

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on June 23, 2016, regarding Detailed Site Plan DSP-15036 for District Electrical Services, the Planning Board finds:

1. **Request:** The proposal is for the expansion of the existing parking lot and the provision of outdoor storage for an existing contractor services business.
2. **Location:** The subject property is located on the south side of Decatur Street between 46th Avenue and 47th Avenue, approximately 461 feet east of its intersection with Baltimore Avenue (US 1), in the City of Hyattsville.
3. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T/D-D-O/I-D-O	M-X-T/D-D-O/I-D-O
Use(s)	Contractor Services	Contractor Services with Outdoor Storage
Acreage	0.88	0.88
Total Gross Floor Area (GFA)	29,220 sq. ft.	29,220 sq. ft.
Floor Area Ratio (FAR)	0.75	0.75

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Parking		
Standard Spaces	N/A	27
Handicap Spaces		2 (van-accessible)

4. **Surrounding Uses:** The subject property is located within the Mixed Use–Transportation Oriented (M-X-T) Zone and the Intense Development Overlay (I-D-O) Zone within the Chesapeake and Atlantic Coastal Bays Critical Area (CBCA) and is bounded to the north by Decatur Street, and beyond by an automotive repair use, a single-family detached home, and a contractor’s business all in the M-X-T Zone; to the south and west by the CXS railroad right-of-way in the Light Industrial (I-1) Zone; and to the east by a contractor’s business in the M-X-T Zone. All of the adjacent and abutting properties are also located within the CBCA Intense Development Overlay (I-D-O) Zone.

5. **Previous Approvals:** The subject property was rezoned from the Urban Light Industrial (U-L-I) Zone to the M-X-T Zone through the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* (Port Towns Sector Plan and SMA). The property is the subject of Record Plat A-14, Wells and Wells Subdivision of Palestine Farm, which was recorded among the Prince George's County Land Records on November 13, 1903. The existing building was constructed in 1949.

A Stormwater Management Concept Plan (37947-2015-00) was approved on September 28, 2015 and is valid until September 28, 2018.

6. **Design Features:** The existing two-story 29,022-square-foot contractor's building is located on Lots 38 and 39, with parking provided on Lot 41. Loading for the site is currently provided off-site along Decatur Street. Lot 40, which previously was developed with a single-family home that has since been demolished, now includes the proposed expanded parking area between the existing building and existing parking area. The site plan shows two access driveways from Decatur Street, separated by a landscape buffer and a bioretention area. A six-foot-high, black, ornamental fence is provide along the front of the parking area. Loading is proposed on-site, adjacent to the building. An outdoor storage area for the dumpster, three sea containers, and a wash rack is proposed at the rear of the site, adjacent to the CSX railroad right-of-way.

COMPLIANCE WITH EVALUATION CRITERIA

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

Ordinarily, development in the M-X-T Zone is subject to approval of a conceptual site plan (CSP), which sets site design guidelines pursuant to Section 27-274 of the Zoning Ordinance. However, because this site is within the Port Towns Sector Plan, the development district standards contained within the sector plan take the place of the CSP approval in accordance with the sector plan.

- a. Section 27-285(b)(2) of the Zoning Ordinance states the following:

(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).**

With respect to the requirement of the M-X-T Zone for the approval of a CSP, the sector plan (page 152) states that "the D-D-O-Z and the Development District Standards meet the purposes of and requirements for a conceptual site plan as set forth in Sections 27-272 and 27-273, thereby serving as the conceptual site plan for properties zoned M-X-T within the development district and satisfying the requirements of Section 27-547(d)."

b. The subject application is in conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires findings in addition to the findings required for the Planning Board to approve a detailed site plan (DSP), as follows:

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

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

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

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

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, 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 applicant is proposing to improve the subject property through the addition of an expanded parking area, which will be contiguous to the building housing the contractor services. Loading will be provided on-site, rather than off of Decatur Street, which was dangerous.

(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 site is located in the Port Towns Edmonston North Workshop Character Area, which is primarily comprised of industrial and commercial uses. The goal for this area is to create a mixed-use district, which has a mix of housing, commercial, and employment uses that are compatible with the Town of Edmonston and promote green design and low-impact development. The Planning Board found that the proposed

expansion of the existing use supports an employment use that is compatible with the character area for this location. An important goal of the Edmonston North Workshop Character Area is to improve the transition between conflicting uses. The expanded parking lot proposed in this application will help to mitigate truck traffic in the area and, thus, reduce conflicting uses.

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

The addition of Lot 40 will consolidate the District Electrical development into one location.

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

The immediate neighborhood has been primarily dominated by auto-related businesses and light-industrial uses, which have traditionally not been transit-oriented. Recent road improvements, however, included the addition of a bicycle lane along Decatur Street, and a metro bus stop is located near the intersection of Decatur Street and Kenilworth Avenue (MD 201). In addition, The Bus (University of Maryland) runs along Baltimore Avenue (US 1) in proximity to the site. The applicant should provide bicycle parking to further encourage the use of alternate modes of transportation.

- (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 addition of bicycle lanes and sidewalks provide nearby residents the opportunity to patronize commercial establishments in proximity to the existing use.

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

The existing contractor's use is compatible with other uses in the vicinity.

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

The street frontage and parking lot improvements contribute toward an improved visual identity for the area.

- (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;**

The addition of Lot 40 provides the opportunity to design the existing use as a cohesive development on a single development lot rather than on non-contiguous lots adjoining an incompatible (residential) use.

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

The subject application, with a contiguous parking area, will allow the applicant to respond to the market with more flexibility.

- (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.**

No building construction is proposed with this application.

- (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 placed in the M-X-T Zone with a Development District Overlay through the 2009 Port Towns Sector Plan and SMA. Further discussion of the proposed development's conformance with the D-D-O Zone standards is in Finding 8(d) below.

- (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 existing site layout has an outward orientation that is visually integrated with existing adjacent development. The pedestrian realm frontage improvements incorporate an ornamental wall and landscaping that will create an attractive transition from industrial uses along Decatur Street and nearby residential uses.

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

The proposed expansion of the parking area will be compatible with the existing and proposed development in the area. The current lot is vacant. The proposed landscaped parking area will be an improvement to 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 proposal conforms to this requirement. As approved with conditions, the DSP will reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

The development is not staged; it is an expansion of the existing use.

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

Pedestrian access remains a concern in this area, but is improving, particularly along the frontage of the subject property, where recent road improvements included the installation of five-foot-wide sidewalks and landscaping to provide a safe and attractive pedestrian environment.

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

materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

The use proposed will not generate pedestrian activities and gathering spaces on-site. Appropriate lighting is being provided on the existing building and within the proposed parking lot; appropriate landscaping is also provided.

- (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, or will be provided by the applicant, 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.**

The DSP is not subject to this requirement.

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

The Transportation Planning Section determined that the development will be adequately served within a reasonable period of time with the existing public facilities.

- (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.**

This requirement is not applicable to this DSP.

- c. Section 27-548, M-X-T Zone regulations, of the Zoning Ordinance establishes additional standards for development in this zone. The relevant requirements of Section 27-548 are as follows:

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development--0.40 FAR;
and**
- (2) With the use of the optional method of development--8.0 FAR**

The application proposes a floor area ratio (FAR) of 0.75, as demonstrated by the chart below. This FAR exceeds the amount permitted by the Zoning Ordinance; however, the existing building predates the M-X-T Zone and no additional gross floor area (GFA) is proposed in this application.

	Square footage
Total Building GFA:	29,022
Net Site Area:	38,437
FAR	0.75

- (b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The existing and proposed uses associated with the development are located on four contiguous lots.

- (d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

Because the development is exempt from the D-D-O Zone standards, the development is subject to the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The site plan shows that the requirements of the Landscape Manual have been met.

- (g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

This requirement is met.

- d. Section 27-548.25 of the Zoning Ordinance requires the Planning Board to find that the site plan meets all of the applicable development district standards of the 2009 Ports Town Sector Plan and SMA. The subject DSP is exempt from this requirement since the DSP is not proposing an increase in gross floor area. In addition, the expanded parking area meets the site design guidelines of Section 27-274 for parking, loading and circulation, as required by Section 27-285(b)(4) of the Zoning Ordinance.
 - e. Section 27-574 of the Zoning Ordinance establishes the parking requirements for the M-X-T Zone. The applicant has provided a parking table showing conformance with the parking requirements of Part 11; however, the building was constructed prior to 1949 which predated the parking requirements in the Zoning Ordinance.
8. **2009 Approved Port Towns Sector Plan and Sectional Map Amendment:** The applicability section of the Port Towns Sector Plan and SMA (page 151) indicates that, for nonresidential development where the GFA is not increased by more than ten percent, the development district standards shall not apply. The expanded parking area as proposed in the DSP is not subject to the D-D-O Zone parking standards (page 151) because the use is grandfathered and is not subject to a minimum parking space requirement.
9. **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 shall be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The following discussion is offered regarding the applicable provisions of the Landscape Manual:
- a. **Section 4.2, Requirements for Landscape Strips Along Streets**—Section 4.2 applies to all public and private road frontages of properties with nonresidential uses, which in this DSP includes only the Decatur Street frontage. The correct schedule showing the requirements being met with three shade trees, one ornamental tree and 20 shrubs (which actually exceeds the requirements), is provided on the landscape plan.
 - b. **Section 4.3, Parking Lot Requirements**—Section 4.3 requires a percentage of a parking lot over 7,000 square feet to include interior planting area and a perimeter landscape strip along all adjacent properties. The applicant is required to provide four shade trees; however, the landscape plan shows only two shade trees in the parking area. Two additional shade trees are required. In addition, the applicant should provide a typical landscape island for the required trees.
 - c. **Section 4.4, Screening Requirements**—The site is subject to Section 4.4, which requires screening of loading spaces, trash facilities, and mechanical equipment. No proposed ground-level mechanical equipment is shown on the submitted DSP. The proposed loading space will be screened from the public streets by an ornamental fence and landscaping. A dumpster is proposed at the rear of the site adjacent to the CSX railroad

right-of-way. Because the dumpster opening is visible from the street, a detail of the dumpster gate should be provided on the plans.

As the site is located within the CBCA, the removal of existing vegetation in accordance with Section 1.5, Certification of Installation of Plant Materials, including invasive species, is discouraged.

- d. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 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 plants of each plant type required to be native species and/or cultivars is specified below:

Shade trees	50 percent
Ornamental trees	50 percent
Evergreen trees	30 percent
Shrubs	30 percent

The applicant has provided a planting schedule indicating that all proposed plant species will be native with the exception of one species of shrub; however, a Section 4.9 schedule should be provided in conformance with Landscape Manual requirements.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project is not subject to the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because Lots 40 and 41 are entirely within the CBCA with the exception of 370 square feet. A letter of exemption from the WCO has been issued.
11. **Tree Canopy Coverage Ordinance:** The Tree Canopy Coverage Ordinance became effective on September 1, 2010. The portion of the subject property located within the CBCA is exempt from the Tree Canopy Coverage Ordinance in accordance with Section 25-127(b)(1)(E) of the County Code. The applicant has included a tree canopy coverage schedule for that portion of the site subject to the Ordinance requirements (0.47 acre); however, the schedule should be revised to include the complete worksheet.
12. **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. **Community Planning**—This property is located in the Existing Communities policy area of the Prince George's County Growth Policy Map in the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035).

The subject property is also located in the Edmonston North Workshop Character Area of the 2009 Ports Town Sector Plan and SMA. The goals for this character area are to create a mixed-use district, which has a mix of housing, commercial, and employment uses that are compatible with the Town of Edmonston and to promote green design and low-impact development. The proposed expansion of the existing land use onto these additional properties supports an employment use that is compatible with the character area for this location. An important goal of the Edmonston North Workshop Character Area is to improve the transition between conflicting uses.

The proposed expansion of the existing employment land use is compatible with the character area goal for an improved transition between conflicting uses. The expanded parking lot with on-site loading will help to mitigate traffic in the area by reducing vehicular conflicts between uses.

The sector plan notes that “loading facilities on the site should not be visible from street.” The applicant proposes a landscaped buffer along the perimeter of the parking lot along Decatur Street that will effectively screen the loading area from Decatur Street.

It is noted that this application is not subject to the D-D-O Zone standards because there is no proposed increase in the GFA.

b. **Environmental Planning**—Comments on the subject DSP are summarized as follows:

- (1) The applicant proposes to expand the existing parking area and provide an outdoor storage area within the CBCA. No changes to the existing building or increases of GFA are proposed. There are no development plans or conservation plans previously reviewed for this site.
- (2) The site contains no critical area 100-foot primary, secondary buffer areas, Federal Emergency Management Area (FEMA) 100-year floodplain, streams, wetlands, or woodlands. No scenic or historic roads are affected by this proposal. There are no significant nearby transportation-related noise sources and the proposed improvements are not expected to be a noise generator. Decatur Street is identified as a master-planned collector roadway. The site is not located within a Sensitive Species Protection Review Area, nor does it have state or federal rare, threatened or endangered species within the boundary area. This site does not contain areas designated within the 2005 *Approved Countywide Green Infrastructure Plan*. The U.S. Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey, indicates that the site is comprised of Fallsington-Urban land complex and Urban land-Elsinboro complex soil types.
- (3) A Natural Resources Inventory Equivalency Letter was approved on September 8, 2015 and a Woodland Conservation Act Exemption Letter was approved on July 17, 2015 for the site.

- (4) This application proposes to remove an existing parking area and construct a new expanded parking area, with landscaping, and two stormwater management facilities. Currently, the site contains 7,215 square feet of impervious parking surface and, with this application, the new impervious area will be 12,109 square feet. There is no maximum for CBCA lot coverage (also known previously as “impervious surfaces”) within the I-D-O Zone.
- (5) A copy of the approved Stormwater Management Concept Plan and Letter (37947-2015-00) dated September 28, 2015 were submitted with the subject application. The conservation plan is consistent with the concept plan. A final review of the ten percent CBCA worksheet is required by DPIE after the plan has been approved by the Environmental Planning Section. The stormwater management approval does not address the required CBCA ten percent pollutant reduction calculations (ten percent rule). A revised and approved concept plan to address the ten percent rule calculations must be submitted prior to certification of the DSP and conservation plan.
- (6) A Chesapeake and Atlantic Coastal Bays Conservation and Planting Agreement is required to be recorded for development of the site. Review of the Conservation and Planting Agreement falls under the purview of DPIE; however, recordation of this document is the responsibility of the property owner. No additional information is needed by M-NCPPC with respect to the Conservation and Planting Agreement. No conservation easement is required because there are no regulated environmental features or existing woodlands on-site.

No woodlands or regulated environmental features will be impacted as part of this application. Minor plan, note, and table revisions are required and included as conditions of approval.

c. **Transportation Planning**—The following summarized comments are provided.

On-site access will be provided via two driveways from Decatur Street. An improved 25-foot-wide driveway is shown on the plan adjacent to the existing building and the new parking area. Access to the existing parking area on the east side of the proposed parking lot is from an existing driveway on Decatur Street. The two parking areas connect, although the driveway width adjacent to the outdoor storage area is only sufficient for one-way traffic. However, access, on-site circulation, and parking are deemed acceptable. There are no previous transportation conditions for the site.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the transportation findings required for a DSP.

- d. **Subdivision Review**—The following summarized comments are provided.

This application is for the expansion of the parking area and outdoor storage, with no increase of GFA. Because the cumulative total of development on the subject site after January 1, 1990 does not exceed 5,000 square feet of GFA, the site is exempt from resubdivision.

Detailed Site Plan DSP-15036 and CBCA Conservation Plan CP-15004 currently include only Lots 40 and 41. The application should also include Lots 38 and 39 on which the warehouse is located, to complete the development “lot” as defined in Section 27-107.01(a)(129) of the Zoning Ordinance. The Maryland Department of Assessments and Taxation, Real Property Data Search, lists Lot 41 as “part of Lot 41.” Pursuant to Section 24-107(c)(5) of the Subdivision Regulations, a portion of Lot 41 was conveyed to a governmental agency for public use for the widening of the street and sidewalk (e-mail from Radice to Chellis), a legal division of land. The date of construction of the warehouse should also be referenced on the plans.

With the conditions included in the approval of this application, the DSP is in substantial conformance with the Record Plat (A-14). There are no other subdivision issues at this time.

- e. **Trails**—The DSP was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*, and the following summarized comments are provided.

Master Plan of Transportation

There is one planned bicycle facility and two existing facilities in the vicinity of the subject site.

Planned Facilities

- **Bicycle lanes along Baltimore Avenue between Rhode Island Avenue and Annapolis Road**

Existing Facilities

- **The Northeast Branch Trail, approximately 910 feet east of the subject site**
- **A Shared Roadway along Decatur Street between Baltimore Avenue and Edmonston Road**

In addition to the planned bicycle facilities above, the Complete Streets section of the MPOT includes the following policies regarding multi-modal transportation and the accommodation of pedestrian and bicyclists (page 10):

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 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

POLICY 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities¹

There is an existing five-foot-wide sidewalk along the subject site's frontage and bicycle lanes in both directions along Decatur Street. The bicycle lanes use a dashed (not solid) line, which indicates that Decatur Street is a shared roadway.

2009 Approved Port Towns Sector Plan and Sectional Map Amendment

The subject site is located within the Edmonston North Workshop Character Area of the sector plan. The goals listed in the sector plan (page 37) that relate to the subject site include the following:

- **A “green” streetscape along Decatur Street**

The submitted site plans indicate a ten-foot landscape buffer adjacent to the sidewalk. The proposed landscaping between the parking lot and the pedestrian facilities will contribute to a “green” streetscape along Decatur Street.

Development District Standards, Edmonston North Workshop Character Area (page 150):

Goal: To establish an identity for Decatur Street that promotes a mix of housing, commercial and employment uses that are compatible with the Town of Edmonston and its emphasis on green design and low-impact development.

The sector plan identifies Decatur Street as a Neighborhood Street Type 2, which includes the following pedestrian elements (page 164):

¹ The AASHTO guidebook has since been updated. Bicycle-friendly roadways should be in conformance with the 2012 AASHTO Guide for the Development of Bicycle Facilities, 4th Edition.

Sidewalk Area Elements:

- (A) **Treelawn 7 to 8 ft.**
- (B) **Clear Walkway 6 to 9 ft.**
- (C) **Dooryard 3 to 4 ft.**

Total Pedestrian Area Width, 16 to 21 ft.

The submitted site plans show an area approximately 15 feet between the property line and the curb on Decatur Street. This space includes an approximate five-foot-wide sidewalk and a ten-foot-wide landscape buffer. These mirror the existing streetscape dimensions along Decatur Street between 46th Avenue and 47th Avenue.

The sector plan also provides standards regarding bicycle parking (page 199):

All new nonresidential development shall provide a minimum of four bicycle parking spaces (installed as two high-quality inverted “U” racks).

Nonresidential development providing more than 20 vehicle parking spaces shall be required to install six bicycle parking spaces per 100 vehicle parking spaces. A maximum of 24 bicycle parking spaces shall be required under this standard.

The proposed development includes 27 vehicle parking spaces, but does not indicate the provision of bicycle parking. The applicant should provide four bicycle parking spaces, installed as two high-quality inverted “U” racks, to meet the minimum standard required by the sectional map amendment. The subject site is in an ideal location for bicycle parking because of its frontage on a street with a marked bicycle facility and close proximity to the Northeast Branch Trail.

- f. **Permit Review**—Comments regarding the site plan have either been addressed by the applicant’s revisions to the site plans during the review process, or have been included as conditions in the approval of this application.
- g. **State of Maryland Critical Area Commission**—The State of Maryland Critical Area Commission did not provide any comments on this application.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated April 29, 2016, DPIE provided an evaluation of the subject proposal. In addition to comments regarding the standard requirements to be fulfilled at the time of grading and final site permits, DPIE indicated that the proposed DSP and conservation plan are consistent with the approved Stormwater Management Concept Plan (37947-2015-00) dated September 28, 2015.

13. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
14. As required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board should also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations. The site contains no regulated environmental features; therefore, this finding is not applicable.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan, DSP-15036, subject to the following condition:

1. Prior to certificate approval of the detailed site plan, the following revisions shall be made or information provided:
 - a. Revise the title page to remove "Development Site Plan" and replace it with "Detailed Site Plan/Chesapeake and Atlantic Coastal Bays Critical Area Conservation Plan."
 - b. Add the Development District Overlay (D-D-O) Zone to site Note 4.
 - c. Provide two additional shade trees in the parking area. A typical landscape island for all trees planted in the parking area shall also be provided.
 - d. Provide a detail for the dumpster enclosure gate.
 - e. Provide a Section 4.9 landscape plan schedule in accordance with the 2010 *Prince George's County Landscape Manual* and the requirements for native plantings.
 - f. Provide the entire Tree Canopy Coverage schedule in conformance with Section 25-128 of the Prince George's County Code.
 - g. Label the height of the sea containers.
 - h. Provide a note on the plan indicating that "the sea containers will not be used for on-site storage."
 - i. Provide the text (lettering) within the sign face area, identify the signage materials, and provide a color rendering of the proposed sign.
 - j. Provide parking for four bicycles with two high-quality inverted "U" racks.

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 Shoaff, with Commissioners Washington, Shoaff, Bailey, Geraldo, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, June 23, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 21st day of July 2016.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator