planning Board approved a one-year extension to PPS 4-12002. On May 5, 2016, the Planning Board approved DSP-15038 (PGCPB Resolution No. 16-59) for the development of infrastructure for the multifamily development. However, further development was never pursued relative to these approvals.

On October 20, 2015, Prince George's County Council Bill CB-62-2015 was approved by the Prince George's County Council, to permit the Business Advancement and Food Access Infill use in the R-10 Zone under certain circumstances.

On December 8, 2016, the Planning Board approved PPS 4-16018 (PGCPB Resolution No. 16-150) for four parcels to support the development of a food or beverage store, consolidated storage facility and medical office building. The approval of PPS 4-16018 superseded PPS 4-12002, and required the submission of a new DSP for the proposed commercial development of the property.

On July 13, 2017, the Planning Board approved DSP-16037 (PGCPB Resolution No. 17-110) for the development of a 36,185-square-foot food and beverage store and 130,000-square-foot consolidated storage facility on the subject site.

On October 23, 2018, Council Bill CB-83-2018 was approved by the County Council to refine the definition of Business Advancement and Food Access Infill in Section 27-107 of the Prince George's County Zoning Ordinance, and to refine the development requirements of Section 27-445.15.

6. **Design Features:** The proposed project is to develop Parcel 2 of the Brooks Drive Property with a 5,619-square-foot food and beverage store (Wawa) and gas station with eight dispensing pumps. Parcel 2 consists of 3.46 acres and is located on the southern corner of the larger property, adjacent to the intersection of Brooks Drive and MD 4. This amendment to the DSP requests to replace the previously approved 36,185-square-foot food and beverage store (Lidl) with a smaller food and beverage store in combination with a gas station (Wawa). This amendment does not propose changes to the previously approved consolidated storage facility development.

A shared access easement enters the site from Brooks Drive and continues through the property to serve Parcel 2, the consolidated storage facility on Parcel 1 to the west, and Parcel 3 for future development to the north, all comprising the Brooks Drive Property. The access will be 32 feet wide at its connection to Brooks Drive and reduces to 26 feet wide after the first entrance into Parcel 2. Two points of entry are provided from the accessway into Parcel 2. A sidewalk is provided that transitions from the eastern to western side of the accessway, to serve the subject site. A sidewalk connection to MD 4, near the existing bus stop, is also provided, with a switch-back to accommodate the change in elevation between the site and MD 4.

The proposed food and beverage store and gas station are centrally located within the subject site, with the gas station situated south of the store. A sidewalk is located adjacent to the northern, western, and southern facades of the store, with parking wrapping these sides of the building as well. A drive aisle and loading space are on the east side of the store. Additional parking is provided on portions of the northern, eastern, and western periphery of Parcel 2. As detailed in Finding 2, the proposed development provides 65 total parking spaces, which exceeds the requirement of 38 spaces. Site lighting is provided by 13 pole-mounted fixtures located around the periphery of the site. The lighting plan lacked photometric information that must be reviewed to confirm adequate lighting is provided. A condition has been included requiring the provision and review of this data.

The Wawa food and beverage store is rectangular in shape, and oriented with its main entrance facing Brooks Drive. The store is proposed as a single-story, flat roofed building with a tower element and elongated canopy accenting the main entrance. A second customer entrance is provided on the rear of the building and accented with a portico. Stone veneer wraps the lower portion of all four facades. A tan-shade of EIFS covers the majority of the remaining façade area, accented with white metal trim, and gray metal coping along the roofline. Gray Dutch-seam metal roofs are utilized in areas with a pitched roof, including the entry accent tower, canopy, and rear portico. The design of the gas station canopy compliments the store and incorporates several of the same materials and colors including stone veneer on vertical columns, white steel structural elements and gray metal roof. Staff finds the proposed architecture acceptable.

Signage proposed includes two channel-letter signs to be building-mounted, one above each entrance to the store. Building-mounted signage has a total area of 125.28 square feet. Gas station canopy signage consists of a single, nine-square-foot, canopy-mounted identity sign, and two double-sided gas pump spanner identity signs. A single free-standing 20-foot-high pylon sign is proposed at the corner of the site adjacent to the intersection of Brooks Drive and MD 4. The sign area is proposed to be almost 60 square feet. Staff finds the signage package proposed to be acceptable except for the height of the free-standing pylon sign. A prior condition of approval limits the height of such signs to a maximum of 15 feet. A condition has been included requiring the sign height to be reduced.

As with the original approval of this DSP, this amendment is proposed as part of a Business Advancement and Food Access Infill use development.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the R-10 Zone, as modified by Council Bills CB-62-2015 and CB-83-2018, and discussed herein:

- a. **Section 27-441, Uses in Residential Zones:** As modified by CB-62-2015 and CB-83-2018, development proposed by this DSP amendment is part of a Business Advancement and Food Access Infill use, which is a permitted use in the R-10 Zone. The following is the definition of this use per Section 27-107.01(a)(38.1) in the Zoning Ordinance:

Business Advancement and Food Access Infill: A development which combines a food or beverage store not exceeding 40,000 square feet of gross floor area; a consolidated storage facility; may include an eating or drinking establishment, or any other use that is permitted by right, or by special exception, in the C-S-C (Commercial Shopping Center) Zone is permitted; and shall not include a Department or Variety Store, where:

- (A) the proposed development is part of a revitalization project in accordance with Section 27-445.15 of this Subtitle; and**
- (B) the development meets the criteria of Division 5, Part 5 of this Subtitle.**

This amendment to the DSP proposes a 5,619-square-foot food and beverage store and a gas station. The approved DSP provided for the development of a consolidated storage facility. The previously approved development as modified by the requested amendment meets the definition of a Business Advancement and Food Access Infill use.

- b. The following is discussion of conformance to Section 27-445.15, Business Advancement and Food Access Infill, as required by the definition:

(a) Applicability. As permitted in the Residential Use Tables in Section 27-441 of this Subtitle, the following additional requirements apply to development or redevelopment in the County proposing Business Advancement and Food Access Infill uses, as defined in Section 27-107.01 of this Subtitle:

- (1) the proposed use shall be located in a Revitalization Tax Credit District Census Tract;**
- (2) the proposed use shall be located within a Historically Underutilized Business ("HUB") Zone;**

The Planning Board previously determined the Brooks Drive property is located within Revitalization Tax Credit District Census Tract and is within a Historically Underutilized Business "HUB" Zone. The food and beverage store with a gas station proposed with this amendment is within the Tract and Zone.

- (3) the proposed use is located at the intersection of two (2) four-lane, divided roadways, one of which is a State road with functional transportation classification as an expressway; and**

The subject site is located at the intersection of MD 4 and Brooks Drive, both of which are four-lane divided roadways, with MD 4 classified as an expressway in the *2009 Approved Countywide Master Plan of Transportation*.

- (4) the property on which the proposed uses will be located has a land area of at least eight (8) acres and abuts property in the R-10 (Multifamily High Density Residential) Zone.**

The subject site is in the R-10 Zone, has a land area of 11.04 acres, and abuts property in the R-10 Zone in conformance with this requirement.

(b) Other Requirements.

- (1) The prescriptions set forth in Section 27-442 of this Subtitle shall not apply to the uses and structures within a Business Advancement and Food Access Infill development project. The dimensions and structures shown on the approved detailed site plan for the project shall serve as the development regulations for the project.**
- (2) All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.**
- (3) The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.**

DSP-16037 was previously found in conformance with these requirements. Development regulations, including architecture, building materials, elevations, signs and outdoor lighting for the Business Advancement and Food Infill use are proposed as part of this DSP amendment for the food and beverage store and gas station. Upon approval of the amendment, they will serve as the development regulations for Parcel 2. As detailed in Finding 6, staff has reviewed these design elements and found them to be approvable, except for outdoor lighting. A condition has been recommended to ensure outdoor lighting is approvable prior to certification of the DSP amendment.

- (4) Where the proposed use includes a gas station, the detailed site plan review shall also include review of all building elevations to ensure durability and compatibility with the architecture of surrounding buildings internal to the site. In addition, where the subject property has a prior approved detailed site plan, development of the gas station use shall conform, to the**

maximum extent possible, with the terms of such prior site plan approval.

This DSP amendment includes a gas station and this review includes all building elevations. Staff has found them to include a durable design that is compatible with the architecture of the consolidated storage building. The subject property has a prior approved DSP and the current amendment request conforms, to the maximum extent possible, with the terms and conditions of this prior site plan approval.

(5) All consolidated storage for a Business Advancement and Food Access Infill development shall meet the requirements set forth in Sections 27-344.01(a)(5), (6), and (7) of this Subtitle.

The consolidated storage facility shown on Parcel 1 of the Brooks Drive property was previously found in conformance with these requirements in the original approval of DSP-16037. The proposed amendment does not impact the previous findings of conformance.

c. **Section 27-274, Site Design Guidelines, as cross-referenced in Section 27-283:** The subject DSP amendment is in general conformance with the site design guidelines in Section 27-283, which further cross-references the same guidelines in Section 27-274, of the Zoning Ordinance.

(1) General.

(A) The Plan should promote the purposes of the Conceptual Site Plan.

A conceptual site plan is not required for this use or zone. This amendment to the DSP promotes the purposes of Section 27-281 by helping to fulfill the purposes of the R-10 Zone as a Business Advancement and Food Access Infill use, per CB-83-2018.

(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.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.

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

The DSP amendment provides for safe and efficient vehicular and pedestrian circulation patterns for the food and beverage store and gas station site. Parking is located to provide convenient access to the store. A single loading space is provided on the east side of the store. This location is generally visually unobtrusive and does not conflict with drive aisles or areas for pedestrian circulation.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design character.**

This DSP amendment provides a lighting plan that includes exterior parking lot, building and gas station canopy lights. However, as photometrics were not included, staff could not determine if adequate illumination is provided in a manner that enhances the site's design character. A condition has been included requiring the submission, review, and approval of adequacy of site lighting prior to certification of the DSP amendment.

(4) Views.

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

The design of the subject site preserves, creates, or emphasizes views from public areas associated with MD 4 and Brooks Drive. The proposed food and beverage store and gas station include a clean, modern, and cohesive architectural design. Landscape treatments are provided throughout the site in accordance with the Landscape Manual. These techniques have resulted in a site design that confirms to this guideline.

(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.**

On-site green area is provided around the periphery of the site and provides an appropriate space for framing parking areas and drive aisles. This space is designed to be aesthetically pleasing and provide visual interest as well as assist in mitigating localized heat island effects. The proposed amendment conforms with this guideline.

(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.**

This DSP amendment and associated landscape plan conform with the above guideline. Site and streetscape amenities will contribute to the attractive and coordinated development of the Brooks Drive Property, which will enhance use and enjoyment of the site.

(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.**

Rough grading of the site and installation of public utilities on the subject site was completed under the original approval of DSP-16037. As part of that approval, site development was evaluated for environmental, stormwater management (SWM), historic or archeological impacts and found to conform with requirements. Grading proposed by this amendment is limited to Parcel 2 within the larger previously approved development.

(8) Service areas.

- (A) Service areas should be accessible, but unobtrusive**

The DSP amendment complies with this design guideline by providing a loading space on the east side of the store, where it provides easy access to the building, but does not interfere with regular use of the site by vehicles or pedestrians. A trash enclosure is in the northeast corner of the site, in proximity to the store, but separated by a drive aisle and parking. The trash enclosure is designed with similar materials and colors, matching the food and beverage store, and is not obtrusive because of its location and design.

(9) Public spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development.**

This guideline is not applicable to this DSP amendment and no public space system is included in the proposal.

(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.**

The DSP amendment conforms to these guidelines in so far as the architectural design of the Wawa store and associated gas station incorporate modern, clean design elements that provides for a harmonious use of materials and unified style to the design. This development is in character with the previously approved consolidated storage facility.

- 8. Preliminary Plan of Subdivision 4-16018:** PPS 4-16018 was approved by the Planning Board on December 8, 2016 (PGCPB Resolution No. 16-150), subject to 20 conditions for the Brooks Drive Property. Conditions relevant to this DSP amendment are discussed as follows:

- 4. Total development shall be limited to uses which generate no more than 147 AM peak hour trips and 327 PM peak hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new preliminary plan of subdivision.**

This condition establishes an overall trip cap for the subject property of 147 AM and 327 PM peak-hour trips.

Trip Generation Summary, DSP-16037-01, Brooks Drive Property								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Food and Beverage Store/Gas Station	5,619	Square feet	266	267	533	212	212	424
	16	Fueling positions						
Less Pass-By (76 percent AM and PM)			-202	-203	-405	-161	-161	-322
Net Gas/Food and Beverage Store Trips			64	64	128	51	51	102
Consolidated Storage	129,515	Square feet	8	5	13	10	12	22
Total Trips Utilized by Proposal (add bold numbers)			72	69	141	61	63	124
Trip Cap					147			327

The proposed consolidated storage and food and beverage/gas station uses would generate 141 AM and 124 PM peak-hour trips as noted in the table above; therefore, the proposal is within the trip cap. Future development of Parcel 3 may require a new PPS if more than 6 AM peak hour trips are generated by the proposed use.

16. **At the time of detailed site plan (DSP) review, provide an exhibit that illustrates the location and limits of all off-site improvements proffered in the bicycle and pedestrian impact statement (BPIS submitted August 31, 2016) for review by the operating agencies. This exhibit shall not delay the acceptance of the DSP.**

This condition was previously fulfilled in the review and approval of DSP-16037.

19. **At the time of detailed site plan, the private access easement pursuant to Section 24-128(b)(9) shall be reflected with a cross section consistent with the applicants "Brooks Drive South - Private Ingress/Egress Easements Plan View."**

The Planning Board previously found the proposed development in conformance with this condition in its approval of DSP-16037. The proposed amendment shifts this existing private access easement south, but maintains a cross-section that is consistent with the PPS exhibit.

9. **Detailed Site Plan DSP-16037:** The Planning Board approved DSP-16037 on December 8, 2016 (PGCPB Resolution No. 17-110), for the development of a 36,185-square-foot food and beverage store and 130,000-square-foot consolidated storage facility on the Brooks Drive Property, subject to two conditions, of which the following warrant discussion:

1. **Prior to certificate approval of the detailed site plan (DSP), the applicant shall submit additional documentation and revise the plans as follows:**

- c. **The applicant shall demonstrate that the rear building elevation of the grocery store is visually attractive so that it will be compatible with the surrounding architecture and the other buildings internal to the site. High-quality materials, such as brick, shall be utilized in the design of the rear elevation, and special attention should be paid to the form, massing, architectural detail, and pattern of fenestration along the rear elevation. The architecture of the rear façade shall be reviewed and approved by the Urban Design Section as the designee of the Planning Board.**

This DSP amendment removes the previously approved grocery store from the development concept and replaces it with a smaller food and beverage store with a gas station. This condition is no longer applicable; however, the architecture of the proposed store incorporates high-quality materials, provides a visually attractive design on all facades, and is compatible with surrounding architecture and buildings internal to the site.

- e. **The revised and approved stormwater concept plan and letter for the current commercial proposal shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.**

SWM Concept Plan 61317-2016-00 was approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on July 25, 2017 for the full commercial development of the Brooks Drive Property. However, the SWM concept plan does not reflect the development change proposed for Parcel 2 by this DSP amendment. As such, a condition has been included requiring the submission of a revised and approved SWM concept plan and letter that correctly reflects the proposed development prior to certification of the DSP amendment.

- g. **The dumpster enclosure for the LIDL food and beverage store shall be replaced with masonry to match the building elevations and painted corrugated metal doors and compatible quality material shall be used for the gate of the dumpster of the storage facility.**

This DSP amendment replaces the previously approved LIDL with a smaller food and beverage store with a gas station (Wawa). The proposed Wawa includes a masonry dumpster enclosure with metal gates that are compatible materials and colors to match the store and gas station architecture.

- i. **The applicant shall ensure that the same information, so far as it is relevant and appropriate such as grading plan, is included on the DSP and landscape plan.**

This DSP amendment includes all relevant and appropriate information to show the current proposal as well as previously approved conditions.

- j. **The description of the required handicapped parking rate shall be corrected in the parking schedule on the cover sheet of the plan sheet and the calculations corrected if and as necessary.**

The DSP amendment accurately describes the required handicapped parking rate in the parking schedule and associated calculations. This condition is satisfied.

- k. **Delineate all parking and loading space dimensions.**

The DSP amendment provides dimensional information for parking and loading spaces and conforms to this condition.

- l. **Reduce all monument signs for both the food and beverage store and the consolidated storage facility to be no more than 15 feet in height.**

The DSP amendment proposes a monument sign for Wawa that is 20 feet in height. This exceeds the limit established by this condition, which was originally included in order to ensure compatibility of signs with the surrounding residential neighborhood. This concern remains pertinent. Therefore, a condition has been included requiring the newly proposed sign to be reduced in height to no more than 15 feet.

- m. **Ensure the color scheme for the masonry material proposed on the consolidated storage facility is compatible with the masonry color scheme on the food and beverage store. A similar compatible masonry color scheme shall be applied to the building on Parcel 3 in the future.**

The DSP amendment provides a color scheme for the food and beverage store with gas station that is compatible with the previously approved consolidated storage facility.

- 10. **2010 Prince George's County Landscape Manual:** This DSP amendment is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) for 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 Landscape Requirements of the Landscape Manual. Staff has reviewed the submitted landscape plans and determined that they conform with the requirements of these sections.

- 11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the applicable Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. A Type 2 tree conservation plan (TCP2) has been submitted for review.

The 11.04-acre site contains 10.82 acres of existing woodland on the net tract and 0.22 acre of woodland within the 100-year floodplain. The site has a woodland conservation threshold of 2.16 acres, or 20 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 5.54 acres, which includes the 0.03 acre of off-site

woodland clearing. The TCP2 proposes to meet this requirement by providing 0.98 acre of on-site woodland preservation and the remaining 4.56 acres in off-site woodland conservation credits. Three of the four on-site specimen trees identified on the property are proposed to be preserved, the other specimen tree is to be removed. A grading permit has been submitted based on the previously approved TCP2 for this project area and the off-site requirement has been met. No changes are required of the TCP2 at the time.

12. **Prince George’s County Tree Canopy Coverage Ordinance:** The subject site is located in the R-10 Zone, and a 15 percent tree canopy coverage (TCC) requirement applies per Section 25-128(b). The site’s 11.04-acre area requires 1.66 acres, or 72,135 square feet of TCC area. The subject DSP provides 73,558 square feet of TCC area, satisfying the requirement.

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. **Historic**—In a memorandum dated March 13, 2020 (Stabler to Bush), it was noted that the proposed DSP amendment will not impact any historic sites or resources, or known archeological sites.

 - b. **Community Planning**—In a memorandum dated March 16, 2020 (Tariq to Hurlbutt), the Community Planning Division indicated that master plan conformance is not required for this application.

 - c. **Transportation**—In a memorandum dated April 6, 2020 (Masog to Bossi), it was noted that the project proposed by this DSP amendment conforms with the trip cap established by the PPS. In addition, staff found no issues with site access, circulation, and right-of-way adequacy. From the standpoint of transportation and in consideration of the findings contained herein, it is determined that this plan is acceptable if the application is approved.

 - d. **Subdivision**—In consultation with Subdivision staff, the proposed DSP amendment is in conformance with PPS 4-16018, except for proposed Parcels 2A and 2B, as discussed in Finding 2 above. In addition, the location of the shared access easement, Liber 40100, folio 209, as shown on the DSP does not match the record plat for the property, Plat Book SJH 248, Plat No. 59. Therefore, prior to building permit, the record plat and easement recordation must be corrected to match the DSP, as conditioned herein.

 - e. **Trails**—In a memorandum dated April 6, 2020 (Ryan to Bossi), trails staff noted that a shared-use path and sidewalks are proposed as recommended by staff and the State Highway Administration, and that the plans are acceptable from the standpoint of pedestrian and bicycle transportation. One condition was recommended for the provision of inverted U style bicycle racks, versus the bike rack style provided with the DSP amendment.

- f. **Environmental Planning**—In a memorandum dated April 6, 2020 (Schneider to Bossi), the Environmental Planning Section noted that all prior conditions of approval associated with environmental issues were previously addressed.

The Natural Resources Inventory, NRI-027-12, was approved on December 17, 2012. Staff has determined that the wetlands shown on the NRI, are not regulated wetlands, and are the result of the previous mining and grading operation on the property. A revised NRI was submitted and approved on December 29, 2016.

A variance from Section 25-122(b)(1)(G) was granted with DSP-16037 for the removal of the one of the sites existing specimen trees (Specimen Tree 3). The required findings of Section 25-119(d) were adequately addressed for the removal of specimen trees with DSP-16037.

The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Croom gravelly sandy loam, Potomac-Issues complex, and Udorthents soils. Based on available information, Marlboro clay and Christiana complexes are not found on-site or in the vicinity of this property.

A SWM Concept Approval Letter (61317-2016-00) and associated plan were submitted with the application for this site. The approval was issued on July 18, 2017 for this project from DPIE. The concept plan shows three large buildings with surface parking and proposes to construct two submerged gravel wetlands and five micro-bioretenion facilities. The proposed gas station and convenience building is not shown on the current SWM concept plan. DPIE requires that a new SWM Concept plan be submitted showing the new use for the subject application area of this DSP. A SWM fee of \$35,307.00 for on-site attenuation/quality control measures is required.

- g. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer any comments on the subject application.
- h. **Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE)**—In a memorandum dated March 26, 2020 (Giles to Bush), DPIE offered a series of requirements the proposed project must conform with, including but not limited to the provision of frontage improvements, sidewalks, road dedication, traffic study and improvements, and obtaining applicable DPIE permits.
- i. **Prince George's County Police Department**—In a memorandum dated March 17, 2020 (Contic to Planner Coordinator, Urban Design), the Police Department offered no comments on the DSP amendment.
- j. **Prince George's County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer any comments on the subject application.

- k. **Maryland State Highway Administration (SHA)**—In an email dated March 2, 2020 (Woodroffe to Bush), SHA indicated that the applicant should provide an eight-foot shared use path along their MD 4 property frontage from Brooks Drive to the bus stop. Such work could be done as a District Permit and coordinated through SHA’s Utility Section.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—In comments dated March 12 and 13, 2020, WSSC provided standard comments regarding water and sewer service for the site.
14. As required by Section 27-285(b) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
15. Per Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (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.**

The proposed DSP amendment will not impact any on-site regulated environmental features, or primary management areas, as part of the development. The regulated environmental features on the subject property have been preserved and/or restored in a natural state, to the fullest extent possible, based on the evaluation provided with PPS 4-16018.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-16037-01 and TCP2-005-2016-02 for the Brooks Drive Property, subject to the following conditions:

- 1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:
 - a. Add an approval sheet to the detailed site plan set.
 - b. Show the height of the monument/pylon sign for Parcel 2 to be no more than 15 feet.
 - c. Provide a complete lighting plan showing photometrics to be reviewed for adequacy and approved by the Urban Design Section of the Development Review Division as designee of the Planning Board.

- d. Submit a revised and approved stormwater management concept plan and letter for the current development proposal and correctly reference the new approval on the Type 2 tree conservation plan and detailed site plan.
 - e. Revise the plan to provide two inverted U-style bicycle racks to replace the proposed bicycle racks on the submitted plans.
 - f. Revise the plans to remove all linework, labeling and notes for Parcels 2A and 2B, and revise notes and labels to indicate Parcel 2 as platted.
2. All prior conditions of approval of Detailed Site Plan DSP-16037 remain in effect unless modified herein by this amendment.
3. Prior to approval of a building permit, the Section 24-128(b)(9) of the Prince George's County Subdivision Regulations access easement will be rerecorded in land records to match the detailed site plan. The liber and folio of that recording shall be reflected on a revised record plat.

ITEM: 6

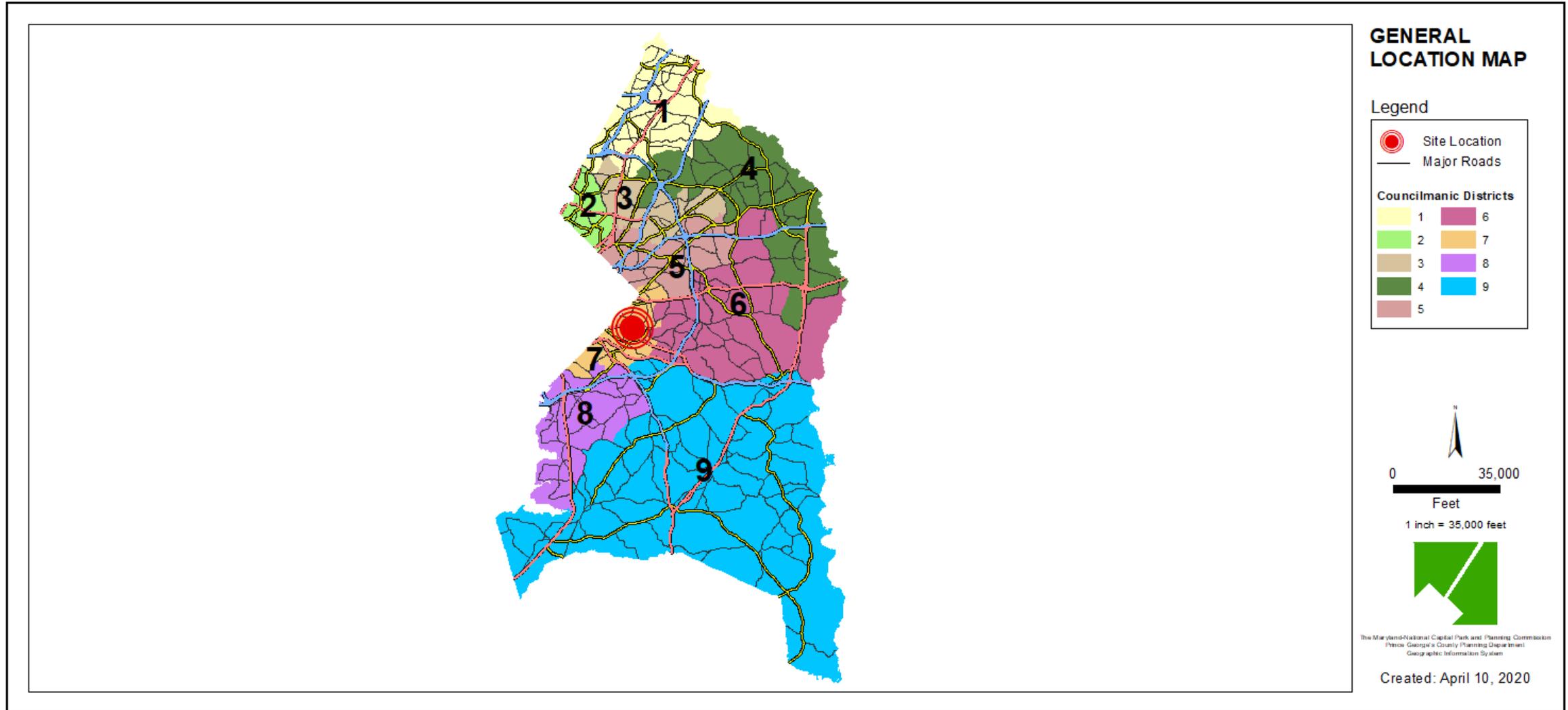
CASE: DSP-16037-01

BROOKS DRIVE PROPERTY

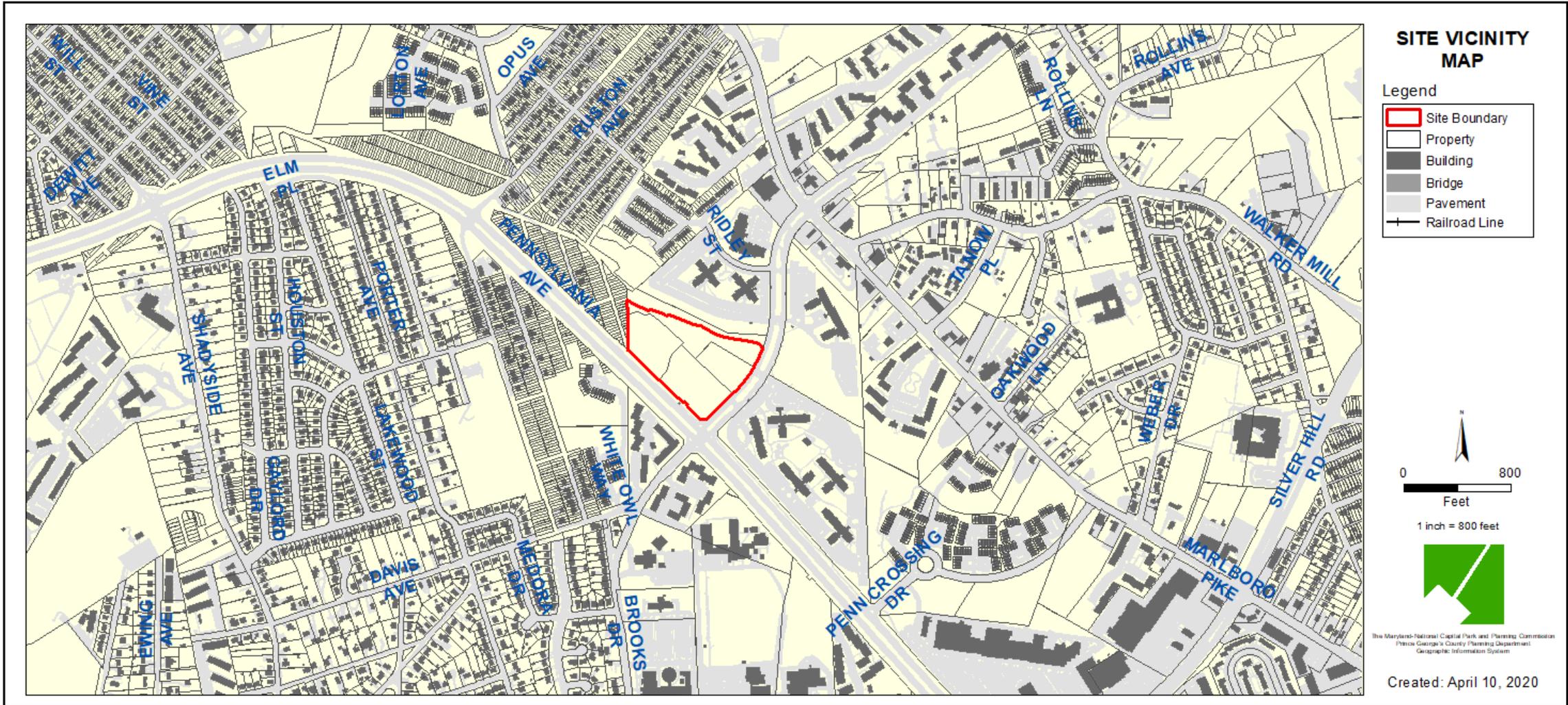
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



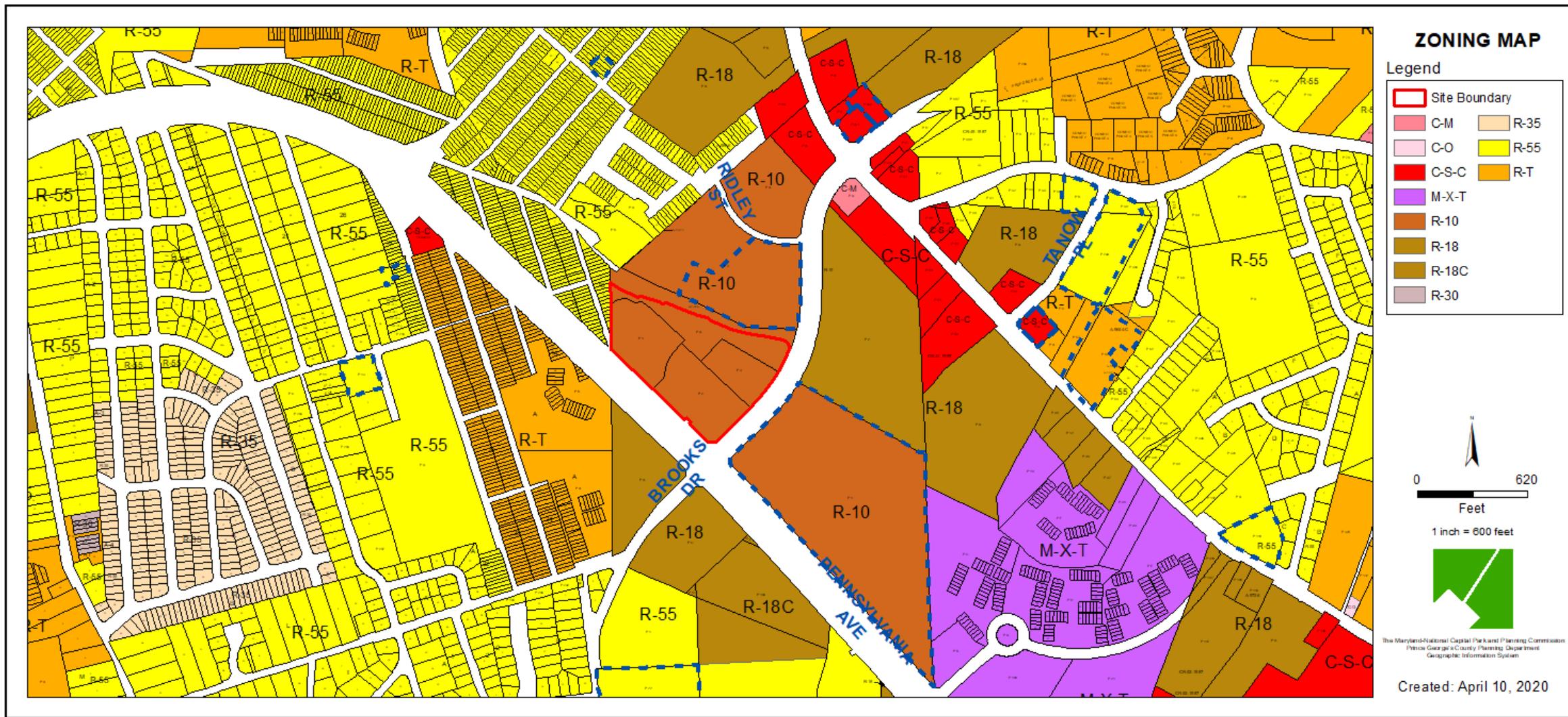
GENERAL LOCATION MAP



SITE VICINITY



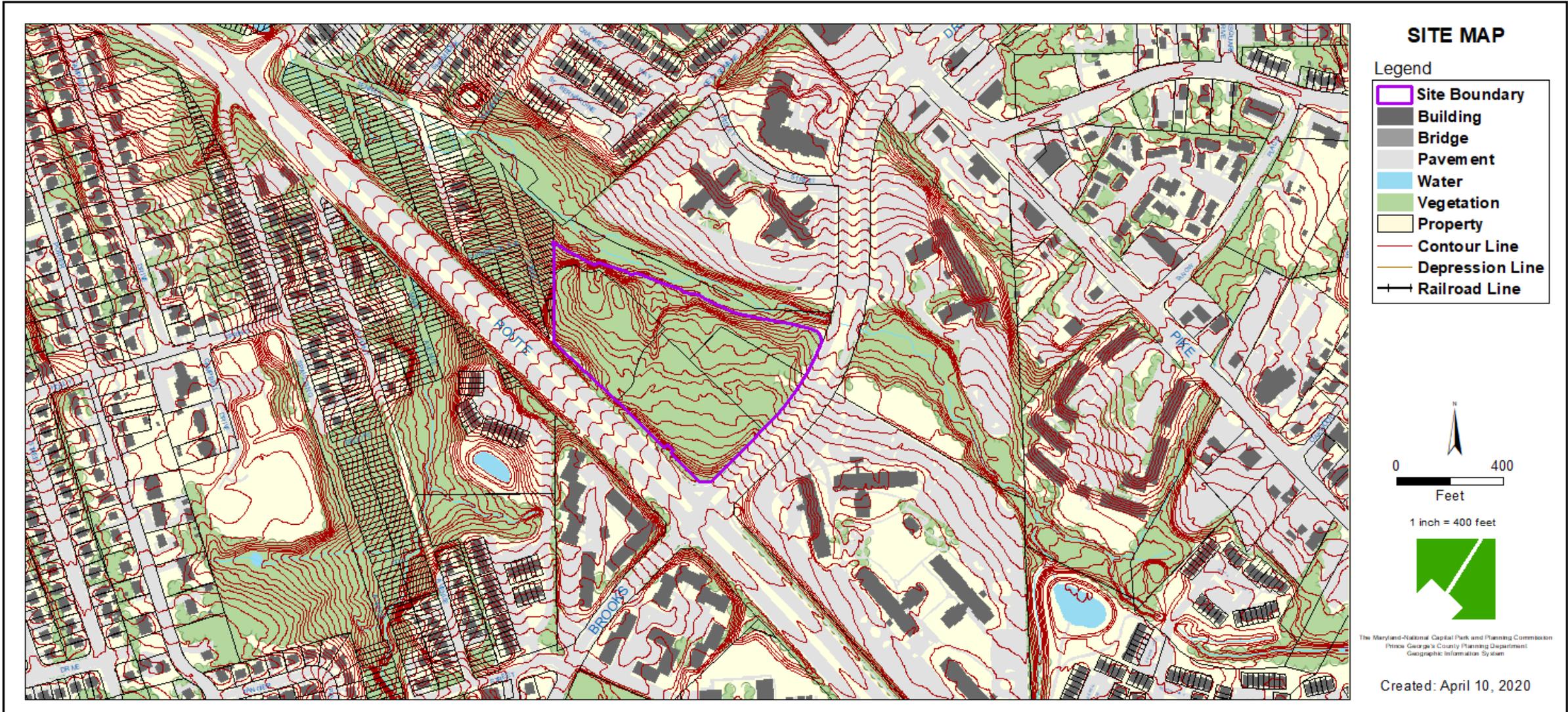
ZONING MAP



AERIAL MAP



SITE MAP



SITE MAP

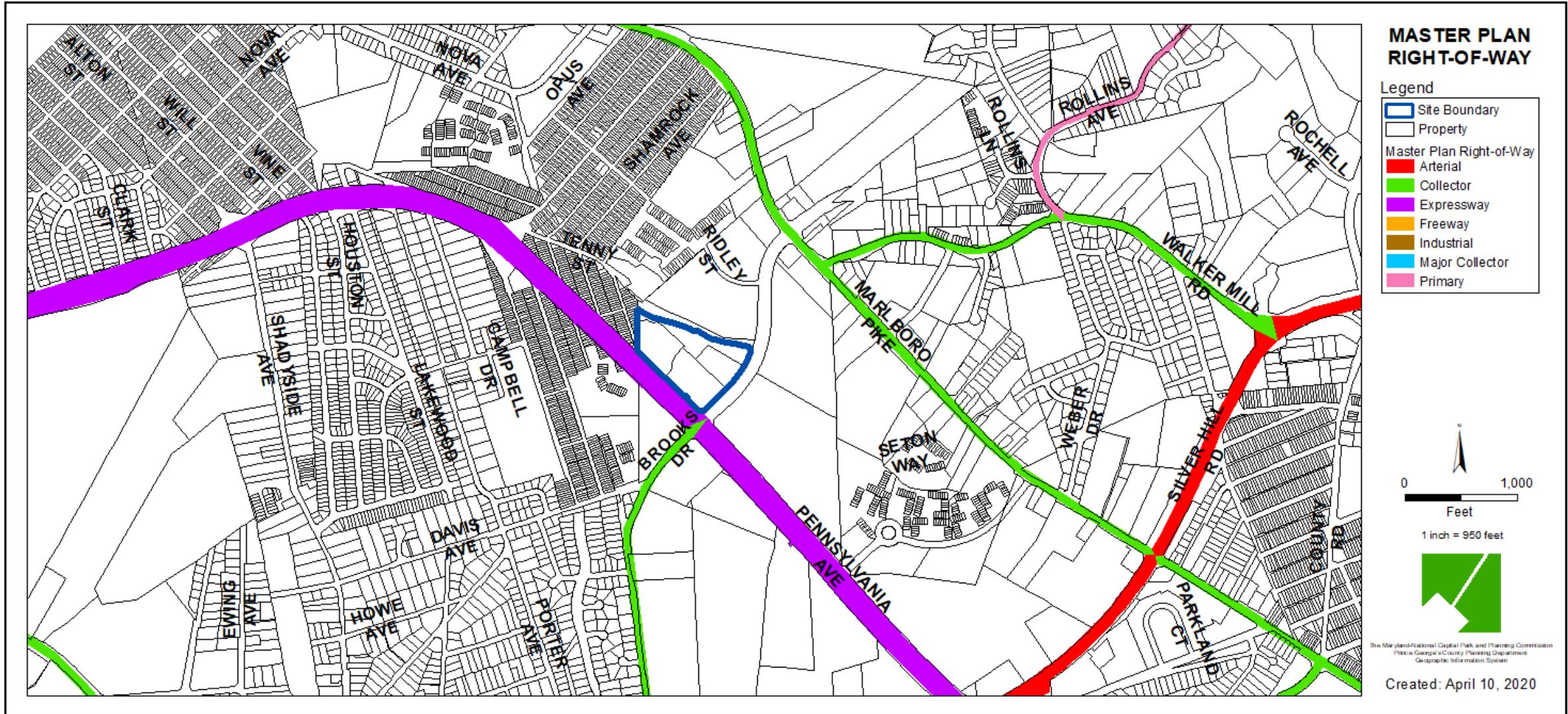
Legend

- Site Boundary
- Building
- Bridge
- Pavement
- Water
- Vegetation
- Property
- Contour Line
- Depression Line
- Railroad Line

0 400
Feet
1 inch = 400 feet

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: April 10, 2020

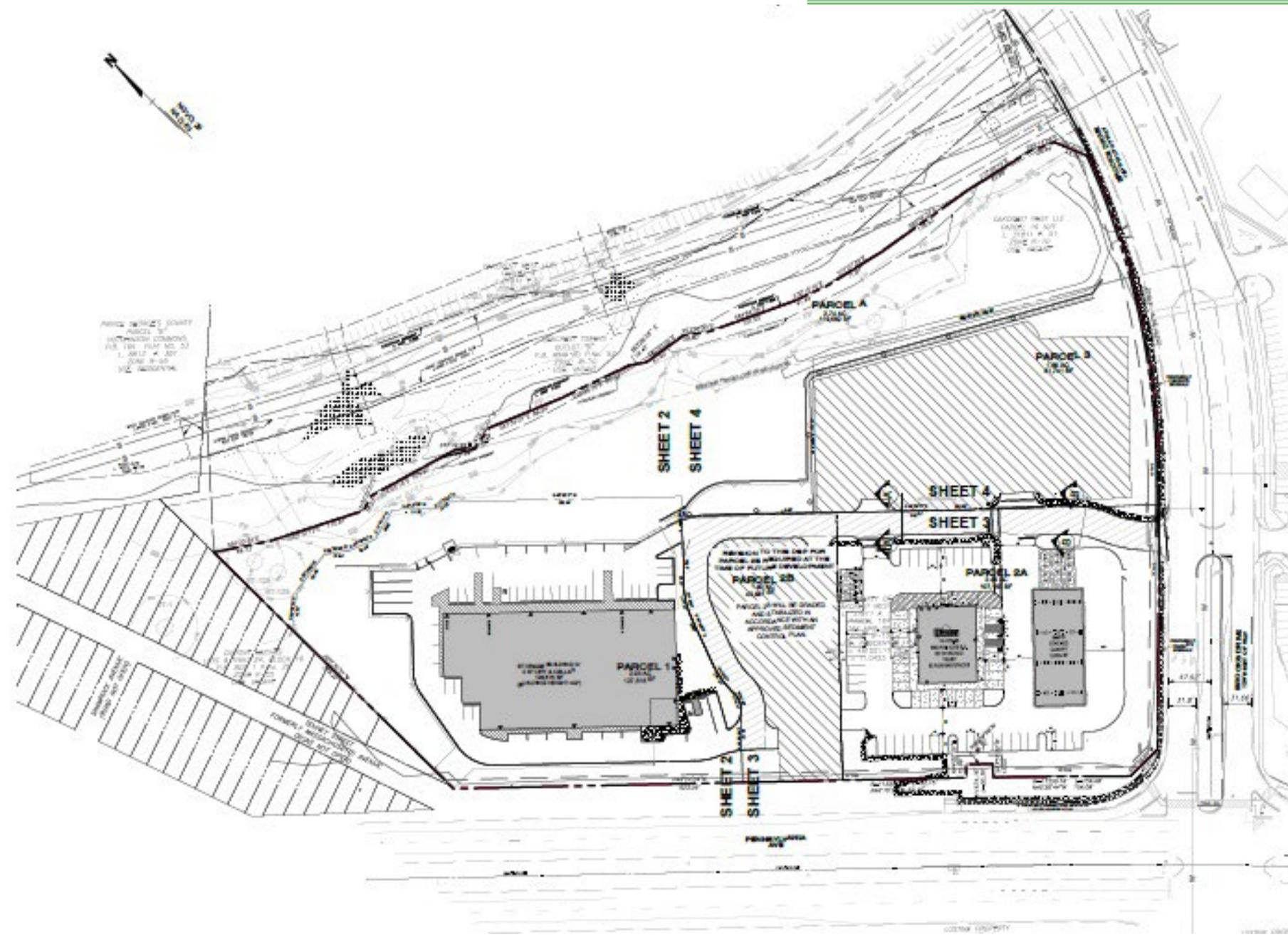
MASTER PLAN RIGHT-OF-WAY MAP



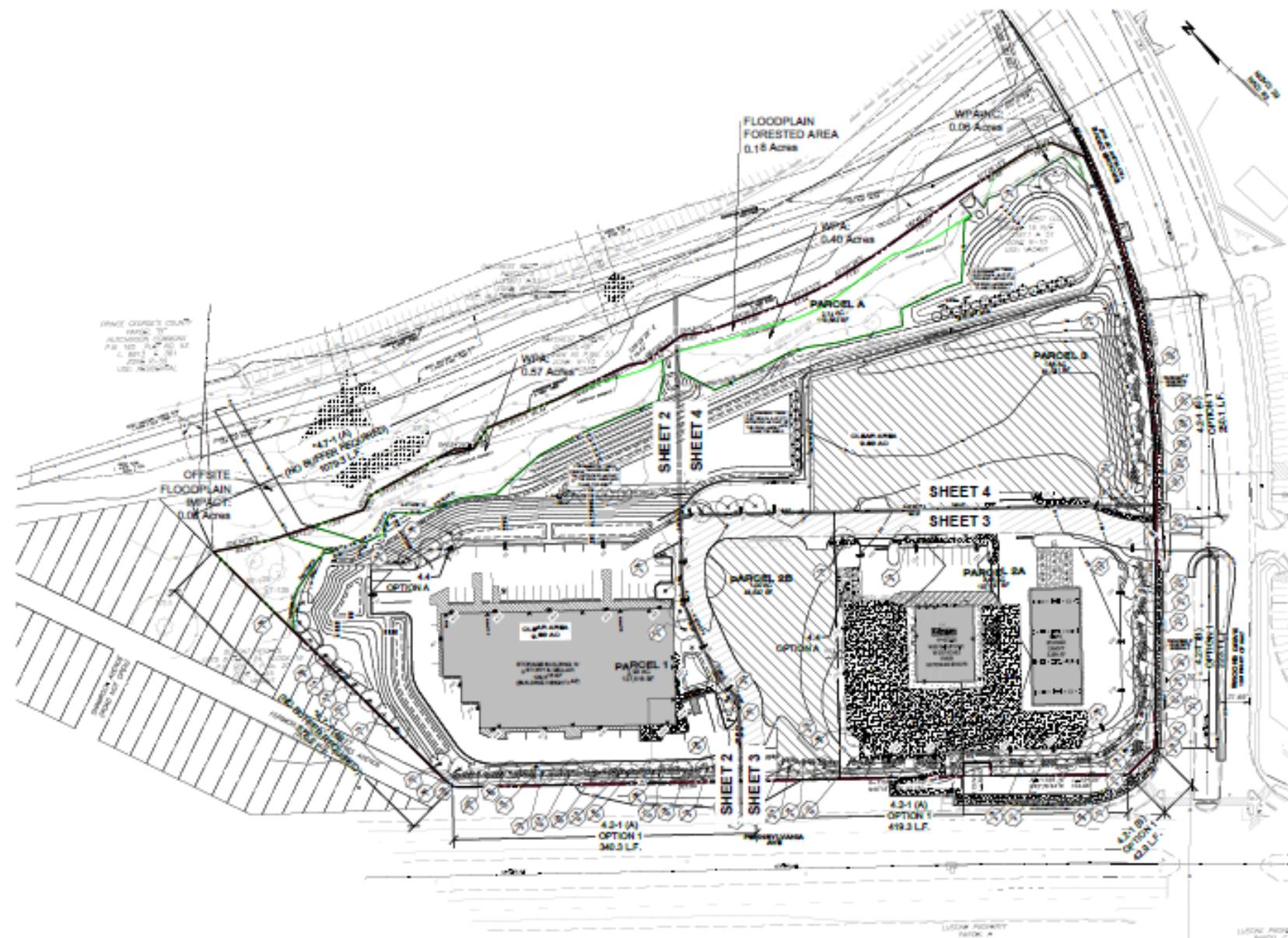
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



SITE PLAN



LANDSCAPE PLAN



ELEVATIONS



NOTE: ENCLOSED LETTERS IS SUPPLEMENTARY FOR PROFESSIONAL PERSONS AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start of Construction

REVISION	DATE	REVISION	DATE	REVISION	DATE

Applicant:
 Oakcrest West LLC
 C/O Scott Management Inc.
 200 N. Lee St
 SUITE 200
 Alexandria, VA 22314-2658

BROOKS DRIVE PROPERTY

TAX MAP 80 GRID F1
 200 FOOT MAP 2035E05
 ELECTION DISTRICT No. 6
 SPAULDING, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING

1181 Monmouth Lane, Suite 200, Largo, Maryland 20774
 P: 301 948 4700 F: 301 948 4516 www.rodgers.com

DATE	BY	DATE

RELEASE FOR: DATE:

DETAILED SITE PLAN DSP-16037
 WSSC MAP 2035E05
 TAX MAP 80, GRID F1

DETAILED SITE PLAN #16037-01
NOTES AND DETAILS

PROFESSIONAL CERTIFICATION

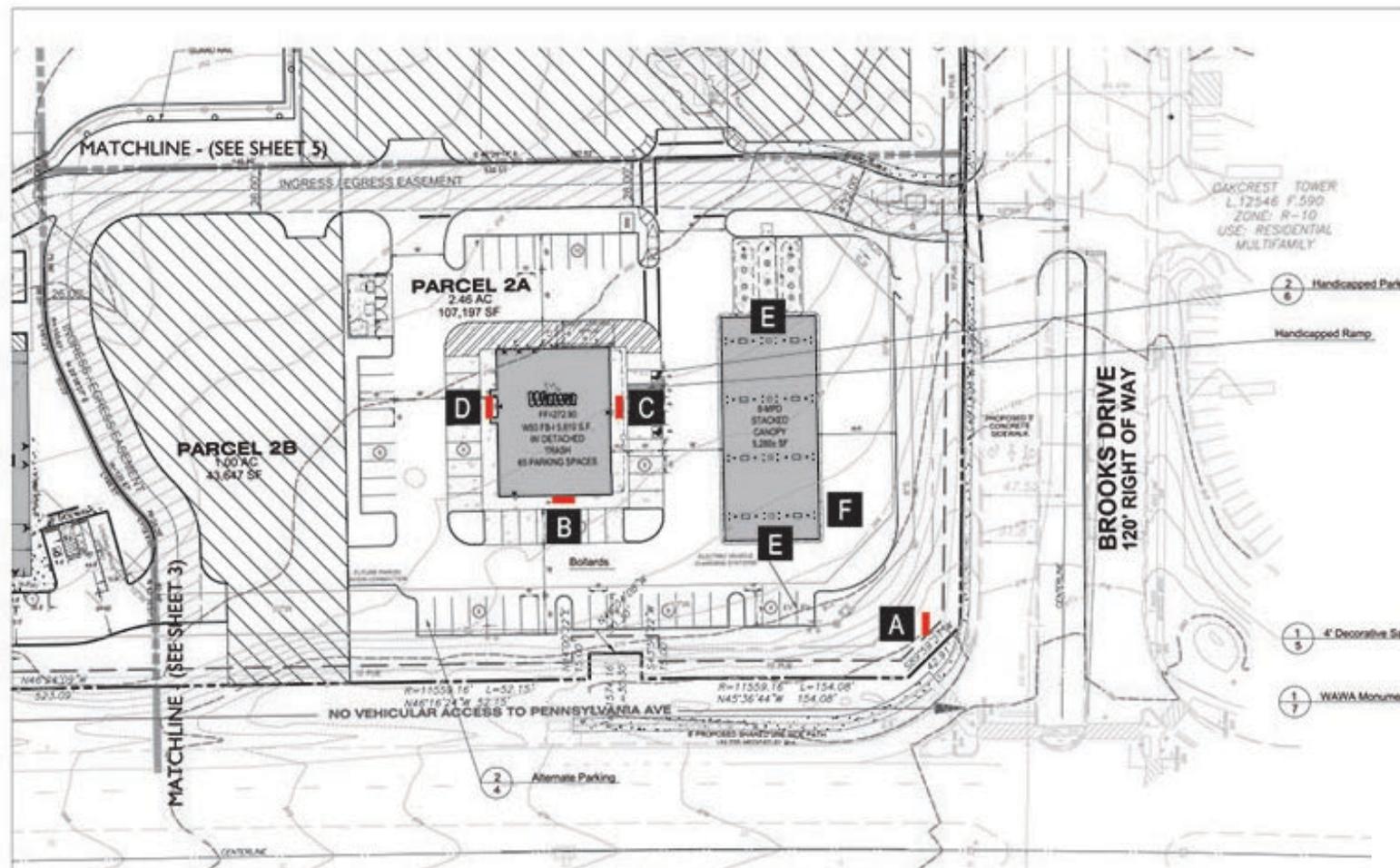
THESE DOCUMENTS HAVE BEEN PREPARED BY ME, AND THAT I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. LICENSE NO. 24349 EXP. 08/01/2020



TYPICAL GAS CANOPY

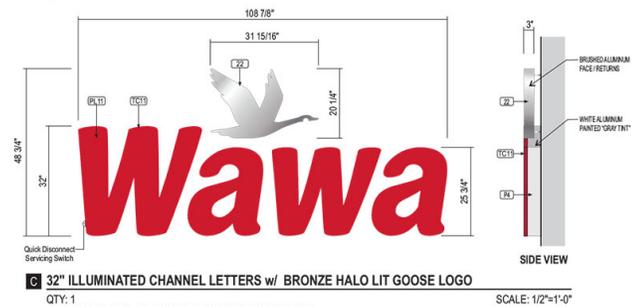
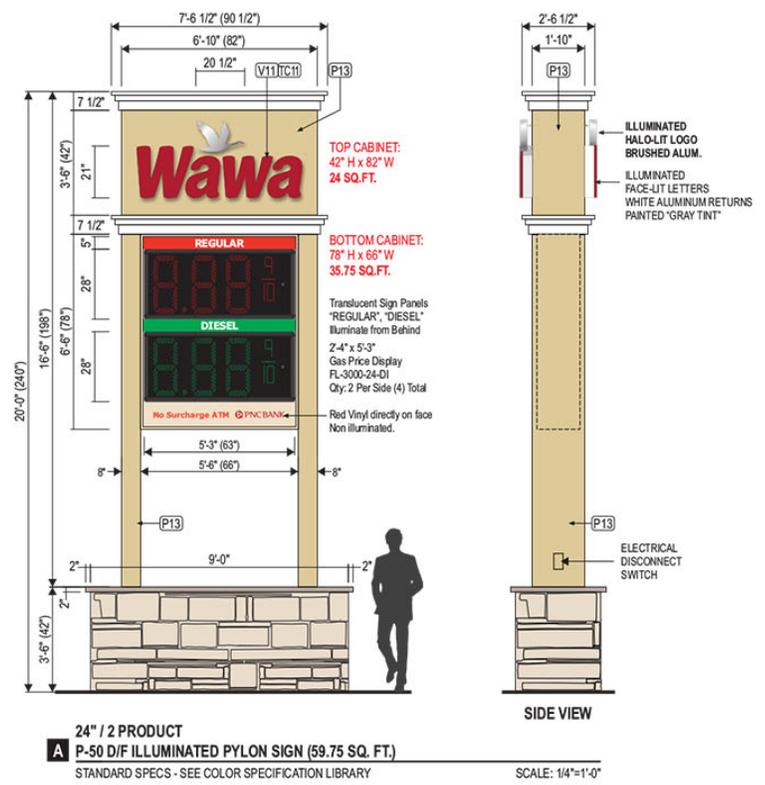


SIGNAGE



LEGEND

- PROPOSED SIGN LOCATION
- PROPOSED SIGN DESIGNATION



LAW OFFICES
SHIPLEY & HORNE, P.A.

Russell W. Shipley
Arthur J. Horne, Jr.*
Dennis Whitley, III*
Robert J. Antonetti, Jr.

1101 Mercantile Lane, Suite 240
Largo, Maryland 20774
Telephone: (301) 925-1800
Facsimile: (301) 925-1803
www.shpa.com

Bradley S. Farrar
L. Paul Jackson, II*
* Also admitted in the District of Columbia

February 25, 2020

VIA HAND DELIVERY

Mr. Jonathan Bush
Prince George's County Planning Department
Development Review Division
14701 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

RE: Brooks Drive Property – Detailed Site Plan DSP-16037-01

Dear Mr. Bush:

On behalf of Oakcrest West, LLC (“Applicant”), Arthur J. Horne, Jr. and Shipley & Horne, P.A., hereby submits this Statement of Justification for a Detailed Site Plan (“DSP”) to replace the previously approved 36,185 square foot food and beverage store with a 5,619 square foot convenience store with gas station. The overall development site is improved with an existing 130,000 square foot consolidated storage facility that was previously approved in the DSP-16037 (PGCPB No. 17-110) case matter by the Prince George’s County Planning Board on July 13, 2017.

I. Development Data Summary:

A. Site Location: The subject property is located in the northwestern quadrant of the intersection of Pennsylvania Avenue (MD 4) and Brooks Drive. The property is also located in Planning Area 75A and Council District 7.



B. Surrounding Uses: The subject site is bounded to the south by the right-of-way of Pennsylvania Avenue (MD 4), and by multifamily residential development in the Multifamily, High Density (R-10) Zone beyond; to the west by single-family detached units in the Single-Family Detached (R-55) Zone; to the north by multifamily residential dwelling units in the R-10 Zone; and to the east by Brooks Drive, with multifamily residential development in the Multifamily, High Density (R-10) and Multifamily, Medium Density (R-18) Zones beyond.

C. Approval History: The property was subject to preliminary plan of subdivision 4-16018 that was heard and approved by the Planning Board on December 8, 2016 (PGCPB Resolution No. 16-150) and was approved for 171,165 total square feet of nonresidential land uses. Specifically, a food and beverage store, consolidated storage, and a medical office building. DSP-16037 proposes a similar mix of commercial uses, with a food and beverage store (Parcel 2) and a consolidated storage facility (Parcel 1), which is consistent with that approval. A generalized layout of a medical office building is shown for illustrative purposes only on Parcel 3, as Parcel 3 and the medical office are not part of this application. A subsequent DSP (or amendment to this DSP) will be processed in the future for Parcel 3.

On November 15, 2016, the property was subdivided by record plat, recording in Plat Book SJH 246 and Page 6 as Outlots 1-5 in order to facilitate the issuance of a rough grading permit.

On July 13, 2017, the Prince George’s County Planning Board approved DSP-16037 (PGCPB No. 17-110) on the subject property for a 36,185 square foot food and beverage store and 130,000 square foot of a consolidated storage facility.

II. Development Data Summary:

PARKING SCHEDULE						
PARCEL	USE	BUILDING SF	PARKING RATE		REQUIRED	PROPOSED
1	CONSOLIDATED STORAGE	130,000 SF (1,450 INTERNAL UNITS) (900 SF OFFICE)	1.0 PER 50 UNITS HAVING DIRECT ACCESS ONLY FROM WITHIN A BUILDING.		29	29
			4.0 PER 1,000 SF OF OFFICE SPACE		4	4
			2.0 PER RESIDENT MANAGER		2	2
			TOTAL FOR PARCEL:		35	35
			ACCESSIBLE SPACE REQUIREMENT:		2.0 PER 26-50 SPACES	**2
2A	CONVENIENCE STORE	5,619 SF	1.0 PER 150 SF UP TO 3,000 SF		20	
			1.0 PER 200 SF ABOVE 3,000 SF		13.1	
	GAS STATION (SELF SERVE)	N/A	1.0 PER EMPLOYEE		4	65
			TOTAL FOR PARCEL:		37.1	65
				ACCESSIBLE SPACE REQUIREMENT:		3.0 PER 51-75 SPACES
**NUMBER OF ACCESSIBLE PARKING SPACES IS INCLUDED IN TOTAL NUMBER OF PARKING SPACES PROPOSED PER PARCEL						
LOADING SCHEDULE						
PARCEL	USE	BUILDING SF	RATE REQUIRED	SIZE	REQUIRED	PROPOSED
1	CONSOLIDATED STORAGE	130,000 SF	2.0 PER 10,000 SF	12'X33'	2	2
			1.0 PER 40,000 SF	12'X33'	3	3
			TOTAL FOR PARCEL:		5	5
2A	CONVENIENCE STORE	5,619 SF	1.0 PER 2,000 - 10,000 SF OF GFA	15'X33'	1	1
			TOTAL FOR PARCEL:		1	1

Design Features:

A. Site Design: The subject SDP proposes to develop a gas station and a food and beverage store of 5,619 square feet. The project is accessed from a single point along its Brooks Drive frontage via a shared ingress/egress easement, which provides access to a parking lot of the WaWa convenience store parking lot, in a westerly direction to the consolidated storage parking lot and building at the rear of the site. Parking is provided both on the eastern and southern sides of the store and two loading spaces are located to the rear of the proposed 5,619 square foot convenience store with gas station Pedestrian accessibility on this portion of the site is provided via a sidewalk leading from the existing sidewalk along Brooks Lane into the site and then along the northern side of the store to its northwestern corner, where it is not continuous to the consolidated storage building to be located at the rear of the site.

The food and beverage store building and gas station canopy are located in the middle of the site closest to the Brooks Drive frontage and are surrounded by surface parking and driveways on four sides. The proposed gas station with a rectangular canopy are oriented parallel with Brooks Drive and the proposed food and beverage convenience store is to the west of the canopy. The gas station will offer regular unleaded gas at varying octane points as well as diesel fuel. The required loading space is provided adjacent to the building's northern wall. The dumpster area, within a stucco and stone enclosure, is provided in the corner of the parking lot closest to Parcel 2B.

Parking for the consolidated storage building is located on all four sides, with one handicapped parking space located most proximate to the office provided for the building, and one provided along its northern façade. The sidewalk on the consolidated storage portion of the site is limited to the corner where the office space and handicapped parking space are located. There is a caretaker apartment included in the consolidated storage building and parking for that unit has been included in the parking calculation.

A third parcel on the property, labeled Parcel 3, is labeled "DSP Infrastructure Only, subject to future DSP." As the property is part of and subject to this DSP and because this DSP is not for infrastructure only as allowed pursuant to Section 27- 286 (b) of the Zoning Ordinance, a proposed condition, in the Recommendation section of this report, would require that this label be removed and the interim condition of this portion of the DSP until it development with a building, be indicated.

B. Architecture of the Convenience Store: The proposed flat-roof building has been designed with a tower element to mark the building entrances and is finished on their sides with a combination of artificial stone and stucco in a complementary color scheme to ensure that all views are attractive. Due to its prominent location, all elevations are highly articulated with various architectural features. Specifically, the towers feature a hipped Dutch seam metal roof with brick pillars and a tan stucco panel above the entrances with a building-mounted sign with a text of "WaWa." The different stucco and stone treatments have been used on the elevations to increase visual interest. The building elevation front features a long band window with brick chino band lintel and soldier course sill. CPTED ("crime prevention through environmental design") principles have been applied to the southern

building elevation (facing Pennsylvania Avenue) which include building-mounted lighting, windows with views into the store, and doors with glass panels which also allow views into the store.

The proposed gas station canopy features a pitched Dutch seam metal roof with stone pillars that match the metal and brick used on the building. The canopy dimensions are provided within the confines of the DSP plan set.

C. Lighting: Pole, canopy-mounted, and building-mounted lights have been shown in the SDP. All lighting fixtures should be full cut-off type, but insufficient details have been provided to verify this.

D. Signage for the Convenience Store: A single monument sign showing WaWa identification and gasoline prices are provided at the corner of the site from Brooks Drive and MD 4 in addition to the three building-mounted primary identification signs. There are two secondary signs with a text of “WAWA” on both ends of the gas station canopy below the frame roof as well as a canopy mounted sign. The proposed sign face area of the monument sign is 59.75 square feet and the maximum height is twenty feet.

E. Green Building Techniques: The Applicant is committed to protecting the environment and controlling energy consumption for all new stores within its real estate portfolio. The following provides a summary of green building initiatives and environmentally sustainable methods proposed to be utilized in the construction of new stores:

- **LED Lighting:** Proposed buildings incorporate LED lighting into the interior and exterior design of its buildings reducing store energy consumption significantly.
- **White Roofs:** The design for the proposed buildings incorporates single-ply white roofs into its building design providing a highly reflective surface and reducing heat absorption significantly reducing store energy consumption.
- **Energy Management Systems:** The design for the proposed incorporate computer-aided controls into its building design to monitor, control, and optimize the performance of its mechanical and electrical systems, increasing building systems efficiency.
- **High-Efficiency Mechanical Systems:** The design for the proposed incorporate variable speed high-efficiency mechanical heating and cooling systems into its building design to ensure consistent airflow delivery based on need and minimizing on-off system cycling.
- **Low Flow Plumbing Fixtures:** The design for the proposed incorporate low flow sink faucet and toilet fixtures into its building design reducing water consumption significantly.
- **Structural Insulated Panels:** The design for the proposed incorporate structural insulation panel (SIP) technology into its building design improving energy efficiency and indoor air quality, reducing emissions and eliminating Chlorofluorocarbon (CFC's).

III. Relationship to Requirements of the Zoning Ordinance:

Section 27-285 Planning Board Procedures (Detailed Site Plans):

(b) *Required findings for Detailed Site Plans*

- (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 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.

- (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: A conceptual site plan is not required for this development proposal.

- (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: DSP-16037-01 is not a DSP for infrastructure; this finding does not apply.

- (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: Natural Resources Inventory Equivalency Letter NRI-027-12-01 was approved for this property on December 29, 2016.

Compliance with Zoning Evaluation Criteria: As modified by County Council Bill CB-83-2018.

1. 27-107.01 Definitions:

(a) *Terms in the Zoning Ordinance are defined as follows:*

(38.1) *Business Advancement and Food Access Infill: A development*

which combines a food (and) or beverage store not exceeding 40,000 square feet of gross floor area; a consolidated storage facility; may include an eating or drinking establishment , or any other use that is permitted by right, or by special exception, in the C-S-C (Commercial Shopping Center) Zone is permitted: and shall not include a Department or Variety Store { or Gas Station uses }, where:

(A) The proposed development is part of a revitalization project in accordance with Section 27-445.15 of this Subtitle , and

(B) The development meets the criteria of Division 5, Part 5 of this Subtitle.

2. **27-445.15 Business Advancement and Food Access Infill:** As modified by County Council Bill CB-83-2018, the proposed Business Advancement and Food Access Infill Development is a permitted use in the R-10 Zone.

(a) Applicability. As permitted in the Residential Use Tables in Section 27-441 of this Subtitle, the following additional requirements apply to development or redevelopment in the County proposing Business Advancement and Food Access Infill uses, as defined in Section 27-107.01 of this Subtitle:

(1) The proposed use shall be located in a Revitalization Tax Credit District Census Tract;

(2) The proposed use shall be located within a Historically Underutilized Business ("HUB") Zone;

Response: Detailed Site Plan DSP-16037-01 is located in a Revitalization Tax Credit District Census Tract and is within a Historically Underutilized Business "HUB" Zone.

(3) the proposed use is located at the intersection of two (2) four-lane, divided roadways, one of which is a State road with functional transportation classification as an expressway; and

Response: Detailed Site Plan DSP-16037 is at the northwest quadrant of the intersection of Pennsylvania Avenue (MD 4) and Brooks Drive, both of which are two four-lane divided roadways. Pennsylvania Avenue is a state road (MD 4) and is classified as an expressway in the 2009 *Countywide Master Plan of Transportation* (MPOT).

(4) the property on which the proposed uses will be located has a land area of at least eight (8) acres and abuts property in the R-10 (Multifamily High Density Residential) Zone.

Response: Detailed Site Plan DSP-16037 has a gross tract area of 11.04 acres and abuts property in the R-10 (Multifamily High-Density Residential) Zone to the north and east.

(b) Other Requirements

- (1) The prescriptions set forth in Section 27-442 of this Subtitle shall not apply to the uses and structures within a Business Advancement and Food Access Infill development project. The dimensions and structures shown on the approved detailed site plan for the project shall serve as the development regulations for the project.**
- (2) All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.**
- (3) The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.**

Response: As discussed above, the proposed building is designed with a flat-roof featuring a tower element to mark the building entrances and is finished on their sides with a combination of artificial stone and stucco in a complementary color scheme to ensure that all views are attractive. Due to its prominent location, all elevations are highly articulated with various architectural features. Specifically, the towers feature a hipped Dutch seam metal roof with brick pillars and a tan stucco panel above the entrances with a building-mounted sign with a text of “WaWa.” The different stucco and stone treatments have been used on the elevations to increase visual interest. The building elevation front features a long band window with brick chino band lintel and soldier course sill. CPTED environmental design principles have been applied to the southern building elevation (facing Pennsylvania Avenue) which include building-mounted lighting, windows with views into the store, and doors with glass panels which also allow views into the store.

The proposed gas station canopy features a pitched Dutch seam metal roof with stone pillars that match the metal and brick used on the building. The canopy dimensions are provided within the confines of the DSP plan set.

- (4) Where the proposed use includes a gas station, the detailed site plan review shall also include review of all building elevations to ensure durability and compatibility with the architecture of the surround buildings internal to the site. In addition, where the subject property has a prior approved detailed site plan, development of a gas station shall conform, to the maximum extent possible, with the terms of such prior site plan approval.**

Response: As discussed above, on July 13, 2017, the Prince George’s County Planning Board approved DSP-16037 (PGCPB No. 17-110) on the subject property for a 130,000-square-foot consolidated storage facility. Detailed Site Plan DSP-16037-01 is in conformance with Section 27-445.15(b) of the Zoning Ordinance. The proposed building, including its architectural elements, materials, elevations, signage, and landscaping, are designed in harmony with the architecture and site layout of the existing consolidated storage facility. When completed, the overall site layout will present an appealing site design to the public streetscape along the two adjoining public roadways.

Other Requirements:

- (1) The prescriptions set forth in Section 27-442 of this Subtitle shall not apply to the uses and structures within a Business Advancement and Food Access Infill development project. The dimensions and structures shown on the approved detailed site plan for the project shall serve as the development regulations for the project.**
- (2) All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.**
- (3) The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.**
- (4) All consolidated storage for a Business Advancement and Food Access Infill development shall meet the requirements set forth in Sections 27-344.01(a)(5), (6), and (7) of this Subtitle.**

Response: Detailed Site Plan DSP-16037-01 is in conformance with Section 27- 445.15(b) of the Zoning Ordinance. The development regulations, including architectural elements, including building materials, typical building elevations, signs, and outdoor lighting for the Business Advancement and Food Access Infill development will be what is approved with the subject DSP.

Section 27-274, Site Design Guidelines, as cross-referenced in Section 27-283: The subject DSP is in general conformance with the site design guidelines in Section 27-283, which further cross-references the same guidelines in Section 27-274 of the Zoning Ordinance.

(1) General.

- (A) The Plan should promote the purposes of a Conceptual Site Plan.**

Response: A conceptual site plan is not required for the proposed use or zone, so this finding does not apply. This DSP promotes the purposes found in Section 27-281. Specifically, this plan helps to fulfill the purposes of the R-10 Zone where the subject property is located. The development of the

proposed 5,619 square foot convenience store with a gas station is permitted in the zone via the adoption of County Council Bill CB-83-2018. The site plan gives an illustration as to the location and delineation of the proposed 5,619 square foot convenience store with a gas station, parking, green areas, and other similar physical features and land use proposed for the site. In addition to the purposes set forth in Section 27-281 of the Zoning Ordinance, Section 27-274 further requires the applicant to demonstrate 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.**
- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**
- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

Response: The design elements presented in DSP-16037-01 ensure a safe circulation pattern for both vehicles and pedestrians and open views from the building out onto the property frontage. Due to significant grade change between the existing Pennsylvania Avenue frontage and the proposed parking lot for the Wawa Store of over 6-8 feet vertically, a direct pedestrian connection was not feasible. It is envisioned that a majority of the pedestrian traffic will arrive from the north and the neighboring Oakcrest Towers Apartments, therefore, the primary pedestrian access has been located on the north side of the site access drive in the form of a 6 feet wide sidewalk which ultimately leads to the Wawa Store.

(3) Lighting

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.**

Response: This DSP complies with the above design guideline of the Zoning Ordinance. Adequate lighting will be provided to illuminate entrances and parking throughout the site. Site lighting will be pole-mounted lighting within the parking lot as well as wall-mounted sconces along the sides and rear of the proposed buildings. The proposed lighting will provide patrons with a bright safe atmosphere, while not causing a glare or light spilling onto adjoining properties.

(4) Views

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

Response: This DSP-16037-01 application complies with the above design guideline. This plan is designed to preserve, create, or emphasize views from the public roads and the adjoining property. The proposed buildings have been designed to provide a modern, clean, and strong street presence on Brooks Drive and Pennsylvania Avenue (MD 4). The applicant is proposing a modern architectural design for the proposed 5,619 square foot convenience store with gas station, with a flat-roof building has been designed with a tower element to mark the building entrances and is finished on their sides with a combination of artificial stone and stucco in a complementary color scheme to ensure that all views are attractive. The applicant has prepared a landscape plan showing the proposed landscaping associated with the development. This design will further promote pedestrian connectivity, while not sacrificing the needed visibility of the site to the traveling public and without jeopardizing the health, safety, and general welfare of the public due to on-site constraints that other designs would create. The site layout also adheres to acceptable environmental design (CPTED) practices.

(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.**

Response: DSP-16037-01 complies with the above design guideline. The on-site green area is mainly at the periphery of the parking area, framing it aesthetically and assisting in relief from the heat-island effect.

(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.**

Response: The DSP and landscape plan submitted with this application comply with the above design guideline. The proposed site and streetscape amenities will contribute to an attractive coordinated development. The proposed landscape plan meets the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) and will contribute to an attractive coordinated development, which will enhance the use and enjoyment of the site.

(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.**

Response: The site is rough graded with all public utilities - water, sewer, and electric - are available to the property. The project has been evaluated for environmental, stormwater management, historic, and archeological impacts, and the results of those reviews have been incorporated into this staff report. Due to significant grade change between the existing Pennsylvania Avenue frontage and the proposed parking lot for the Wawa Store of over 6-8 feet vertically, a direct pedestrian connection was not feasible.

(8) Service Areas

- (A) Service areas should be accessible, but unobtrusive.**

Response: This DSP complies with the above design guideline. The loading and the dumpster enclosure are located near each other and at the rear of the site. The dumpster enclosure is to be finished in the same brick veneer as the building. The service area is easily accessed through the parking lot and is unobtrusive because of its design and placement.

(9) Public Spaces

- (A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.**

Response: As there is no public space included in this development, this guideline does not apply to the subject development.

(10) Architecture

- (A) When architectural considerations are references 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 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.**

Response: This condition does not apply to this instant DSP-16037-01 application.

IV. Conformance with Previous Approvals

Preliminary Plan of Subdivision 4-16018:

- 2. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a 10-foot-wide public utility easement along all public rights-of-way.*

Response: A ten-foot-wide public utility easement is shown along all public rights-of-way on DSP-16037.

3. *A change of uses on the subject property that affects Subtitle 24 adequacy findings, beyond that which is set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to approval of any building permits.*

Response: In conjunction with the existing 130,000 square foot consolidated storage facility, the proposed 5,619 square foot convenience store with gas station DSP-16037-01 provide the same mix of uses that were approved with the preliminary plan of subdivision 4-16018.

4. *Total development shall be limited to uses which generate no more than 147 AM peak hour trips and 327 PM peak hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new preliminary plan of subdivision.*

Response: The development proposed in DSP-16037-01 is within the 4-16018 trip cap.

5. *Prior to issuance of a building permit for the subject property, the following road improvement shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies, and (c) have been permitted for construction through the operating agency's access permit process:*

- *Construct a northbound left-turn lane on Brooks Drive at the proposed access point.*

Response: The northbound left-turn lane is reflected on the DSP-16037-01 site plan.

6. *At the time of final plat, the following note shall be placed on the plat: "Access is denied along the frontage of Pennsylvania Avenue (MD 4) and Brooks Drive, with the exception of one access driveway along Brooks Drive."*

Response: DSP-16037-01 conforms to this condition, with no access proposed along Pennsylvania Avenue and one access driveway proposed along Brooks Drive.

10. *Prior to signature approval of a Type 2 tree conservation plan (TCP2) for this property, pursuant to Section 25-122(d)(1)(B) of the Prince George's County Code, all woodland preserved, planted, or regenerated on-site shall be placed in a woodland conservation easement recorded in land records and the liber/folio of the easement shall be indicated on the TCP2. The following note shall be placed on the plat:*

"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 385556 folio 285. Revisions to this TCP2 may require a revision to the recorded easement".

Response: Acknowledge that this note was provided on the final plat recorded in plat book SJH 248, Plat 59, recorded on November 17, 2017.

- 13. *Prior to approval of the detailed site plan (DSP) and the Type 2 tree conservation plan, the applicant shall limit the disturbance to Specimen Tree 3 (ST-3) to 30 percent or less of its critical root zone, or a variance for the removal of ST-3 shall be approved at the time of DSP.***

Response: With DSP-16037, a variance was submitted and approved for the removal of Specimen Tree #3.

- 14. *Prior to approval of the detailed site plan (DSP), the revised and approved stormwater concept plan and letter for the current proposal shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.***

Response: A revision to the stormwater concept that reflects the current proposal was submitted for review and was approved prior to the development of the existing 130,000 square foot consolidated storage facility.

- 15. *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 the following required adequate pedestrian and bikeway facilities as designated below, or as modified by the Prince George's County Department of Public Works and Transportation/Prince George's County Department of Permitting, Inspections and Enforcement/Prince George's County Department of Parks and Recreation, in accordance with Section 24-124.01 of the Subdivision Regulations, 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. *One crosswalk (with associated curb ramp and sidewalk improvements) at the site's entrance on Brooks Drive, as shown on the Pedestrian Crosswalk Exhibit.***
- b. *Reconstruct the existing standard sidewalk along Brooks Drive to an eight-foot-width between the site entrance and the existing crosswalk north of the site access.***
- c. *Replace the existing sidewalk along Pennsylvania Avenue (MD 4) with a shared-use sidepath from Brooks Drive to the existing bus stop, unless modified or not required by the Maryland State Highway Administration.***

Response: One crosswalk is proposed at the site's entrance on Brooks Drive. The proposed eight-foot-wide sidewalk is shown on several plan sheets within the detailed site plan set. Along Pennsylvania Avenue, the existing sidewalk is shown. The applicant will coordinate with SHA to determine if it will require improvements to the existing sidewalk that connects the bus shelter to Brooks Drive.

- 16. *At the time of detailed site plan (DSP) review, provide an exhibit that illustrates the location and limits of all off-site improvements proffered in the bicycle and pedestrian impact statement (BPIS submitted August 31, 2016) for review by the operating agencies. This exhibit shall not delay the acceptance of the DSP.***

Response: The Bicycle and Pedestrian Exhibit with the location of all proffered off-site improvements is submitted for review with this DSP.

17. *At the time of detailed site plan, the applicant shall demonstrate that the rear building elevation of the grocery store is visually attractive so that it will be compatible with the surrounding architecture and the other buildings internal to the site. High-quality materials, such as brick, shall be utilized in the design of the rear elevation, and special attention should be paid to the form, massing, architectural detail, and pattern of fenestration along the rear elevation.*

Response: The building design and enhanced details of all of the building materials will provide a variety of building forms, with unified, harmonious use of materials and styles. In addition, the views of the multifamily buildings to the north are buffered by the environmental preservation areas along the entirety of the northern property line. The distance of the environmental buffer ranges over 360-feet from the northern face of the WaWa building.

19. *At the time of detailed site plan, the private access easement pursuant to Section 24-128(b)(9) shall be reflected with a cross section consistent with the applicants "Brooks Drive South – Private Ingress/Egress Easements Plan View."*

Response: DSP-16037-01 proposes to utilize the existing private access easement that is consistent with the approved preliminary plan of subdivision and the exhibit entitled "Brooks Drive South – Private Ingress/Egress Easement Plan View."

Detailed Site Plan DSP-16037: On July 13, 2017, the Prince George's County Planning Board approved DSP-16037 (PGCPB No. 17-110) on the subject property for a 36,185-square-foot food and beverage store and 130,000-square-foot of the consolidated storage facility with the following conditions:

- 1. *Prior to certificate approval of the detailed site plan (DSP), the applicant shall submit additional documentation and revise the plans as follows:***
 - a. *Indicate the height of the proposed consolidated storage building on the DSP.***

Response: This condition has been met, and thus does not apply to the proposed DSP-16037-01 application.

- b. *Revise the Section 4.2-1(A) schedule to include one shade tree for every 35 feet.***

Response: This condition has been met, and thus does not apply to the proposed DSP-16037-01 application.

- c. *The applicant shall demonstrate that the rear-building elevation of the grocery***

store is visually attractive so that it will be compatible with the surrounding architecture and the other buildings internal to the site. High-quality materials, such as brick, shall be utilized in the design of the rear elevation, with special attention paid to the form, massing, architectural detail, and pattern of fenestration along the rear elevation. The architecture of the rear façade shall be reviewed and approved by the Urban Design Section as the designee of the Planning Board.

Response: As discussed above, the applicant is proposing a modern architectural design for both storage building and the proposed 5,619 square foot convenience store with gas station, the applicant is proposing a modern architectural design for both storage building and the proposed 5,619 square foot convenience store with gas station, with a flat-roof building has been designed with a tower element to mark the building entrances and is finished on their sides with a combination of artificial stone and stucco in a complementary color scheme to ensure that all views are attractive. The applicant has prepared a landscape plan showing the proposed landscaping associated with the development. This design will further promote pedestrian connectivity, while not sacrificing the needed visibility of the site to the traveling public and without jeopardizing the health, safety, and general welfare of the public due to on-site constraints that other designs would create. The site layout also adheres to acceptable crime prevention through environmental design (CPTED) practices.

- d. The following note shall be placed on the Type 2 tree conservation plan, which reflects this approval, directly under the woodland conservation worksheet:*

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE):

The removal of one specimen tree (Section 25-122(b)(1)(G)), ST-3, a 37-inch dbh American Beech.

Response: This condition has been met with the development of the aforementioned consolidated storage facility developed in association with the original DSP-16037 application.

- e. The revised and approved stormwater management concept plan and letter for the current commercial proposal shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.*

Response: This condition has been met.

- f. The revised and approved stormwater management concept plan and letter for the current commercial proposal shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.*

Response: This condition has been met and is being developed in accordance with the stormwater management concept plan approval #61317-2016-00 approved July 25, 2017.

- g. Parcel 3, labeled “DSP Infrastructure Only, subject to future DSP,” shall be relabeled to indicate that it is part of the subject development and may say that it will be developed in the future as a revision to the subject DSP. The interim condition of this portion of the DSP shall be indicated on the DSP.*

Response: This condition has been met.

- h. The proposed decorative fencing currently shown at the entrance to the proposed self-storage building shall be extended from the location on the DSP to approximately 160 feet along Parcel 1’s Pennsylvania Avenue (MD 4) frontage.*

Response: This condition has been met with the development of the aforementioned consolidated storage facility developed in association with the original DSP-16037 application.

- i. The applicant shall ensure that the same information, so far as it is relevant and appropriate such as grading plan, is included on the DSP and landscape plan.*

Response: The proposed DSP-16037-01 application complies with this condition.

- j. The description of the required handicapped parking rate shall be corrected in the parking schedule on the cover sheet of the plan sheet and the calculations corrected if and as necessary.*

Response: The proposed DSP-16037-01 application complies with this condition and all required information is reflected within the DSP civil and landscape plan sets.

- k. Delineate all parking and loading space dimensions.*

Response: The proposed DSP-16037-01 application complies with this condition and all required information is reflected within the DSP civil and landscape plan sets.

- l. Reduce all monumental signs for both the food and beverage store and the consolidated storage facility to be no more than 15 feet in height.*

Response: The proposed DSP-16037-01 application complies with this condition.

- m. Ensure the color scheme for the masonry material proposed on the consolidated storage facility is compatible with the masonry color scheme on the food and beverage store. A similar compatible masonry color scheme shall be applied on the building on Parcel 3 in the future.*

Response: The Applicant concurs with this condition.

2. *Prior to approval of a final plat for the subject site, Section 24-128(b)(9) of the Subdivision Regulations access easement will be recorded in land records. The liber and folio of that recording shall be reflected on the plat.*

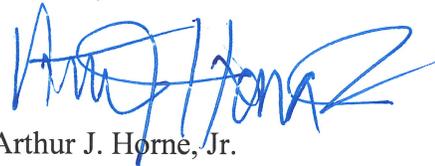
Response: This condition has been met, and thus does no longer apply to the proposed DSP-16037-01 application.

V. Conclusion:

Based on the foregoing, as well as the detailed site plan package filed in conjunction with this application, and all evidence that has or will be submitted into the record, the applicant respectfully requests the approval of DSP-16037-01. This application and the requests herein meet the requirements for Sections 27-285(b) and 27-588 of the Zoning Ordinance and the conditions of approval of 4-16018, CB-83-2018 and, as such, should be approved.

Please call me if you have any questions.

Sincerely,



Arthur J. Horne, Jr.

AJH/fms

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R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on July 13, 2017 regarding Detailed Site Plan DSP-16037 for Brooks Drive South, the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) is for a 36,185-square-foot food and beverage store and 130,000-square-foot of consolidated storage.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	R-10	R-10
Use(s)	Vacant	Food & Beverage Store/consolidated storage
Gross Acreage	11.04	11.04
Net Tract Area	10.84	10.84
Gross Floor Area (GFA) (sq. ft.)	0	166,185
Parcels	3	3
Outlot	5	1
Existing 100-year floodplain acreage	0.20	0.20
Existing Woodland in the floodplain	0.20	0.20
Existing Woodland Net Tract	10.63	10.63
Existing Primary Management Area	1.26	1.26

OTHER DEVELOPMENT DATA

Parking and Loading Schedules

Use	Parking Rate	Number of Spaces Required	Number of Spaces Approved†
Food and Beverage Store (Parcel 2) (36,185 sq. ft.)	1 parking space per 150 sq. ft. for the first per 3,000 sq. ft. and 1 space for each 200 sq. ft. above the first 3,000 sq. ft.	186	154**
Consolidated Storage (Parcel 1) (130,000 sq. ft., including 1,350 units and 1,000 sq. ft. office)	1 parking space per 50 units accessed within a building.	29	29*
	4 parking spaces per 1,000 sq. ft. of office space	4	4
	2 parking spaces for the residential unit.	2	2
Total Parking Provided			189

* of which two are handicapped accessible.

** of which six are handicapped accessible

Note: †A departure from the number of parking and loading spaces required (DPLS-449) has been separately approved (PGCPB Resolution No. 17-111) permitting a reduction of 32 spaces from the required number of parking spaces.

Use	Loading Rate	Number of Spaces Required	Number of Spaces Approved
Food and Beverage Store (Parcel 2) (36,185 sq. ft.)	1 space per 10,000 sq. ft. (12-foot by 45-foot)	1	2
Consolidated Storage (Parcel 1) (130,000 sq. ft., 963 units accessed within a building)	2 spaces per 10,000 sq. ft.	2	2
	1 space per 40,000 sq. ft. (12-foot by 33-foot)	3	3
Total Loading Provided		6	7

3. **Location:** The project is located in the northwestern quadrant of the intersection of Pennsylvania Avenue (MD 4) and Brooks Drive. The project is also located in Planning Area 75A and Council District 7.
4. **Surrounding Uses:** The subject site is bounded to the south by the right-of-way of Pennsylvania Avenue (MD 4), and by multifamily residential development in the Multifamily High Density Residential (R-10) Zone beyond; to the west by single-family detached units in the One-Family Detached Residential (R-55) Zone; to the north by multifamily residential dwelling units in the

R-10 Zone; and to the east by Brooks Drive, with multifamily residential development in the R-10 and Multifamily Medium Density Residential (R-18) Zones beyond.

5. **Previous Approvals:** The site is the subject of numerous approvals. The 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* retained the property in the R-10 Zone. Preliminary Plan of Subdivision 4-12002 was approved by the Planning Board on July 11, 2013. PGCPB Resolution No. 13-81 was adopted on July 25, 2015. On June 4, 2015, the Planning Board approved a one-year extension for Preliminary Plan of Subdivision 4-12002. Detailed Site Plan DSP-15038 for infrastructure was approved by the Planning Board on May 5, 2016. PGCPB Resolution No 16-59 was adopted on May 26, 2017. Preliminary Plan of Subdivision 4-16018 was approved by the Planning Board on December 8, 2016. PGCPB Resolution No. 16-150 was adopted on January 5, 2017, that superseded PPS 4-12002. The project is also the subject of Stormwater Management Concept Plan 19543-2014-01, approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on June 26, 2014, which expired on June 26, 2017. A revision of the stormwater management concept is pending approval.

6. **Design Features**

Site Design

The project is accessed from a single point along its Brooks Drive frontage via a shared ingress/egress easement, which provides access to a parking lot of the LIDL food and beverage store parking lot, in a westerly direction to the consolidated storage parking lot and building at the rear of the site. Parking is approved herein to be provided both on the eastern and southern sides of the store and two loading spaces are approved herein to be located to the rear of the food and beverage store. Pedestrian accessibility on this portion of the site is approved herein to be provided via a sidewalk leading from the existing sidewalk along Brooks Lane into the site and then along the northern side of the store to its northwestern corner, where it is not continuous to the consolidated storage building to be located at the rear of the site.

Parking for the consolidated storage building is approved herein to be located on all four sides, with one handicapped parking space located most proximate to the office provided for the building, and one provided along its northern façade. The sidewalk on the consolidated storage portion of the site is approved herein to be limited to the corner where the office space and handicapped parking space are located. A caretaker apartment is included in the consolidated storage building and parking for that unit has been included in the parking calculation.

A third parcel on the property, labeled Parcel 3, is labeled "DSP Infrastructure Only, subject to future DSP." As the property is part of and subject to this DSP and because this DSP is not for infrastructure only as allowed pursuant to Section 27- 286(b) of the Zoning Ordinance, a condition of this approval requires that this label be removed.

Architecture of the Food and Beverage Store

The building design is primarily distinguished by the sloping asymmetric roofline that frames the front (east) glazed façade. The roofline slopes from 17 to almost 30 feet in height at its apex and is approved herein to be constructed of thermoplastic material. The eastern façade consists primarily of a large glazed window treatment with brick watertable and a cast stone sill wrapping around the building on one side. All other façades of the building are clad with a combination of brick and stucco in a complementary color scheme.

On both the northern and southern elevations, clerestories provide natural light into the building's interior. Brick panels are provided at the ends of the eastern façade. The northern façade is composed primarily of stucco. A brick watertable is consistent on the southern elevation and appears on more limited portions on the other façades. A series of stucco panels of a light color provide contrast with the brick on the northern façade. The southern façade wraps glazing around its most visible eastern end and is detailed with a stretch of clerestory windows just below the roofline.

As the southern façade will be partially obscured by landscaping and contains a clerestory and substantial amounts of brick and glazing, the Planning Board finds the architecture of the southern façade acceptable. The architecture of the northern façade, however, is plain, unadorned and lacks an aesthetically pleasing pattern of fenestration. Additionally, Condition 17 of the preliminary plan of subdivision requires enhanced architecture for this rear façade. Therefore, a condition of this approval requires that, prior to certificate approval, the applicant revise the architecture of the rear façade of the building to include variation in building material, fenestration and use of architectural detail so as to comport with the requirements of Condition 17 of the preliminary plan of subdivision. Final design of the architecture of the rear façade shall be reviewed and approved by the Urban Design Section as designee of the Planning Board.

Lighting

The applicant is specifying standard downward-facing light fixtures for the 30 single and eight double light-poles to be provided in the parking lot. The 28 wall-mounted lights are of a utilitarian design and acceptable.

Signage for the Food and Beverage Store

Two 67.4-square-foot building-mounted signs bearing the company's logo of blue, red, and yellow are provided for the project; one on the southern façade and one on the eastern façade of the building. A single ground-mounted 19-foot-tall freestanding sign is shown on the DSP at the intersection of Brooks Drive and Pennsylvania Avenue (MD 4). The sign is too tall and is out of character with the surrounding residential neighborhood. A detail of the sign has been provided on Sheet 7 of the plan set. Like the wall mounted-sign, the freestanding sign bears the company's logo of blue, red, and yellow. The ground-mounted freestanding sign shall, by condition of this approval, be reduced to no more than 15 feet.

Architecture of the Consolidated Storage

Architecture for the consolidated storage building is approved herein to include a red-brown splitface block with horizontal tan striping and standing seam forest green roof. Panels on the upper portion of the building which is not masonry are either Dryvit or exterior insulating finishing system (EIFS). The fenestration is varied and balanced on the eastern and southern building façades. The northern façade presents a simpler design where the first story is done in brown splitface block, with horizontal tan-colored banding, with the entrance doors covered with canopies interspaced between runs of roll up doors accessing the storage units. The western elevation is also of simple design with a single-pedestrian door and five roll up doors provided. Masonry is carried up to the roofline on the right side of the façade and along the first story where, as on the northern façade, the splitface block is provided with off-white banding to provide contrast and a pedestrian door and five roll up doors are provided. Seven small windows are located on the upper portion of this façade. Since both the storage and food and beverage store are visible from Pennsylvania Avenue, the color scheme of the masonry used on the two buildings shall, by condition of this approval, be compatible to create a coherent streetscape.

Signage for the Consolidated Storage

Signage for the consolidated storage building includes a wall-mounted signs using channels letters and the Storage Zone's padlock insignia on the eastern and southern façades. A single 30-square-foot monument sign at the project's entrance from Brooks Drive has a brick base, a midsection with four separate panels of copy and an upper portion with the consolidated storage facility's name "Self-Storage Zone" and its padlock insignia. The monument sign shall, by condition of this approval, be no more than 15 feet in height, to be consistent with the freestanding sign of the proposed food and beverage store.

Dumpster Enclosure for the Consolidated Storage

A double dumpster enclosure is indicated at the northwestern corner of the consolidated storage building, proximate to location of the two long-term parking spaces. A detail for the dumpster enclosure is provided on Sheet 8 of the plan set, which indicates that the dumpster enclosure will be constructed of smooth-face concrete block. A condition of this approval requires that the enclosure gates be of similar compatible quality material as that of the one used for the food and beverage store.

Electric Vehicle Charging Station, Fences, Dumpster Enclosures and Bike Rack for the Food and Beverage Store

Three electric vehicle charging stations have been included on the eastern side of the parking lot. A bicycle rack is shown at the northern end of the eastern façade of the building. A detail for the bicycle rack has been provided on Sheet 8 of the DSP plan set indicating that space for a minimum of five bicycles will be provided. Decorative fences with varied heights of four, six, and eight feet internal to the site and at its periphery are shown on the DSP. A black chain-link fence is proposed along the project's Pennsylvania Avenue (MD 4) frontage. As the fence will be somewhat visible from MD 4, a condition of this approval requires that, prior to certificate approval, the chain-link fence along MD 4, extending approximately 160 feet northwest from the terminus of the decorative fence as shown on the plan, be replaced with the same decorative fence to match the

character of the larger development, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.

The applicant has indicated that a wood board-on-board fence will be used to screen the dumpsters provided for the LIDL food and beverage store. As masonry and corrugated metal materials have proven more durable than wood, a condition of this approval requires that, prior to certificate approval, the applicant revise the plans to employ a masonry and corrugated metal material for the dumpster enclosure for the LIDL food and beverage store. Additionally, the dumpsters to be provided for the consolidated storage development will be composed of concrete masonry unit, which is acceptable to the Planning Board.

Possible Green Building Techniques

Green building techniques that may be incorporated include the following:

Self-Storage Zone

- Use of high efficiency plumbing fixtures to reduce water usage; heating, ventilating and air conditioning (HVAC) system Seasonal Energy Efficiency Ratio (SEER) 13 and above;
- Low Volatile Organic Compounds (VOC) materials (i.e., adhesives, sealants and carpet);
- Use of natural daylighting in the office and apartment areas only;
- Use of recycled materials (carpet, tile, wood, etc.); and
- Automatic lighting control systems

LIDL

- Use of high efficiency plumbing fixtures to reduce water usage;
- Heating, Ventilating and Air Conditioning (HVAC) system Seasonal Energy Efficiency Ratio (SEER) 13 and above;
- Collection of recyclables with a goal for zero waste;
- Low Volatile Organic Compounds (VOC) materials (i.e., adhesives, sealants and carpet);
- Upgraded thermal insulation;
- Low Emission glazing and upgraded performance windows; and
- Light Emitting Diode (LED) EcoForm Lighting;

During the review period for the subject case, it was discovered that there was differing information sometimes included on the DSP, landscape plan and a separate “grading plan,” which was included for each sheet of the DSP. Therefore, a condition of this approval requires that, prior to certificate approval, the applicant correct the information reported on the DSP and the landscape plan to be consistent, and the grading plan be made part of the DSP and landscape plan.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The subject approval has been reviewed for compliance with the following requirements of the Zoning Ordinance:
 - a. **Section 27-441, Uses in Residential Zones**—As modified by County Council Bill CB-62-2015, the Business Advancement And Food Access Infill development approved herein is a permitted use in the R-10 Zone.
 - b. **Section 27-442 Regulations in Residential Zones**—As modified by Council Bill CB-62-2015, the prescriptions set forth in Section 27-442 of the Zoning Ordinance do not apply to the uses and structures within a Business Advancement and Food Access Infill development project. The dimensions and structures shown on the approved DSP for the project serve as the development regulations for the project. The subject DSP is in conformance with the applicable regulations of Section 27-441, regulations in residential zones. A condition of this approval requires that these development regulations be included on the plans as a general note.
 - c. **Section 27-107.01(a)(38.1), Definitions:**

Business Advancement and Food Access Infill: A development which combines a food and beverage store not exceeding 40,000 square feet of gross floor area; a consolidated storage facility; may include an eating or drinking establishment, or any other use that is permitted by right in the C-S-C (Commercial Shopping Center) Zone; and shall not include a Department or Variety Store or Gas Station uses, where:

 - (A) **the proposed development is part of a revitalization project in accordance with Section 27-445.15 of this Subtitle; and**
 - (B) **the development meets the criteria of Division 5, Part 5 of this Subtitle.**

The subject approval fits within this definition as it includes a food and beverage store of 36,185 square feet and a consolidated storage of 130,000 square feet, which is a permitted use in the C-S-C Zone, and does not include a Department or Variety Store or Gas Station uses involved in a residential revitalization project. The development meets the criteria of Division 5, Part 5 of this subtitle.

The specific requirements for a Business Advancement and Food Access Infill are contained in Section 27-445.15 of the Zoning Ordinance as follows:

d. **Section 27-445.15. Business Advancement and Food Access Infill:**

(a) **Applicability. As permitted in the Residential Use Tables in Section 27-441 of this Subtitle, the following additional requirements apply to development or redevelopment in the County proposing Business Advancement and Food Access Infill uses, as defined in Section 27-107.01 of this Subtitle:**

- (1) **The proposed use shall be located in a Revitalization Tax Credit District Census Tract;**
- (2) **The proposed use shall be located within a Historically Underutilized Business (“HUB”) Zone;**

Detailed Site Plan DSP-16037 is located in a Revitalization Tax Credit District Census Tract and is within a Historically Underutilized Business “HUB” Zone.

- (3) **The proposed use is located at the intersection of two (2) four-lane, divided roadways, one of which is a State road with functional transportation classification as an expressway; and**

Detailed Site Plan DSP-16037 is at the northwest quadrant of the intersection of Pennsylvania Avenue (MD 4) and Brooks Drive, both of which are two four-lane divided roadways. Pennsylvania Avenue is a state road and is classified as an expressway in the 2009 *Countywide Master Plan of Transportation* (MPOT).

- (4) **The property on which the proposed uses will be located has a land area of at least eight (8) acres and abuts property in the R-10 (Multifamily High Density Residential) Zone.**

Detailed Site Plan DSP-16037 has a gross tract area of 11.04 acres and abuts property in the R-10 Zone to the north and east.

(b) **Other Requirements.**

- (1) **The prescriptions set forth in Section 27-442 of this Subtitle shall not apply to the uses and structures within a Business Advancement and Food Access Infill development project. The dimensions and structures shown on the approved detailed site plan for the project shall serve as the development regulations for the project.**

- (2) **All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.**
- (3) **The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.**
- (4) **All consolidated storage for a Business Advancement and Food Access Infill development shall meet the requirements set forth in Sections 27-344.01(a)(5), (6), and (7) of this Subtitle.**

Detailed Site Plan DSP-16037 is in conformance with Section 27-445.15(b) of the Zoning Ordinance. The development regulations, including architectural elements, including building materials, typical building elevations, signs, and outdoor lighting for the Business Advancement and Food Access Infill development will be what is approved with the subject DSP. A condition of this approval requires that they be included as a general note on the DSP.

e. **Section 27-344.01, Consolidated Storage:**

Section 27-344.01 of the Zoning Ordinance sets forth the requirements for consolidated storage. Council Bill CB-62-2015 specifies only requirements of Section 27-344.01(a)(5), (6) and (7) applied to this DSP. Each applicable provision regarding consolidated storage is included in **boldface** type below, followed by Planning Board comment:

- (5) **The exterior and architectural facade of the building shall be compatible with the prevailing architecture and appearance of other development in the surrounding neighborhood;**

As the originally submitted architecture for the consolidated storage facility was not of the same color scheme as the food and beverage store, a condition of this approval requires that, prior to certificate approval, the color scheme of the masonry materials for the storage facility be compatible with the color scheme used for the masonry on the food and beverage store to create a coherent development.

- (6) **Beginning June 23, 1988, no entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan);**

The entrances to the individual storage units are limited to the northern and western façades and will not be visible from the street nor from adjoining land in a residential or commercial zone. This screening is accomplished by a combination of natural topography, screening, the inclusion of a sight-tight fence and a berm along Pennsylvania Avenue (MD 4). The subject project meets this requirement. However, the chosen chain-link fence with slatting is not the most aesthetically pleasing. Therefore, a condition of this approval requires that, prior to certificate approval, the fencing material be changed to a more aesthetically-pleasing composite material.

- (7) Entrances to individual consolidated storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.**

The entrances are screened in accordance with this requirement. The doors to the individual storage units are oriented to the north and west, which will be screened by a combination of natural topography, landscaping, a berm along Pennsylvania Avenue (MD 4) and a sight-tight fence, which is required by a condition of this approval.

- f. **Section 27-274, Site Design Guidelines, as cross-referenced in Section 27-283—**
The subject DSP is in general conformance with the site design guidelines in Section 27-283, which further cross references the same guidelines in Section 27-274 of the Zoning Ordinance.

(1) General.

- (A) The Plan should promote the purposes of a Conceptual Site Plan.**

A conceptual site plan is not required for the proposed use or zone, so this finding does not apply.

This DSP promotes the purposes found in Section 27-281. Specifically, this plan helps to fulfill the purposes of the R-10 Zone where the subject property is located. The development of a food and beverage store is permitted in the zone via the adoption of County Council Bill CB 23-2015. The site plan gives an illustration as to the location and delineation of the food/beverage store, parking, green areas, and other similar physical features and land use proposed for the site.

In addition to the purposes set forth in Section 27-281 of the Zoning Ordinance, Section 27-274 further requires the applicant demonstrate 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.**
- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**
- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

Parking and loading areas are located and designed to provide safe and efficient vehicular and pedestrian circulation within the site. All drive aisles are wide enough to provide safe, efficient, and convenient circulation and loading within the site. One-hundred-fifty-four parking spaces are proposed to include six handicapped spaces. Three spaces on the eastern portion of the site are designated as potential electric vehicle charging stations. Seven loading spaces have been provided for the project. The parking has been placed along the eastern and southern façades of the food and beverage store building. Parking is provided on all four sides of the consolidated storage building. Sidewalks and crosswalks are provided accessing the site. These design elements ensure a safe circulation pattern for both vehicles and pedestrians and open views from the building out onto the property frontage.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.**

This DSP complies with the above design guideline of the Zoning Ordinance. Adequate lighting will be provided to illuminate entrances and parking throughout the site. Site lighting will be pole-mounted lighting within the parking lot as well as wall-mounted sconces along the sides and rear of the proposed buildings. The lighting herein approved will provide patrons with a bright safe atmosphere, while not causing a glare or light spilling onto adjoining properties. A photometric plan is included with the DSP.

(4) Views.

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

This DSP complies with the above design guideline. This plan is designed to preserve, create, or emphasize views from the public roads and the adjoining property. The buildings herein approved have been designed to provide a modern, clean, and strong street presence on Brooks Drive and Pennsylvania Avenue (MD 4) with a modern architectural design for both the storage building and the food and beverage building, which has gently curving asymmetric roofline and a fully-glazed front façade. The building materials include a combination of brick and articulated stucco in a complimentary multicolor scheme to ensure that all views are attractive and the building is of high quality. A landscape plan showing the landscaping associated with the development has been approved herein. This design will further promote pedestrian connectivity, while not sacrificing the needed visibility of the site to the traveling public and without jeopardizing the health, safety, and general welfare of the public due to on-site constraints that other designs would create. The site layout also adheres to accepted crime prevention through environmental design (CPTED) practices.

(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.**

This DSP complies with the above design guideline. The on-site green area is mainly at the periphery of the parking area, framing it aesthetically and assisting in relief from the heat-island effect.

(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.**

The DSP and landscape plan approved herein comply with the above design guideline. The site and streetscape amenities herein approved will contribute to an attractive coordinated development. The landscape plan herein approved meets the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) and will contribute to an attractive coordinated development, which will enhance the use and enjoyment of the site.

(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.**

This DSP complies with the above design guideline. The project has been evaluated for environmental, stormwater management, historic, and archeological impacts, and the results of those reviews have been incorporated into this approval.

(8) Service Areas.

- (A) Service areas should be accessible, but unobtrusive.**

This DSP complies with the above design guideline. The loading and the dumpster enclosures are located near each other and at the rear of the site. The dumpster enclosures will, by condition of this approval, be finished in acceptable quality materials. The service area is easily accessed through the parking lot and is unobtrusive because of its design and placement.

(9) Public Spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.**

As there is no public space included in this development, this guideline is not applicable to the subject development.

(10) Architecture.

- (A) When architectural considerations are references 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 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.**

This DSP complies with the design guidelines outlined above. As illustrated on the architectural plans, the exterior and architectural façade of the buildings will be comprised of generally high-quality and attractive materials that include a fully-glazed front façade and a combination of brick and articulated stucco, in a complimentary multicolor scheme, to ensure that all views are attractive. The buildings herein approved have been designed to provide a modern, clean, and strong architecture, visible from both Brooks Drive and Pennsylvania Avenue. The building design and enhanced details of all the building materials will provide a variety of building forms, with unified harmonious use of materials and styles.

8. **Preliminary Plans of Subdivision 4-16018:** Preliminary Plan of Subdivision 4-16018 was approved by the Planning Board on December 8, 2016 superseding PPS 4-12002, which later approval was formalized in the Planning Board’s adoption of PGCPB Resolution No. 16-150, subject to 20 conditions on January 5, 2017. The relevant conditions of the latter approval are included in **boldface** type below, followed by the Planning Board’s findings.

- 4. Total development shall be limited to uses which generate no more than 147 AM peak hour trips and 327 PM peak hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new preliminary plan of subdivision.**

Condition 4 is a trip cap condition. Development herein approved would generate 92 AM and 255 PM trips, which is within the cap of 147 AM and 327 PM peak-hour trips. Conformance with the cap is noted in the table below:

Trip Generation Summary, DSP-16037, Brooks Drive South								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			in	out	total	in	out	total
Food and Beverage Store	36,185	square feet	76	47	123	188	180	368
Less Pass-By (40 percent AM and PM)			-30	-19	-49	-75	-72	-147
Net Grocery Store Trips			46	28	47	113	108	221
Consolidated Storage	128,400	square feet	10	8	18	17	17	34
Total Trips Utilized by Proposal			56	36	92	130	125	255
Trip Cap					147			327

The approval is in conformance with this requirement.

- 13. Prior to approval of the detailed site plan (DSP) and the Type 2 tree conservation plan, the applicant shall limit the disturbance to Specimen Tree 3 (ST-3) to 30 percent or less of its critical root zone, or a variance for the removal of ST-3 shall be approved at the time of DSP.**

It is determined that, with the rough and fine grading required for the subject site, Specimen Tree 3 (ST-3) cannot be saved. A variance application describing why this tree could not be saved was found plausible by the Planning Board, which herein grants the requested variance.

- 14. Prior to approval of the detailed site plan (DSP), the revised and approved stormwater concept plan and letter for the current proposal shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.**

A revised stormwater concept plan has been submitted to DPIE to show the new commercial layout. Several rounds of comments have been processed through the project engineer and DPIE. A condition of this approval requires that, prior to certificate of approval, a revised and approved stormwater management concept plan and letter for the current commercial proposal be submitted and correctly reflected on the Type 2 tree conservation plan (TCP2) and DSP.

- 16. At the time of detailed site plan (DSP) review, provide an exhibit that illustrates the location and limits of all off-site improvements proffered in the bicycle and pedestrian impact statement (BPIS submitted August 31, 2016) for review by the operating agencies. This exhibit shall not delay the acceptance of the DSP.**

The subject exhibit has been received by the Planning Board and referred to the operating agencies in accordance with this requirement.

- 17. At the time of detailed site plan, the applicant shall demonstrate that the rear building elevation of the grocery store is visually attractive so that it will be compatible with the surrounding architecture and the other buildings internal to the site. High-quality materials, such as brick, shall be utilized in the design of the rear elevation, and special attention should be paid to the form, massing, architectural detail, and pattern of fenestration along the rear elevation.**

A condition of this approval requires architectural improvements to the rear building elevation of the food and beverage store in accordance with this condition. The approval is in conformance with this condition.

- 19. At the time of detailed site plan, the private access easement pursuant to Section 24-128(b)(9) shall be reflected with a cross section consistent with the applicants “Brooks Drive South – Private Ingress/Egress Easements Plan View.”**

The private access easement has been reviewed and is determined to be consistent with the applicant’s “Brooks Drive South – Private Ingress/Egress Easements Plan View.” The subject project is in conformance with this condition.

9. **Detailed Site Plan DSP-15038:** Detailed Site Plan DSP-15038 for infrastructure was approved by the Planning Board on May 5, 2016, subject to three conditions. The Planning Board adopted PGCPB Resolution No. 16-59 on May 26, 2016, formalizing that approval. The improvements approved in the DSP were never constructed on the property. None of the conditions attached to the approval of DSP-15038 is applicable to this approval.

10. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The property is subject to the provisions of the applicable Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it measures greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. A TCP2 was submitted for review.

The 11.04-acre site contains 10.82 acres of existing woodland, of which 0.22 acre of woodland is within the 100-year floodplain. The site has a woodland conservation threshold of 2.16 acres, or 20 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 5.54 acres, which includes the 0.03 acre of off-site woodland clearing. The TCP2 meets this requirement by providing 0.98 acre of on-site woodland preservation and the remaining 4.56 acres in off-site preservation and woodland conservation credits. Three of the four on-site specimen trees identified on the property are approved herein to be preserved, the other specimen tree is approved herein to be removed. The submitted tree conservation plan has been reviewed and found to be in conformance with the WCO. The project is in conformance with the requirements of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance.

11. **Prince George’s County Tree Canopy Coverage Ordinance:** The project is subject to the requirements of the Tree Canopy Coverage Ordinance, as it involves the disturbance of more than 5,000 square feet of land area. As the project is located in the R-10 Zone, 15 percent of the 11.04-acre site (or 1.656 acres or 72,135 square feet) is required in tree canopy coverage. The applicant is meeting the requirement with 5.46 acres or 237,838 square feet of woodland conservation and 22,725 square feet of landscape trees to be provided on-site and 0.22 acre (or 9,583 square feet) of existing trees, for a total of 270,146 square feet of tree canopy.

12. **2010 Prince George’s County Landscape Manual:** The project is subject to the requirements of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual). Each applicable section of the Landscape Manual is listed below, followed by a finding of the subject DSP’s conformance with those requirements.

- a. **Section 4.2, Requirements for Landscape Strips Along Streets**—This section of the Landscape Manual requires that, for all nonresidential uses in any zone and for all parking lots, a landscape strip (as described in Section 4.2(c)(3)–(5)) be provided on the property abutting all public and private streets. The landscape plan has provided the required schedules for a 764-foot landscape strip along Pennsylvania Avenue (MD 4) and two landscape strips along Brooks Drive (250.1 linear feet and 265 linear feet). The schedules demonstrate conformance with the requirements of Section 4.2 of the Landscape Manual.
- b. **Section 4.3, Parking Lot Requirements**—This section of the Landscape Manual requires that perimeter landscape strips be provided for parking and that parking lots measuring greater than 7,000 square feet provide planting in the interior of the parking lot. The correct schedule has been provided for the required interior parking lot landscaping, indicating that the applicant has provided 8,134 square feet of interior parking lot landscaping meeting and exceeding the 6,925-square-foot requirement.
- c. **Section 4.4, Screening Requirements**—This section of the Landscape Manual requires that trash and loading facilities be screened from public views, either through the planting of vegetation, or through the use of man-made screens and fencing. The applicant has enclosed the dumpsters in sight-tight enclosures in accordance with this requirement. See Finding 6 for a detailed discussion of the design of said enclosures.

Additionally, with respect to Section 4.4 conformance, the loading spaces included in the subject development are not required to be screened as they are not visible from residential uses, residentially-zoned land, or land proposed to be used for residential purposes on an approved basic plan, approved official plan, or any approved conceptual, detailed or special exception site plan constructed public streets. Lastly, with respect to Section 4.4, there is no mechanical equipment shown on the plans that would need to be screened pursuant to Section 4.4 of the Landscape Manual.

- d. **Section 4.9, Sustainable Landscaping Requirements**—This section of the Landscape Manual requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) be native species (or the cultivars of native species). The minimum percentage of each plant type required to be native species and/or native species cultivars is specified below:

Shade trees	50%
Ornamental trees	50%
Evergreen trees,	30%
Shrubs	30%

The landscape plan provides 100 percent native shade trees and 65 percent native shrubs. There are no ornamental or evergreen trees included in the plant list. The subject project has met and exceeded the requirements of Section 4.9 of the Landscape Manual.

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

- a. **Historic Preservation and Archeology**—The Planning Board found that the subject property was extensively graded in the 1960s. A search of current and historic photographs, topographic and historic maps, and the locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject proposal would not impact any historic sites, historic resources or known archeological sites.
- b. **Community Planning**—The Planning Board found that the subject property is located in the Established Communities Growth Policy area of the Plan Prince George’s 2035 Plan. The vision for the Established Communities Growth Policy area is context-sensitive infill and low to medium-density development. The subject project is also in the area covered by the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (sector plan), which retained the property in the R-10 Zone and recommends Residential High land use designation for this property. However, subsequently, Council Bill CB-62-2015 (Business Advancement and Food Access Infill) was introduced and approved to allow grocery store, consolidated storage and office development at this site.

Although the sector plan did not envision this property for commercial development, consideration should be given to design and articulation to realize the sector plan vision on page 13, that reads: “... Commercial properties are compatible with the neighborhoods, offering services catering to local needs and providing quality goods and services that cater to the larger region as well. Established businesses and new businesses thrive in thematic nodes that promote activity, socialization and commerce... Environmental sustainability practices are incorporated to promote sensitivity to and preservation of the natural environment...” In addition, the above plan vision and other design guidelines and exemplary features contained in Chapter IX of the sector plan have been considered during DSP preparation.

As a neighborhood commercial node, the applicant presented a master plan of the entire site to showing how these uses function “in thematic nodes that promote activity, socialization and commerce “as described on page 13 of the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*. The use and site design of Parcel 3 will be determined in its relationships to the overall function of the commercial node. A condition of this approval will ensure the cohesiveness, function, and aesthetics of the overall commercial development. Interior orientation of the grocery store and the design of

Parcel 3 will provide a comprehensive functional relationship of various design elements. A departure from parking and loading standards has been granted herein.

The architecture for the two proposed buildings has been coordinated in that some of the same colors and materials were included in both. By condition of this approval, the applicant shall apply the same color scheme to the masonry used on the two buildings. When the additional parcel is developed, it will be subject to the same requirements.

- c. **Transportation Planning**—The Planning Board has reviewed the site plan and departure noted above. The subject site consists of approximately 11.04 acres of land in the R-10 Zone. The property is located at the intersection of Pennsylvania Avenue (MD 4) and Brooks Drive, in the northwest quadrant. The Planning Board has herein approved a total of 166,185 square feet of mixed commercial and mini-warehouse space in accordance with Council Bill CB-62-2015 within a designated Business Advancement and Food Access Infill use.

The site is the location of a recent subdivision, Preliminary Plan of Subdivision 4-16018. The DSP is being done pursuant to Council Bill CB-62-2015, which allows the Business Advancement and Food Access Infill use in the R-10 Zone under certain conditions upon approval of the DSP. The site meets the location conditions for this use as listed in Section 27-445.15 of the Zoning Ordinance, including the requirement that the proposed use is located at the intersection of two four-lane, divided roadways, one of which is a state road with functional transportation classification as an expressway. Both MD 4 and Brooks Drive are divided four-lane roadways, and MD 4 is a master plan expressway.

For a discussion of Preliminary Plan of Subdivision 4-16018, Conditions 4, 5, and 6, see Finding 8 of this approval.

The access and circulation pattern was reviewed during preliminary plan review. The configuration shown on the site plan is largely consistent with the pattern that was previously presented, and access and circulation are determined to be acceptable.

The site is adjacent to MD 4, a current expressway facility. No additional right-of-way is required in support of current or planned functions of MD 4. The site is also adjacent to Brooks Drive. While this roadway was constructed as an arterial, the most recent master plan in this area left this roadway undesignated.

- d. **Subdivision and Zoning**—The subject property is located on Tax Map 80, Grid F-1, and has a gross tract area of 11.04 acres in the R-10 Zone. The Planning Board is approving a total of 166,185 square feet of mixed commercial and mini-warehouse space in accordance with Council Bill CB-62-2015, within a designated Business Advancement and Food Access Infill use. The property was the subject of Preliminary Plan of Subdivision (PPS) 4-16018 (PGCPB Resolution No. 16-150) that was approved on December 8, 2016, for three parcels and an outlot subject to 20 conditions, of those

conditions 13, 14, 16, 17 and 19 are applicable to the review of the subject DSP application. For a discussion of the subdivision-related conditions of this approval, see Finding 8 of this approval.

- e. **Trails**—The Planning Board has reviewed the subject DSP application in order to implement planned trails, bikeways, and pedestrian improvements.

The subject project located in the northwestern quadrant of the intersection of Pennsylvania Avenue (MD 4) and Brooks Drive, is accessed from Brooks Drive and is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (Sector Plan). The subject project consists of a food and beverage store, and a consolidated storage facility. Because the site is located within the Pennsylvania Avenue Corridor, it was subject to Section 24-124.01 and the Transportation Review Guidelines – Part 2 at the time of Preliminary Plan 4-16018. Enhanced facilities for pedestrians and bicyclists were required at the time of Preliminary Plan consistent with these requirements. Some of the trails-related conditions of that approval are pertinent to these facilities.

Three master plan trail/bikeway recommendations impact the subject site. Master plan trails are recommended along Pennsylvania Avenue (MD 4) and Oxon Run. The text from the Marlboro Pike Sector Plan regarding these two facilities are as follows:

POLICY 2: Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.

STRATEGIES:

- **Complete the trail along the north side of MD 4 along the entire length of MD 4 within the Capital Beltway. Link communities with adjacent commercial areas and provide safe pedestrian access to bus stops along the corridor.**
- **Provide an M-NCPPC stream valley trail along Oxon Run within the study area. Extend the trail from MD 4 to the Oakland Neighborhood Park (Sector Plan, Page 63).**

Continuous sidewalks and designated bike lanes were also recommended along Brooks Drive. The sidewalks have been completed by Department of Public Works and Transportation (DPW&T) and striping for designated bike lanes (or other appropriate on-road bicycle treatment) can be considered via a future resurfacing project consistent with the strategy copied below from the Sector Plan:

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.

STRATEGIES:

Provide bicycle-compatible road improvements and striping when road improvements are undertaken.

The Complete Streets element of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

Providing attractive and accessible sidewalk access from the surrounding public rights-of-way and sidewalks is important. Pedestrians should be able to access buildings from the roads on complete sidewalk and walkway. These issues were addressed at the time of the Preliminary Plan of Subdivision 4-16018 (PGCPB Resolution No. 16-150). See Finding 8 of this approval for a discussion of Condition 16 of that approval.

Proposed Bicycle and Pedestrian Improvements:

An existing standard sidewalk is in place along Brooks Drive, including the frontage of the subject site. Currently, only a narrow sidewalk exists along the site frontage of Pennsylvania Avenue between Brooks Drive and the existing bus stop. No sidewalk exists along the majority of the site's frontage of Pennsylvania Avenue. The Planning Board has worked with the applicant to ensure that the site provides an inviting and accessible pedestrian environment for residents of the nearby apartment complexes. The on-site improvements agreed to by the applicant included replacing the existing standard sidewalk with an eight-foot-wide sidewalk, the provision of a sidewalk, and providing an enhanced streetscape along the portion of the access road leading from Brooks Drive to the LIDL and the undeveloped pad site, which is part of this DSP. A small amount of bicycle parking has been provided to serve the proposed uses.

Lastly, the site has no direct vehicular access to Pennsylvania Avenue (MD 4) even though the site abuts the roadway. Pedestrian safety has been an issue along MD 4 due to the volume and speed of motor vehicle traffic, the number of bus stops, the lack of sidewalks, and the abutting high-density residential uses. The MPOT recommends a sidepath along the entire north side of MD 4. Portions of this sidepath have been

constructed as development has occurred and the Maryland State Highway Administration (SHA) has a capital improvement project for the design and construction of the sidepath along MD 4 from Forestville Road to Silver Hill Road (MD 458) (SHA Project Number PG758_51). As part of the package of off-site improvements for the subject site recommended at the time of preliminary plan, the Planning Board recommended that this sidepath be constructed along the site’s frontage of MD 4 from Brooks Drive to the existing bus stop. This sidepath would replace the existing narrow sidewalk and provide the master plan trail for a distance of approximately 210 linear feet. The Planning Board does not believe that the extension of the sidepath the entire length of the subject property is appropriate at this time as there is no logical terminus for the facility at that end of the site and there is no connecting sidewalk or sidepath on the adjacent property.

The Oxon Run Trail, while adjacent to the subject site, does not impact the subject approval. This planned trail will be on the adjacent linear parcel (Outlot B) that follows the stream valley.

Several revisions to the plans were made in response to the Planning Board’s findings.

- f. **Permit Review**—The Planning Board has no issue.
- g. **Environmental Planning**—The following is environmental planning-related background regarding the project:

The Planning Board 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
4-12002	TCP1-001-13	Planning Board	Approved	07/11/2013	PGCPB No. 13-81(C)
DSP-15038	TCP2-005-16	Planning Board	Approved	05/05/2016	PGCPB No. 16-59
4-16018	TCP1-001-13-01	Planning Board	Approved	12/8/2016	PGCPB No. 16-150
DSP-16037	TCP2-005-16-01	Planning Board	Pending	Pending	Pending
NRI-027-12	N/A	Planning Board	Approved	12/17/2012	N/A
NRI-027-12-01	N/A	Planning Board	Approved	12/29/2016	N/A

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010 because the approval is for a new DSP. This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the environmental technical manual.

Site Description

The 11.04-acre site is located on the corner of the north side of Pennsylvania Avenue (MD 4), and the west side of Brooks Drive South. Based on available information, the site contains a stream, steep slopes of 15 percent and greater, and 100-year floodplain. The site is in the Oxon Run watershed of the Middle Potomac River basin. The predominant soils found to occur, according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), include the Udorthents, reclaimed gravel pits (5–15 percent slopes). Based on available information, Marlboro clay is not found to occur in the vicinity of this property, nor are Christiana complexes. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the property contains Regulated Areas and Evaluation Areas. The site is currently located within Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

Previous Conditions of Approval

The property was the subject of Preliminary Plan 4-16018, approved by the Planning Board on December 8, 2016, (PGCPB Resolution No. 16-150). See Finding 8 of this approval for a discussion of relevant environmentally-related Conditions 10, 11, 13 and 14.

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/Existing Conditions

The Natural Resources Inventory, NRI-027-12 was approved on December 17, 2012. The Planning Board has determined that the wetlands shown on the NRI, the TCP1 and the preliminary plan, are not regulated wetlands, and are the result of the previous mining and grading operation on the property. A revised NRI was submitted and approved on December 29, 2016.

Woodland Conservation

This property is subject to the provisions of the applicable WCO because the property is greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. A TCP2 has been submitted for review.

The 11.04-acre site contains 10.82 acres of existing woodland on the net tract and 0.22 acre of woodland within the 100-year floodplain. The site has a woodland conservation threshold of 2.16 acres, or 20 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 5.54 acres, which includes the 0.03 acre of off-site woodland clearing. The TCP2 meets this requirement by providing 0.98 acres of on-site woodland preservation and the remaining 4.56 acres in off-site

woodland conservation credits. Three of the four on-site specimen trees identified on the property shall be preserved. The other specimen tree is to be removed.

Specimen Trees

Section 25-122(b)(1)(G) requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the Technical Manual.”

Effective October 1, 2009, the State Forest Conservation Act was amended to include a requirement for a variance if a specimen, champion, or historic tree is proposed to be removed. This state requirement was incorporated in the adopted County Code effective on September 1, 2010.

A Subtitle 25 Variance application dated May 8, 2017 is herein approved for the removal of one specimen tree made necessary because of the redesigned site layout. The revised TCP2 shows the removal of a specimen tree, a 37-inch diameter at breast height (dbh) American Beech. The limits of disturbance on the plan shows that this tree is to be removed.

Section 25-119(d) of the WCO contains six required findings [**text in bold**] to be made before a variance can be granted. The letter of justification submitted in support of the variance application addresses the required findings for removal of one specimen tree (ST-3).

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

The site was previously used for mining and the existing topography will require a large amount of grading to balance the site. Retaining walls, which vary from 0 to 21 feet in height, prevent grading beyond the primary management area (PMA) limits. Fill dirt is required at the location of ST-3, which will impact greater than 30 percent of the specimen tree’s critical root zone. This tree will not survive the impacts to the critical root zone and must be removed during the construction activities herein approved. If not removed during the initial construction grading, the specimen tree will eventually die and have to be removed to prevent risk of loss of structures.

The condition and locations of the specimen tree proposed for removal is a special condition peculiar to the property. All of these factors are beyond the owner’s control and have created an unwarranted hardship for the applicant.

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

If other properties include trees in a similar location and condition on a site, the same considerations would be provided during the review of a requested variance application.

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

The Planning Board generally supports the removal of one specimen tree in the most undevelopable areas if grading cannot be minimized due to existing topography. The site's past mining activities require a large amount of grading to balance the site. If other properties include trees in a similar location and condition on a site, the same considerations would be provided during the review of a required variance application.

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

The site is undeveloped. The applicant has taken no action to date on the subject property.

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

The requested variance does not arise from a condition relating to the land or building use, either permitted or nonconforming on a neighboring property. There are no existing conditions on the neighboring properties that have any impact on the location or site of the trees, nor are there conditions that are affecting the layout and development of the site with respect to the specimen trees to be removed.

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

Granting the variance to remove ST-3 will not directly affect water quality because the reduction in tree cover caused by one specimen tree removal is minimal. Specific requirements regarding stormwater management for the site will be further reviewed by DPIE.

The required findings of Section 25-119(d) have been adequately addressed by the applicant for the removal of one specimen tree (ST-3) and the Planning Board herein approves the variance.

A condition of this approval requires that, prior to certificate approval, the following note shall be placed on the TCP2 which reflects this approval, directly under the woodland conservation worksheet:

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE): The removal of one specimen tree (Section 25-122(b)(1)(G)), ST-3, a 37-inch dbh American Beech.

Preservation of Regulated Environmental Features/Primary Management Area

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

The site contains regulated environmental features. According to the previously approved TCP1, impacts to the PMA were proposed for stormwater management outfalls, installation of a retaining wall, and for connecting to the existing sewer line. Impacts to the stream buffers are herein approved for stormwater management outfalls and for the connections to the existing sewer line. The TCP2 herein approved reduces the PMA impacts to just one sewer line connection and two stormwater outfall areas. All of these impacts have been previously approved by Type 1 Tree Conservation Plan TCP1-001-13-01.

A condition of this approval requires the inclusion of breakdown tables for the approved PMA impacts and additional PMA impacts to be placed on the TCP2.

Soils

The predominant soils found to occur, according to the USDA NRCS WSS, include the Udorthents, reclaimed gravel pits (5–15 percent slopes). Based on available information, Marlboro clay is not found to occur in the vicinity of this property, nor are Christiana complexes.

Stormwater Management

This development had an approved Stormwater Management Concept Plan and Letter (19543-2014-00), dated June 26, 2014, based on the previous residential development proposal. The site does not have stormwater management concept approval based on the current commercial proposals. A condition of this approval requires that the applicant provide an approved plan for the current commercial proposal.

- h. **Prince George's County Fire/EMS Department**—In a memorandum dated May 12, 2017, the Prince George's County Fire/EMS Department offered comment on needed accessibility, private road design and the location and performance of fire hydrants. The comments will be enforced through the agency's separate permitting process.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated June 5, 2017, DPIE offered numerous comments regarding the subject project will addressed through their separate permitting progress. Regarding stormwater management, DPIE stated that Stormwater Management Concept Plan 19543-2014, valid through June 26, 2017, is consistent with the proposed Detailed Site Plan DSP-16037. As the stormwater management concept plan will expire prior to Planning Board taking action on the subject DSP, a condition in this resolution requires that, prior to certificate approval, the applicant shall provide staff as designee of the Planning Board with evidence of an approved stormwater management plan and a revised referral or emailed statement noting that the subject DSP is in conformance with a revised stormwater management concept plan.
- j. **Prince George's County Police Department**—At the time of this writing, the Prince George's County Police Department did not provide comment regarding the subject project.
- k. **Prince George's County Health Department**—At the time of this writing, the Prince George's County Health Department did not provide comment regarding the subject project.
- l. **Maryland State Highway Administration (SHA)**—In an e-mail dated June 21, 2017, a representative of SHA stated that he had no comments or concerns regarding the subject project.
- m. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail received WSSC offered numerous comments that will be addressed through their separate permitting process.
- n. **Verizon**—At the time of this writing, Verizon did not provide comment regarding the subject project.

- o. **Potomac Power Electric Company (PEPCO)**—In an e-mail dated June 20, 2017, a representative of PEPCO stated that he had no comments regarding the subject project.
 - p. **Town of Capitol Heights**-At the time of this writing, the Town of Capital Heights did not provide comment regarding the subject project.
 - q. **City of District Heights**-At the time of this writing, the City of District Heights did not provide comment regarding the subject project.
14. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will, if approved with the proposed conditions below, represent a most reasonable alternative for satisfying the site design guidelines of the Zoning Ordinance without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
15. Section 27-285(b)(4) of the Zoning Ordinance provides the following required findings for approval of a DSP:
- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

The Planning Board hereby finds that, although the site contains many regulated environmental features (floodplain, stream buffers, wetlands and wetland buffers associated with the adjacent Timothy Branch stream system), the project will not impact them. Therefore, it may be said that, in accordance with Section 27-285(b)(4) of the Zoning Ordinance, the project preserves and/or restores the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type 2 Tree Conservation Plan (TCP2-005-2016-01) and APPROVED a Variance from Subtitle 25 for the removal of one specimen tree, and further APPROVED Detailed Site Plan DSP-16037 for the above-described land, subject to the following conditions:

- 1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall submit additional documentation and revise the plans as follows:
 - a. Indicate the height of the proposed consolidated storage building on the DSP.
 - b. Revise the Section 4.2-1(A) schedule to include one shade tree for every 35 feet.

- c. The applicant shall demonstrate that the rear-building elevation of the grocery store is visually attractive so that it will be compatible with the surrounding architecture and the other buildings internal to the site. High-quality materials, such as brick, shall be utilized in the design of the rear elevation, with special attention paid to the form, massing, architectural detail, and pattern of fenestration along the rear elevation. The architecture of the rear façade shall be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
- d. The following note shall be placed on the Type 2 tree conservation plan, which reflects this approval, directly under the woodland conservation worksheet:

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE):

The removal of one specimen tree (Section 25-122(b)(1)(G)), ST-3, a 37-inch dbh American Beech.
- e. The revised and approved stormwater management concept plan and letter for the current commercial proposal shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.
- f. Parcel 3, labeled “DSP Infrastructure Only, subject to future DSP,” shall be relabeled to indicate that it is part of the subject development and may say that it will be developed in the future as a revision to the subject DSP. The interim condition of this portion of the DSP shall be indicated on the DSP.
- g. The dumpster enclosure for the LIDL food and beverage store shall be replaced with masonry to match the building elevations and painted corrugated metal doors and compatible quality material shall be used for the gate of the dumpster of the storage facility.
- h. The proposed decorative fencing currently shown at the entrance to the proposed self-storage building shall be extended from the location on the DSP to approximately 160 feet along Parcel 1’s Pennsylvania Avenue (MD 4) frontage.
- i. The applicant shall ensure that the same information, so far as it is relevant and appropriate such as grading plan, is included on the DSP and landscape plan.
- j. The description of the required handicapped parking rate shall be corrected in the parking schedule on the cover sheet of the plan sheet and the calculations corrected if and as necessary.
- k. Delineate all parking and loading space dimensions.

- l. Reduce all monumental signs for both the food and beverage store and the consolidated storage facility to be no more than 15 feet in height.
 - m. Ensure the color scheme for the masonry material proposed on the consolidated storage facility is compatible with the masonry color scheme on the food and beverage store. A similar compatible masonry color scheme shall be applied on the building on Parcel 3 in the future.
2. Prior to approval of a final plat for the subject site, Section 24-128(b)(9) of the Subdivision Regulations access easement will be recorded in land records. The liber and folio of that recording shall be reflected on the plat.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, July 13, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 27th day of July 2017.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:RG/HZ:rpg



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

January 10, 2017

Scott Management, Inc.
300 N. Lee Street, Suite 200
Alexandria, VA 22314

Re: Notification of Planning Board Action on
Preliminary Plan of Subdivision 4-16018
Brooks Drive South

Dear Applicant:

This is to advise you that, on **January 5, 2017**, 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 **January 10, 2017**.

Very truly yours,
Alan Hirsch, Chief
Development Review Division

By: 
Reviewer

Attachment: PGCPB Resolution No. **16-150**

cc: Persons of Record

RESOLUTION

WHEREAS, Oakcrest West, LLC is the owner of an 11.04-acre parcel of land known as Outlots 1 through 5, said property being in the 6th Election District of Prince George’s County, Maryland, and being zoned Multifamily High Density Residential (R-10); and

WHEREAS, on September 29, 2016, Oakcrest West, LLC filed an application for approval of a Preliminary Plan of Subdivision for three parcels and an outlet; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-16018 for Brooks Drive South 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 December 8, 2016, 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 December 8, 2016, 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 the Type 1 Tree Conservation Plan (TCP1-001-13-01), and further APPROVED Preliminary Plan of Subdivision 4-16018 for three parcels and an outlet with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to reflect Parcel A as a single parcel.
2. At the time of final plat, the applicant and the applicant’s heirs, successors, and/or assignees shall grant a 10-foot-wide public utility easement along all public rights-of-way.
3. A change of uses on the subject property that affects Subtitle 24 adequacy findings, beyond that which is set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to approval of any building permits.
4. Total development shall be limited to uses which generate no more than 147 AM peak hour trips and 327 PM peak hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new preliminary plan of subdivision.

5. Prior to issuance of a building permit for the subject property, the following road improvement shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies, and (c) have been permitted for construction through the operating agency's access permit process:
 - Construct a northbound left-turn lane on Brooks Drive at the proposed access point.
6. At the time of final plat, the following note shall be placed on the plat: "Access is denied along the frontage of Pennsylvania Avenue (MD 4) and Brooks Drive, with the exception of one access driveway along Brooks Drive."
7. Prior to approval of the final plat of subdivision, a draft Declaration of Restrictive Covenants over the approved shared access for the subject property pursuant to Section 24-128(b)(9) shall be submitted to The Maryland-National Capital Park and Planning Commission for review and approval. The limits of the shared access shall be reflected on the final plat, consistent with the approved preliminary plan of subdivision (and detailed site plan). Prior to recordation of the final plat, the Declaration of Restrictive Covenants shall be recorded in Prince George's County Land Records, and the liber/folio of the document shall be indicated on the final plat with the limits of the shared access.
8. Prior to signature approval of the preliminary plan of subdivision (PPS), revise the natural resources inventory to remove what is identified as the isolated wetland and the associated buffer. Revise the Type 1 tree conservation plan and PPS accordingly.
9. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan TCP1 shall be revised as follows:
 - a. Revise Note 7 to state that the site is within "Environmental Strategy Area 1, formerly the Developed Tier..."
 - b. Correct the American Beech Genus to "Fagus" in the specimen tree identification list.
 - c. Delineate the steep slopes on the plan, as represented in the legend.
 - d. Show the critical root zone of the specimen trees in accordance with Section 3.2 of the State Forest Conservation Technical Manual.
 - e. Remove the areas of proposed woodland preservation along the frontage of Brooks Drive South, as it is less than 50 feet in width and not associated with a contiguous protected floodplain. This area must be valued as woodlands retained—not credited.
 - f. Add the owner's awareness certificate for all affected private property owners.
 - g. Reflect Parcel A as a single parcel.

- h. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
10. Prior to signature approval of a Type 2 tree conservation plan (TCP2) for this property, pursuant to Section 25-122(d)(1)(B) of the Prince George's County Code, all woodland preserved, planted, or regenerated on-site shall be placed in a woodland conservation easement recorded in land records and the liber/folio of the easement shall be indicated on the TCP2. The following note shall be placed on the plat:

"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".
11. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-001-13-01). 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 (TCP1-001-13-01), 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."
12. At the time of final plat, a conservation easement shall be described by bearings and distances on the plat. The conservation easement shall contain the delineated primary management area, except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."
13. Prior to approval of the detailed site plan (DSP) and the Type 2 tree conservation plan, the applicant shall limit the disturbance to Specimen Tree 3 (ST-3) to 30 percent or less of its critical root zone, or a variance for the removal of ST-3 shall be approved at the time of DSP.

14. Prior to approval of the detailed site plan (DSP), the revised and approved stormwater concept plan and letter for the current proposal shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.
15. 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 the following required adequate pedestrian and bikeway facilities as designated below, or as modified by the Prince George's County Department of Public Works and Transportation/Prince George's County Department of Permitting, Inspections and Enforcement/Prince George's County Department of Parks and Recreation, in accordance with Section 24-124.01 of the Subdivision Regulations, 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. One crosswalk (with associated curb ramp and sidewalk improvements) at the site's entrance on Brooks Drive, as shown on the Pedestrian Crosswalk Exhibit.
 - b. Reconstruct the existing standard sidewalk along Brooks Drive to an eight-foot-width between the site entrance and the existing crosswalk north of the site access.
 - c. Replace the existing sidewalk along Pennsylvania Avenue (MD 4) with a shared-use sidepath from Brooks Drive to the existing bus stop, unless modified or not required by the Maryland State Highway Administration.
16. At the time of detailed site plan (DSP) review, provide an exhibit that illustrates the location and limits of all off-site improvements proffered in the bicycle and pedestrian impact statement (BPIS submitted August 31, 2016) for review by the operating agencies. This exhibit shall not delay the acceptance of the DSP.
17. At the time of detailed site plan, the applicant shall demonstrate that the rear building elevation of the grocery store is visually attractive so that it will be compatible with the surrounding architecture and the other buildings internal to the site. High-quality materials, such as brick, shall be utilized in the design of the rear elevation, and special attention should be paid to the form, massing, architectural detail, and pattern of fenestration along the rear elevation.
18. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall draft covenants that adequately ensure the future maintenance and preservation of stormwater management facilities on Parcel A, which will run with the land in perpetuity. The covenants shall be submitted to the Subdivision Review Section to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The liber and folio of the declaration of covenants shall be noted on the final plat prior to recordation.

19. At the time of detailed site plan, the private access easement pursuant to Section 24-128(b)(9) shall be reflected with a cross section consistent with the applicants "Brooks Drive South – Private Ingress/Egress Easements Plan View."
20. Approval of this preliminary plan of subdivision supersedes Preliminary Plan of Subdivision 4-12002 for the development of this site, subject to conditions.

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 Tax Map 80, Grid F-1, and is known as Outlots 1 through 5. The property is located in the Multifamily High Density Residential (R-10) Zone and has a gross tract area of 11.04 acres. The property was the subject of prior Preliminary Plan of Subdivision (PPS) 4-12002 (PGCPB Resolution No. 13-81(C) that was approved on March 4, 2013 for five parcels for the development of 300 multifamily dwelling units. On May 26, 2016, Detailed Site Plan DSP-15038 (PGCPB Resolution No. 16-59) was approved for infrastructure for the 300 multifamily dwelling units. On November 10, 2016, Final Plat of Subdivision 5-16117 was approved by the Planning Board for five outlots. The current PPS application will supersede those approvals, and the approval of a new DSP application will be required as further discussed below.

Prince George's County Council Bill CB-62-2015 (DR-2) was approved by the District Council on October 20, 2015 to permit a Business Advancement and Food Access Infill in the R-10 Zone under certain circumstances. Section 27-107.01(38.1) of the Prince George's County Zoning Ordinance defines a Business Advancement and Food Access Infill as follows:

Business Advancement and Food Access Infill: A development which combines a food and beverage store not exceeding 40,000 square feet of gross floor area; a consolidated storage facility; may include an eating or drinking establishment, or any other use that is permitted by right in the C-S-C (Commercial Shopping Center) Zone; and shall not include a Department or Variety Store or Gas Station uses, where:

- (A) the proposed development is part of a revitalization project in accordance with Section 27-445.15 of this Subtitle; and
- (B) the development meets the criteria of Division 5, Part 5 of this Subtitle.

The specific requirements for a Business Advancement and Food Access Infill are contained in Section 27-445.15 of the Zoning Ordinance. Conformance with these requirements will need to be demonstrated at the time of DSP.

Section 27-445.15. Business Advancement and Food Access Infill.

- (a) **Applicability.** As permitted in the Residential Use Tables in Section 27-441 of this Subtitle, the following additional requirements apply to development or redevelopment in the County proposing Business Advancement and Food Access Infill uses, as defined in Section 27-107.01 of this Subtitle:
- (1) the proposed use shall be located in a Revitalization Tax Credit District Census Tract;
 - (2) the proposed use shall be located within a Historically Underutilized Business (“HUB”) Zone;
 - (3) the proposed use is located at the intersection of two (2) four-lane, divided roadways, one of which is a State road with functional transportation classification as an expressway; and
 - (4) the property on which the proposed uses will be located has a land area of at least eight (8) acres and abuts property in the R-10 (Multifamily High Density Residential) Zone.
- (b) **Other Requirements.**
- (1) The prescriptions set forth in Section 27-442 of this Subtitle shall not apply to the uses and structures within a Business Advancement and Food Access Infill development project. The dimensions and structures shown on the approved detailed site plan for the project shall serve as the development regulations for the project.
 - (2) All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.
 - (3) The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.
 - (4) All consolidated storage for a Business Advancement and Food Access Infill development shall meet the requirements set forth in Sections 27-344.01(a)(5), (6), and (7) of this Subtitle.

The property is a corner lot with street frontage on both Pennsylvania Avenue (MD 4) and Brooks Drive. Pennsylvania Avenue is a high-volume expressway and, although Brooks Drive is undesignated in the master plan, it has been built as an arterial facility with a right-of-way width of 120 feet, with a median. The heavier traffic volumes and speeds along Brooks Drive could lead to safety issues if an additional driveway entrance was proposed beyond the single access point that is shown on the PPS. As a result, all vehicular access from the site to MD 4 will be denied. Pursuant to Section 24-128(b)(9) of the Subdivision Regulations, a 26-foot-wide vehicular access easement is proposed that will provide interparcel connections and a single access point to Brooks Drive; all other access along Brooks Drive is denied. The food or beverage store, consolidated storage, and medical office uses will all be situated on separate parcels. Parcel 'A' will contain the site's sensitive environmental features and will be retained by the owner. Covenants that adequately ensure the future maintenance and preservation of stormwater management facilities on Parcel A, which will run with the land in perpetuity, will be submitted prior to approval of the final plat.

3. **Setting**—The property is located at the northwest quadrant of Pennsylvania Avenue (MD 4) and Brooks Drive. The site is bounded to the north by multifamily residential buildings in the R-10 Zone; to the south by MD 4, a master plan expressway facility, and beyond by multifamily residential buildings in the Multifamily Medium Density Residential (R-18) Zone and townhomes in the Townhouse (R-T) Zone; to the east by Brooks Drive, and beyond by multifamily residential buildings in the R-10 and R-18 Zones; and to the west by detached single-family dwellings in the One-Family Detached Residential (R-55) Zone.
4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

Zone	EXISTING	APPROVED
	R-10	R-10
Use(s)	Vacant	Food or Beverage Store (36,253 sq. ft.), Consolidated Storage (114,912 sq. ft.), Medical Office (20,000 sq. ft.)
Acreage	11.04	11.04
Gross Floor Area	None	171,165 sq. ft.
Parcels	0	4
Outlots	5	0
Variance	No	No
Variation	No	No

Pursuant to Section 24-113 of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee on October 21, 2016.

5. **Environmental**—The following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
4-12002	TCP1-001-13	Planning Board	Approved	07/11/2013	13-81(C)
DSP-15038	TCP2-005-16	Planning Board	Approved	05/05/2016	16-59
4-16018	TCP1-001-13-01	Planning Board	Pending	Pending	Pending

A Natural Resources Inventory, NRI-027-12, was approved by the Environmental Planning Section on December 17, 2012.

Proposed Activity

The current application is for a grocery store, a consolidated storage facility, and an office building.

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 of the Prince George’s County Code that came into effect on September 1, 2010 because the application is for a new PPS. This project is subject to the 2010 Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual.

Site Description

The 11.04-acre site is located on the corner of the north side of Pennsylvania Avenue (MD 4) and the west side of Brooks Drive South. Based on available information, the site contains a stream, steep slopes of 15 percent and greater, and 100-year floodplain. The site is in the Oxon Run watershed of the Middle Potomac River basin. The predominant soils found to occur, according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), include the Udorthents and reclaimed gravel pits (5–15 percent slopes). Based on available information, Marlboro clay is not found to occur in the vicinity of this property, nor are Christiana complexes. According to the 2005 *Approved Countywide Green Infrastructure Plan* (Green Infrastructure Plan), the property is primarily located within the network gap, with regulated areas present surrounding the floodplain on the site.

Master Plan Conformance

Plan Prince George’s 2035

The site is located within the Established Communities of the Growth Policy Map and Environmental Strategy Area 1 (ESA 1 of the Regulated Environmental Protection Areas Map as designated by the *Plan Prince George’s 2035 Approved General Plan* (Plan Prince George’s 2035).

Approved Subregion 4 Master Plan and Sectional Map Amendment (June 2010)

The master plan for this area is the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA). The Environmental Infrastructure section of the master plan contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from the master plan and the plain text provides comments on plan conformance.

Policy 1: Protect, preserve and enhance the Green Infrastructure Network in subregion 4.

The property is located entirely within the Green Infrastructure Network and contains regulated and network gap areas. The regulated area is associated with the stream and floodplain system which runs along the northern boundary of the site. The network gap area covers the remainder of the property and is fully wooded. The TCP1 proposes to remove 9.78 acres of the existing 10.82 acres of woodland in the net tract, preserving the remaining 1.04 acres.

Impacts to the Green Infrastructure network gap are necessary for the development of the site and planned circulation, and will be further evaluated to be minimized as needed.

Based on the necessary disturbance inside the Green Infrastructure Network, this proposal meets the intent of protecting critical resources.

Policy 2: Minimize the impacts of development in the Green Infrastructure Network and SCA's.

The entire site is within the Green Infrastructure Network. Development is proposed on the less-sensitive areas of the site and will not directly impact Soil Conservation Areas (SCA's) within Subregion 4.

Policy 3: Restore and enhance water quality in degraded areas and preserve water quality in areas not degraded.

This development proposal currently has an approved Stormwater Management Concept Plan (19543-2014-00) dated June 26, 2014, based on the previous development proposal. The site does not have stormwater management concept approval based on the current proposal, however, DPIE will review the stormwater concept plan and technical approval for water quality measures in accordance with County requirements, ensuring that Policy 3 is met.

Policy 4: Improve the base information needed for the county to undertake and support stream restoration and mitigation projects.

The subject site has an approved Natural Resources Inventory (NRI-027-12) that provides an account of the existing conditions of the site. The plan proposes grading within the stream buffer for the connection to existing sewer and for stormwater management outfall. The proposed impacts do not warrant stream restoration or mitigation at this time.

Policy 5: Require on-site management of stormwater through the use of sensitive stormwater management techniques (i.e., fully implement the requirements of ESD) for all development and redevelopment projects.

This development proposal currently has an approved Stormwater Management Concept Plan (19543-2014-00) dated June 26, 2014, based on the previous development proposal. The site does not have stormwater management concept approval for the current proposal, however, DPIE will review the stormwater concept plan and technical approval to ensure that sensitive stormwater management techniques are utilized in accordance with County requirements, therefore, ensuring that Policy 5 is met.

Policy 6: Assure that adequate stream buffers are maintained and enhanced and utilized design measures to protect water quality.

The existing stream is located off-site; however, the stream buffer is located along the northern boundary of the subject site. The plan proposes to preserve the existing woodlands within the buffer, except for the area impacted for connection to the existing sewer, for the proposed stormwater outfalls, and for the proposed retaining walls.

Policy 7: Reduce air pollution to support public health and wellness by placing a high priority on transit-oriented development and transportation demand management (TDM) projects and programs.

Air quality is a regional issue that is currently being addressed by the Council of Governments.

Policy 8: Reduce adverse noise impacts so that the State of Maryland's noise standards are met.

Residential uses are not proposed for this site; however, the construction plans should demonstrate that indoor decibel levels will be reduced by increasing insulation, using double pane windows, and other common noise attenuation building standards.

Policy 9: Implement environmental sensitive building techniques that reduce overall energy consumption.

The development applications for the subject property which require architectural approval should incorporate green building techniques and the use of environmentally-sensitive building techniques to reduce overall energy consumption is encouraged to the greatest extent possible.

Policy 10: Implement land use policies that encourage infill and support TOD and walkable neighborhoods.

This site currently has a sidewalk along the entire frontage of Brooks Drive South and partially along MD 4. Bus transit is located along both frontages and this site is within one-half mile of numerous multifamily residential units. This proposal meets the intent of this policy.

Policy 11: Increase the county's capacity to support sustainable development.

The development applications for the subject property which require architectural approval should incorporate green building techniques and the use of environmentally-sensitive building techniques to reduce overall energy consumption. The use of green building techniques and energy conservation techniques is encouraged to the greatest extent possible.

Policy 12: Ensure that the Chesapeake Bay Critical Area is protected to the maximum extent possible through the implementation of water quality and other related measures.

The subject property is not located in the Chesapeake Bay Critical Area.

Policy 13: Preserve, restore, and enhance the existing tree canopy.

Subtitle 25, Division 3, of the County Code requires the site provide 10 percent tree canopy coverage. Tree canopy coverage will be addressed at the time of detailed site plan.

The site is subject to the WCO. The PPS proposes to develop a large portion of the site; however, much of the woodland within the primary management area (PMA) will be preserved.

Policy 14: Improve the county's capacity to support increases in the tree canopy.

Tree canopy coverage will be addressed by the Urban Design Section.

2005 Approved Countywide Green Infrastructure Plan

The entire site is within the designated network of the 2005 *Approved Countywide Green Infrastructure Plan* (Green Infrastructure Plan), containing regulated and network gap areas. The regulated area is primarily located along the northern boundary of the site and is associated with the Oxon Run stream valley. The remainder of the area is within the network gap. The TCP1 focuses preservation and protection within the regulated area, where woodland preservation is proposed. A limited portion of the regulated area will be impacted for the connection to the existing sewer and for stormwater management outfalls. The remainder of the site, mostly network gap, will be developed with the proposed commercial/retail uses and associated parking. It is possible that future revisions to the proposed stormwater management design may reduce the proposed impacts to the regulated and network gap areas using environmentally-sensitive design, which will focus on water quality and quantity control. The conceptual design, as reflected on the TCP1, is in keeping with the goals of the Green Infrastructure Plan and focuses preservation on the most sensitive areas of the site.

Natural Resources Inventory/Existing Conditions

The Natural Resources Inventory, NRI-027-12, was approved on December 17, 2012. Wetlands shown on the NRI, the TCP1, and the PPS are not regulated wetlands, and are the result of the previous mining and grading operation on the property.

Prior to signature approval of the PPS, revise the NRI to remove what is identified as the isolated wetland and the associated buffer. Revise the TCP1 and PPS accordingly.

Woodland Conservation

This property is subject to the provisions of the WCO because the property is greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. A TCP1 has been submitted for review.

The 11.04-acre site contains 10.82 acres of existing woodland on the net tract and 0.22 acre of woodland within the 100-year floodplain. The site has a woodland conservation threshold of 2.16 acres, or 20 percent of the net tract, as tabulated. The TCP1 shows a total woodland conservation requirement of 5.54 acres, which includes 0.07 acre of off-site woodland clearing. The TCP1 proposes to meet this requirement by providing 1.04 acres of on-site woodland preservation and the remaining 4.50 acres in off-site woodland conservation credits. All four specimen trees identified on the property are proposed to be preserved at this time.

The TCP1 has been reviewed and requires technical revisions to be in conformance with the WCO.

Specimen Trees

Section 25-122(b)(1)(G) requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Environmental Technical Manual."

Effective October 1, 2009, the State Forest Conservation Act was amended to include a requirement for a variance if a specimen, champion, or historic tree is proposed to be removed. This state requirement was incorporated in the adopted County Code effective on September 1, 2010.

The specimen tree table on the TCP1 shows that all four specimen trees will be preserved with this plan, however, the critical root zone of Specimen Tree 3 (ST-3), a 37-inch diameter American Beech listed in good condition, will be significantly impacted by grading and fill. The plan shows a retaining wall with approximately 10 feet of fill depth to be placed within 20 feet of the tree base. The limit of disturbance is shown within approximately 10 feet of the tree base. This impact will likely result in damage and suffocation of the roots, and the ultimate demise of the tree. Prior to approval of the DSP and the Type 2 tree conservation plan, the applicant should limit

disturbance to ST-3 to 30 percent or less of its critical root zone, or a variance for the removal of ST-3 should be applied for and approved.

Preservation of Regulated Environmental Features/Primary Management Area

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code.

The site contains regulated environmental features. According to the TCP1, impacts to the PMA are proposed for stormwater management outfalls, for installation of a retaining wall, and for connecting to the existing sewer line. Impacts to the stream buffers are proposed for stormwater management outfalls and for the connections to the existing sewer line. A statement of justification has been received for the proposed impacts to the stream buffer and the PMA.

Statement of Justification

The statement of justification includes a request for seven impacts on-site to the PMA, totaling approximately 6,534 square feet on-site.

Analysis of Impacts

Based on the statement of justification, the applicant is requesting a total of seven impacts described below:

Impacts 1, 2, and 4: Grading, Slope Stabilization, Retaining Wall Construction and Maintenance—Due to the topography of the site, the proposed development will be rough graded to allow for future commercial uses that will meet or exceed minimum standards for construction. The existing topography of the site slopes away from Brooks Drive and Pennsylvania Avenue to the south, and toward Oxon Run. The property was previously mined, or was subject to some type of industrial use which may have contributed to the existing topography. For the proposed uses to be constructed on this property, the land should be graded to minimize slopes and to accommodate safe vehicular and pedestrian circulation, utility connections, and stormwater management best practices. Due to the particularly ridged and irregular nature of the PMA line, conventional grading and construction techniques would result in greater impacts to the PMA to meet the minimum standards. Conventional grading would, therefore, be impractical for this site. The

developable area would be limited based on the change in existing topography and the large amount of fill required to create buildable sites.

Impacts to the PMA have been largely avoided; however, in the areas where it cannot be, the buildings and land uses have been reconfigured or redesigned to accommodate the environmentally-sensitive areas.

The proposed grading of the site minimizes the environmental impacts by providing a retaining wall directly adjacent to the environmentally-sensitive areas. A retaining wall is proposed near the PMA line to protect the PMA, while still meeting minimum standard design/construction requirements. The use of retaining walls minimizes the PMA impacts that would otherwise be intensified if conventional grading was used. A 10-foot construction/maintenance area is provided for construction and maintenance of the retaining walls. PMA Impacts 1, 2, and 4 are provided for the construction and future maintenance of the walls.

The proposed grades will reduce the slopes and allow for the highest and best uses proposed for the site to be attainable. Retaining walls minimize disturbance to the PMA to the maximum extent practical while providing better protection to the PMA, as compared to conventional grading methods. Because of the previous uses and poor quality of existing environmental features across the developable area, the site was designed to minimize PMA impacts where environmental features are of the greatest quality, to the fullest extent practical.

PMA Impacts 1, 2, and 4 have been deemed necessary by the Planning Board.

Impacts 3 and 6: Utility Impacts for Sanitary Sewer Connection—The proposed temporary impacts result from utilizing the only feasible approach in providing sanitary service to the property. After analyzing all possible connection points surrounding the property based on topography, location of connection, and sewer depth, the proposed connection points provide the necessary sewer depth to allow the site to drain by gravity flow.

Engineers have analyzed the possibility of consolidating the two sanitary connection points, however, there were concerns based upon technical design and detailed design constraints. Until further more detailed engineering design can be completed, the current proposal illustrates the greatest environmental impacts based on alternative sanitary sewer routes for the proposed uses.

At the time of DSP, the applicant will continue to work with WSSC to design the sanitary sewer for the proposed development to limit the environmental impacts to the maximum extent practical. At this time, however, the proposed sanitary sewer connections are designed to minimize PMA impacts.

PMA Impacts 3 and 6 have been deemed necessary by the Planning Board.

Impact 5 and 7: Utility Impacts for Stormwater Outfall—As proposed, the stormwater outfall impacts are necessary to keep with environmental site design practices of maintaining the existing drainage divides and discharging stormwater into existing drainage channels without creating an erosive condition.

The stormwater was planned to outfall downstream on the northern side of the existing property. The appropriate outfalls are designed to discharge back to the stream, while limiting erosion at the discharge points. To discharge the stormwater along steep slopes, necessary grading must occur at the outfall locations to limit stormwater velocity, thereby, reducing erosion at the planned outfall locations. Erosion control and stormwater velocity reduction practices utilized include: decreasing the slope, providing rip-rap rock structures and utilizing geo-textile fabric, erosion control matting, and vegetative stabilization.

The environmental site design practices and the proposed retaining walls will minimize and avoid PMA disturbances to the fullest extent practicable, to protect the PMA at a much greater extent than would normally be allowed if conventional grading and construction techniques were to be used to develop this site.

Impacts 5 and 7 have been deemed necessary by the Planning Board.

Based on the level of design information currently available, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the impact exhibits and the TCP submitted for review.

PMA Impacts 1 through 7 have been deemed necessary by the Planning Board, and are approved.

Noise

The current proposal is for the construction of retail and commercial uses. No residential uses are proposed. Noise mitigation analysis and mitigation is not required.

Soils

The predominant soils found to occur, according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), include the Udorthents and reclaimed gravel pits (5–15 percent slopes). Based on available information, Marlboro clay is not found to occur in the vicinity of this property, nor are Christiana complexes.

Stormwater Management

This development proposal currently has an approved Stormwater Management Concept Plan (19543-2014-00) dated June 26, 2014, based on the previous development proposal. The site does not have stormwater management concept approval based on the current proposal. An approved plan with detail for the current proposal should be provided prior to approval of the DSP.

6. **Community Planning**—The subject application is located in Planning Area 75A within the Capitol Heights Community, and within the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (Marlboro Pike Sector Plan and SMA). The sector plan retained the subject property in the R-10 Zone and recommended a high-density residential land use with more than 20 dwelling units per acre. This application does not conform to the residential high-density land use recommendation within the sector plan. However, CB-62-2015 (Business Advancement and Food Access Infill) was approved by the District Council on October 20, 2015 to allow the proposed uses. Section 24-121(a)(5) of the Subdivision Regulations states that a preliminary plan shall conform to the area master plan unless the Planning Board finds that events have occurred to render the relevant plan. Recommendations no longer appropriate in this instance.

Plan Prince George’s 2035 designates the area in the Established Communities Growth Policy area. The vision for established communities is a context-sensitive infill and low- to medium-density development. This application is consistent with the Established Communities Growth Policy in Plan Prince George’s 2035.

7. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the PPS application is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development.
8. **Trails**—The PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master plan in order to provide the appropriate recommendations.

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.*	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u> X </u>	M-NCPPC – Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

*If a master plan trail is within a city, county, or state right-of-way, an additional two to four feet of dedication may be required to accommodate the construction of the trail. To further address pedestrian access and connectivity to the site, the applicant has proffered an additional three feet of right-of-way dedication along Brooks Drive so that the existing standard sidewalk can be removed and replaced with an eight-foot-wide sidewalk. The Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) has found the additional right-of-way dedication and proposed eight-foot-wide sidewalk to be acceptable.

The PPS has been reviewed for conformance with the MPOT and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application is located at the northwestern quadrant of the Pennsylvania Avenue (MD 4) and Brooks Drive intersection. The site is accessed off Brooks Drive and is covered by the MPOT and the Marlboro Pike Sector Plan and SMA (area master plan). The subject application proposes a grocery store, a medical office building, and two public storage buildings.

Background

Because the site is located within the Pennsylvania Avenue Corridor, it is subject to the requirements of Section 24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines, Part 2, 2013" (Guidelines). In order to meet these requirements, a bicycle and pedestrian impact statement (BPIS) must be submitted. The pre-application meeting was held on June 16, 2016.

Three master plan trail/bikeway recommendations impact the subject site. Master plan trails are recommended along Pennsylvania Avenue (MD 4) and Oxon Run. The text from the area master plan regarding these two facilities is copied below:

POLICY 2: Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.

STRATEGIES:

- **Complete the trail along the north side of Pennsylvania Avenue (MD 4) along the entire length of MD 4 within the Capital Beltway. Link communities with adjacent commercial areas and provide safe pedestrian access to bus stops along the corridor.**
- **Provide an M-NCPPC stream valley trail along Oxon Run within the study area. Extend the trail from MD 4 to the Oakland Neighborhood Park (area master plan, page 63).**

Continuous sidewalks and designated bicycle lanes are also recommended along Brooks Drive in the MPOT. The sidewalks have been completed by the Prince George's County Department of Public Works and Transportation (DPW&T), and striping for designated bicycle lanes (or other appropriate on-road bicycle treatment) can be considered via a future resurfacing project consistent with the strategy copied below from the area master plan:

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.

STRATEGIES:

- **Provide bicycle-compatible road improvements and striping when road improvements are undertaken.**

The Complete Streets element of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

Providing attractive and accessible sidewalk access from the surrounding public rights-of-way and sidewalks is important. Pedestrians should be able to access buildings from the roads on complete sidewalk and walkways.

Proposed On-Site Bicycle and Pedestrian Improvements

An existing standard sidewalk is in place along Brooks Drive, including the frontage of the subject site. Currently, only a narrow sidewalk exists along the site frontage of Pennsylvania Avenue, between Brooks Drive and the existing bus stop. No sidewalk exists along the majority of the site's frontage of Pennsylvania Avenue. The Transportation Planning Section has worked with the applicant to ensure that the site provides an inviting and accessible pedestrian environment for residents of the nearby apartment complexes. The on-site improvements agreed to by the applicant include replacing the existing standard sidewalk with an eight-foot wide sidewalk north of the site access driveway to the existing crosswalk, and the provision of a sidewalk and enhanced streetscape along the portion of the access road leading from Brooks Drive to the proposed grocery store and the proposed office building. A small amount of bicycle parking is required to serve the proposed uses.

Review of the Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements:

Due to the location of the subject site within a designated corridor, the application is subject to CB-2-2012, which includes a requirement for the provision of off-site bicycle and pedestrian improvements. Section 24-124.01(c) includes the following guidance regarding off-site improvements:

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities**

(to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.

County Council Bill CB-2-2012 also included specific guidance regarding the cost cap for the off-site improvements.

The amount of the improvements is calculated according to Section 24-124.01(c):

The cost of the additional off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed retail or commercial development proposed in the application and Three Hundred Dollars (\$300.00) per unit of residential development proposed in the application, indexed for inflation.

Based on Subsection (c) and the 171,165 square feet of commercial/retail space proposed (36,253-square-foot grocery store, 20,000 square feet retail or office, and 114,912 square feet of self-storage), the cost cap for the site is \$59,907.

Section 24-124.01 also provided specific guidance regarding the types of off-site bicycle and pedestrian improvements that may be required, per Section 24-124.01(d):

- (d) Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):**
- 1. installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
 - 2. installing or improving streetlights;**
 - 3. building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
 - 4. providing sidewalks or designated walkways through large expanses of surface parking;**
 - 5. installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
 - 6. installing street trees.**

The required BPIS was submitted on August 31, 2016. Also, a GIS map was compiled for the vicinity of the site showing existing and planned bicycle and pedestrian facilities within a one-half mile radius of the subject site, as well as potential pedestrian destinations that future residents and guests of the site may use. This map indicates that there are existing standard sidewalks along both sides of Brooks Drive, and a shared use path is planned along the north side of MD 4. In addition, there are a number of bus stops in the vicinity, with the ones closest to the subject site being along MD 4 and Brooks Drive.

Compliance with Section 24-124.01 and the Transportation Review Guidelines, Part 2:

Due to the site's location in both the Westphalia Center and the MD 4 Corridor, it will be subject to the requirements of Section-24-124.01 and the "Transportation Review Guidelines, Part 2" at the time of PPS. The required BPIS has been submitted. The following proffered off-site improvements were included in the BPIS:

- One crosswalk installation. Brooks Drive has been constructed with a wide median. Crosswalk improvements (including curb ramps and short sidewalks (pedestrian refuges) in the median have been provided. The applicant is proffering one additional crossing that will link the subject site with the apartment complex on the opposite side of the road. This connection will provide direct pedestrian access to the site from the existing residences directly across the street from the proposed grocery store and medical office building.

Because of the way that on-site improvements are separated from off-site improvements (the road centerline), half of the crosswalk will count as an on-site improvement and half will count towards the off-site requirement. The cost estimate for the off-site improvements included in the BPIS is \$21,975, which is below the cost cap of \$59,907. However, it should be noted that the applicant has also proffered to upgrade the existing streetscape including additional right-of-way dedication to accommodate a wider sidewalk beyond what is typically required for standard frontage improvements. The applicant will reconstruct the existing sidewalk from its current width to eight feet wide north of the site access driveway to the existing crosswalk. As these improvements along Brooks Drive are above and beyond what would typically be required for frontage improvements, the inclusion of this enhanced streetscape is a part of the package of bicycle and pedestrian improvements provided per Section 24-124.01 of the Subdivision Regulations.

Lastly, the site has no vehicular access to Pennsylvania Avenue (MD 4) even though the site abuts the roadway. Pedestrian safety has been an issue along MD 4 due to the volume and speed of motor vehicle traffic, the amount of bus stops, lack of sidewalks, and abutting high-density residential uses. The MPOT recommends a sidepath along the entire north side of MD 4. Portions of this sidepath have been constructed as development has occurred, and the Maryland State Highway Administration (SHA) has a capital improvement project for the design and construction of the sidepath along MD 4 from Forestville Road to Silver Hill Road (SHA Project Number PG758-51). As part of the package of off-site improvements for the subject site, the sidepath should be constructed along the site's frontage of MD 4 from Brooks Drive to the existing bus stop approximately 210 feet from the intersection with Brooks Drive, unless modified or not required.

by SHA. This sidepath would replace the existing narrow sidewalk and provide the master plan trail for a distance of approximately 210 linear feet.

The extension of the sidepath along the entire length of the subject property is not appropriate, as there is no logical terminus for the facility at that end of the site and there is no connecting sidewalk or sidepath on the adjacent property.

Demonstrated nexus between the subject application and the off-site improvements

Section 24-124.01(c) requires that a demonstrated nexus be found with the subject application in order for the Planning Board to require the construction of off-site pedestrian and bikeway facilities. This section is copied below, and the demonstrated nexus between each of the proffered off-site improvements and the subject application is summarized below.

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

Demonstrated Nexus Finding: The proffered off-site crosswalk and enhanced streetscape along Brooks Drive will directly benefit customers and employees of the proposed grocery store and medical office building by providing a safe and direct crossing of Brooks Drive from adjacent uses and by providing an inviting and accessible streetscape along the high-volume roadway. The recommended sidepath along MD 4 will improve access from the subject site to the closest bus stop, consistent with the area master plan and MPOT.

Finding of Adequate Bicycle and Pedestrian Facilities

Section 24-124.01 requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. More specifically, Section 24-124.01(b)(1) and (2) includes the following criteria for determining adequacy:

- (b) **Except for applications for development project proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area, before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.**
- 1. The finding of adequate public pedestrian facilities shall include, at a minimum, the following criteria:**

- a. **the degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area; and**
- b. **the presence of elements that make is safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, “bulb out” curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).**

The proffered crosswalk, enhanced streetscape along Brooks Drive, and internal sidewalk improvements provided to the proposed grocery store and office building meet the intent of Section 24-124.01, and will provide for adequate pedestrian facilities in the vicinity of the subject site consistent with the elements noted above.

2. **The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:**
 - a. **the degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;**
 - b. **the presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;**
 - c. **the degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and**
 - d. **the availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

The MPOT and area master plan recommend a shared-use sidepath along MD 4 to accommodate both pedestrians and cyclists. The construction of this sidepath is recommended to provide bicycle access and more comfortable pedestrian access to the existing bus stop. This improvement will also implement a short segment of the master plan trail and the needed pedestrian safety improvements planned by SHA. Bicycle parking is also recommended on-site. These improvements will provide adequate bicycle facilities for the site, to the extent practicable, within the constraints of the cost cap. Striping for bicycle lanes along Brooks Drive can be considered comprehensively by DPW&T at the time of road resurfacing.

The area master plan and MPOT recommend the extension of the shared-use path along the north side of MD 4. The existing path runs from Walters Lane to Parkland Drive.

9. **Transportation**—The applicant is proposing to create three new parcels and an outlot, and is proposing a total of 171,165 square feet of mixed commercial and mini-warehouse space in accordance with County Council Bill CB-62-2015, within a designated Business Advancement and Food Access Infill use.

Analysis of Traffic Impacts

Trip Generation

The application is a PPS for a subdivision of mixed commercial uses. The size and type of uses vary within the referral package, however. There are multiple conflicts within the materials submitted:

- The statement of justification in the referral states that the storage facility will be 45,300 square feet. The traffic study uses 114,912 square feet. The TCP clearly shows sizable multi-story storage buildings. For the purposes of this analysis, the 114,912 quantity shown in the traffic study will be used.
- The statement of justification states that the grocery store will be 36,300 square feet. The traffic study uses 36,253 square feet. The TCP shows this building at 36,185 square feet. However, the end user in question places their stores according to a template, and recent plans have used the 36,185 quantity. For the purposes of this analysis, the 36,253 quantity shown on the traffic study will be used.
- The third building is shown at a consistent size of 20,000 square feet. The statement of justification describes this building as “commercial uses.” The traffic study describes it as “shopping center.” The TCP describes it as “medical office building.” For the purposes of this analysis, the 20,000-square-foot building will be analyzed as a medical office building in order to determine a trip cap allowing maximum flexibility for the applicant.

The table below summarizes the trip generation in each peak hour that will be used for the analysis and formulating the trip cap for the site:

Trip Generation Summary, 4-16018, Brooks Drive South								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Food and Beverage Store	36,253	square feet	76	47	123	188	180	368
Less Pass-By (40 percent AM and PM)			-30	-19	-49	-75	-72	-147
Net Grocery Store Trips			46	28	74	113	108	221
Medical Office Building	20,000	square feet	46	11	57	24	52	76
Consolidated Storage	114,912	square feet	9	7	16	15	15	30
Total Trips Utilized in Analysis			101	46	147	152	175	327

It needs to be noted that the traffic study states that, currently, there is an approved trip cap for the site by virtue of the approval of Preliminary Plan of Subdivision 4-12002. For the sake of clarity, the case was approved, but the trip cap was never “vested” for the narrow sense of a traffic analysis. While those trips would have to be counted by other properties undergoing an analysis for adequacy because the preliminary plan still has validity, they have not been “vested” by means of a record plat for this property, and that is why a new traffic study accounting for the impact of all proposed uses on the site was needed.

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

- MD 4 and Brooks Drive
- Marlboro Pike and Brooks Drive
- Marlboro Pike and Capitol Heights Boulevard
- Brooks Drive and site access

The application is supported by a traffic study dated June 2016 using counts dated May 2016. The study was provided by the applicant and referred to SHA, DPW&T, and DPIE. The findings outlined below are based upon a review of these materials and analyses conducted by the Transportation Planning Section, consistent with the “Transportation Review Guidelines, Part 1, 2012.”

The traffic study was written with the intent of two site access points. However, the current preliminary plan shows only one access point and the site has been analyzed in that capacity.

Existing Traffic

The subject property is located within Transportation Service Area 1 (TSA 1), as defined in Plan Prince George’s 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. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

Unsignalized intersections: The 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 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. Once the CLV exceeds 1,150 for either type of intersection, 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, interchanges, and links identified above, when analyzed with existing traffic using counts taken in May 2016 and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 4 and Brooks Drive	1,144	1,151	B
Marlboro Pike and Brooks Drive	1,066	1,104	B	B
Marlboro Pike and Capitol Heights Boulevard	757	652	A	A
Brooks Drive and site access	future	future	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

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 several approved, but unbuilt, developments within the study area. A 1.0 percent annual growth rate for a

period of six years has been assumed. 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)	
	MD 4 and Brooks Drive	1,398	1,497	D
Marlboro Pike and Brooks Drive	1,199	1,398	C	D
Marlboro Pike and Capitol Heights Boulevard	916	858	A	A
Brooks Drive and site access	future	future	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

Total Traffic

The following critical intersections, interchanges, and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the "Transportation Review Guidelines," including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 4 and Brooks Drive	1,401	1,524	D
Marlboro Pike and Brooks Drive	1,188	1,424	C	D
Marlboro Pike and Capitol Heights Boulevard	917	865	A	A
Brooks Drive and site access			--	--
Maximum Vehicle Delay (seconds)	26.8*	296.2*	Pass	No pass
Critical Lane Volume	646	1042	Pass	Pass
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

It is noted that background traffic included the underlying approval of 300 multifamily residences for this site, and the analysis includes a credit for the approved (PPS 4-12002) but unbuilt multifamily dwelling units (300). Also, the trips added for total traffic differs from the submitted traffic study because of the assumption of a medical office building for the proposed 20,000-square-foot building.

It is found that all critical intersections operate acceptably under total traffic in both peak hours. A trip cap consistent with the trip generation assumed for the site, 147 AM and 327 PM peak-hour vehicle trips, has been approved by the Planning Board.

The site access onto Brooks Drive poses an issue. During the review of PPS 4-12002, the recommendation included a left-turn lane along Brooks Drive into the site, and this recommendation was ultimately incorporated into the resolution approving the subdivision. This was an improvement requested by the County. In its comments for the current application, the County has again requested a northbound left-turn bay to serve the site access (the traffic study identifies two site accesses, and one was removed during the review of the plan). The Planning Board has included this improvement as a condition of approval.

The County also indicated that an additional operational analysis will be required at the intersection of Marlboro Pike and Brooks Drive. This comment is noted for the information of the applicant; nonetheless, the analysis indicated that this intersection would operate at LOS D under total traffic.

Within their review of the submitted traffic study, the State notes that the exhibit depicting total traffic does not constitute site traffic plus Background Traffic. This was noted in the transportation review; the site trip generation was changed as a part of that analysis and added the new trip generation to the background traffic to create new total traffic. This analysis did resolve this issue.

The State notes that a critical lane volume analysis was not done for intersection 3b as identified in the traffic study. This intersection is the second site access, which was eliminated during plan review. The State notes other minor transcription errors, and it is acknowledged that they did not affect the results.

Plan Comments

Access and circulation is acceptable. The main feature of access to the site and circulation within the site is an ingress/egress easement from Brooks Drive to serve all three development parcels. This easement is proposed pursuant to Section 24-128(b)(9) of the Subdivision Regulations. The Planning Board supports this easement for the following reasons:

- The denial of access from Pennsylvania Avenue (MD 4). Pennsylvania Avenue is a master plan expressway facility, and SHA is unwilling to grant driveway access in this location.
- Although Brooks Drive is undesignated in the master plan, it has been built as an arterial facility with a median. Due to the heavier traffic volumes using Brooks Drive, along with the speeds of that traffic, additional driveway beyond the single access point proposed leads to safety issues and is denied.

Master Plan Right-of-Way: Pennsylvania Avenue (MD 4)

The site is adjacent to MD 4, a current expressway facility. No additional right-of-way is required in support of current or planned functions of MD 4.

Master Plan Right-of-Way: Brooks Drive

The site is adjacent to Brooks Drive. While this roadway was constructed as an arterial, the most recent master plan in this area left this roadway undesignated.

The frontage of the site along Brooks Drive is currently improved with a five-foot-wide sidewalk. The applicant has proposed to reconstruct the sidewalk to an eight-foot-wide sidewalk north of the site access driveway to the existing crosswalk, and proposes an additional three feet of dedication along Brooks Drive. Given the neighborhood-oriented uses proposed for this site, the Planning Board endorses the wider sidewalk as a means of improving access to this site and the general walkability in this area.

Based on the preceding findings, adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Subdivision Regulations.

10. **Schools**—The subdivision has been 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 concluded that the subdivision is exempt from a review for schools because it is a nonresidential use.
11. **Fire and Rescue**—The PPS was reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(e)(1)(E) of the Subdivision Regulations.

Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month”.

The proposed project is served by the District Heights Fire/EMS, Company 826, a first due response station (a maximum of seven minutes travel time), located at 6208 Marlboro Pike.

“In the Fire/EMS Department’s Statement of Adequate Apparatus, as of April 15, 2016, the Department states they have developed an apparatus replacement program to meet all the service delivery needs of the County.”

Capital Improvement Program (CIP)

There are no CIP projects for public safety facilities proposed in the vicinity of the subject site.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the “Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.”

12. **Police Facilities**—The proposed development is within the service area of Police District III, Palmer Park. There is 267,660 square feet of space in all of the facilities used by the Prince George’s County Police Department, and the July 1, 2015 (U.S. Census Bureau) County

population estimate is 909,535. Using 141 square feet per 1,000 residents, it calculates to 128,244 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.

13. **Water and Sewer Categories**—Section 24-122.01(b)(1) of the Subdivision Regulations states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for PPS or final plat approval.” The 2008 *Water and Sewer Plan* placed this property in water and sewer Category 3, Community System Adequate for Development Planning and the site is located within Sustainable Growth Tier 1, and it will therefore be served by public systems.

Section 24-122.01(b)(1) states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

14. **Use Conversion**—The subject application is proposing the development of 171,165 square feet for a food or beverage store, consolidated storage, and an office. If a change to the uses on the subject property is proposed that affects Subtitle 24 adequacy and findings as set forth in the resolution of approval, a new PPS shall be required prior to approval of any building permits.
15. **Public Utility Easement**—Section 24-122 of the Subdivision Regulations requires a public utility easement (PUE) along both sides of all public rights-of-way. The property’s street frontage is along Brooks Drive and Pennsylvania Avenue (MD 4), and the applicant has provided the required PUE along both public streets.

In accordance with the Subdivision Regulations, when utility easements are required by a public utility company, the subdivider should include the following statement in the owner’s dedication on the final plat:

“Utility easements are granted pursuant to the terms and provisions recorded among the Prince Georges County Land Records of Prince George’s County in Liber 3703 at Folio 748.”

16. **Stormwater Management**—A Stormwater Management Concept Plan, 19543-2014-00, was approved for this site on June 26, 2014. Development must be in conformance with that approved plan, or subsequent revisions, to ensure that on-site or downstream flooding does not occur.
17. **Historic**—The subject property was previously graded. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey is not recommended on the subject property. This proposal will not impact any historic sites, historic resources, or known archeological sites.

18. **Urban Design**—Pursuant to the requirements of County Council Bill CB-62-2015 (DR-2), the subject use is permitted by Section 27-455.15 of the Zoning Ordinance as “Business Advancement and Food Access Infill”. The applicability of the section, as stated in the bill, is to permit, per the residential use table (Section 27-441), development or redevelopment of a Business Advancement and Food Access Infill use as defined in Section 27-107.01 of the Zoning Ordinance if the property meets the following four requirements:

- a. The proposed use shall be located in a Revitalization Tax Credit District Census Tract;
- b. The proposed use shall be located within an Historically Underutilized Business (HUB”) Zone;
- c. The proposed use is located at the intersection of two four-lane, divided roadways, one of which is a state road with functional transportation classification as an expressway; and
- d. The property on which the proposed uses will be located has a land area of at least eight acres and abuts property in the R-10 (Multifamily High Density Residential) Zone.

The subject property meets these requirements. As a Business Advancement and Food Access Infill use, per CB-62-2015, the regulations normally applicable to residential uses as outlined in Section 27-443 of the Zoning Ordinance do not apply, and the dimensions and structures shown on the required DSP for the project serve as the regulations for the project. Also, per CB-62-2015, the review for the DSP must include architecture, signs, and outdoor lighting. Additionally, it is stipulated that the only provisions of the Zoning Ordinance that apply to Business Advancement and Food Access Infill development are Subsections (a)(5), (6), and (7) of the Zoning Ordinance regarding consolidated storage, which address:

- e. Compatibility of the architecture with the prevailing architecture and appearance of other development in the surrounding neighborhood;
- f. Having adequate entrances to individual consolidated storage units visible from a street or adjacent residential or commercially-zoned or designated-residential or -commercial land; and
- g. That the entrances to the individual consolidated storage units be either oriented toward the interior of the development or completely screened from view by a solid wall with landscaping on its exterior side.

The requirements of the Zoning Ordinance that apply to the proposed Business Advancement and Food Access Infill will be further reviewed at the time of DSP.

Conformance with Prior Approvals

The site was the subject of Detailed Site Plan DSP-15038 for infrastructure for the construction of 300 multifamily units under PPS 4-12002. The intention in the current application is to entirely

supersede that previous approval with the subject PPS to develop the property pursuant to County Council Bill CB-62-2015. Therefore, there are no conditions of prior approvals applicable to the subject project.

Conformance with 2010 Prince George's County Landscape Manual

As the 2010 *Prince George's County Landscape Manual* (Landscape Manual) is part of the Zoning Ordinance, per Council Bill CB-62-2015, its requirements are not applicable to the project. However, the applicant should use its requirements as a guide when designing landscaping, screening, and buffering within the property for the DSP. Landscaping issues will be reviewed at the time of DSP.

Other Design Issues

The lotting pattern of this PPS may result in the rear of the proposed grocery store being visible from its surroundings and will face the front of the second retail/office building. While architecture is not part of the review of a PPS, there are concerns with the relationships that the lotting pattern sets up for the proposed development. In this case, the use of one of the two following options should be utilized to address this undesirable relationship at the time of DSP:

- Adjust the lotting pattern to shift the grocery store building to the north so that the rear elevation is oriented toward the environmental buffer along the northern property line. This would ensure that the views of the grocery store building from adjoining multi-level apartment buildings, the primary entrance drive, and the second retail/office building are protected from views of the rear, primary blank, façade of the proposed grocery store building.
- Design the rear building elevation of the grocery store to be visually attractive so that it will be compatible with both the surrounding architecture and other building(s) internal to the site. Special attention should be paid to the form and massing, use of architectural detail, an attractive pattern of fenestration and use of high-quality materials, such as brick, in the design of the rear building elevation.

19. Section 24-128(b)(9) Access Easement

The access easement shall be designed as a unifying element for the commercial component and should create an identifiable route through the development, and be designed not only for vehicles but for pedestrians and bicyclists. The route will be reviewed for a level of comfort for all users, and not be reduced to a circuitous route through the parking lot.

To address this issue, the applicant filed a cross section with the PPS identified as "Brooks Drive South – Private Ingress/Egress Easements Plan View" which includes landscaping (shade), lighting, and space for pedestrians and bicyclists. The cross section shall be further refined with the review of the DSP, where the interaction between the building face and parking shall be evaluated.

The access easement is recommended for approval pursuant to Section 24-128(b)(9) of the Subdivision Regulations, and by definition is treated as a driveway for setback and zoning purposes. The Planning Board approves the use of the access easement subject to a cross section being submitted at the time of DSP that is consistent with the applicant's "Brooks Drive South – Private Ingress/Egress Easements Plan View."

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.

* * * * *

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 Bailey, with Commissioners Washington, Bailey, Geraldo, and Hewlett voting in favor of the motion, and with Commissioner Doerner absent, at its regular meeting held on Thursday, December 8, 2016, in Upper Marlboro, Maryland.

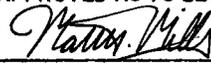
Adopted by the Prince George's County Planning Board this 5th day of January 2017.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:JF:rpg

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPPC Legal Department

Date 12/21/16

April 6, 2020

MEMORANDUM

BR

TO: Adam Bossi, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division

SUBJECT: **Detailed Site Plan Review for Pedestrian and Bicycle Transportation Master Plan Compliance**

The following detailed site plan (DSP) was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and the 2009 *Approved Marlboro Pike Sector Plan and Adopted Sectional Map Amendment (area master plan)* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP-16037-01

Development Case Name: Brooks Drive South

Type of Master Plan Bikeway or Trail

Municipal R.O.W.	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.	<u> X </u>	M-NCPPC - Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> X </u>

Preliminary Plan Background	
Building Square Footage (non-residential)	5,619 Square Foot Convenience Store with Gas Station
Number of Units (residential)	N/A
Abutting Roadways	Pennsylvania Avenue (MD 4), Brooks Drive
Abutting or Nearby Master Plan Roadways	Pennsylvania Avenue (MD 4), Brooks Drive, Marlboro Pike, Walker Mill Drive
Abutting or Nearby Master Plan Trails	Planned Bike Lane: Pennsylvania Avenue, Brooks Drive, Planned Hard Surface Trail: Oxon Run Trail Planned Side Path: Pennsylvania Avenue
Proposed Use(s)	Gas Station with food and beverage store
Zoning	R-10
Centers and/or Corridors	Pennsylvania Avenue Corridor Center
Prior Approvals on Subject Site	4-16018, DSP-16037

Previous Conditions of Approval

Preliminary Plan of Subdivision (PPS) 4-16018 contains prior conditions of approval relevant to pedestrian and bicycle transportation for the subject property.

Conditions 15 and 16 of 4-16018 are copied below:

15. 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 the following required adequate pedestrian and bikeway facilities as designated below, or as modified by the Prince George's County Department of Public Works and Transportation/Prince George's County of Permitting, Inspections and Enforcement/Prince George's County Department of Parks and Recreation, in accordance with Section 24-124.01 of the Subdivision Regulations, 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. One crosswalk (with associated curb ramp and sidewalk improvements) at the site's entrance on Brooks Drive, as shown on the Pedestrian Crosswalk Exhibit.
 - b. Reconstruct the existing standard sidewalk along Brooks Drive to an eight-foot-width between the site entrance and the existing crosswalk north of the site access.
 - c. Replace the existing sidewalk along Pennsylvania Avenue (MD 4) with a shared-use sidepath from Brooks Drive to the existing bus stop, unless modified or not required by the Maryland State Highway Administration.
16. At the time of detailed site plan (DSP) review, provide an exhibit that illustrates the location and limits of all off-site improvements proffered in the bicycle and pedestrian impact statement (BPIS submitted August 31, 2016) for review by the operating agencies. This exhibit shall not delay the acceptance of the DSP.

Comment: The applicant has indicated in its statement of justification that a crosswalk crossing Brooks Drive would be provided at the subject site's entrance; however, this crosswalk was removed at the request of the Department of Public Works & Transportation (DPW&T). Additionally, staff recommended that the applicant provide a minimum eight-foot wide sidepath along MD 4 between the intersection of MD 4 and Brooks Drive and the bus stop, unless Maryland State Highway Administration (SHA) provide written verification prior to the certification of this DSP that no sidewalk improvements will be required. SHA has indicated that they prefer an eight-foot-wide shared use path along MD 4 from Brooks Drive to the bus stop. The applicant has also submitted a plan with the proposed improvements as part of the prior DSP.

Existing Conditions and Proposed Sidewalk and Bicycle Infrastructure

The subject property fronts Brooks Drive to the east and Pennsylvania Avenue (MD-4) to the south, both of which are planned MPOT bike lanes. Sidewalks are currently in place along Brooks Drive and the eight-foot-wide sidewalk section of Brooks Drive, as required by 4-16018, is shown on the submitted plans. Additionally, a network of sidewalks that connect the proposed gas station, the storage facility to the west, and the parcel north is included in the proposed DSP and serves the entire subject site. Additionally, there is a proposed sidewalk connection directly linking the bus stop to the building entrance. There are no dedicated bike lanes.

The proposed path along MD 4 will provide bicycle access and as noted in the resolution for 4-16018, bicycle lanes along Brooks Drive can be considered by DPW&T at the time of a future road repaving project.

Review of Master Plan Compliance

This development case is subject to the 2009 *Approved Countywide Master Plan of Transportation*, and the 2009 *Approved Marlboro Pike Sector Plan and Adopted Sectional Map Amendment*, which recommend the following facilities:

- Planned Bike Lane: Pennsylvania Avenue, Brooks Drive
- Planned Hard Surface Trail: Oxon Run Trail
- Planned Side Path: Pennsylvania Avenue

Comment: Staff recommended that the applicant provide a shared use path along the subject site's entire frontage on MD 4 (Pennsylvania Avenue), unless modified by SHA. Per correspondence between the applicant and SHA, it was determined that the shared use path would link Brooks Drive to the bus stop on MD 4.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommend 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.
- 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*.

Comment: The applicant's submission features an eight-foot-wide sidewalk along the west side of Brooks Drive that connects the entrance to the subject site and the crosswalk crossing Brooks Drive approximately 210 feet north of the subject site entrance. The remainder of the sidewalk fronting the subject site is a standard five-foot wide sidewalk. As noted above, the submitted plans indicate an eight-foot wide sidepath along the site's entire MD 4 frontage between Brooks Drive and the bus stop. Additionally, the applicant has provided a direct pedestrian pathway connecting the bus stop to the proposed use. The applicant has also provided a bicycle parking rack detail, showing a "wave" style bicycle rack. This style bicycle rack does not provide two points of contact and support for a parked bicycle and provides too little space for optimum use. Staff recommend that Inverted-U style bicycle racks be used.

This development is subject to the 2009 *Approved Marlboro Pike Sector Plan and Adopted Sectional Map Amendment*. The master plan Oxon Run Trail is displayed on Figure X-1a: Approved Land Use Map (p.128). This trail is north and west of the subject property and is not a part of this application. The trail originates approximately 0.7 miles to the west of the subject property and its implementation will be recommended as development along the trail's frontage takes place.

Conclusion:

The Transportation Planning Section conclude that the submitted site plans meet the necessary findings for a detailed site plan and is deemed acceptable from the standpoint of pedestrian and bicycle transportation, if the following condition is met:

1. Prior to certification of the detailed site plan, the applicant shall revise the plans to provide two Inverted-U style bicycle racks, to replace the proposed bicycle rack in the submitted plans.



Countywide Planning Division
Historic Preservation Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco
301-952-3680

March 13, 2020

MEMORANDUM

TO: Jonathan Bush, Urban Design Section, Development Review Division

VIA: Howard Berger, Supervisor, Historic Preservation Section, Countywide Planning Division *KB*

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

SUBJECT: DSP-16037-01 Brooks Drive South Property

The subject property comprises 11.04 acres located in the northwest quadrant of the intersection of Brooks Drive and MD 4 (Pennsylvania Avenue) in District Heights. The subject application proposes the construction of a 5,619 square-foot convenience store with a gas station. The subject property is Zoned R-10.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. The subject property has been previously disturbed and graded. This proposal will not impact any historic sites, historic resources, or known archeological sites. Historic Preservation staff recommend approval of DSP-16037-01 Brooks Drive South Property with no conditions.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George’s County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

MAJOR ISSUES CHECKLIST – TRAFFIC
A final TPS/Traffic memo will follow.

April 21, 2020

DRD Reviewer: Jonathan Bush
Case Number: DSP-16037-01

TPS Reviewer: Tom Masog
Case Name: Brooks Drive South Property (Wawa)

-----Status of Traffic Impact Study-----

ACTION NEEDED – Notes: A trip generation summary has been provided to show compliance with PPS trip cap.

- | | | |
|---|--|---|
| <input type="checkbox"/> Requires Adequacy Finding | <input type="checkbox"/> TIS Submitted | <input type="checkbox"/> TIS Accepted |
| <input checked="" type="checkbox"/> Does Not Require Adequacy Finding | <input type="checkbox"/> Counts Submitted | <input type="checkbox"/> Counts Accepted |
| | <input type="checkbox"/> De Minimis Impact or Prior Entitlement | <input type="checkbox"/> TIS/Counts NOT Submitted |
| <input type="checkbox"/> Other Adequacy Issues | <input type="checkbox"/> Inconsistent Development Quantities (see above) | <input type="checkbox"/> Other Study Needed (see above) |

-----Master Plan Rights-of-Way-----

ACTION NEEDED – Notes: Adequate R/W was determined at PPS. No issue for this plan.

- | | | |
|--|--|--|
| <input type="checkbox"/> Not within or adjacent to master plan transportation facilities | | |
| <input checked="" type="checkbox"/> Plan affects the following facilities: | | |
| 1. MD 4 (PA Avenue) | <input type="checkbox"/> Shown correctly | <input type="checkbox"/> Not shown correctly (see above) |
| 2. Click or tap here to enter text. | <input type="checkbox"/> Shown correctly | <input type="checkbox"/> Not shown correctly (see above) |

-----Site Access Evaluation-----

ACTION NEEDED – Notes: No access issues.

- | | | |
|--|---|---|
| <input type="checkbox"/> Access is via a State Highway | <input type="checkbox"/> For PPS, concept approval needed | <input type="checkbox"/> Concept approval not needed at this time; will need SHA permit |
| <input type="checkbox"/> Access is via a A- or MC- | <input type="checkbox"/> PPS variation needed (arterial) or change in layout needed | <input type="checkbox"/> Not an issue for this case |
| Do all lots have access? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No (see above) |
| Are easements used for access? | <input checked="" type="checkbox"/> Yes, acceptable use of easement | <input type="checkbox"/> Not legal or acceptable |
| <input type="checkbox"/> Other issues | <input type="checkbox"/> Excess traffic using access (see above) | <input type="checkbox"/> Not an issue for this case |
| | | <input type="checkbox"/> Cul-de-sac issue (see above) |

-----Geometric Evaluation-----

ACTION NEEDED – Notes: Plan clearly has sufficient space for tanker trucks (and other trucks) to service the proposed use.

- | | | | |
|--|---|--|---|
| 1. Are geometric standards met along streets? | <input type="checkbox"/> Yes | <input type="checkbox"/> No, see notes above | <input checked="" type="checkbox"/> N/A |
| 2. Are geometric standards met at ends of streets? | <input type="checkbox"/> Yes | <input type="checkbox"/> No, see notes above | <input checked="" type="checkbox"/> N/A |
| 3. Are cul-de-sacs appropriate in length? | <input type="checkbox"/> Yes | <input type="checkbox"/> No, see notes above | <input checked="" type="checkbox"/> N/A |
| 4. Are non-Master Plan roadways properly sized? | <input type="checkbox"/> Yes | <input type="checkbox"/> No, see notes above | <input checked="" type="checkbox"/> N/A |
| 5. Is landlocking of adjacent parcels avoided? | <input type="checkbox"/> Yes | <input type="checkbox"/> No, see notes above | <input checked="" type="checkbox"/> N/A |
| 6. Is circulation within site logical? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No, see notes above | <input type="checkbox"/> N/A |
| 7. Is access acceptable for fire vehicles? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No, see notes above | <input type="checkbox"/> N/A |

April 6, 2020

MEMORANDUM

TO: Adam Bossi, Planner Coordinator, Urban Design Section, DRD

VIA: Megan Reiser, Acting Planning Supervisor, Environmental Planning Section, CWPD

FROM: Chuck Schneider, Planner Coordinator, Environmental Planning Section, CWPD

SUBJECT: **Brooks Drive South; DSP-16037-01 and TCP2-005-2016-02**

The Environmental Planning Section has reviewed the detailed site plan submitted for Brooks Drive South, DSP-16037-01, and the Type 2 Tree Conservation Plan, TCP2-005-2016-02; both stamped as received on February 28, 2020. Written comments were provided in a Subdivision Development Review Committee meeting on March 20, 2020. The Environmental Planning Section recommends approval of DSP-16037-01 and TCP2-005-2016-02, subject to the recommendations at the end of the memorandum.

Background

The Environmental Planning Section 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
4-12002	TCP1-001-2013	Planning Board	Approved	07/11/2013	13-81(C)
DSP-15038	TCP2-005-2016	Planning Board	Approved	05/05/2016	16-59
4-16018	TCP1-001-2013-01	Planning Board	Approved	12/8/2016	16-150
NRI-027-12	N/A	Environmental Staff	Approved	12/17/2012	N/A
NRI-027-12-01	N/A	Environmental Staff	Approved	12/29/2016	N/A
DSP-16037	TCP2-005-2016-01	Planning Board	Approved	7/13/2017	17-110
DSP-16037-01	TCP2-005-2016-02	Planning Board	Pending	Pending	Pending

Proposed Activity

The current application is for a 5,169 square foot convenience store with a gas station.

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24, 25, and 27 that came into effect on September 1, 2010 because the application is subject

to preliminary plan, 4-16018. This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual (ETM).

Site Description

The 11.04-acre site is located on the corner of the north side of MD 4 (Pennsylvania Avenue), and the west side of Brooks Drive South. Based on available information, the site contains a stream, steep slopes of 15 percent and greater and 100-year floodplain, which comprise the primary management area (PMA). The site is in the Oxon Run watershed of the Middle Potomac River basin. The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Croom gravelly sandy loam, Potabac-Issues complex, and Udorthents soils. Based on available information, Marlboro clay and Christiana complexes are not found on-site or in the vicinity of this property. According to the adopted Countywide Green Infrastructure Plan, the property contains Regulated Areas and Evaluation Areas. The site is currently located within Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan 2035* Approved General Plan.

Summary of Previous Conditions of Approvals

Previous Conditions of Approval

The following text addresses previously approved environmental conditions related to the subject application. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

The property was the subject of Preliminary Plan, 4-16018 approved by the Planning Board on December 8, 2016, in PGCPB No. 16-150. The following approved environmental conditions are related to the subject application.

8. **Prior to signature approval of the preliminary plan of subdivision (PPS), revise the natural resources inventory to remove what is identified as the isolated wetland and the associated buffer. Revise the Type 1 tree conservation plan and PPS accordingly.**

This condition has been met and the natural resource inventory plan is in conformance. No further action is required.

9. **Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan TCP1 shall be revised as follows:**
 - a. **Revise Note 7 to state that the site is within "Environmental Strategy Area 1, formerly the Developed Tier..."**
 - b. **Correct the American Beech Genus to "Fagus" in the specimen tree identification list.**
 - c. **Delineate the steep slopes on the plan, as represented in the legend.**

- d. **Show the critical root zone of the specimen trees in accordance with Section 3.2 of the State Forest Conservation Technical Manual.**
- e. **Remove the areas of proposed woodland preservation along the frontage of Brooks Drive South, as it is less than 50 feet in width and not associated with a contiguous protected floodplain. This area must be valued as woodlands retained—not credited.**
- f. **Add the owner’s awareness certificate for all affected private property owners.**
- g. **Reflect Parcel A as a single parcel.**
- h. **Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.**

These conditions were met prior to Preliminary Plan (4-16018) signature approval.

10. **Prior to signature approval of a Type 2 tree conservation plan (TCP2) for this property, pursuant to Section 25-122(d)(1)(B) of the Prince George’s County Code, all woodland preserved, planted, or regenerated on-site shall be placed in a woodland conservation easement recorded in land records and the liber/folio of the easement shall be indicated on the TCP2. The following note shall be placed on the plat:**

“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”.

This condition shall be met at time of final plat.

11. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-001-13-01). 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 (TCP1-001-13-01), 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.”

This condition shall be met at time of final plat.

12. **At the time of final plat, a conservation easement shall be described by bearings and distances on the plat. The conservation easement shall contain the delineated primary management area, except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:**

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

This condition shall be met at time of final plat.

13. **Prior to approval of the detailed site plan (DSP) and the Type 2 tree conservation plan, the applicant shall limit the disturbance to Specimen Tree 3 (ST-3) to 30 percent or less of its critical root zone, or a variance for the removal of ST-3 shall be approved at the time of DSP.**

These conditions were met prior to Detailed Site Plan (DS0-16037) signature approval and the current application is in conformance.

14. **Prior to approval of the detailed site plan (DSP), the revised and approved stormwater concept plan and letter for the current proposal shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.**

These conditions were met prior to Detailed Site Plan (DSP-16037) signature approval and the current application is in conformance.

The property was the subject of Detailed Site Plan, DSP-16037, approved by the Planning Board on July 13, 2017. The environmental conditions of approval found in PGCPB No. 17-110 related to the subject application are as follows.

1.
 - d. **The following note shall be placed on the Type 2 tree conservation plan, which reflects this approval, directly under the woodland conservation worksheet:**

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE):

The removal of one specimen tree (Section 25-122(b)(1)(G)), ST-3, a 37-inch dbh American Beech.

These conditions were met prior Detailed Site Plan (DSP-16037) signature approval and the current application is in conformance.

- e. The revised and approved stormwater management concept plan and letter for the current commercial proposal shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.**

These conditions were met prior Detailed Site Plan (DSP-16037) signature approval and the current application is in conformance.

Environmental Review

Natural Resources Inventory/Existing Conditions

The Natural Resources Inventory, NRI-027-12 was approved on December 17, 2012. Staff has determined that the wetlands shown on the NRI, the TCP1 and the preliminary plan, are not regulated wetlands, and are the result of the previous mining and grading operation on the property. A revised NRI was submitted and approved on December 29, 2016. No revisions are required of the NRI at this time.

Woodland Conservation

This property is subject to the provisions of the applicable Prince George's County Woodland Conservation Ordinance (WCO) because the property is greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. A TCP2 has been submitted for review.

The 11.04-acre site contains 10.82 acres of existing woodland on the net tract and 0.22 acre of woodland within the 100-year floodplain. The site has a Woodland Conservation Threshold (WCT) of 2.16 acres, or 20 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 5.54 acres, which includes the 0.03 acre of off-site woodland clearing. The TCP2 proposes to meet this requirement by providing 0.98 acres of on-site woodland preservation and the remaining 4.56 acres in off-site woodland conservation credits. Three of the four on-site specimen trees identified on the property are proposed to be preserved the other specimen tree is to be removed. A grading permit has been submitted based on the previously approved TCP2 for this project area and the off-site requirement has been met. No changes are required of the TCP2 at the time.

Specimen Trees

TCP applications are required to meet all of the requirements of Subtitle 25, Division 2 which includes the preservation of specimen trees, Section 25-122(b)(1)(G). 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 Environmental Technical Manual (ETM) for guidance on each species' ability to tolerate root zone disturbances).

A variance from Section 25-122(b)(1)(G) was granted with DSP-16037 for the removal of the one of the sites existing specimen trees (Specimen Tree #3). The required findings of Section 25-119(d) were adequately addressed for the removal of specimen trees with DSP-16037.

Preservation of Regulated Environmental Features/Primary Management Area

The proposed application will not impact any on-site Regulated Environmental Features (REF) or Primary Management Area (PMA) as part of the development.

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "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)."

A statement of justification was submitted and reviewed as part of the Preliminary Plan of Subdivision, 4-16018. No new impacts are being proposed with the current application therefore no new statement of justification is needed.

Recommended Finding: The Regulated Environmental Features (REF) on the subject property have been preserved and/or restored in a natural state to the fullest extent possible based on the evaluation provided with Preliminary Plan 4-16018.

Soils

The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Croom gravelly sandy loam, Potabac-Issues complex, and Udorthents soils. Based on available information, Marlboro clay and Christiana complexes are not found on-site or in the vicinity of this property.

Stormwater Management

A Stormwater Management Concept Approval Letter (61317-2016-00) and associated plan were submitted with the application for this site. The approval was issued on July 18, 2017 for this project from the Prince George's County Department of Permits, Inspections and Enforcement (DPIE). The concept plan shows the three large buildings with surface parking and proposes to construct two submerged gravel wetlands and five micro-bioretenion facilities. The proposed gas station and convenience building is not shown on the current Stormwater Management (SWM) concept approval plan. DPIE requires that a new SWM Concept plan be submitted showing the new use for the subject application area of this DSP. A SWM fee of \$35,307.00 for on-site attenuation/quality control measures is required.

Recommended Condition: Prior to certification of the DSP, a revised and approved stormwater concept plan and letter for the current commercial proposal shall be submitted and correctly reflected on the TCP2 and the DSP.

Summary of Recommended Findings and Conditions

The Environmental Planning Section has completed the review of DSP-16037-01 and TCP2-005-16-02, and recommends approval subject to the following findings and conditions:

Recommended Findings:

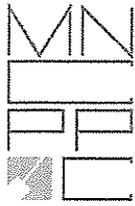
Brooks Drive South
DSP-16037-01 and TCP2-005-16-02
April 6, 2020
Page 7

1. The required findings of Section 25-119(d) have been adequately addressed for the removal of Specimen Tree number 3, based on variance granted with DSP-16037 and the current limits of disturbance shown on the TCP2.
2. The Regulated Environmental Features (REF) on the subject property have been preserved and/or restored in a natural state to the fullest extent possible based on the evaluation provided with Preliminary Plan 4-16018.

Recommended Conditions:

1. Prior to certification of the DSP, a revised and approved stormwater concept plan and letter for the current commercial proposal shall be submitted and correctly reflected on the TCP2 and the DSP.

If you have any questions concerning these comments, please contact me at 301-883-3240 or by e-mail at Alwin.schneider@ppd.mncppc.org.



MEMORANDUM

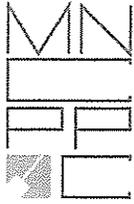
DATE: March 5, 2020

TO: Jonathan Bush, Senior Planner
Urban Design Section
Development Review Division
Planning Department

FROM: Helen Asan, Land Acquisition Section Supervisor
Land Acquisition/Management & Development Review Section
Park Planning and Development Division 
Department of Parks and Recreation

SUBJECT: **DSP-16037-01, Brooks Drive South Property**

Due to the fact that this Detailed Site Plan (DSP) does not contain a residential development, or impact any existing or future parkland, the Department of Parks & Recreation (DPR) staff has no comment.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: March 5, 2020

TO: Jonathan Bush, Senior Planner
Urban Design Section
Development Review Division
Planning Department

FROM: Helen Asan, Land Acquisition Section Supervisor
Land Acquisition/Management & Development Review Section
Park Planning and Development Division 
Department of Parks and Recreation

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**INTER-OFFICE MEMORANDUM
PRINCE GEORGE'S COUNTY
POLICE DEPARTMENT**



M E M O R A N D U M

DATE: March 17, 2020
TO: Planning Coordinator, Urban Design Application Section
Development Review Division
FROM: Captain Wendy Contic, Assistant Commander, Planning & Research Division
SUBJECT: DSP-16037-01 Brooks Drive

Upon review of these site plans, there are no comments at this time.



Angela D. Alsobrooks
County Executive

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



MEMORANDUM

March 26, 2020

TO: Jonathan Bush, Urban Design Section
Development Review Division, M-NCPPC

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

RE: Brooks Drive Property
Detailed Site Plan No. DSP 16037-01

CR: Brooks Drive

In response to the Detailed Site Plan No. DSP-16037-01 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The subject site is Zoned R-10 and located at 2121 Brooks Drive at the intersection of Brooks Drive and Pennsylvania Avenue (MD 4) in the northwest quadrant. The site has access from Brooks Drive.
- MD 4 is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) is necessary.
- Brooks Drive is a County-maintained road; mill and overlay along property frontage is required. All improvements within the public right-of-way, as dedicated for public use to the County, are to be in accordance with the County's Road Ordinance, the Department of Public Works and Transportation (DPW&T) Standards and Specifications and the Americans with Disabilities Act (ADA).
- The subject referral is for the construction of a 5,619 square foot convenience store with a gas station. Full frontage improvement, road dedication and applicable DPIE permits will be required.

- Conformance with the DPW&T Standards and Specifications; full frontage improvements including street tree, street lighting and storm drain is required.
- Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance.
- Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.
- The proposed referral meets the intent of the approved site Concept Plan No. 61317-2016-1 with an expiration date on May 14, 2021.
- Traffic impact analysis (TIA) must be provided for review.
 - The applicant should be conditioned to provide a traffic study/operational analysis to assess whether this application will impact the county roads.
 - The applicant should be conditioned to propose a left turn lane along the northbound Brookes Drive to the property.
- An approved 100-year floodplain delineation is required to reflect the completed stream mitigation work.
- All easements are to be approved by DPIE and must be recorded prior to technical approval.
- Landscape plans are required at technical review.
- A soil investigation report, which includes subsurface exploration and geotechnical engineering evaluation for the proposed buildings, is required.
- DPIE has no objection to DSP-16037-01.

Jonathan Bush
March 26, 2020
Page 3

If you have any questions or need additional information, please contact Mr. Nanji Formukong, District Engineer for the area, at 301.883.5710.

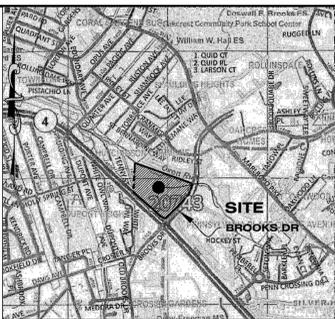
MCG:NF:dar

cc: Rene Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE
Nanji Formukong, District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Oakcrest West, LLC, 300 North Lee Street, Suite 200,
Alexandria, VA 22314

DETAILED SITE PLAN #16037-01

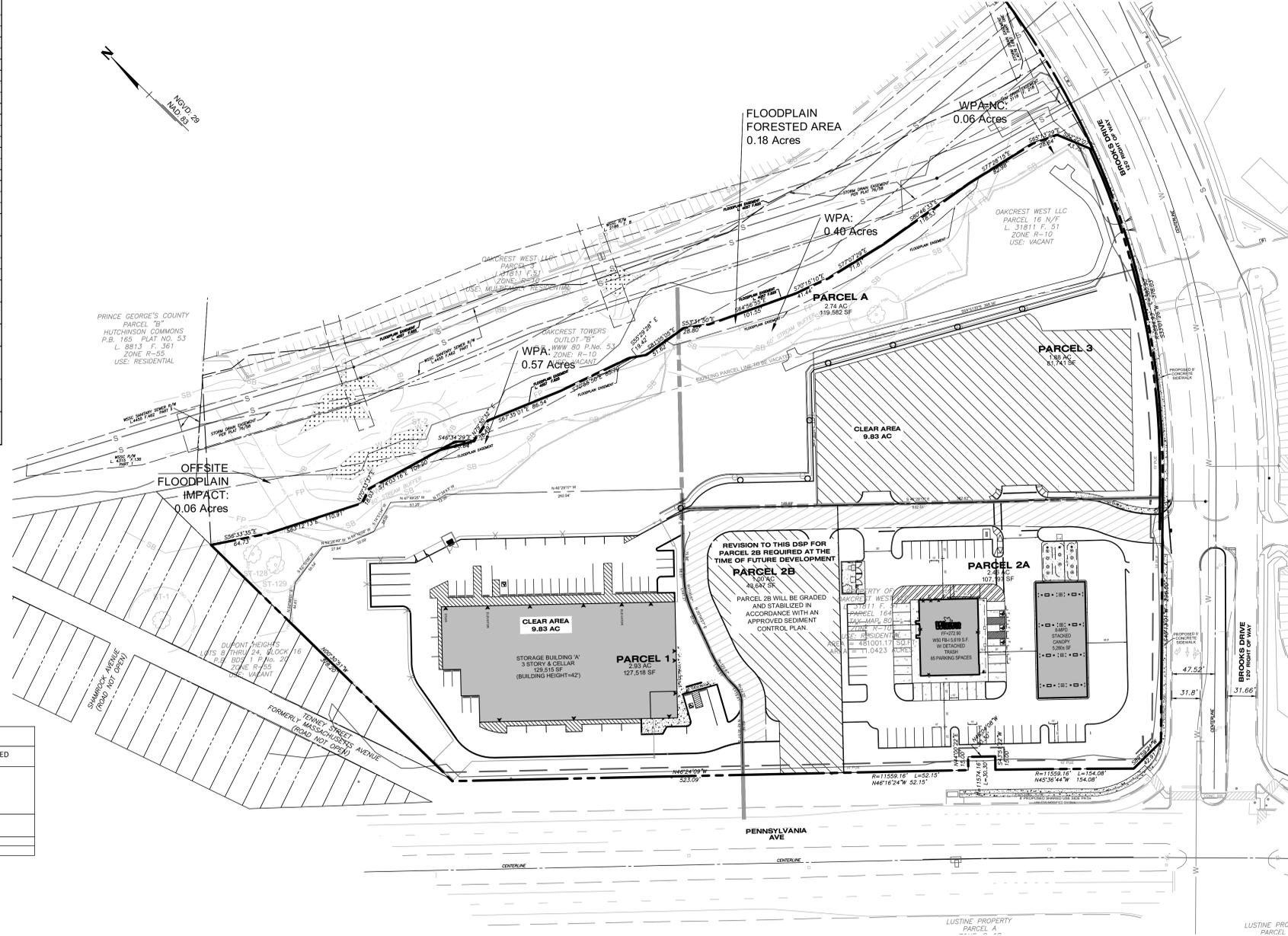
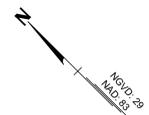
BROOKS DRIVE PROPERTY

6th ELECTION DISTRICT - SPAULDINGS
PRINCE GEORGE'S COUNTY, MARYLAND



VICINITY MAP
1" = 200'

GENERAL NOTES	
1 The proposed project is named:	Brooks Drive South
2 The subject property consists of the following:	Parcel 16 and Parcel 164 (L 31811 F.051)
3 The prior approvals are as listed:	DSP-15038; DSP-16037; NRI-027-12; 4-12002, 4-16018; TCP1-001-13; TCP1-001-13-01; TCP2-005-2016;
4 The subject property proposes:	11.04 Acres
5 The subject property is currently zoned:	R-10 (Multifamily High Density Residential)
6 The proposed use of this property is:	Business Advancement and food Access Infill
7 This subdivision proposes:	4 Parcels
8 Breakdown of proposed dwelling units by type:	None
9 Gross floor area of existing and proposed:	Existing Gross Floor Area 11.04 Acres Proposed Gross Floor Area 10.84 Acres
10 200 foot map reference number:	203SE05
11 Tax map number and grid:	Tax map 80, grid F1
12 Aviation Policy Area:	NO
13 Existing Water/Sewer Designation:	W-3 / S-3
14 Proposed Water/Sewer Designation:	W-3 / S-3
15 Stormwater Management concept plan number:	#61317-2016-00 Approval Date: 07/25/2017
16 10-foot public utility easement along all rights-of-way:	YES - Along all public right of ways
17 Mandatory park dedication:	N/A
18 Cemeteries on or contiguous to the property:	NO
19 Historic sites in or in the vicinity of the property:	NO
20 Type Two Conservation Plan:	ICP2-005-2016 (APPROVED); ICP2-005-2016-01 (PENDING)
21 Wetlands:	YES. As shown on NRI-027-12
22 Streams:	YES. As shown on NRI-027-12
23 100-year floodplain:	YES. Existing - 0.20 Acres, Proposed - 0.20 Acres
24 Within Chesapeake Critical Bay Area (CBCA):	NO
25 Source of topography:	The topography shown on this plan heron from aerial topography survey, March 2011.
26 Applicant:	Oakcrest West, LLC C/O Scott Management Inc. is the applicant for the subject property
27 The 65dBA falls within the limits of this application:	Yes, the 65dBA contour shown is from MNCPC data and is 330' from the centerline of Pennsylvania Ave MD-4
28 In or adjacent to an easement held by the Maryland Environmental Trust, the Maryland Agricultural Land Preservation Foundation, or any land trust organization:	NO
29 During demolition/contruction phases of the project, no dust shall be allowed to cross over property lines and impact adjacent properties. The applicant shall conform to construction activity dust control requirements specified in 2011 Maryland Standards and Specifications for soil erosion and sediment control.	
30 The following noise control procedures are to be implemented during the construction phase of the project: no construction noise shall be allowed to adversely impact activities on adjacent properties. The Applicant shall conform to the construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County code.	



SHEET INDEX	
Sheet Number	Sheet Title
1	COVER SHEET
2	APPROVALS
3	SITE PLAN
3A	GRADING PLAN
4	SITE PLAN
4A	GRADING PLAN
5	SITE PLAN
5A	GRADING PLAN
6-11	NOTES AND DETAILS

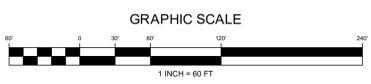
LEGEND:	
	EX. BOUNDARY LINE
	EX. LOT LINE
	EX. ESMT
	EX. BLDG
	EX. SIDEWALK
	EX. PARKING STRIPING
	EX. 10' CONTOUR LINE
	EX. 2' CONTOUR LINE
	EX. TREES
	EX. WATER
	EX. SEWER
	EX. STORM DRAIN
	EX. WETLAND
	EX. WETLAND BUFFER
	EX. PRIMARY MGMT AREA/STREAM BUFFER
	EX. STREAM
	EX. FLOODPLAIN
	EX. FLOODPLAIN BRL
	EX. POND
	EX. UNMITIGATED 65 DB LINE
	PR. R.O.W.
	PR. LOT LINE
	PR. BLDG
	PR. SIDEWALK
	PR. PARKING STRIPING
	PR. FACE OF CURB
	PR. BACK OF CURB
	PR. ROAD PAVEMENT
	PR. SEWER
	PR. WATER
	PR. STORM DRAIN
	PR. PUE
	PR. EASEMENT
	PR. WOOD FENCE
	PR. ORNAMENTAL FENCE
	REQUIRED LOT DEPTH
	WETLAND
	SPECIMEN TREE TO BE REMOVED

SITE STATISTICS	
GROSS TRACT AREA	11.04 AC
EXISTING 100-YEAR FLOODPLAIN	0.20 AC
NET TRACT AREA	10.84 AC
EXISTING WOODLAND IN THE FLOODPLAIN	0.20 AC
EXISTING WOODLAND NET TRACT	10.63 AC
EXISTING PMA	1.26 AC
REGULATED STREAMS (LINEAR FEET OF CENTERLINE)	0.00 LF

PARKING SCHEDULE					
PARCEL	USE	BUILDING SF	PARKING RATE	REQUIRED	PROPOSED
PARCEL 1	CONSOLIDATED STORAGE	130,000 SF	1.0 PER 50 UNITS HAVING DIRECT	29	29
	ACCESS ONLY FROM (900 SF OFFICE)		WITHIN A BUILDING	4	4
			4.0 PER 1,000 SF OF OFFICE SPACE	2	2
			2.0 RESIDENT MANAGER HANDICAPPED	2.0 PER 26-50 SPACES	**2

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CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start Of Construction



REVISION	DATE	REVISION	DATE	REVISION	DATE

Applicant:
Oakcrest West LLC
C/O Scott Management Inc.
300 N Lee St
SUITE 200
Alexandria, VA 22314-2658

BROOKS DRIVE PROPERTY

TAX MAP 80 GRID F1
200 FOOT MAP 203SE05
ELECTION DISTRICT No. 6
SPAULDINGS, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING

1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

BY	DATE
BASE DATA	CADD
DESIGNED	
DRAWN	
REVIEWED	
RODGERS CONTACT:	NAT BALLARD
RELEASE FOR	
BY	DATE

DETAILED SITE PLAN DSP-16037
WSSC MAP 203SE05
TAX MAP 80, GRID F1

DETAILED SITE PLAN #16037-01
COVER SHEET

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. 32490
EXPIRATION DATE: 6/06/20

2/25/20

SCALE:	1" = 60'
JOB No.	1283E
DATE:	AUG 2019
SHEET No.	1 of 12

LEGEND:

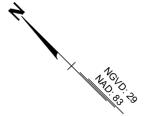
- EX. BOUNDARY LINE
- EX. LOT LINE
- EX. ESMT
- EX. BLDG
- EX. SIDEWALK
- EX. PARKING STRIPING
- EX. 10' CONTOUR LINE
- EX. 2' CONTOUR LINE
- EX. TREES
- W EX. WATER
- S EX. SEWER
- SD EX. STORM DRAIN
- EX. WETLAND
- EX. WETLAND BUFFER
- EX. PRIMARY MGMT AREA/STREAM BUFFER
- SB STREAM BUFFER
- EX. STREAM
- EX. FLOODPLAIN
- EX. PRIMARY MGMT AREA/FLOODPLAIN
- EX. FLOODPLAIN BRL
- EX. POND
- EX. UNMITIGATED 65 DB LINE
- PR. R.O.W.
- PR. LOT LINE
- PR. BLDG
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- PR. WATER
- PR. STORM DRAIN
- PR. PUE
- PR. EASEMENT
- PR. WOOD FENCE
- PR. ORNAMENTAL FENCE
- REQUIRED LOT DEPTH
- WETLAND



SPECIMEN TREE TO BE REMOVED



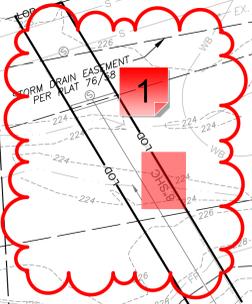
HIGHLY VISIBLE UNIT



PRINCE GEORGE'S COUNTY
 PARCEL "B"
 HUTCHINSON COMMONS
 P.B. 165 PLAT NO. 53
 L. 8813 F. 361
 ZONE R-55
 USE: RESIDENTIAL

OAKCREST WEST LLC
 PARCEL 3
 L. 3781 F. 51
 ZONE: R-10
 USE: MULTIFAMILY RESIDENTIAL

OAKCREST TOWERS
 OUTLOT "B"
 P.B. WWW-80 P.No. 53
 ZONE: R-10
 USE: VACANT



PARCEL A
 2.74 AC
 119,582 SF

PARCEL 1
 2.93 AC
 127,518 SF

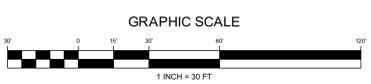
PARCEL 2B
 1.00 AC
 43,647 SF

DUPONT HEIGHTS
 LOTS 8 THRU 24, BLOCK 15
 P.B. BDS 1 P.No. 20
 ZONE R-55
 USE: VACANT

PENNSYLVANIA AVE
 200' RIGHT OF WAY

MATCHLINE - (SEE SHEET 4)

MATCHLINE - (SEE SHEET 4)



NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start Of Construction

REVISION	DATE	REVISION	DATE	REVISION	DATE

Applicant:
Oakcrest West LLC
C/O Scott Management Inc.
 300 N Lee St
 SUITE 200
 Alexandria, VA 22314-2658

BROOKS DRIVE PROPERTY
 TAX MAP 80 GRID F1
 200 FOOT MAP 203SE05
 ELECTION DISTRICT No. 6
 SPAULDINGS, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING
 1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
 Ph: 301.948.4700 Fax: 301.948.6256 www.rodgers.com

BY	DATE
BASE DATA	CADD
DESIGNED	
DRAWN	
REVIEWED	
RODGERS CONTACT: NAT BALLARD	
RELEASE FOR	
BY	DATE

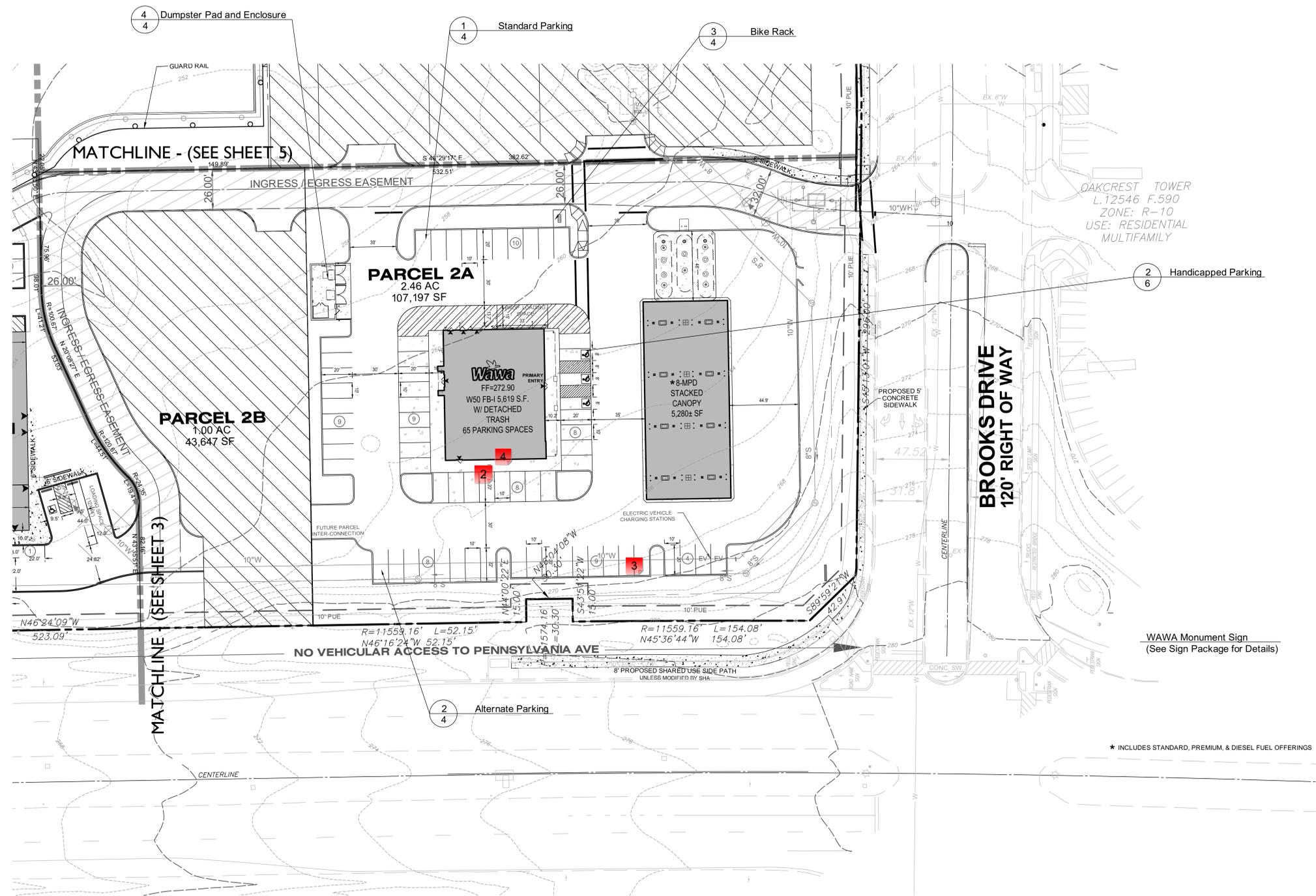
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 LICENSE NO. 32490 EXPIRATION DATE: 6/06/20
DETAILED SITE PLAN DSP-16037
WSSC MAP 203SE05
TAX MAP 80, GRID F1

DETAILED SITE PLAN #16037-01 GRADING PLAN



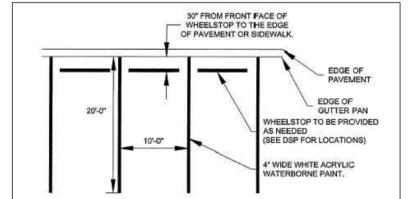
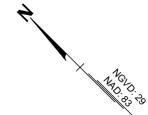
SCALE:	1" = 30'
JOB No.	1283E
DATE:	AUG 2019
SHEET No.	3A OF 11

PRELIMINARY NOT FOR CONSTRUCTION

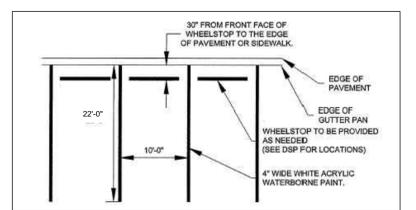


LEGEND:

---	EX. BOUNDARY LINE
- - - -	EX. LOT LINE
- - - -	EX. ESMT
- - - -	EX. BLDG
- - - -	EX. SIDEWALK
- - - -	EX. PARKING STRIPING
- - - -	EX. 10' CONTOUR LINE
- - - -	EX. 2' CONTOUR LINE
- - - -	EX. TREES
- - - -	EX. WATER
- - - -	EX. SEWER
- - - -	EX. STORM DRAIN
- - - -	EX. WETLAND
- - - -	EX. WETLAND BUFFER
- - - -	EX. PRIMARY MGMT AREA/STREAM BUFFER
- - - -	EX. STREAM BUFFER
- - - -	EX. STREAM
- - - -	EX. FLOODPLAIN
- - - -	EX. PRIMARY MGMT AREA/FLOODPLAIN
- - - -	EX. FLOODPLAIN BRL
- - - -	EX. POND
- - - -	EX. UNMITIGATED 65 DB LINE
- - - -	PR. LOT LINE
- - - -	PR. SIDEWALK
- - - -	PR. PARKING STRIPING
- - - -	PR. FACE OF CURB
- - - -	PR. BACK OF CURB
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- - - -	PR. SEWER
- - - -	PR. WATER
- - - -	PR. STORM DRAIN
- - - -	PR. PUE
- - - -	PR. EASEMENT
- - - -	PR. WOOD FENCE
- - - -	PR. ORNAMENTAL FENCE
- - - -	REQUIRED LOT DEPTH
- - - -	WETLAND



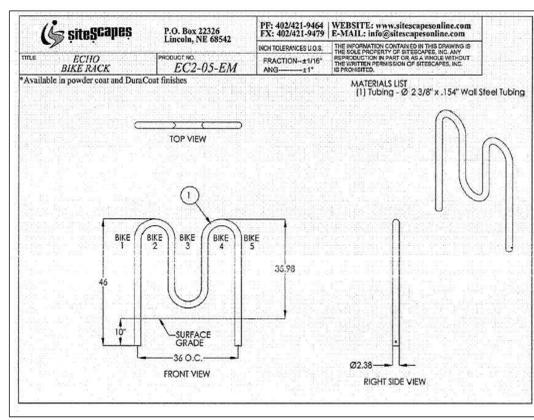
1 PROPOSED PARKING SPACE FOR WAWA STORE (STANDARD)
SCALE: NTS



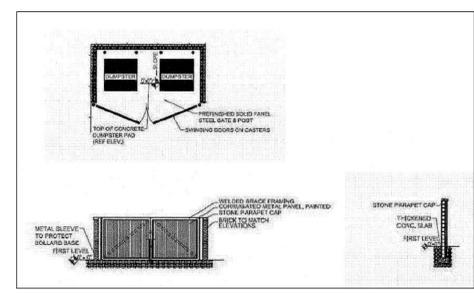
2 PROPOSED PARKING SPACE FOR WAWA STORE (ALTERNATE)
SCALE: NTS

WAWA Monument Sign
(See Sign Package for Details)

* INCLUDES STANDARD, PREMIUM, & DIESEL FUEL OFFERINGS



3 PROPOSED BIKE RACK
SCALE: NTS



4 DUMPSTER ENCLOSURE DETAIL (FOR WAWA)
SCALE: NTS

- NOTE:
1. INSTALLATION PER MANUFACTURERS SPECIFICATIONS.
 2. SHOP DRAWINGS SHALL BE SUBMITTED AND APPROVED BY PRINCE GEORGE'S COUNTY, OWNER OR OWNERS AGENT, PRIOR TO CONSTRUCTION.
 3. SUBJECT TO GEOTECHNICAL AND STRUCTURAL RECOMMENDATIONS BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND.
 4. OR APPROVED EQUIVALENT EQUAL.

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CALL "MISS UTILITY" AT 1-800-257-7777 48 Hours Before Start of Construction

REVISION	DATE	REVISION	DATE	REVISION	DATE

Applicant:
Oakcrest West LLC
C/O Scott Management Inc.
300 N Lee St
SUITE 200
Alexandria, VA 22314-2658

BROOKS DRIVE PROPERTY

TAX MAP 80 GRID F1
200 FOOT MAP 203SE05
ELECTION DISTRICT No. 6
SPAULDINGS, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING

1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fax: 301.948.6256 www.rodgers.com

BY	DATE
BASE DATA	CADD
DESIGNED	
DRAWN	
REVIEWED	
RODGERS CONTACT: NAT BALLARD	
RELEASE FOR	
BY	DATE

DETAILED SITE PLAN DSP-16037
WSSC MAP 203SE05
TAX MAP 80, GRID F1

DETAILED SITE PLAN
#16037-01
SITE PLAN

PROFESSIONAL CERTIFICATION

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LICENSE NO. 32490 EXPIRATION DATE: 6/06/20

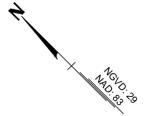
2/25/20



SCALE:	1" = 30'
JOB No.	1283E
DATE:	AUG 2019
SHEET No.	4 of 11

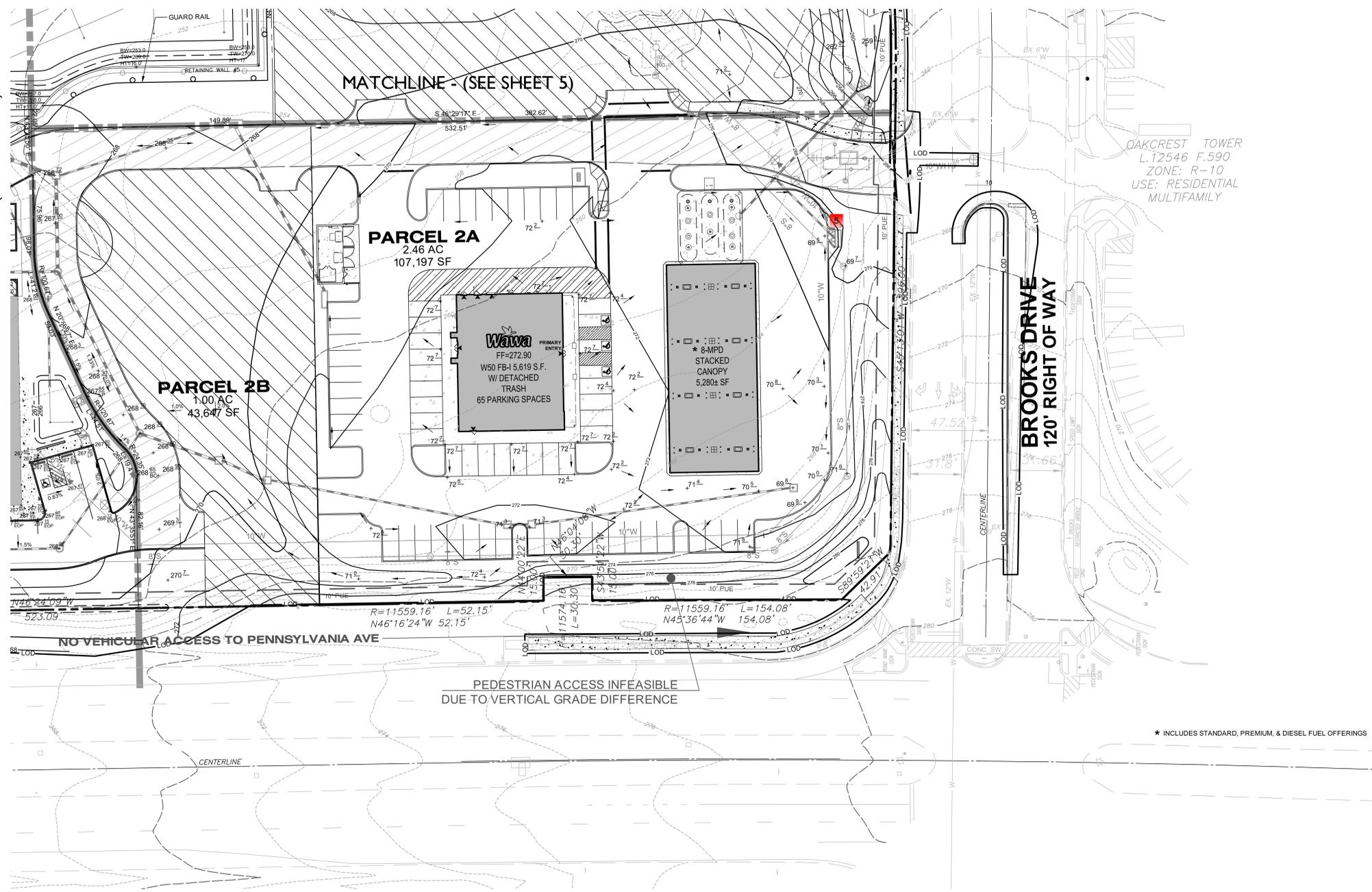
LEGEND:

	EX. BOUNDARY LINE
	EX. LOT LINE
	EX. ESMT
	EX. BLDG
	EX. SIDEWALK
	EX. PARKING STRIPING
	EX. 10' CONTOUR LINE
	EX. 2' CONTOUR LINE
	EX. TREES
	EX. WATER
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	EX. PRIMARY MGMT AREA/STREAM BUFFER
	EX. STREAM BUFFER
	EX. STREAM
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	PR. R.O.W.
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	PR. PUE
	PR. EASEMENT
	PR. WOOD FENCE
	PR. ORNAMENTAL FENCE
	REQUIRED LOT DEPTH
	WETLAND
	SPECIMEN TREE TO BE REMOVED



MATCHLINE - (SEE SHEET 3)

MATCHLINE - (SEE SHEET 5)



OAKCREST TOWER
L.12546 F.590
ZONE: R-10
USE: RESIDENTIAL
MULTIFAMILY

BROOKS DRIVE
120' RIGHT OF WAY

NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

CALL "MISS UTILITY" AT
1-800-257-7777
48 Hours Before Start of Construction

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C/O Scott Management Inc.
300 N Lee St
SUITE 200
Alexandria, VA 22314-2658

BROOKS DRIVE PROPERTY

TAX MAP 80 GRID F1
200 FOOT MAP 203SE05
ELECTION DISTRICT No. 6
SPAULDINGS, PRINCE GEORGE'S COUNTY, MARYLAND

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BY: _____ DATE: _____	

DETAILED SITE PLAN DSP-16037
WSSC MAP 203SE05
TAX MAP 80, GRID F1

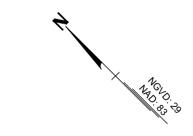
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#16037-01
GRADING PLAN

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LICENSE NO. 32490
EXPIRATION DATE: 6/06/20
2/25/20

SCALE: 1" = 30'
JOB No: 1283E
DATE: AUG 2019
SHEET No: 4A of 11
N:\MD-Prince Georges\Brooks Drive\Autocad\Plot\Plans\GSP - Update\3-5-09.dwg
DSP-16037-01_Backup_104.dwg

LEGEND:

	EX. BOUNDARY LINE
	EX. LOT LINE
	EX. ESMT
	EX. BLDG
	EX. SIDEWALK
	EX. PARKING STRIPING
	EX. 10' CONTOUR LINE
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	PR. EASEMENT
	PR. WOOD FENCE
	PR. ORNAMENTAL FENCE
	REQUIRED LOT DEPTH
	WETLAND
	SPECIMEN TREE TO BE REMOVED



MATCHLINE - (SEE SHEET 3)

MATCHLINE - (SEE SHEET 4)

BROOKS DRIVE
120' RIGHT OF WAY

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BROOKS DRIVE PROPERTY

TAX MAP 80 GRID F1
200 FOOT MAP 203SE05
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BY	DATE
BASE DATA	CADD
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DRAWN	
REVIEWED	
RODGERS CONTACT: NAT BALLARD	
RELEASE FOR	
BY: _____ DATE: _____	

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DETAILED SITE PLAN DSP-16037
WSSC MAP 203SE05
TAX MAP 80, GRID F1

LICENSE NO. 32490
EXPIRATION DATE: 6/06/20

2/25/20

DETAILED SITE PLAN #16037-01 GRADING PLAN

SCALE: 1" = 30'

JOB No. 1283E
DATE: AUG 2019

SHEET No. 5A of 11



1 - Where is the public termination

Created by: Michael Burnham
On: 03/13/2020 10:31 AM

What is public S main, what is SHC, and what is private pipe?

I would look into the SU drawings for guidance since this was under a separate plan.

Also, any easements around the SHC and public main should be shown and labeled.

It appears this is mislabeled, based on the SU drawing for existing project SU-0806-2018.

----- 0 Replies -----

2 - Services to wawa

Created by: Michael Burnham
On: 03/13/2020 10:47 AM

show the proposed site utility pipe to serve the proposed gas station

----- 0 Replies -----

3 - Existing Pipes

Created by: Michael Burnham
On: 03/13/2020 10:47 AM

Label existing size, material and contract numbers.

----- 0 Replies -----

4 - FYI

Created by: Michael Burnham
On: 03/13/2020 10:49 AM

This will require a Site Utility plan for design review.

The new SU plan will require a dependency on the other site utility and service connections from the existing SU-0806-2018 plan.

----- 0 Replies -----

5 - Inlet/Structure

Created by: Michael Burnham
On: 03/13/2020 10:57 AM

If there is some storm drain structure here, it should be 5 ft separated from the SU water line.

If not, an owners responsibility letter should be requested for the SU plan.

----- 0 Replies -----

6 - Ex WSSC Sewer

Created by: Michael Burnham
On: 03/13/2020 11:10 AM

What are the limits of any easements? If there are any, label with Liber and Folio, size, etc.

Any activity in our easement would require a non-DR review. Grading, storm drains, etc.

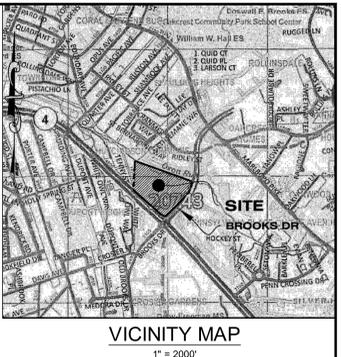
----- 0 Replies -----

1

2

3

Type 2 Tree Conservation Plan BROOKS DRIVE PROPERTY 6th ELECTION DISTRICT - SPAULDINGS PRINCE GEORGE'S COUNTY, MARYLAND



VICINITY MAP
1" = 2000'

Legend

- Site Boundary
- Existing Contours
- Existing Buildings
- Existing Tree Line
- Limits of Disturbance
- WPA (Woodland Preservation Area)
- Woodland Cleared
- WP-NC (Woodland Preserved Not Credited)
- Stream Buffer
- Primary Management Area (PMA)
- 100-year floodplain
- 100-year floodplain Building Restriction Line
- Regulated Stream (Intermittent/Perennial)
- Temporary Tree Protection Fence with Signage
- Non-Tidal Wetlands
- Non-Tidal Wetland Buffer
- Specimen Tree To Be Retained
- Specimen Tree To Be Removed
- Specimen Tree Sign

General Information Table		
Layer Category	Layer Name	Value
Zone	Zoning (Zone)	R-10
Zone	Aviation Policy Area (APA)	-
Administrative	Tax Grid	80-F1
Administrative	WSSC Grid	203SE05
Administrative	Planning Area (Plan Area)	75A
Administrative	Election District (ED)	6
Administrative	General Plan 2002 Tier (Tier)	7
Administrative	General Plan 2002 Tier (Tier)	Developed
Administrative	Traffic Analysis Zone (TAZ-COG)	8A2
Administrative	PG Traffic Analysis Zone (TAZ-PG)	878

Site Statistics		Total (ac)
Gross Tract Area		11.04
Existing 100-year floodplain		0.18
Net Tract Area		10.86
Existing woodland in Floodplain		0.18
Existing Woodland Total		10.86
Existing PMA		1.67
Regulated Streams		0
Riparian (Wooded) Buffer up to 300 feet wide		0

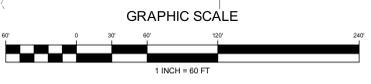
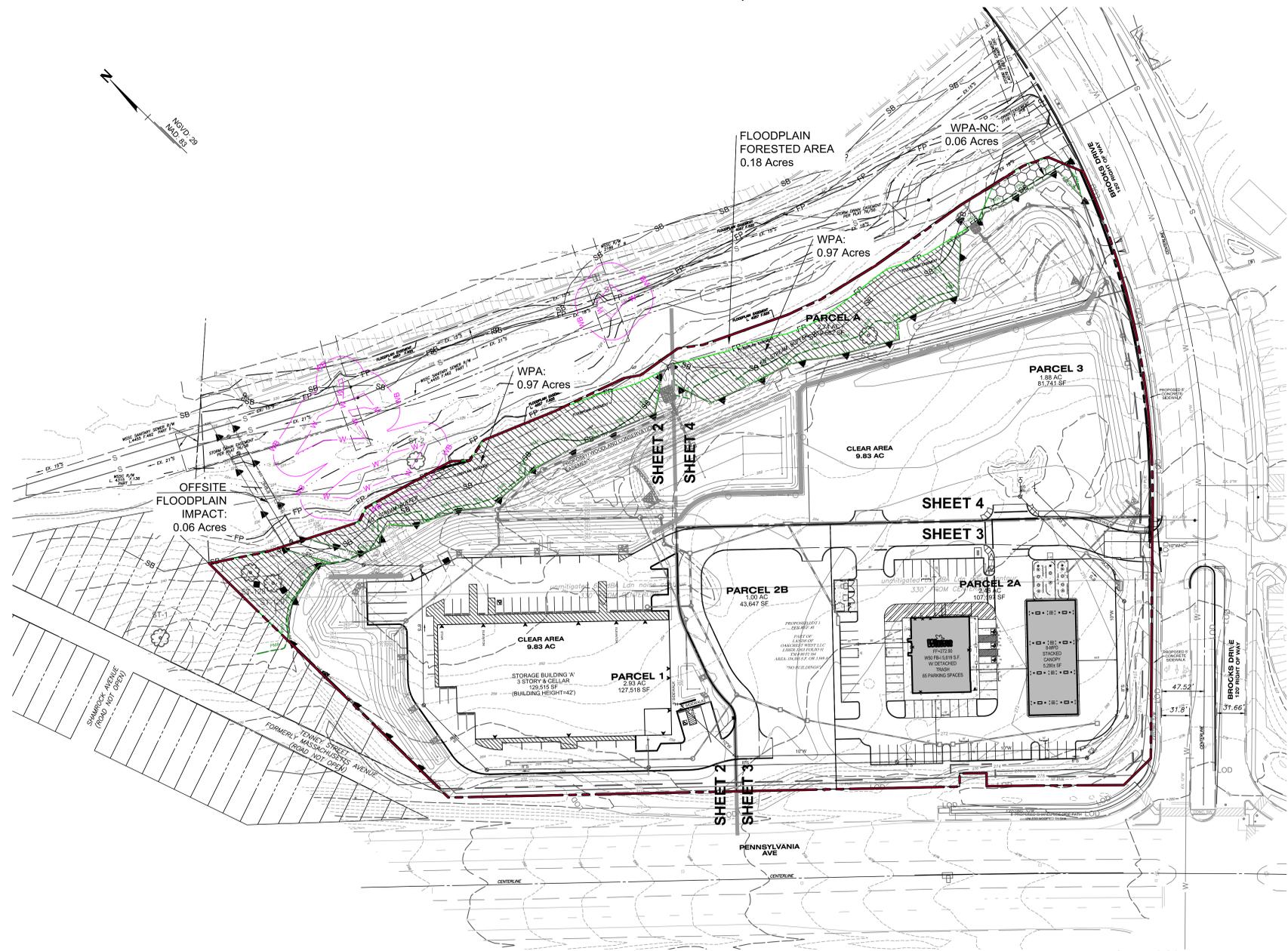
THIS BLOCK IS FOR OFFICIAL USE ONLY. QPL label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: BROOKS DRIVE SOUTH
PROJECT NUMBER: DSP-16037
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet. Revision numbers must be included in the Project Number.

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE NO. 3845
EXPIRATION DATE: 10/16/21



Standard Woodland Conservation Worksheet for Prince George's County

SECTION I - Establishing Site Information - (Enter acres for each zone)				
1 Zone:	R-10			
2 Gross Tract:	11.04			
3 Floodplain:	0.18			
4 Previously Dedicated Land:	0.00			
5 Net Tract (NTA):	10.86	0.00	0.00	

SECTION II - Determining Requirements (Enter acres for each corresponding column)				
17 Existing Woodland		10.86	0.18	
18 Woodland Conservation Threshold (WCT) =	20.00%	2.17		
19 Smaller of 17 or 18	N	2.17		
20 Woodland above WCT		8.69		
21 Woodland cleared		9.83	0.00	0.06
22 Woodland cleared above WCT (smaller of 16 or 17)		8.69		
23 Clearing above WCT (0.25 : 1) replacement requirement		2.17		
24 Woodland cleared below WCT		1.14		
25 Clearing below WCT (2:1 replacement requirement)		2.28		
26 Afforestation Required Threshold (AFT) =	15.00%	0.00		
27 Off-site WCA being provided on this property		0.00		
28 Woodland Conservation Provided		6.55		acres

SECTION III - Meeting the Requirements (Enter acres for each corresponding column)				
29 Woodland Preservation		0.97		
30 Afforestation / Reforestation		0.00		Bond amount: \$ -
31 Natural Regeneration		0.00		
32 Landscape Credits		0.00		
33 Specimen/Historic Tree Credit (CRZ area * 2.0)		0.00		
34 Forest Enhancement Credit (Area * .25)		0.00		
35 Street Tree Credit (Existing or 10-year canopy coverage)		0.00		
36 Area approved for fee-in-lieu		0.00		Fee amount: \$0.00
37 Off-site Woodland Conservation Credits Required		4.58		
38 Off-site WCA (preservation) being provided on this property		0.00		
39 Off-site WCA (afforestation) being provided on this property		0.00		
40 Woodland Conservation Provided		6.55		acres

41 Area of woodland not cleared	1.03	acres
42 Net tract woodland retained not part of requirements:	0.06	acres
43 100-foot floodplain woodland retained:	0.18	acres
44 On-site woodland conservation provided:	0.97	acres
45 On-site woodland conservation alternatives provided:	0.00	
46 On-site woodland retained not credited:	0.24	acres

47 Prepared by: Steve Allison
Signed: [Signature] Date: 01/24/2020

No.	Common Name	Botanical Name	Dbh (Inches)	Condition Rating	Disposition	Conditions rating
ST-2	tulip poplar	Liriodendron tulipifera	30	Good	Retain	85
ST-3	American beech	Fagus grandifolia	37	Good	Remove	85
ST-128	American beech	Fagus grandifolia	32	Excellent	Retain	95
ST-129	sweetgum	Liquidambar styraciflua	31	Fair	Retain	65

Woodland Conservation Summary Table												
Sheet	Gross Tract Area	100-year Year Flood Plain	Net Tract Area	Ex. Woodland (FP)	Ex. Woodland (NTA)	Woodland Cleared Net-Tract (C-NTA)	Woodland Cleared Floodplain (C-FP)	Woodland Cleared Off-site (C-OS)	Woodland Preserved Area (WPA)	Woodland Reforestation Area (WRA)	Woodland Retained/Not Credited (WR-NC)	Woodland Retained/Cleared (WR-AC)
2	3.90	0.02	3.88	0.02	3.88	3.30	0.06	0.07	0.57	-	0.06	-
3	3.62	0.16	3.46	0.16	3.46	3.46	-	-	0.00	-	-	-
4	3.52	0.00	3.52	0.00	3.52	3.07	-	-	0.40	-	-	-
Total	11.04	0.18	10.86	0.18	10.86	9.83	-	-	0.97	-	-	-

Property Owners Awareness Certificate

I, we, Oakcrest West, LLC hereby acknowledge that we are aware of this Type 2 tree Conservation Plan (TCP2) and we understand the requirements set forth in this TCP2.

Owner or Owners Representative: [Signature] Date: 9/30/19

Map Unit Symbol	Map Unit Name	K-Factor	Hydric Rating	Hydrologic soil group	Drainage Class
CrC	Croom - gravelly sandy loam 5 to 10% slopes	0.10	Not Hydric	B	Well drained
Px	Potomac - issue complex frequently flooded	0.28	Partially-Hydric	D	Poorly drained
UdgB	Udorthents, highway, 0 to 65% slopes	0.17	Not Hydric	C	Well drained
UgdD	Udorthents, reclaimed gravel pits, 5 to 15% slopes	0.17	Not Hydric	C	Well drained
UdUB	Udorthents - urban land complex, 0 to 5% slopes	0.17	Not Hydric	C	Well drained

Prince George's County Planning Department, M-NCPPC Environmental Planning Section			
TYPE 2 TREE CONSERVATION PLAN APPROVAL			
TCP2-005-16			
Approved by	Date	DRD #	Reason for Revision
MEGAN REISER	9/28/2016		
CHUCK SCHNEIDER	11/29/2017		
			PLAN REVISED TO MATCH DSP-16037-01 WHICH REMOVED GROCERY STORE AND REPLACED WITH CONVENIENCE STORE WITH GAS STATION.

REVISION	DATE	REVISION	DATE	REVISION	DATE
PLAN REVISED TO MATCH DSP-16037-01 WHICH REMOVED GROCERY STORE AND REPLACED WITH CONVENIENCE STORE WITH GAS STATION.					

Applicant:
Oakcrest West LLC
C/O Scott Management Inc.
300 N Lee St
SUITE 200
Alexandria, VA 22314-2658

BROOKS DRIVE PROPERTY

TAX MAP 80 GRID F1
200 FOOT MAP 203SE05
ELECTION DISTRICT No. 6
SPAULDINGS, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING

1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

RELEASE FOR [Signature]

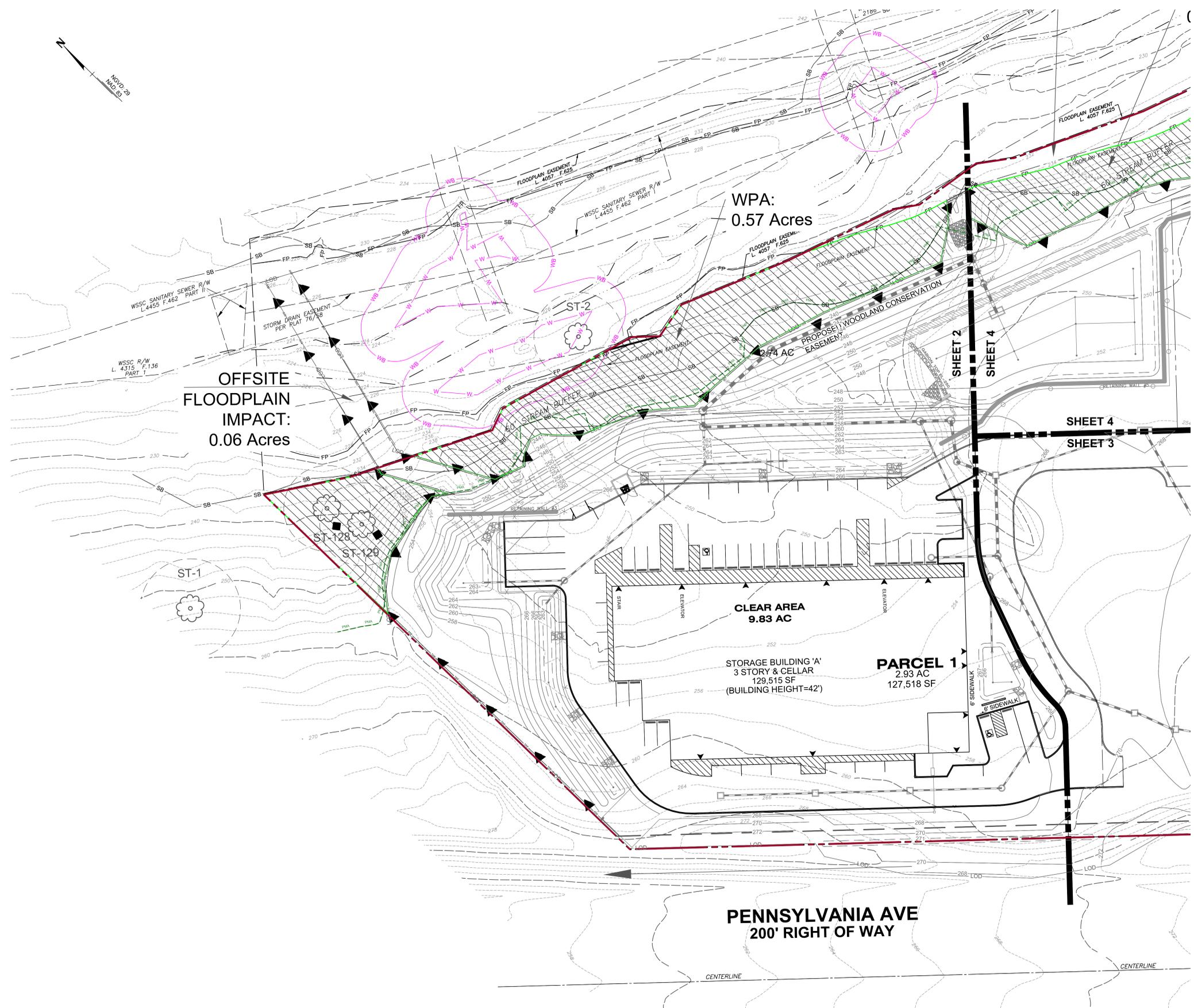
TYPE 2 TREE CONSERVATION PLAN

SCALE: 1" = 60'
JOB No. 1283E
DATE: Oct. 2019
SHEET No. 1 of 8

PRELIMINARY NOT FOR CONSTRUCTION

Legend

- Site Boundary
- Existing Contours
- Existing Buildings
- Existing Tree Line
- Limits of Disturbance
- WPA (Woodland Preservation Area)
- Woodland Cleared
- WP-NC (Woodland Preserved Not Credited)
- Stream Buffer SB
- Primary Management Area (PMA) PMA
- 100-year floodplain FP
- 100-year floodplain Building Restriction Line FP BRL
- Regulated Stream (Intermittent/Perennial)
- Temporary Tree Protection Fence with Signage TPF
- Non-Tidal Wetlands W
- Non-Tidal Wetland Buffer WB
- Specimen Tree To Be Retained ST-1
- Specimen Tree To Be Removed X ST-1
- Specimen Tree Sign

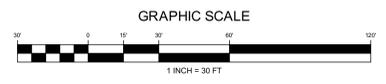


Prince George's County Planning Department, M-NCPPC Environmental Planning Section TYPE 2 TREE CONSERVATION PLAN APPROVAL TCP2-005-16			
Approved by	Date	DRD #	Reason for Revision
00 MEGAN REISER	9/28/2016		
01 CHUCK SCHNEIDER	11/29/2017		
02			PLAN REVISED TO MATCH DSP-16037-01 WHICH REMOVED GROCERY STORE AND REPLACED WITH CONVENIENCE STORE WITH GAS STATION.
03			
04			
05			

THIS BLOCK IS FOR OFFICIAL USE ONLY
 I/We certify that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: BROOKS DRIVE SOUTH
PROJECT NUMBER: DSP-16037
 For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
 Revision numbers must be included in the Project Number

PROFESSIONAL CERTIFICATION
 "I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND."
 LICENSE NO. 3845
 EXPIRATION DATE: 10/16/21



REVISION	DATE	REVISION	DATE	REVISION	DATE
PLAN REVISED TO MATCH DSP-16037-01 WHICH REMOVED GROCERY STORE AND REPLACED WITH CONVENIENCE STORE WITH GAS STATION.					

Applicant:
Oakcrest West LLC
C/O Scott Management Inc.
 300 N Lee St
 SUITE 200
 Alexandria, VA 22314-2658

BROOKS DRIVE PROPERTY

TAX MAP 80 GRID F1
 200 FOOT MAP 203SE05
 ELECTION DISTRICT No. 6
 SPAULDINGS, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING

1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
 Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

BY	DATE
BASE DATA	BASE DATA
DESIGNED	SRA
DRAWN	SRA/STAFF
REVIEWED	SRA
RODGERS CONTACT	NAT BALLARD

RELEASE FOR _____ DATE _____

TYPE 2 TREE CONSERVATION PLAN

SCALE: 1" = 30'
 JOB No. 1283E
 DATE: Oct. 2019
 SHEET No. 2 of 5

1 - WSSC Plan Review Comments

Created by: Damilola Ibikunle
On: 03/12/2020 09:58 AM

A001- DSP-16037-01 - Brooks Drive South

----- 0 Replies -----

2 - WSSC Plan Review Fee

Created by: Damilola Ibikunle
On: 03/12/2020 09:59 AM

The Required WSSC Plan review fee of \$1583.00 has been paid

----- 0 Replies -----

3 - WSSC Standard Comments for all Plans

Created by: Damilola Ibikunle
On: 03/12/2020 09:59 AM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
 - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
 - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
 - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
 - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
 - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
 - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
 - g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at [www.wsscwater.com/Development Services](http://www.wsscwater.com/Development%20Services) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

----- 0 Replies -----