

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 October 20, 2016 regarding Detailed Site Plan DSP-16012 for LIDL (Glenn Dale), Lot 5, the Planning Board finds:

1. **Request:** Approval of a detailed site plan (DSP) for a 36,185-square-foot food and beverage store. This DSP is a commercial component of a larger mixed-used project, known as Glenn Dale Commons.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	M-X-T	M-X-T
Use(s)	Vacant	Food and Beverage Store
Acreage	5.71	5.71
Net Tract Area	5.71	5.71
Gross Floor Area (GFA) (sq. ft.)	0	36,185
Lots	1	1

FLOOR AREA RATIO (FAR) IN THE M-X-T ZONE

Base Density Allowed	0.40 FAR
Total FAR Permitted	0.40
Total FAR Approved	0.15

OTHER DEVELOPMENT DATA

Parking and Loading Schedules

Use	Parking Rate	Number of Spaces Required	Number of Spaces Approved
Food and Beverage Store	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage	186	224**

Notes: * The applicant did not submit documentation to obtain a reduction in the required parking or loading spaces as allowed in the M-X-T Zone per Section 27-574 of the Zoning Ordinance. Although the site is part of a larger, future M-X-T zoned development known as Glenn Dale Commons, only one use is proposed on the site, and the minimum parking and loading spaces are being provided in accordance with the Zoning Ordinance requirements. However, the applicant submitted exhibits showing the anticipated build out of the adjacent portions of Glenn Dale Commons and the potential shared public parking available within walking distance of the proposed development.

** Note: Of which nine are handicapped accessible, including four van-accessible handicapped parking spaces.

Use	Loading Rate	Number of Spaces Required*	Number of Spaces Approved
Food and Beverage Store	1 space per 10,000–100,000 sq. ft.	1	2

3. **Location:** The site has a street address of 7510 Mission Drive in Glenn Dale in the northwestern quadrant of the intersection of MD 193 and Mission Drive. The project is located in Planning Area 70 and Council District 4. The project is also located in a mixed-use area of the 2006 *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area for portions of Planning Area 70* and in the southeastern corner of the larger Glenn Dale Commons development.
4. **Surrounding Uses:** The subject site is bounded to the south by Greenbelt Road (MD 193) with a church in the Rural Residential (R-R) Zone and a shopping center in the Commercial Shopping Center (C-S-C) Zone beyond; to the east by Mission Drive, with a stormwater management facility in the O-S Zone and an existing office building in the M-X-T Zone beyond; to the north by vacant land to be developed into multifamily housing as part of the larger Glenn Dale Commons project in the M-X-T Zone; and to the west by office (the Maryland Corporate Center Office building) in the Light Industrial (I-1) Zone.
5. **Previous Approvals:** The project is subject to a number of prior approvals. The 2006 Approved Sector Plan and SMA for East Glenn Dale retained the previous zoning on the property, the I-3 (Planned Industrial/Employment Park) Zone. However, Prince George’s County Council Resolution CR-23-2006 rezoned the subject property to the M-X-T Zone on March 28, 2006.

On December 7, 2006, the Planning Board approved Conceptual Site Plan CSP-06001. On February 1, 2007, the Planning Board adopted PGCPB Resolution No. 06-282, subject to 22 conditions, formalizing that approval. The property is the subject of Preliminary Plan of Subdivision (PPS) 4-94002, approved by the Planning Board on March 3, 1994 and formalized by the adoption of PGCPB Resolution No. 94-60(C) by the Planning Board on March 24, 1994, for a total of three lots in the I-3 Zone. The land approved for subdivision with 4-94002 was previously part of a larger land area approved with PPS 4-92011. On December 10, 2015, the Planning Board approved Conceptual Site Plan CSP-06001-01, subject to 11 conditions, and adopted PGCPB Resolution No. 15-127, formalizing that approval, specifying that the approval was to supersede

entirely that of Conceptual Site Plan CSP-06001. The project is also subject to the final plat for the property recorded in Plat Book 244 Page 74. The site also has a Stormwater Management Concept Plan (15253-2006-01), approved on July 29, 2015 and valid until May 4, 2017.

6. **Design Features:**

Site Design

The project herein approved is located in the southeastern corner of the larger Glenn Dale Commons project, specifically in the northwestern quadrant of the intersection of Greenbelt Road (MD 193) and Mission Drive. The store is located in the northwestern corner of the site, with parking on its southern and eastern sides. The northeastern corner of the site is a large pad site, shown as green space on the site plan, for unspecified future use. Mission Drive terminates in a cul-de-sac, just north of the project, and will eventually provide access to the multifamily development which is a planned part of the larger Glenn Dale Commons development to the north, adjacent to the site. Landscaping is provided on islands in the parking lot and along Mission Drive, Greenbelt Road (MD 193), and the northern and western property lines.

Architecture

The building design is primarily distinguished by the sloping asymmetric roofline that frames the front glazed façade. The roofline slopes from 17 to almost 30 feet in height at its apex and is proposed to be constructed of thermoplastic (TPO). The southern 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 west and east elevations, clerestories provide natural light into the building's interior. Brick panels are provided at the ends of the southern and eastern façades. A brick watertable is consistent on the eastern elevation and appears on more limited portions on the other façades. A series of stucco panels of a light color provides contrast with the red brick. A metal screen wall hides the rooftop mechanical equipment. The color elevations shall, by condition of this approval, be revised to include all dimensions and identify all building materials for those elements.

Lighting

The applicant is specifying standard downward-facing light for the approximately 11 single and nine double light poles to be provided in the parking lot. As enhanced design for the pedestrian realm is a requirement of site design in the M-X-T Zone. The applicant's proposed lighting is consistent with the recently approved conceptual site plan that required efforts to reduce light pollution through the use of full cut-off optic lighting fixtures. The wall-mounted lights are also of a very utilitarian design, but as fewer are included and in less prominent locations, the simpler design in this case, is acceptable.

Sign and Dumpster Enclosure

A single building-mounted sign is provided on both the southern and eastern façades of the building. The sign measures 67.4 square feet and bears the company's blue red and yellow logo. A single-ground mounted sign is shown on the DSP. More particularly, a 20-foot-long and

6.3-foot-high “ID Sign” is indicated on the DSP at the intersection of Mission Lane and Greenbelt Road, but no detail is provided. As it was not provided, the applicant will have to obtain this signage approval in a revision application.

A dumpster enclosure is indicated at the northeastern corner of the building, proximate to the location of the two 14 feet wide by 40 feet long loading spaces provided for the project. A detail for the dumpster enclosure is provided on Sheet 10 of the plan set which indicates that the dumpster enclosure will be constructed of brick to match the building’s architecture. The gates of the dumpster enclosure are herein approved to be painted corrugated metal panels, though the color is not specified.

Electric Vehicle Charging Station and Bike Rack

Three electric vehicle charging stations have been included at the edge of the parking lot along the western property line, close to the building. Adjacent to the charging stations, but closer to the building, is a bicycle rack. As details have not been provided for the electric charging stations or the bicycle rack(s), a condition of this approval requires that, prior to certificate approval, these details be added to the plans. The Planning Board has required that the bicycle rack(s) accommodate a minimum of five bikes. Final provision of these details should be approved by the Urban Design Section as the designee of the Planning Board.

Green Building Techniques

The applicant has provided the following green building and sustainable techniques that will be used in the project:

- Infill development that takes advantage of existing infrastructure and close location to basic community services including public transportation;
- Implementation of erosion and sediment control plans;
- Possible use of high efficiency plumbing fixtures to reduce water usage;
- Heating, Ventilating and Air Conditioning (HVAC) system will be Seasonal Energy Efficiency Ratio (SEER) 13 and above;
- Exterior building materials will be glass, brick and stucco panels as opposed to vinyl siding;
- 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;

- Light Emitting Diode (LED) EcoForm Lighting;
- Landscaping to add shade, ornamental, and evergreen trees; and
- Parking for bicycle, electric cars and charging stations.

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 27-543.–Uses.**

The uses allowed in the M-X-T Zone are as provided for in the Table of Uses (Division 2 of this Part), including the mix of uses required by Section 27-547(d).

The food and beverage store herein approved is a permitted use in the M-X-T Zone. The subject DSP is a part of CSP-06001-01 which contains the mix of uses required by Section 27-547(d) of the Zoning Ordinance (at least two of the three following categories: retail businesses, office, research or industrial uses, and dwellings, hotel). See Finding 8 of this report for a more detailed discussion of that approval.

b. The Planning Board must make the following findings in order to approve a DSP in the M-X-T Zone:

Section 27-546. Site Plans

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

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

The development herein approved conforms to the purposes as stated in Section 27-542(a) of the Zoning Ordinance and other provisions of Division 2, Specific Mixed Uses, of the Zoning Ordinance that pertain to the M-X-T Zone.

The purposes of the M-X-T Zone, as stated in Section 27-542(a), include the following:

- (1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

The project promotes the orderly development by designing an organized site for the subject food and beverage store and its ancillary parking. The project will contribute to the enhancement of the economic status of the County by developing an additional commercial, tax-paying retail establishment and by providing employment opportunities for its citizens.

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

The project implements the vision of 2006 Approved Sector Plan and SMA for East Glenn Dale by providing a portion of the commercial component of the above vision. Other portions of the larger Glenn Dale Commons development include existing commercial/office to remain, a mix of office, and residential medium-, and high-density development to create the desired compact and walkable community in accordance with this requirement.

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

The subject project comprises part of the commercial portion of the larger mixed-use development known as Glenn Dale Commons. In its entirety, the project will conserve the value of land and buildings by creating a compact mixed-use development where people can live, shop, and work, thereby maximizing the public and private development potential in the subject location. Otherwise, the property might be developed with a single use, with the remaining uses located on separate sites throughout the County, without being proximate to complementary distinct land uses.

- (4) **To promote the effective and optimum use of transit and other major transportation systems;**

The Planning Board evaluated the project with respect to the underlying conceptual site plan and preliminary plan and, noting that the project herein approved is within the previously established trip cap for the project, concluded that they are in conformance with the transportation-related conditions of the prior approvals. The outstanding conditions of the conceptual and preliminary plans will be enforced at the time of building permit. Therefore, the subject project promotes the effective and optimum use of transit and other major transportation systems in accordance with this requirement.

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

The DSP will add a commercial use. The larger CSP includes low- and medium- density housing types (approved in Detailed Site Plans DSP-06072-01 and DSP-15001 respectively), the existing office use, and high-density residential to be developed that will complement each other to create a 24-hour environment to ensure continuing functioning of the project after workday hours through an increase in activity and the interaction between the uses and those who live, work in, or visit the area.

- (6) To encourage diverse land uses which blend together harmoniously;**

The subject approval is solely for a commercial land use. However, the larger Glenn Dale Commons development will offer office and residential land uses enabling the subject development to be one of several diverse land uses that will blend together harmoniously in conformance with this requirement. Future phases of the Glenn Dale Commons development will be encouraged to be harmonious in design, to the extent practical, and to be coordinated visually through the site design processes.

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

The subject DSP will provide a commercial development component of a larger development that will create dynamic, functional relationships among individual uses within a distinctive character and identity. More particularly, the larger Glenn Dale Commons development as approved in Conceptual Site Plan CSP-06001-01 is organized in pods of development. The subject DSP is in what is designated as Phase 5 of CSP-06001-01. It,

together with the other five clusters, includes diverse land uses will together create dynamic, functional relationships among individual uses. Distinctive visual character and identity will be ensured, as in the subject DSP, through the development review process and the Planning Board's approval.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;

Green building and sustainable techniques are being employed in the subject project, similar to those employed in leadership in energy and environmental design (LEED) as included in Finding 6.

(9) To permit a flexible response to the market; and

The M-X-T Zone is one of the mixed-use zones that were created to allow developers maximum flexibility to respond to the changing market. This DSP includes a new food and beverage store that will complement the residential and office uses to make the larger project even more marketable.

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

The store building is an architectural prototype for the applicant's 11 stores planned for Prince George's County and includes a fully-glazed large front façade framed by a gently curving asymmetric roofline, which is a signature design element of the store and allows, together with clerestory windows, use of natural light. The building is anchored to the ground by solid brick panels, a quality architectural material. Traditional stucco and metal are also employed in the façades to complement the brick and glass. The architecture of the front façade creates visual interest and a pleasing architectural design. The design of the side and rear façades is in contrast plain.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

The subject property was rezoned to the M-X-T Zone by Amendment 6(a) of County Council Resolution CR-23-2006 that adopted Approved Sector Plan and SMA for East Glenn Dale. There were no design guidelines or standards prescribed for the property therein. However, such standards were established in the approval of Conceptual Site Plan CSP-06001-01. The development herein approved is subject to the applicable requirements of the Zoning Ordinance for the M-X-T Zone, including required findings for approval of a DSP, and the conditions of prior approvals as discussed in Findings 8, 9, and 15.

- (3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The subject project has an outward orientation in that the primary façades of the building herein approved face the roads on its periphery, Mission Drive and Greenbelt Road (MD 193). This, together with generous landscaping along the streets, common property lines, and in the parking lots, assist in physically and visually integrating the project with the existing adjacent development in accordance with this requirement. When development for this pad site is proposed, a revision to the subject DSP will be required and that application should provide an outward orientation and quality architectural design similar to the subject DSP in order to ensure that the project will continue to be physically and visually integrated with the adjacent development.

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

The commercial development approved herein is compatible with the existing place of worship, offices, and shopping center currently located in the vicinity of the subject site. It will also be compatible with the multifamily residential, single-family detached, and attached housing, all in various stages of approval and part of the larger Glenn Dale Commons development. More than being compatible, the grocery store included in this DSP is needed as access to healthy food in the area has been identified in various studies to be a problem in the area and the problem will be augmented once the residential components of the Glenn Dale Commons development are constructed and occupied, increasing population in the area.

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

The subject project involves exclusively a commercial use. However, the approved and future phases of the Glenn Dale Commons development will provide a complement of diverse uses including residential and office which will be designed to create a development capable of sustaining an independent environment of high quality and stability in accordance with this requirement.

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

The subject project is to be completed in a single phase. Therefore, this requirement is not applicable to the subject project.

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

Sidewalks were provided internal to the development and exist along Mission Drive, but were noticeably absent along the subject site's entire frontage of Greenbelt Road (MD 193). The road is state-owned and maintained, so provision of sidewalks in this location would be within their domain. A condition of this approval requires that sidewalk be provided along MD 193, unless modified by the Maryland State Highway Administration (SHA). Additionally, though one internal crosswalk is provided from the store to the parking lot, none is provided across Mission Drive at its intersection with MD 193. Therefore, a condition of this approval requires that a crosswalk be provided in this location, unless modified by SHA. Lastly, with respect to pedestrian accessibility, the Urban Design Section notes that a sidewalk connection provided from the sidewalk within the public right-of-way along Mission Drive to the building entrance is proposed to be concrete. A condition of this approval requires that such pedestrian facility be provided in stamped concrete prior to certificate approval, in order to enhance the pedestrian realm and provide the superior design called for in the M-X-T Zone.

With the inclusion of the above required pedestrian improvements, the pedestrian system would be convenient and comprehensively designed to encourage pedestrian activity within the development in accordance with this requirement.

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

Areas to be used for pedestrian activities for this DSP would include primarily the walkways around the building and the accesses to the parking lot and the sidewalks on Mission Drive. The applicant is specifying brick pavers for the area surrounding the main entrance which are in conformance with this requirement. A condition of this approval requires that the applicant revise the plans to show the walkway through the parking lot to the existing sidewalk on Mission Drive in stamped concrete, a decorative paving material, also in conformance with this requirement. The above requirements enable the finding to be made that the areas to be used for pedestrians are designed with adequate attention paid to human scale, high-quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

This requirement was met at time of CSP approval.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

Conceptual Site Plan CSP-06001-01 was approved for the subject property on December 10, 2015 and a new finding of adequacy was made. Therefore, the subject project is within the six-year limitation stipulated above. No new finding regarding the development being adequately served within a reasonable period of time with existing or programmed facilities need to be made at this time.

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

As the property included in subject Detailed Site Plan DSP-16012 measures 5.71 acres and the property included in the larger CSP-06001-01 measures 74.56 acres, neither exceeds the above stated acreage of 250 acres. This requirement is not applicable to the DSP.

- c. The subject DSP is in general conformance with the site design guidelines in Section 27-283, which further cross references to the same guidelines in Section 27-274 of the Zoning Ordinance.

Section 27-283 of the Zoning Ordinance provides that a detailed site plan shall be designed in accordance with the same design guidelines for a conceptual site plan (Section 27-274). Generally, Section 27-274 provides design guidelines regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service areas; public spaces; and architecture. It is worth noting that Section 27-274(a) uses the word “should” when describing each of the guidelines. Thus, none of the design guidelines are mandatory; instead, they are as they appear, guidelines used to promote the purposes of the zone. Consequently, the Planning Board is authorized to approve a detailed site plan so long as the plan represents a reasonable alternative to satisfying the guidelines, without requiring unreasonable costs or detracting substantially from the utility of the proposed development for its intended and permitted use. The site is in generally in conformance with the relevant design guidelines, but due to unique circumstances regarding the subject property, it is impossible to design the subject property in a manner that adheres to all of the guidelines. Generally, the following design guidelines have been met to the fullest extent practical:

- The parking lot has been designed to provide safe and efficient vehicular and pedestrian circulation within the site;
- Parking spaces have been designed to be located near the use that it serves;
- Parking aisles have been oriented and designed to minimize the number of parking lanes crossed by pedestrians;

- Plant materials have been added to the parking lot to avoid large expanses of pavement;
- The loading space has been located to avoid conflicts with vehicles or pedestrians;
- The loading area has been clearly marked and separated from parking areas;
- Luminosity and location of exterior fixtures enhance user safety and minimize vehicular /pedestrian conflicts;
- Lighting is designed to enhance the building entrances and pedestrian pathways;
- The pattern of light pooling is directed to the site;
- The site complies with the Landscape Manual or seeks Alternative Compliance for any requirements that cannot be met by proposing landscaping that is equal to or better than what would be required;
- Public amenities including outdoor seating, bike racks, benches, etc. are proposed; and
- Building architecture and materials are high quality and visually interesting.

Conformance with each relevant design guideline is discussed:

Section 27-274 Design Guidelines.

(1) General.

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

The plan promotes the purposes of the Conceptual Site Plan CSP-06001-01 as outlined in Finding 8 of this report. Further, the purposes of the detailed site plans are found in Sections 27-281 (b) and (c) of the Zoning Ordinance as follows:

Section 27-281

(b) General purposes.

(1) The general purposes of Detailed Site Plans are:

- (A) **To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;**
 - (B) **To help fulfill the purposes of the zone in which the land is located;**
 - (C) **To provide for development in accordance with the site design guidelines established in this Division; and**
 - (D) **To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.**
- (c) **Specific purposes.**
- (1) **The specific purposes of Detailed Site Plans are:**
 - (A) **To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;**
 - (B) **To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site;**
 - (C) **To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and**
 - (D) **To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.**

This detailed site plan promotes the purposes found in Section 27-281. Specifically, this plan helps to fulfill the purposes of the M-X-T Zone in which the subject property is located. A development of a food and beverage store is a permitted uses in the zone. The site plan gives an illustration as to the approximate 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, 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.**

This detailed site plan illustrates that all parking and loading areas are located and designed to provide safe and efficient vehicular and pedestrian circulation within the site. The drive aisles are 24 feet wide, with the main aisles for circulation increased to 30 feet wide. All drive aisles are wide enough to provide safe, efficient and convenient circulation and loading within the site. 224 parking spaces are proposed, to include four van accessible handicapped spaces, five standard handicapped spaces, three spaces that have access to electric vehicle charging stations and one loading space. The parking has been placed along the southern and eastern boundaries of Lot 5. A five-foot-wide stamped concrete sidewalk connects the building herein approved with the existing sidewalk along Mission Drive. These design elements ensure a safe circulation pattern for both vehicles and pedestrians and open, relatively unobstructed 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 detailed site plan 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 building. The proposed lighting will provide patrons with a bright, safe atmosphere while not causing a glare or light bleeding onto adjoining properties. A photometric plan is included with the detailed site plan. The light fixtures herein approved are LED EcoForm lighting, which are a green sustainable element.

(4) Views.

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

This detailed site plan 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 building herein approved has been designed to provide a modern, clean and strong street presence along both Greenbelt Road and Mission Drive. The building herein approved is of a modern architectural design with a gently curving asymmetric roofline which frames the 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 of high quality. The landscape plan showing the landscaping associated with the development is herein approved. 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.

(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 detailed site plan complies with the above design guideline. The required landscaping for the interior parking lot for a project this size is 16,151 square feet. The applicant's proposed landscape plan meets and exceeds this requirement by providing 16,450 square feet of interior parking lot landscaping. Landscaping will also be provided along the frontage of both Greenbelt Road and Mission Drive, and along the perimeters (north and west) of the property line. The applicant is exceeding the required Tree Canopy Coverage square footage by 5,135 square feet.

(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 detailed site plan 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* and will contribute to an attractive, coordinated development which will enhance the use and enjoyment of the site.

Conditions of this approval further conformance with this guideline by a required use of decorative paving, stamped concrete, on the connecting pedestrian walkway through the parking lot to the existing sidewalk on Mission Drive from the subject building's entrance.

(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 detailed site plan 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 detailed site plan 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 approved herein 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.**

As there is no public space included in this development, this guideline is inapplicable 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 detailed site plan complies with the design guidelines outlined above. As illustrated on the architectural plans, the exterior and architectural façade of the building 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 and of high quality. The proposed building has been designed to provide a modern, clean and strong street presence along both Greenbelt Road and Mission Drive, with a gently curving asymmetric roofline which frames the fully glazed front façade. 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.

8. **Conceptual Site Plan CSP-06001 and its revision:** The Planning Board approved Conceptual Site Plan CSP-06001 on December 7, 2006. A subsequent revision CSP-06001-01, which was approved by the Planning Board on December 10, 2015 with 11 conditions, superseded CSP-06001. The relevant conditions of CSP-06001-01 are included in **boldface** type below, followed by Planning Board comment:

2. **Prior to approval of each detailed site plan (DSP) for the project, the following information shall be provided, or the issues shall be properly addressed as follows:**
- c. **In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, adequate attention shall be paid to human-scale, high-quality urban design, shade trees and landscaping types and textures of paving materials, street furniture, trash facilities, and lighting.**
- f. **Provide bicycle parking at appropriate locations for the proposed nonresidential and multifamily buildings.**

The site is well-landscaped with the majority of the plant materials located along the Mission Drive and Greenbelt Road (MD 193) frontages, the shared property lines and in the parking lot. A brick dumpster enclosure is provided for trash facilities. Sidewalk exists along Mission Drive and is also provided in the front, side, and rear of the building. All of the above, meets the above requirements. However, with respect to design attention to the pedestrian realm and the provision of high-quality design, as the Planning Board believes it can be further improved, conditions of this approval require that:

- a. Stamped concrete shall be utilized on the walkway provided from the main entrance of the building through the parking lot intersecting with the existing sidewalk along the right-of-way of Mission Drive;
 - b. A detail for the bicycle racks shall be included on the plans demonstrating that parking for a minimum of five bicycles has been provided.
- h. Provide standard sidewalks along all internal roads, excluding alleys.**
- i. Explore the possibility to establish a complete internal pedestrian network, pedestrian safety features/locations, and additional neighborhood connections among different pods of the proposed development.**

The existing sidewalks along the subject site's frontage of Mission Drive shall, by condition of this approval, be augmented to provide a standard sidewalk along the project's frontage on Greenbelt Road (MD 193), subject to SHA approval. In addition, a condition of this approval requires stamped concrete on the sidewalk connection starting directly across from the front entrance to the building herein approved, through the parking lot, and intersecting with the existing sidewalk located within the right-of-way of Mission Drive. Lastly, a condition would require a crosswalk across Mission Drive at its intersection with Greenbelt Road (MD 193), subject to SHA approval. The above conditions provide sidewalks, pedestrian safety, and additional pedestrian connections in conformance with the above requirement.

- 5. The applicant may construct a standard sidewalk along the subject site's entire frontage of Northern Avenue, as determined by the Department of Permitting, Inspections and Enforcement (DPIE) with the input from the Glenn Dale Citizen's Association.**

Northern Avenue (Conditions 4 and 5) is beyond the scope of the subject application.

- 6. Prior to approval of a preliminary plan of subdivision for Lot 6, Block A, the following information shall be provided, or the issues shall be properly addressed as follows:**
- a. **A complete internal pedestrian network, pedestrian safety features/locations, and additional neighborhood connections shall be identified.**

Though the requirement is triggered at the later time of prior to approval of a preliminary plan of subdivision for Lot 6, Block A, the existing crosswalk across Mission Drive shall be restriped by condition of this approval in furtherance of this requirement.

9. **Preliminary Plan of Subdivision 4-94002 and Final Plat 5-16023:** The project is subject to the requirements of Preliminary Plan of Subdivision 4-94002, approved on March 3, 1994 and formalized in the adoption of PGCPB Resolution No. 94-60(C) adopted by the Planning Board on March 24, 2016. Preliminary Plan of Subdivision 4-94002 superseded prior Preliminary Plat 4-92011. The relevant condition of approval is included in **boldface** type below, followed by Planning Board comment:

4. **The total development of the site shall be pursuant to Detailed Site Plan SP-89070/02, however, any future revisions to the site plan shall not establish development that will increase the number of trips beyond those associated with the current development shown on the site plan.**

The development herein approved is in conformance with this requirement. See Finding 14(d) for a detailed discussion of the subject project's conformance with Condition 4 of the approval of Preliminary Plan of Subdivision 4-94002.

The project is also subject to the requirements of Final Plat 5-16023. The relevant notes on that plat are included in **boldface** type below, followed by Planning Board comment:

2. **Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCP/03/02), or as modified by the Type II 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. The 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.**

The Planning Board herein approves Type II Tree Conservation Plan TCP11-156-03-8 subject to conditions, which bring the project into conformance with the Woodland Conservation Ordinance, in conformance with this requirement, and a copy of the TCP11 is required to be delivered to the offices of The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department, also in conformance with this requirement.

3. **Total Development within the area of Preliminary Plan 4-94002 and 4-92011 shall be limited to development which generates no more than a total of 701 A.M. and**

816 P.M. peak-hour vehicle trips (inclusive of existing development), in accordance with PGCPB Resolution No. 94-60 (c) and 92-70 (a) and as further analyzed in the findings provided in the Conceptual Site Plan, PGCPB Resolution No. 15-127.

The subject project is in conformance with this requirement. See Finding 14(d) of this approval for a detailed discussion of that conformance.

4. Automatic fire suppression systems shall be provided throughout all proposed buildings as required by applicable law.

A condition of this approval requires that a note be added to the DSP prior to certificate approval stating that automatic fire suppression systems shall be provided throughout the proposed building as required by applicable law.

7. Development of this property must conform to the Conceptual Site Plan which was approved by the Prince George's Planning Board on December 10, 2015, CSP-06001-01, or as amended by any subsequent revisions thereto.

The project is in conformance with the requirements of the approval of Conceptual Site Plan CSP-06001-01 as detailed in Finding 8.

10. **Prince George's County Woodland Conservation Ordinance:** The Planning Board has reviewed and approves herein Type II Tree Conservation Plan TCPII-156-03-08 for the subject project with conditions requiring technical revisions be made to the TCPII prior to certification that bring the TCPII into conformance with the Prince George's County Woodland 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 M-X-T Zone, ten percent of the land area, or 0.57 acre, or 24,890 square feet is required in tree canopy coverage. The applicant has met and exceeded the requirement with the 30,025 square feet of landscape trees provided on-site.
12. **2010 Prince George's County Landscape Manual:** Per Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Each applicable section of the Landscape Manual is listed below, followed by a discussion of how the subject DSP meets those requirements.
 - a. **Section 4.2 Requirements for Landscape Strips Along Streets**—This section of the Landscape Manual requires that all nonresidential uses in any zone and for all parking lots, a landscape strip, as described in Section 4.2(c)(3)-(5), shall be provided on the property abutting all public and private streets. The landscape plan has provided the required landscape strips and the required schedules on the plans for plantings along

Mission Drive and Greenbelt Road. The plan demonstrates conformance with these requirements.

- 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 schedules are provided for a required perimeter strip along the northern and western property lines and for interior planting in the 124,242-square-foot parking lot. The plan demonstrates conformance with these requirements.
- c. **Section 4.4 Screening Requirements**—This section of the Landscape Manual requires that loading and trash facilities be screened from public view either through the planting of vegetation or through the use of man-made screens and fencing. The loading facility is located in the northwestern corner of the site will be screened by eight evergreen trees. The dumpsters (2) to be provided for the site will be screened from view by a dumpster enclosure which will have finish material of red brick to match the building. The Section 4.4 schedule originally provided on the landscape plan did not mention the dumpster enclosure and states that the eight evergreen trees that are going to be provided to screen the loading facilities will screen the trash and recycling facilities. A condition of this approval requires that the schedule be corrected prior to certificate approval.
- d. **Section 4.9 Sustainable Landscaping Requirements**—This section requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should 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 72 percent native shade trees, 62 percent native evergreen trees and 61 percent native shrubs. There are no ornamental 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 site was graded in the 1990s and that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites

within the subject property is low. The proposal will not impact any historic sites, historic resources or known archeological sites.

- b. **Community Planning**—Though review of the subject project does not require conformance with the applicable General or master plan, the application is consistent with *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). Further, the subject property lies within the Plan Prince George's 2035 designated Employment Area and the Innovation Corridor and this area is defined as “having the highest concentrations of economic activity...and has the greatest potential to catalyze future growth, research, and innovation the near-to-mid-term.” The subject project is located in Planning Area 70 and the 2006 Approved Sector Plan and SMA for East Glenn Dale (Sector Plan).

The Approved Sector Plan and SMA for East Glenn Dale designated the land use of the subject site as a mixed-use area. The project approved herein implements the vision of the Sector Plan by providing a commercial/service component in an area envisioned to be pedestrian friendly, residentially-oriented, and mixed use. The Sector Plan reclassified the subject property from the Planned Industrial/Employment Park (I-3) Zone to the Mixed Use–Transportation Oriented (M-X-T) Zone.

- c. **Transportation Planning**—See Finding 8 for a detailed discussion of the transportation-related conditions of PPS 4-94002 and Finding 9 for a detailed discussion of the transportation-related conditions of Conceptual Site Plan CSP-06001-01.

Access and Circulation

Access to the site will be provided by Mission Drive opposite an existing commercial entrance. A sidewalk is also shown on the plan allowing patrons to walk into the site from Mission Drive. On-site access and circulation is adequate.

Master Plan Roads

The site is adjacent to Greenbelt Road (MD 193), which is a master plan arterial roadway listed in the Approved Sector Plan and SMA for East Glenn Dale with 120 to 200 feet of right-of-way. No new development is proposed in the master plan right-of-way of Greenbelt Road. Mission Drive, a non-master plan roadway is shown with a right-of-way width of 70 feet, and this is acceptable.

Conclusion

Overall, from the standpoint of transportation, the plan is acceptable and meets the finding required for a detailed site plan by the Zoning Ordinance.

The site consists of 5.71 acres in the M-X-T Zone. It is located in the northeast quadrant of the intersection of MD 193 and Mission Drive. For purposes of ensuring that the relationship of the trip cap for the overall property to the overall staging is captured, this memorandum has been prepared to include a table that correctly depicts this relationship.

The projected AM and PM peak-hour vehicle trips associated with the uses provided in Conceptual Site Plan CSP-06001/01 and phases as described in the same plan, are as follow:

Development Stage on CSP	Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Shown as Existing Development	214,800 square feet of general office (existing to remain)	<i>These trips are included in the existing traffic counts.</i>					
		389	43	433	76	324	401
	Proposed						
Phase 3	70 single family residences	11	42	53	41	22	63
Phase 1	171 townhouse residences	24	96	120	89	48	137
Phase 4	79 condo (townhouse) residences	11	44	55	41	22	63
Phase 2	250 multifamily residences	25	105	130	97	53	150
Phase 5	50,000 square foot supermarket less pass-by trips	105	65	170	155	148	303
	TOTAL NEW TRIPS	176	352	528	423	293	716
TOTAL TRIPS FOR TRIP CAP				961			1117

As noted, the site is within Phase 5. The proposed use is considered part of the approved 50,000 square feet of commercial/retail space. These are the trip totals for the approved retail space and the proposed, based on a 36 percent pass-by rate during the PM peak hour.

	AM			PM		
	In	Out	Total	In	Out	Total
50,000 square feet (allowed)	105	65	170	155	148	303
36,185 square feet (proposed)	64	59	123	114	106	220
Capacity Remaining			47			83

The Planning Board hereby reaffirms that the proposal is consistent with the trip cap.

The proposed development is within the trip cap established in the approval of CSP-06001-01 for the overall Glenn Dale Commons that is the operative approval in this case for a determination of transportation capacity.

- d. **Subdivision Review**—The subject property is known as Lot 5 being 5.71 acres located on Tax Map 36 in Grid A-2 and is zoned Mixed-Use-Transportation Oriented (M-X-T). The property is the subject of Preliminary Plan of Subdivision (PPS) 4-94002, and recorded in land records in plat book SJH 244-74. The subject DSP is for the construction of a 36,185-square-foot grocery store with associated parking on Lot 5.

The underlying PPS (4-94002) was approved on March 24, 1994 for a total of three lots in the I-3 Zone, subject to six conditions. The land approved for subdivision with 4-94002 was previously part of a larger land area approved with PPS 4-92011. The CSP-06001-01, approved on December 12, 2015, provided a capacity analysis of the land areas associated with both preliminary plans and is further described below. The residual land area still covered under 4-92011 and not superseded by 4-94002 contains 214,800 square feet of existing development with an associated trip generation of 430 AM and 397 PM peak hour trips. The land area approved under 4-94002 was anticipated, with CSP-06001-01, to be constructed with 50,000 square-feet of retail development and 194 multifamily dwelling units generating 271 AM and 419 PM peak-hour trips. Therefore, total development within the area of 4-94002 and 4-92011, collectively, should be limited to development that generates no more than a total of 701 AM and 816 PM peak-hour vehicle trips. This development limitation is noted on the record plat for Lot 5 (SJH 244-74).

Since the approval of CSP-06001-01, it has been determined that the total trip generation for the existing developed part of 4-92011 should have been stated as having a total of 433 AM and 401 PM peak-hour trips. This amendment would allow revision to the existing record plat (SJH 244-74) to restate the total trip cap noted, although not required.

The limit of this DSP is described in the approved Phasing Plan with CSP as Phase 5 and has an associated trip cap of 170 AM and 303 PM peak-hour vehicle trips pursuant to approved PPS 4-94002 (PGCPB Resolution No. 94-60(C)). The development proposed is within the trip cap approved with the PPS and CSP and reflected on the final plat (SJH 244-74). Any future development proposals exceeding the established trip cap shall require a new PPS.

See Finding 9 of this report for the Planning Board's analysis of above-mentioned Conditions 2-4 of PPS 4-94002.

Plan Review

- (1) The DSP reflects two sets of bearings and distances, one being measured and one being in accordance with the record plat. The bearings, distances, and lot size must be consistent with the record plat and must be accurately reflected on the site plan, or permits will be placed on hold until the plans are corrected.

A condition of this approval requires that the bearings, distances, and lot sizes be reflected on the plans, consistent with the record plat or that the applicant have a new plat approved.

- e. **Trails**—The Planning Board hereby states that they had reviewed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2006 *Approved Sector Plan and Sectional Map Amendment for the East*

Glenn Dale Area (Sector Plan) in order to implement planned trails, bikeways, and pedestrian improvements and found the following:

One master plan trail/bikeway recommendation impacts the subject application. Greenbelt Road (MD 193) is designated as a bike lane/sidewalk corridor in both the MPOT and the area master plan.

The MPOT includes the following background information regarding the recommended facilities along MD 193:

MD 193 Shared-Use Side path and Designated Bike Lanes: Provide continuous pedestrian and bicycle accommodations along MD 193 with either a wide sidewalk or side path for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or shoulders for on-road bicyclists. MD 193 is a major east/west corridor in northern Prince George's County and provides access to many schools, parks, and commercial areas. Pedestrian safety along the corridor is a concern and the provision of facilities to safely accommodate pedestrians and bicyclists is a priority. (MPOT, page 26)

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

POLICY 1:

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

POLICY 2:

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

The area master plan also includes the following policy and strategies regarding MD 193 and the provision of sidewalks along new roads:

Policy 1: Incorporate appropriate pedestrian-oriented development features in all new development.

- **Designate MD 193 as a dual bikeway with on-road bicycle facilities and standard or wide sidewalks along both sides.**
- **Require sidewalks along all new roads.**

- **Incorporate pedestrian safety features such as raised crosswalks, improved lighting, curb bump-outs, and pedestrian signals into new development and redevelopment.**

The subject approval includes a standard sidewalk along the subject site's entire frontage of Mission Drive. Currently, MD 193 is close section along the frontage of the subject site, but no sidewalk exists.

Several prior approvals also pertain to the subject site. These approvals included numerous conditions related to bicycle and pedestrian facilities. See Finding 8 for a detailed discussion of the trails-related conditions of CSP-06001-01.

From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a detailed site plan as described in Section 27-285 as the following have been made conditions of this approval.

Prior to certification of the detailed site plan, the following revisions shall be made:

- Provide a standard sidewalk along the subject site's entire frontage of MD 193, unless modified by SHA.
- Provide a striped crosswalk across Mission Drive at MD 193, unless modified by SHA or DPIE.
- Provide a sidewalk connection from the sidewalk within the public ROW along Mission Drive to the building entrance.
- Provide a bicycle rack(s) accommodating a minimum of five-bicycle parking spaces at a location convenient to the building entrance.

The plans show a sidewalk connection from the sidewalk within the public right-of-way along Mission Drive to the building entrance.

- f. **Permit Review**—The Planning Board stated that the food and beverage use herein approved is permitted in the M-X-T Zone and the project has been evaluated primarily by standards established by the Planning Board in the approval of the conceptual site plan for the project.
- g. **Environmental Planning**—The site has an approved Natural Resources Inventory (NRI-076-06-01). A revision to the previously approved tree conservation plan for the overall development has been submitted to show the proposed building footprints and associated infrastructure. The Type II Tree Conservation Plan (TCPII) is in general

conformance with the Woodland Conservation Ordinance; however, technical revisions to the TCPII are required prior to certification of the DSP.

A Stormwater Management Concept Plan and an Approval Letter were submitted (15253-2006-01). The approved concept meets water quality requirements through the reduction of impervious surfaces. No quantity controls are required.

The plan shows an unmitigated 65 dBA Ldn noise contour a distance of 266 feet from the centerline of Greenbelt Road (MD 193), a master planned arterial roadway. The location of the noise contour is based on the EPS's noise model, and as shown on previously approved versions of the plan. The use herein approved is commercial in nature and is not subject to noise standards.

The plans show that the work herein approved will not result in any additional impacts to regulated environmental features. No other previous environmentally-related conditions of approval or environmental requirements have been identified for this approval.

The Planning Board has made the following environmentally-related conditions of this approval:

- (1) Prior to signature approval of the DSP, the TCPII shall be revised as follows:
 - (a) Include Sheets 1–4 of the previously approved plan set including the overall site and the detail sheets. The sheet showing the current phase shall be labeled as Sheet 5 of the plan set.
 - (b) Revise the TCPII approval block on all sheets of the plan set to type-in all previous approval information.
 - (c) Account for all proposed clearing on the plan and in the woodland conservation worksheet for the current phase.
 - (d) Revise the woodland conservation worksheet to reflect the information in the columns for each previously approved phase of the project and to ensure that all rows total the same areas as previously approved. If totals (existing site area) are different than previously shown, written information shall be provided to explain the changes.
 - (e) Revise standard TCPII Note 9 to indicate that the current phase is grandfathered.
 - (f) Add the 65 dBA Ldn noise contour to the legend and revise the label on the plan to indicate that the contour is existing.

- (g) Revise the legend to remove the symbol labeled as “existing treeline (TBR).”
 - (h) All sheets of the plan set shall be signed by the qualified professional who prepared the plan.
 - (i) Provide a set of the TCPII plans colored in accordance with the May 25, 2016 Development Review Bulletin regarding tree conservation plan application processes.
- h. **Prince George’s County Fire/EMS Department**—In a memorandum dated September 22, 2016, the Fire/EMS Department offered comments regarding needed accessibility, private road design and the location and performance of fire hydrants. The comments have been transmitted to the applicant.
- i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this approval, the Planning Board has not received comment regarding the subject project from DPIE.
- j. **Prince George’s County Police Department**—At the time of this approval, the Planning Board has not received comment regarding the subject project from the Police Department.
- k. **Prince George’s County Health Department**—In a memorandum dated September 13, 2016, the Prince George’s County Health Department offered the following. Each comment is included in boldface type below, followed by Planning Board comment:

Scientific research has demonstrated that a high quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. Indicate how development of the site will provide for safe pedestrian access to the site by residents of the surrounding community.

The subject approval includes a standard sidewalk along the subject site’s entire Mission Drive frontage. A condition of this approval requires sidewalk also along Greenbelt Road (MD 193). Additionally, a crosswalk across Mission Drive at its intersection with MD 193 will be restriped as part of the project. All the above measures will assist in providing safe pedestrian access to the site by residents of the surrounding community.

A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity. It is observed that this supermarket can have a positive impact on the health of the local community.

The food and beverage store approved herein may have the desired positive health outcomes not only for current residents in the project vicinity, but also on the future residents of the greater Glenn Dale Commons project.

During the grading/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

A condition of this approval addresses dust impacts as specified above.

During the grading/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

A condition of this approval addresses noise impacts of project construction as specified above.

- l. **Maryland State Highway Administration (SHA)**—In an e-mail dated August 17, 2016, the SHA stated that any work in the SHA right-of-way will require a detailed SHA plan review. SHA understands that the DSP process is not a test of transportation adequacy. However, SHA would like to review the Traffic Impact Study of the subject before it reviews detailed engineering plans to ascertain if any road improvements are necessary.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail dated September 20, 2016, WSSC offered numerous comments that the applicant will have to address prior to being provided water and sewer service for the subject project.
 - n. **Verizon**—In an e-mail dated September 22, 2016, a representative of Verizon stated that Verizon would like a ten-foot-wide public utility easement (PUE) adjacent and parallel to, and contiguous to all public rights-of-way, free and clear of any obstructions.

Though easements cannot be approved at time of detailed site plan, this information has been passed on to the applicant.
 - o. **Potomac Power Electric Company (PEPCO)**—As of the writing of this report, staff did not receive comment from PEPCO 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. As required by Section 27-285(b)(2) of the Zoning Ordinance, this DSP is also in conformance with the previously approved Conceptual Site Plan CSP-06001-01.
16. Section 27-276(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).**

Section 24-130(b)(5) of the Subdivision Regulations is as follows:

- (5) **Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature.**

All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.

No additional impacts to regulated environmental features will result from the development of the subject project. Therefore, it does not affect previous findings of conformance with this requirement by the Planning Board, as no new impacts to regulated environmental features that are required to be protected on this site under Section 27-285(b)(4) of the Zoning Ordinance are proposed.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII-156-03-08) and further APPROVED Detailed Site Plan DSP-16012 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall:
 - a. Add the following notes to the general notes on Sheet 1 of the plan set: (1) During the grading/construction phases of the project, the applicant intends to conform to dust control requirements as specified in *2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control* and the construction noise control requirements as specified in the

Code of Maryland Regulations, (2) Automatic fire suppression systems shall be provided throughout the proposed building as required by applicable law.

- b. The applicant shall revise the plans to indicate stamped concrete to be on the sidewalk provided across from the front entrance of the building, through the parking lot, to where the five-foot-wide sidewalk connects to the existing sidewalk along Mission Drive.
- c. The Type II tree conservation plan (TCPII) shall be revised as follows:
 - (1) Include Sheets 1–4 of the previously approved plan set including the overall site and the detail sheets. The sheet showing the current phase shall be labeled as Sheet 5 of the plan set.
 - (2) Revise the TCPII approval block on all sheets of the plan set to type-in all previous approval information.
 - (3) Account for all proposed clearing on the plan and in the woodland conservation worksheet for the current phase.
 - (4) Revise the woodland conservation worksheet to reflect the information in the columns for each previously approved phase of the project and to ensure that all rows total the same areas as previously approved. If totals (existing site area) are different than previously shown, written information shall be provided to explain the changes.
 - (5) Revise standard TCPII Note 9 to indicate that the current phase is grandfathered.
 - (6) Add the 65 dBA Ldn noise contour to the legend and revise the label on the plan to indicate that the contour is existing.
 - (7) Revise the legend to remove the symbol labeled as “existing treeline (TBR).”
 - (8) All sheets of the plan set shall be signed by the qualified professional who prepared the plan.
 - (9) Provide a set of the TCPII plans for Lot 5 colored in accordance with the May 25, 2016 Development Review Bulletin regarding tree conservation plan application processes.
- d. Reflect the bearings, distances and lot size consistent with the record plat or a new final plat shall be submitted to correct the bearings and distances prior to issuance of a building permit.

- e. Provide a standard sidewalk along the subject site's entire Greenbelt Road (MD 193) frontage, unless modified by the Maryland State Highway Administration.
- f. Provide a striped crosswalk across Mission Drive at its intersection with Greenbelt Road (MD 193), unless modified by the Maryland State Highway Administration or the Prince George's County Department of Permitting, Inspections and Enforcement.
- g. Provide a detail of the bicycle rack specified on the plan demonstrating that it will accommodate a minimum of five bicycles and a detail for the electric charging station to be approved by the Urban Design Section as designee of the Planning Board.
- h. The color elevations shall be revised to include all dimensions and identify all building materials for those elements.
- i. The schedule provided on the landscape plan regarding Section 4.4, Screening Requirements, of the 2010 Prince George's County Landscape Manual shall be corrected to state that the dumpsters on-site are to be enclosed by a brick enclosure with a gate and that the loading spaces will be screened by eight evergreen trees.

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.

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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 Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, October 20, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 10th day of November 2016.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator