

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on July 17, 2014, regarding Detailed Site Plan DSP-13039 for Parcel 33 Consolidated Storage, the Planning Board finds:

1. **Request:** The subject approval is of a DSP for an 83,990-square-foot, 548-unit consolidated storage facility in the Heavy Industrial (I-2) Zone.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	I-2	I-2
Use(s)	Tile flooring company	Consolidated Storage
Total Acreage	1.5 (65,113 square	1.5 (65,113 square feet)
Lot Coverage Square Footage	64,870 (99.6 percent)	57,035 (87.6 percent)
Parcels	1	1
Square Footage/GFA	79,040	81,940
Number of Units	0	548
Number of Buildings	One	Two

Parking and Loading

Use	Number of Spaces Required	Number of Spaces Provided
Resident Manager	2	2
800 Sq. Ft. Rental	1 per 250 GFA or 4	4
540 Units	1 per 50 units = 11	13
Total Required	17	19
Including	1	1
Loading	4	2*

*The deficiency of two of the required loading spaces is allowed by the approval for the companion Departure from Parking and Loading Spaces DPLS-402.

3. **Location:** The site is in Planning Area 69, Council District 5. More specifically, it is located in the southeastern quadrant of the intersection of Frolich Lane and Tuxedo Road (MD 459).
4. **Surrounding Uses:** The site is bounded to the east by an open contractor storage yard, an industrial use in the I-2 Zone; to the north by Frolich Lane; to the south by a warehouse, an industrial use in the I-2 Zone; and to the west by Tuxedo Road (MD 459).
5. **Previous Approvals:** The site is subject to the requirements of the final plat for Parcel 33, recorded in Liber 32625 and Folio 373 in the Prince George's County Land Records. The site is also the subject of approved Stormwater Management Concept Plan 35438-2013-00, approved December 19, 2013 and valid until December 19, 2016.
6. **Design Features:** The site is approved herein to be accessed via a two-way entrance on Frolich Lane and a right-in/right-out access from Tuxedo Road (MD 459). A two-story, 30-foot-high, brick and block "L-shaped" building is approved herein to be remodeled to provide 535 units in a consolidated storage facility, and a new one-story building is approved herein to be constructed on the corner of Tuxedo Road and Frolich Lane, to accommodate an additional 13 units on the property, for a total of 548 units of consolidated storage. The existing building on the site was constructed between 1965 and 1977 and previously housed a tile flooring and contractors' services business.

Architecture for the project is primarily composed of stucco applied over the existing brick walls painted dark gray, with light gray bands and green and blue color accents. The blue color is primarily located on a series of faux pilasters and on most of the ten roll-up doors visible on the architecture approved herein (there are additional doors on two of the elevations of the smaller building not shown), the first story of the façade of the existing building most proximate to Tuxedo Road, and as a backdrop for the building-mounted signage on the smaller building. The green color is primarily located on a wide band on the upper story of the existing building, to be remodeled, and on the first story of the new building approved herein. Portions of both buildings will be visible from Tuxedo Road and Frolich Lane. The entrances to the existing building approved herein to be remodeled includes articulation at the three entrances, with a transom over each, flush with the roofline, and pilasters running down the sides of each aperture. As elevation views of the architecture required by Section 27-282(e)(20) of the Zoning Ordinance have not been provided for the architecture, a condition of this approval requires that they be submitted prior to certificate approval of the plans.

The signage for the project includes a building-mounted sign on each side of the existing building to be remodeled and one on the new building approved herein. A third building-mounted sign is located on the side of the new building approved herein facing the intersection. As details for these signs demonstrating conformance to the requirements of Part 12 of the Zoning Ordinance have not been provided together with the revised architecture, a second condition of this approval requires that these details also be submitted prior to certificate approval of the plans.

The DSP, in accordance with Section 27-475.04(a)(1)(A) of the Zoning Ordinance, shows an eight-foot-tall, board-on-board, vinyl fence to obscure the view of the entrance doors into the individual units of the existing building from Tuxedo Road for that stretch where they would be otherwise visible between the entrance gate to the property from Frolich Lane and the proposed one-story consolidated storage building. As any structure taller than six feet within the setback would require a companion variance, a condition of this approval requires that the fencing provided within the 25-foot setback required from Tuxedo Road or Frolich Lane be a maximum of six feet high. Additionally, in order to ensure longevity of the fence and a more attractive appearance, a condition of this approval requires that a durable, non-white, non-wood, low-sheen material be utilized for the fencing or that it be replaced by a brick wall. As the details for the gates and key pad were not provided, another condition of this approval requires that they be provided prior to signature approval. Lastly, as it is unclear whether the roll-up door at the far right of the existing building's Tuxedo Road frontage provides access to an individual unit, another condition of this approval requires that such information be provided and, if the door does in fact provide access to an individual unit, that it be screened from view from Tuxedo Road.

A public utility easement is indicated along the site's Tuxedo Road and Frolich Road frontages, and General Note 21 on the coversheet of the DSP indicates that a ten-foot-wide public utility easement is "as shown hereon." However, research has indicated and the project engineer has confirmed that such an easement was never established on the property, nor confirmed on an approved final plat. Therefore, an additional condition of this approval requires that, prior to signature approval, the applicant revise the plans to remove all mention of a public utility easement from the DSP and the general notes for the project, and to adjust the numbering of the general notes accordingly.

7. **Zoning Ordinance:** The approval has been found to comply with the requirements of the Zoning Ordinance in the Heavy Industrial (I-2) Zone and the site plan design guidelines of the Zoning Ordinance. The relevant requirements of the Zoning Ordinance are as follows:
 - a. Those regulations in the I-2 Zone including Section 27-470(a) regarding purposes; Section 27-470(b) regarding landscaping, screening, and buffering; Section 27-473 regarding uses, Section 27-470(c) regarding outdoor storage; Section 27-470(d) regarding uses; and Section 27-470(e) regarding regulations. The consolidated storage facility herein approved is a permitted use in the I-2 Zone.
 - b. Those regulations regarding the schedule (number of loading spaces) required, generally found in Section 27-582, and those of Section 27-588 regarding departures from the number of parking and loading spaces required. See PGCPB Resolution No. 14-72 for a discussion of the companion case Departure from Parking and Loading Standards DPLS-402, in which the Planning Board approved provision of only two of the normally required four loading spaces for the project.
 - c. Those regulations regarding loading space sizes found in Section 27-578, which include that the height of a loading space for industrial, wholesale, and storage use must be a

minimum of 15 feet if the use has more than 3,000 square feet of gross floor area, and those of Section 27-587 regarding departures from design standards for off-street parking and loading. See PGCPB Resolution No. 14-73 for a discussion of the companion case Departure from Design Standards DDS-625 for the provision of one 10-foot-high and one 12-foot-high access door instead of the normally required 15-foot-high access doors to loading spaces.

- d. The project is also subject to Section 27-475.04 of the Zoning Ordinance, which includes requirements for consolidated storage. The subject project conforms to the requirements.
 - e. The required findings of Section 27-285(b), Planning Board procedures, with respect to DSPs and preservation and restoration of environmental features, which are discussed in Findings 11 and 12 below.
8. **Prince George's County Landscape Manual:** The approval is subject to the requirements of Sections 4.2, 4.3, 4.4, 4.7, and 4.9 of the *Prince George's County Landscape Manual* and conforms to the applicable requirements, except for Section 4.9. Several of the species contained in the plant list on Sheet 5 of the plan set are not native. Therefore, the provided Schedule 4.9-1 inaccurately concludes that 100 percent of the trees and shrubs included in the landscaping for the project are native. Therefore, a condition of this approval requires that, prior to signature approval of the plans, all native species be substituted for non-native species on the landscape schedule and that the landscape plan be revised accordingly.

The project is located within the geography previously designated as the Developing Tier and reflected on Attachment H(5) of the 2014 *Approved Plan Prince George's 2035 General Plan* as found in PGCPB Resolution No. 14-10 (see County Council Resolution CR-26-2014, Revision No. 31).

9. **Prince George's County Woodland and Wildlife Habitat Conservation:** The site is exempt from the requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance as stated in a Letter of Exemption issued by the Planning Board on October 10, 2013 for the site. The reason given for issuing the letter of exemption was because the property contains less than 10,000 square feet of woodland and has no previous tree conservation plan approvals.
10. **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**—The Planning Board has reviewed the subject DSP and determined that it would have no impact on Prince George's County historic sites or resources.

- b. **Archeology**—Noting the subject property’s adjacency to the Baltimore-Washington Parkway (MD 295), a Prince George’s County historic site that was listed in the National Register of Historic Places in 1991, the Planning Board stated that a Phase I archeological survey was not recommended on the referenced property. As a basis for this recommendation, the Planning Board stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of finding archeological sites within the site was low. In closing, the Planning Board concluded that the subject proposal would not impact any archeological resources.
- c. **Community Planning**—The Planning Board stated that the approval conforms to the 2005 *Approved Sector Plan and Sectional Map Amendment for the Tuxedo Road/Arbor Street/Cheverly Metro Area* land use recommendations for industrial uses, and complies with the plan’s design recommendations.

The Planning Board also stated that the Prince George’s County Planning Department is currently undertaking a study of this area at the request of the Town of Cheverly. Both the Town of Cheverly and the Town of Bladensburg have expressed concerns over the condition and underutilization of the industrial properties at this strategic location, which is served by two major highways as well as Tuxedo Road. The study has reinforced the need for the Planning Board to require quality design for this project, noting that improvements of the key sites, particularly those facing Tuxedo Road and Tuxedo Road, could have a significant impact on improving the visual quality of the area both for local users as well as vehicles passing by the area on the John Hanson Highway (US 50) and the Baltimore-Washington Parkway (MD 295) corridors.

- d. **Transportation Planning**—The approval is subject to the general requirements of site plan review, which include attention to parking, loading, and on-site circulation. There are, however, no specific transportation-related requirements imposed by the zone or the use, and otherwise no transportation-related findings are required. In the I-2 Zone, a consolidated storage use is permitted subject to approval of a DSP in accordance with the requirements of Section 27-475.04 of the Zoning Ordinance. Those requirements are design-oriented and not traffic-related. There are no prior approvals with prior transportation-related conditions related to the site.

The site is within the area of the 2005 *Approved Sector Plan and Sectional Map Amendment for the Tuxedo Road/Arbor Street/Cheverly Metro Area* (Tuxedo Road/Arbor Street/Cheverly Metro Area Sector Plan and SMA). It is adjacent to the overall right-of-way for the F-2 facility, a master plan freeway that connects to DC 295. It is immediately adjacent to Tuxedo Road. Plans for the existing building and proposed building herein approved are outside of the existing and ultimate right-of-way of F-2 and MD 459.

The site plan shows four commercial driveways, two on Frolich Lane and two on Tuxedo Road with various widths and turning corner radii. A ramp near Frolich Lane provides

access to northbound Tuxedo Road. The revised layout of the driveways and on-site circulation are acceptable.

Parking is provided on the west side of the existing building. A companion Departure from Parking and Loading Standards DPLS-402 has been approved for a reduction in the number of on-site loading spaces from four to two.

As noted earlier, the site is within the Tuxedo Road/Arbor Street/Cheverly Metro Area Sector Plan and SMA. The development standards of the D-D-O Zone do not apply to this site.

A second companion case, Departure from Design Standards DDS-625 regarding the height of the overhead doors providing access to the loading spaces, has been separately approved by the Planning Board as the existing ten-foot and 12-foot high overhead doors will allow access for all types of passenger vehicles, sport utility vehicles, pick-up trucks, panel vans and all but the largest of tractor trailers.

From a standpoint of transportation, the Planning Board finds that the DSP is acceptable and meets the finding required for a DSP as described in Section 27-285.

- e. **Subdivision Review**—The subject property is composed of Parcel 33, recorded in Liber 32625 and Folio 373 of the County Land Records. The property is located on Tax Map 58 in Grid D-2, and is approximately 1.49 acres. The site is improved with a 79,040-square-foot building used for a tile flooring company and a printer cartridge recycling business. The subject approval includes the renovation of the existing building for consolidated storage consisting of 535 units. An additional 2,900-square-foot structure for consolidated storage consisting of 13 units is also herein approved.

Pursuant to Section 24-107(c)(7)(C) of the Subdivision Regulations, a site is exempt from the requirement of filing a preliminary plan of subdivision if the proposed development of less than 5,000 square feet of GFA is in addition to a development in existence prior to January 1, 1990. Aerial photography from 1977 and 1984, via PG Atlas, indicates that this site was developed prior to January 1, 1990.

The development of more than 5,000 square feet of GFA would require a preliminary plan, but the current site development constitutes at least ten percent of the total area of the site and was constructed pursuant to a building permit issued on or before December 31, 1991, exempting the site the subject of this approval.

A condition of this approval requires that:

- (1) Prior to certification of the revision to the detailed site plan, the following revisions shall be made to the plans:

- (a) The gross floor area of the addition shall be clarified and reflected consistently throughout the plan set and the application file.
- (b) The date of construction for each existing and proposed building on the detailed site plan shall be included thereon.
- (c) General Note 2 shall be revised to provide the gross tract area and net tract area of the subject site, instead of the total site area.

Bearings of distances and lot sizes to must match those of the record plat or permits will be placed on hold until the plans are corrected.

- f. **Trails**—The Planning Board has reviewed the subject project for conformance with the requirements of the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2005 Tuxedo Road/Arbor Street/Cheverly Metro Area Sector Plan and SMA (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements and finds:

- The area master plan designates nearby Kenilworth Avenue (MD 201) as a master plan sidewalk/bikeway corridor.
- The Complete Streets Section of the MPOT includes the following policies regarding 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 recognizes the importance along the Kenilworth Avenue corridor. Approximately 12 years ago, the Maryland State Highway Administration (SHA) completed design plans for a neighborhood conservation project along Tuxedo Road, Tuxedo Road, and Arbor Street which include sidewalk retrofits and on-road bicycle accommodations. The area master plan included the following text regarding the plan recommendations for this corridor:

Implement the SHA neighborhood conservation plan for Tuxedo Road, Tuxedo Road and Arbor Street. The plan provides the area with the short-term streetscape improvements (including pedestrian facilities) that are critically needed.

- A standard sidewalk shall by condition of this approval be constructed along the site's frontage of Tuxedo Road. A standard sidewalk is already shown along the subject site's Frolich Lane frontage, fulfilling a part of the anticipated SHA project for the Tuxedo Road corridor and improving access to the proposed bus stop.
- g. **Permit Review**—Permit Review comments have either been addressed by revisions to the plans or by conditions of this approval.
- h. **Environmental Planning**—The site was issued a standard exemption letter from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance, valid through October 10, 2015. The Planning Board has received an approved stormwater management concept plan and approval letter, which indicated that the project was reviewed as redevelopment and that a micro-bioretenion facility, which ties into an existing stormdrain system, had been approved to treat roof stormwater runoff and to meet quality controls, with quantity control not required for the project.

Although the site is proximate to Kenilworth Avenue (MD 201), a master-planned freeway noise generator, the project is not regulated for noise impacts as it is commercial. Also, since the site is near but has no frontage on the Baltimore-Washington Parkway (MD 295), it is not regulated for impacts on a designated scenic and historic roadway, though MD 295 carries that designation. No other environmental requirements have been identified to apply to the subject project.

- i. **Prince George's County Fire/EMS Department**—In a memorandum dated April 15, 2014, the Fire/EMS Department offered information on required access, private road design, and the location and performance of fire hydrants.
- j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 19, 2014, DPIE stated that the subject site has frontage on Frolich Lane, a county-owned and maintained roadway and offered information regarding procedures for improvement within that right-of-way. The details of these improvements will be addressed through their separate permitting process. In addition, DPIE stated that the proposed site plan is consistent with approved Stormwater Management Concept Plan 35438-2013-00.
- k. **Prince George's County Police Department**—In a memorandum dated April 15, 2014, the Police Department stated that they had reviewed the plans for the project and visited the site and would suggest that there are no crime prevention through environmental design (CPTED) issues raised by the project at the present time.
- l. **Prince George's County Health Department**—In a memorandum dated July 3, 2014, the Health Department stated that they had completed a desktop health impact assessment review of the subject project and suggested that the applicant be required to indicate an

intention 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 requires that the applicant include a note in the general notes of the plan set indicating an intention to conform to the construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

- m. **Maryland State Highway Administration (SHA)**—In a letter dated June 3, 2014, SHA stated that they had completed their review of the revised DSP and had no objection to the project's approval.
- n. **Washington Suburban Sanitary Commission (WSSC)**—In comments received May 8, 2014, WSSC gave general guidance to the applicant regarding existing and proposed water and sewer connections, noting that they will reevaluate the design and system at the time of application for water and sewer service. WSSC's requirements will be met through their separate permitting process.
- o. **Verizon**—In an e-mail received May 13, 2014, a representative of Verizon stated that a ten-foot-wide public utility easement should be included adjacent, parallel, and contiguous to the right-of-way along all roadways dedicated for public streets, free and clear of any obstructions on the surface of the easement, and that the trench area should not be more than a four to one slope.

A ten-foot-wide public utility easement was incorrectly shown along the Frolich Lane and Tuxedo Road (MD 459) frontages. A condition of this approval requires the applicant to remove the indication of the existence of such easement on the subject property prior to signature approval. Therefore, Verizon's qualifications and concerns regarding the easement are no longer valid. However, the Planning Board notes that this land area of the DSP appears to be less than a four to one slope in accordance with Verizon's preference.

- p. **Potomac Electric Power Company (PEPCO)**—In an e-mail dated June 18, 2014, PEPCO indicated that they reviewed the plans for the subject project and had no comments.
- q. **Town of Cheverly**—In a memorandum dated May 17, 2014, the Town of Cheverly offered the following comments regarding DSP-13039, DPLS 402, and DDS-625:

“Parcel 33 are being submitted on behalf of the Town of Cheverly. Input regarding this DSP was solicited and received from the Cheverly Planning Board and the Cheverly Green Infrastructure Committee. Town residents displayed a significant interest in this DSP as the property lies one block outside of the Cheverly Industrial Park.

“This property resides in an area of great interest for two primary reasons; 1) it is at the Gateway to Prince George’s County Maryland, and 2) it lies just outside of the Chesapeake Bay Critical Areas. Recently two significant actions have occurred that should be considered when reviewing this application.

- “1) MNPCCP undertook an Industrial Plan for the Kenilworth Avenue Area at the request of the Towns of Cheverly and Bladensburg,
- “2) Chesapeake Critical Areas has begun the process of altering the boundaries along the Anacostia.

“**Gateway Comments:** As a gateway to Prince George’s County and key area to the Economic Revitalization of the Tuxedo Road consideration should be given to the exterior of the building and its environment.

“The site is located in Subarea A of the sector plan and is primarily comprised of industrial uses. The plan has a number of Urban Design recommendations for the sector plan area. The Town of Cheverly believes that these recommendations should be followed.

- “• Provide monumental regional and area gateways at strategic locations to announce entry into the county, the State of Maryland, and the Town of Cheverly. Use high-quality materials, landscaping and visually appealing design and construction:
- “• Plant street trees along both sides of all the streets to provide shade and define the public realm. Street trees should be durable and native species, approved by the appropriate agency.
- “• Utilize high-quality building materials such as brick, stone and comparable products on new and infill development. The materials should be compatible with the redevelopment character desired and surrounding development that contribute positively to the overall built environment.

“Cheverly would like to see higher quality materials, that would complement the brick front of the building used to emphasize the Gateway aspect. The current colors proposed, appear garish and do not emphasize the older nature of the Industrial Area.

“Cheverly would like to see higher quality fencing, especially on the sides of the building that face Tuxedo Road. The design should be of a quality befitting a Gateway to our County.

“Cheverly would like to see native tree plantings that would add texture to the sight and soften the blighted Industrial look of the area.

“Bottom line, a line straight across from the proposed boundary to the property is 978.854 feet; from the current boundary is 1291.506 ft. Nice loophole.”

The applicant submitted revised architecture for the project which addresses the Town of Cheverly’s concerns. Genuine stucco, a little-used and costly architectural material, has replaced the originally proposed exterior insulating finishing system (EIFS). Additionally, the architectural design for the project has transitioned from a bright color block design that was not endorsed by the Planning Board or the town to one that successfully integrates muted blue and green colors with two shades of gray and employs color banding and an aesthetically-pleasing rhythm of various colors and faux pilasters to create a successful architectural composition. In addition, the Planning Board notes that 14 Eastern Redbud, 16 Kousa Dogwood, and four Winter King Hawthorne trees are located primarily along the project’s Frolich Lane and Tuxedo Road frontages. These trees, together with almost 100 complementary shrubs (Japanese Holly, Dwarf Juniper and Vanhout Spriaea), will provide adequate landscaping. Lastly, a condition of this approval requires that the originally proposed eight-foot-tall vinyl fence be replaced by a non-white, non-wood, low-sheen durable material or a brick wall to be determined prior to signature approval by the Planning Board or its designee.

“Environmental Comments: The Town of Cheverly recommends that MNCPPC ask the applicant to take appropriate measures to ensure that stormwater is managed as much as possible on site.

“This property lies 979 feet, as the bird flies, from the Anacostia. However, as the Critical Areas boundary is currently proposed the property lies 1,300 feet, or just outside the Critical Areas. Clearly, this Industrial Area as it is currently constituted is critical to managing storm water in the area. The entire Kenilworth Industrial area is covered with impervious surfaces as is this property and there is very little green area to absorb the water run-off. The area itself has a slope that begins near Hospital Hill and runs straight to Route 50 and Lower Beaverdam Creek.

“The Anacostia River and Lower Beaverdam Creek are stressed when even a little rainfall occurs. However, this stress is obvious when serious rain events occur overflowing the streams and flooding Tuxedo Road and Route 50 to the point of road closures.

“Cheverly would like the applicant to implement significant storm water measures in an effort to maintain storm water on their property. Extending the footprint of the building or increasing the impervious surface should not be considered unless the following are implemented.

- “• Implement a Green Roof Concept to capture rain water.
- “• Implement a rain Garden concept on site.
- “• Plant Native trees and shrubs”

In a memorandum dated May 19, 2014, DPIE, Prince George’s County authority on stormwater management, stated that the DSP herein approved is consistent with approved Stormwater Management Concept Plan 35438-2013-00. This is prima facie evidence that stormwater will be handled in accordance with current stormwater laws as they apply to the subject site.

“Pedestrian Safety: This area has significant pedestrian and bike traffic which is surprising given the speed of the traffic in the area. The competition between pedestrians, bikers, cars and trucks is a safety hazard. Trucks and cars travelling eastbound on Route 50 commonly exit the highway heading to Tuxedo Road travelling at speed over 50 MPH past this site.

“Foot traffic in the area is created by the nearby café and bus stop. The café which is next to this site is the only place to grab a sandwich or drink in the Industrial Park. The Bus Stop in front of this site is the only bus stop in the area for workers who use Public Transportation. Additionally, there are no official Bike Paths in the area so residents of Cheverly who live in the south part of town use this route to access the Bladensburg Bike Paths.

“Given the competition between trucks, cars and pedestrians the Town of Cheverly Recommends the following:

- “• Greater Setbacks in the planned building to allow for sidewalks to be implemented. Given the bus stop in the front of the building and the passage of pedestrians a sidewalk is a critical safety feature.
- “• Improved Bus Stop. Currently there is only a sign sticking out of a tuft of grass. We should have a Bus Stop that is worthy of a Gateway that is enclosed and shelters pedestrians. The Bus Stop should show that we value the area and the workers who commute there.
- “• Some accommodation should be made for bikers in this area. Given the speed of the traffic it would be great to have a segregated lane, but even arrows and signage would be an improvement.”

The Town of Cheverly’s suggestions have been selectively incorporated into this approval. With respect to pedestrian safety, pedestrian improvements provided by the applicant for the project include a concrete sidewalk along the majority of the Frolich Lane frontage of the site, leading to the existing building. Also striped walkways are herein approved in the

interior of the site along the eastern and southern façades of the new building herein approved and the southwestern elevation of the existing building, as well as across from the building to a concrete walk which leads to the bus stop along the Tuxedo Road frontage. Additionally, a condition of this approval requires a standard sidewalk be incorporated into the frontage improvements along the subject site's entire frontage of Tuxedo Road and Frolich Lane.

- r. **Town of Colmar Manor**—In a voicemail received May 8, 2014, a representative of the Town of Colmar Manor indicated that they had no comment on the subject project.
 - s. **Town of Bladensburg**—On June 23, 2014, a representative of the Town on Bladensburg stated that they had no comment on the subject project.
 - t. **City of Hyattsville**—In an e-mail dated May 13, 2014, a representative of the City of Hyattsville stated that he had no comment regarding the subject project.
11. Based on the foregoing and in accordance with Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9 of the Prince George's County Code without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
12. As there are no regulated environmental features on the subject site, the normally required finding of Section 27-285(b)(4) of the Zoning Ordinance that a detailed site plan demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible need not be made in this case.

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-13039, subject to the following conditions:

- 1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made to the plans:
 - a. The gross floor area of the proposed new 2,900-square-foot building shall be reflected consistently throughout the plan set.
 - b. As the project is to be completed in a single phase, all mention of a Phase II shall be removed from the plan set.
 - c. The fencing provided within the 25-foot setback from Tuxedo Road (MD 459) or Frolich Lane shall be a maximum of six feet high and be constructed of a durable, non-white, non-

wood, low sheen material or be replaced by a brick wall. Final design of the fence or wall shall be approved by the Planning Board or its designee.

- d. The applicant shall provide architectural elevations for the project consistent with the perspective exhibit provided by the applicant, and which conform to the following requirements:
- (1) An architectural elevation shall be provided for each façade of each building.
 - (2) The faux pilasters shall be indicated to be composed of a single material, either blue stucco or blue hardiboard.
 - (3) The location of any mechanical equipment on the rooftop shall be identified and shall be screened.
 - (4) The proposed materials to be utilized for the “new fenestration” shall be indicated. The material and color to be utilized for the railings shall be identified.
 - (5) The existing or proposed material to be utilized for all of the roll-up doors shall be indicated.
- e. The general notes currently located on the coversheet and landscape plan shall be consolidated on the coversheet and revised as follows:
- (1) Include the “pedestrian circulation” and “trash collection” notes and green space calculations located elsewhere on the coversheet in the general notes.
 - (2) Include the parking schedule currently located on Sheet 5, revising it as follows:
 - (a) Rename the parking schedule the “Parking and Loading Schedule;”
 - (b) Include the dimensions of a parallel compact parking space;
 - (c) Correct the schedule to indicate that there are 17 parking spaces instead of 19 parking spaces;
 - (d) Include the “handicap parking space painting note” and “parking space notes” currently located on the landscape plan.
 - (3) The duplicative general notes on Sheet 3 shall be deleted and the “required site data,” currently included thereon, shall also be relocated to the general notes on the coversheet.

- (4) A note shall be included in the general notes/parking schedule indicating that companion cases Departure from Parking and Loading Standards DPLS-402 and Departure from Design Standards DDS-625 have been filed to allow two instead four loading spaces and 10-foot and 12-foot-high accesses.
- (5) Include sign area calculations “maximum allowed” and “proposed” for the project.

Final approval of the general notes’ composition and location shall be approved by the Planning Board or its designee.

- f. The directional arrow on the left of the Frolich Lane access shall be revised to indicate incoming traffic for this two-way travelway.
- g. An accessible pathway shall be clearly indicated on the plans for the project from the handicapped parking spaces provided to the buildings’ accesses by indicating a depressed curb, building at grade, or other appropriate arrangements.
- h. The applicant shall provide a standard sidewalk along the site’s Tuxedo Road (MD 459) frontage, unless modified by the Maryland State Highway Administration (SHA).
- i. Standard sidewalk shall be provided along the Frolich Lane and Tuxedo Road (MD 459) frontages of the subject site.
- j. The date of construction for each existing building on the DSP shall be included thereon.
- k. General Note 2 shall be revised to provide the gross tract area and net tract area of the subject site, instead of the total site area.
- l. All overhead doors that exist or are proposed along the exterior of the building shall be labeled on the site plan, and the height of the door indicated.
- m. Final design and details of the signage shall be approved by the Planning Board or its designee.
- n. The landscaping along the Tuxedo Road and Frolich Lane road frontages shall employ native plant materials, using available space provided the landscape design does not negatively impact the survivability of the plant material. Final design of the landscaping along the frontages shall be approved by the Planning Board or its designee. The enhanced landscaping may include a rain garden at the option of the applicant.
- o. The applicant shall revise the plans to remove all mention of a public utility easement from the plans and the general notes for the project, and adjust the numbering of the general notes accordingly.

- p. The applicant shall provide information as to whether the roll-up door indicated at the far right of the project's Tuxedo Road frontage accesses individual units and, if it does, it shall be screened from view from Tuxedo Road. Such screening shall be approved by the Planning Board or its designee.

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 and Hewlett voting in favor of the motion, and with Commissioner Geraldo absent at its regular meeting held on Thursday, July 17, 2014, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 31st day of July 2014.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:RG:arj