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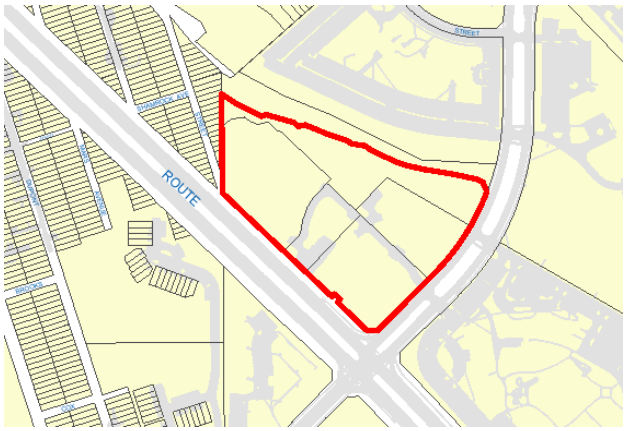
Detailed Site Plan DSP-16037-03
Zaxby's Brooks Drive

REQUEST	STAFF RECOMMENDATION
Development of a 2,064-square-foot eating or drinking establishment with drive-through service on Parcel 4.	With the conditions recommended herein: • APPROVAL of Detailed Site Plan DSP-16037-03

Location: In the northwest quadrant of the intersection of Brooks Drive and MD 4 (Pennsylvania Avenue)	
Gross Acreage:	1.01
Zone:	RMF-48
Prior Zone:	R-10
Reviewed per prior Zoning Ordinance:	Section 27-1704 (b)
Gross Floor Area:	2,064 sq. ft.
Planning Area:	75A
Council District:	07
Municipality:	None
Applicant/Address: Alma M&L INC. 10411 Marlboro Pike Upper Marlboro, MD, 20772	
Staff Reviewer: Meng Sun **Phone Number:** 301-952-3994 **Email:** Meng.Sun@ppd.mncppc.org	



Planning Board Date:	07/24/2025
Planning Board Action Limit:	07/28/2025
Staff Report Date:	07/10/2025
Date Accepted:	05/19/2025
Informational Mailing:	12/17/2024
Acceptance Mailing:	05/12/2025
Sign Posting Deadline:	06/24/2025

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-16037-03
Zaxby's Brooks Drive

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

EVALUATION CRITERIA

The subject property is located within the Residential, Multifamily-48 (RMF-48) Zone. However, this application is being evaluated in accordance with the Prince George's County Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance). Pursuant to Section 27-1704(b) of the Zoning Ordinance, a development project approved and remaining valid pursuant to the prior Zoning Ordinance and prior Prince George's County Subdivision Regulations may proceed to the next steps in the approval process and continue to be reviewed and decided under the prior Zoning Ordinance. The subject property received prior development approvals including a Preliminary Plan of Subdivision 4-20031 (PGCPB Resolution No. 2021-105), which remains valid as the final plat was recorded on March 23, 2023, and Detailed Site Plan DSP-16037 and its subsequent amendments. Therefore, this application may proceed to the next steps in the approval process and continue to be reviewed and decided under the prior Zoning Ordinance. The subject DSP is to proceed to the next steps in the approval process, specifically for the development of Parcel 4. Under the prior Zoning Ordinance, the property is subject to the standards of the Multifamily High Density Residential (R-10) Zone, which applied to this property prior to April 1, 2022. Therefore, staff considered the following in reviewing this DSP:

a. The prior Prince George's County Zoning Ordinance for the Multifamily High Density Residential (R-10) Zone, as modified by Council Bills CB-62-2015 and CB-83-2018, and site design guidelines;

b. Preliminary Plan of Subdivision 4-20031;

c. Detailed Site Plan DSP-16037 and DSP-16037-01;

d. The 2010 *Prince George's County Landscape Manual*;

e. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;

f. The Prince George's County Tree Canopy Coverage Ordinance;

g. Referral comments; and

h. Community feedback.

FINDINGS

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

1. **Request:** This detailed site plan (DSP) amendment is for the development of a 2,064-square-foot eating or drinking establishment with drive-through service on Parcel 4, within the 11.04-acre Brooks Drive South subdivision, as part of a Business Advancement and Food Access Infill use per Prince George's County Council Bills CB-62-2015 and CB-83-2018, with detailed discussions in Findings 6 and 7 below.

2. **Development Data Summary:**

		EXISTING	APPROVED	EVALUATED
Zone(s)		RMF-48	R-10	R-10
Use	Parcel 1 (DSP-16037)	Vacant	Consolidated storage	-
	Parcel 3		Vacant	-
	Parcel 4 (DSP-16037-03)		Vacant	eating or drinking establishment with drive-through service
	Parcel 5 (DSP-16037-01 and -02)		Food & Beverage Store, Gas Station	-
	Parcel A		Vacant	-
Gross tract acreage		11.04	11.04	11.04
Floodplain acreage		0.18	0.18	0.18
Net tract acreage		10.86	10.86	10.86
Parcels		5	5	5
Gross Floor Area	Total	0	135,134 sq. ft.	137,198 sq. ft.
	Parcel 1	-	129,515 sq. ft.	-
	Parcel 4	-	-	2,064 sq. ft.
	Parcel 5	-	5,619 sq. ft.	-

Parking Requirements for the Multifamily High Density Residential (R-10) Zone (Per Section 27-568(a)(5)(D) of the prior Zoning Ordinance)

Parcel 4	REQUIRED	PROVIDED
Eating or Drinking Establishment (including drive-through service or carryout) 20 seats @ 1 space per 3 seats 562 sq. ft. @ 1 space per 50 sq. ft. of GFA (excluding storage or seating)	**18***	**19**

Parcel 4	REQUIRED	PROVIDED
Standard nonparallel (9.5 feet x 19 feet)	11 Min.	13
Compact nonparallel (8 feet x 16.5 feet)	6 Max.	4
Handicap-accessible space (including handicap van-accessible space)	1 Min.	2
Total	**18**	**19**

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

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

Parcel 4	**Required**	**Provided**
Loading spaces (12 feet x 33 feet)	1	1

Pursuant to Section 27-582 of the prior Zoning Ordinance, the proposed use is under "Retail sales and service (per store)" category. The proposed eating or drinking establishment has a gross floor area (GFA) of 2,064 square feet, which exceeds the 2,000-square-foot threshold and, therefore, is required to provide one loading space. The submitted loading truck turning exhibit and fire truck turning exhibit show both ingress and egress movements for both loading trucks and fire trucks. Staff find the truck turning movements to be sufficient.

Bicycle Spaces
This detailed site plan (DSP) includes two inverted U-shaped bicycle racks for four bike parking spaces, which are located adjacent to the building entrance, supporting a multimodal system of service.

3. **Location:** The subject site is in Planning Area 75A and Council District 7. Geographically, it is located in the northwest quadrant of the intersection of Brooks Drive and MD 4 (Pennsylvania Avenue).

4. **Surrounding Uses:** The subject site is bounded to the south by MD 4 and by multifamily residential development beyond in the Residential, Multifamily-20 (RMF-20) Zone, formerly the Multifamily Medium Density Residential (R-18) Zone; to the west by single-family detached units in the Residential, Single-Family-65 (RSF-65) Zone, formerly the One-Family Detached Residential (R-55) Zone; to the north by multifamily residential dwelling units in the Residential Multifamily-48 (RMF-48) Zone, formerly the R-10 Zone; and to the east by Brooks Drive, with multifamily residential development beyond in the RMF-48 Zone, formerly R-10 Zone.

5. **Previous Approvals:** The site is the subject of multiple previous approvals. Two council bills also govern the development regulations applicable to the site. The 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (sector plan) retained the property in the R-10 Zone.

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

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

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

On July 13, 2017, the Planning Board approved DSP-16037 (PGCPB Resolution No. 17-110) for development of a 36,185-square-foot food and beverage store and 130,000-square-foot consolidated storage facility, as components of a Business Advancement and Food Access Infill development on the 11.04-acre subdivision, known as Brooks Drive South, subject to 2 conditions.

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

On May 21, 2020, the Planning Board approved DSP-16037-01 (PGCPB Resolution No. 2020-73) for development of a 5,619-square-foot food and beverage store and a gas station on Parcel 2, as components of a Business Advancement and Foot Access Infill Development, subject to three conditions.

On September 9, 2021, the Planning Board approved PPS 4-20031 (PGCPB Resolution No. 2021-105) to subdivide Parcel 2 into two parcels, Parcels 4 and 5, for the development of 8,619 square feet of commercial development, subject to 10 conditions. Parcel 5 is developed with a 5,619-square-foot food and beverage (convenience) store and gas station, which is subject to a previously approved DSP-16037-01. PPS 4-20031 supersedes PPS 4-16018 for the area of Parcels 4 and 5 only. The other parcels of the Brooks Drive South subdivision remain subject to PPS 4-16018.

On May 17, 2022, the Prince George's County Planning Director approved DSP-16037-02 for the addition of eight Tesla superchargers to the Wawa convenience store and gas station on Parcel 5, with no conditions.

6. **Design Features:** The existing Business Advancement and Food Access Infill use on the Brooks Drive South Subdivision site currently consists of a consolidated storage building on Parcel 1 and a food and beverage store and gas station on Parcel 5. This DSP amendment proposes the development of a 2,064-square-foot eating or drinking establishment with a drive-through service on Parcel 4. As a result, the total GFA of all buildings on-site is

increased from 135,134 square feet to 137,198 square feet. Although an eating or drinking establishment with a drive-through service alone is not a permitted use in the R-10 Zone, the development proposed by this DSP amendment is part of a Business Advancement and Food Access Infill use, which is a permitted use in the R-10 Zone, of the prior Zoning Ordinance, as modified by CB-62-2015 and CB-83-2018. This is further discussed in Finding 7 below.

The proposed Parcel 4 development is a one-story, 18.7-foot-tall building with 20 indoor seats. It is oriented toward MD 4 and will be accessible by vehicles via an existing access easement from Brooks Drive that continues along the north and west sides of Parcel 4. Pedestrian access is also provided from both Brooks Drive and MD 4. The drive-through component includes two lanes that begin on the south side of the building, each equipped with its own display board. These lanes exit to the access easement, after the service windows located on the west side of the building. Parking will be provided along the southern, western, and northern sides of the building.

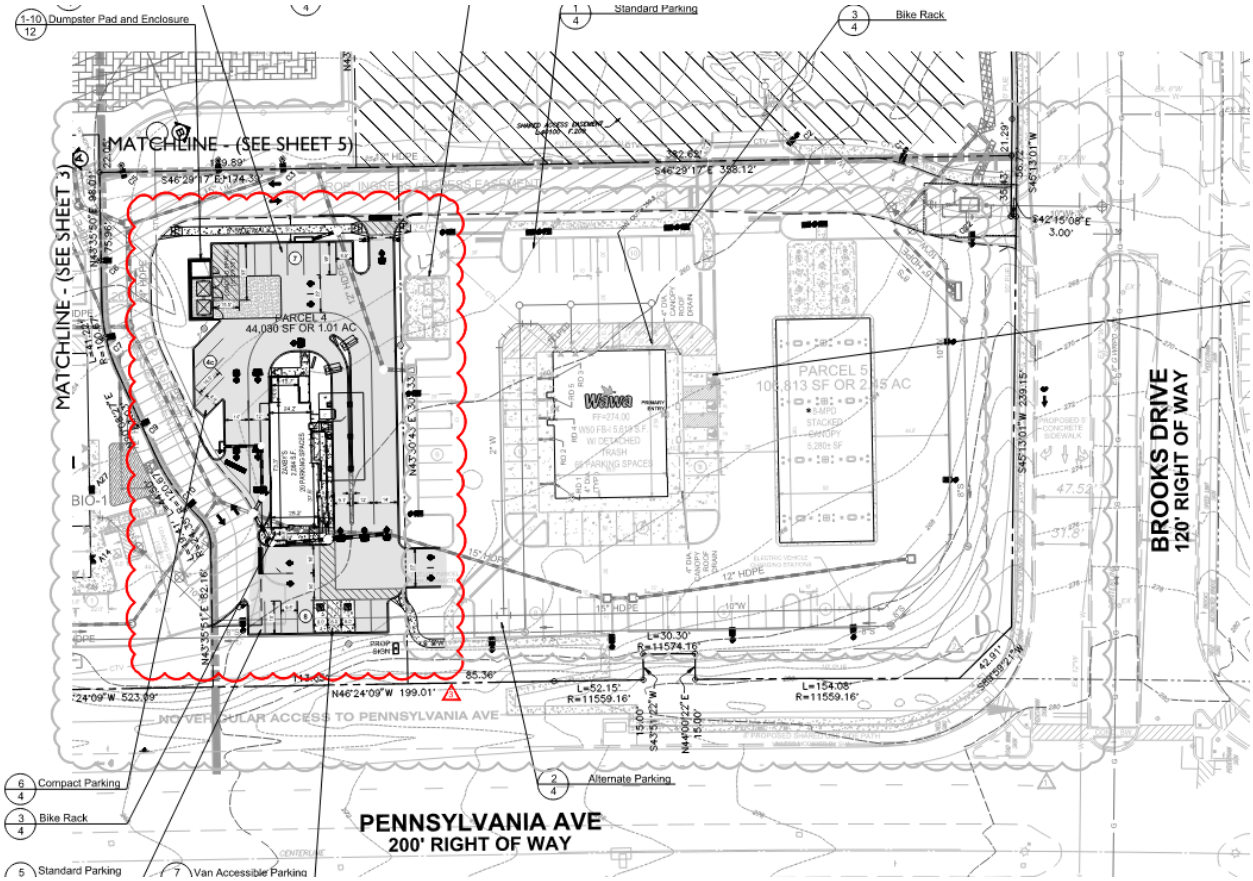


Figure 1: Detailed Site Plan

Architecture

Section 27-274(a)(10) and Section 27-445.15(b)(3) of the prior Zoning Ordinance require an analysis of architecture in terms of building forms, materials, and styles. The layout, scale, and architecture of the proposed building provides an attractive design that reflects a modern aesthetic as well as compatibility with existing buildings on-site. The architecture for the proposed one-story building includes a sloped roof with blue metal panels that

provides variations on all building façades. The building is finished with a mix of materials, including bricks, metal panels, grey stucco, and custom paints. Architectural accents include brick panels along the base of the four elevations.

The building entrances are located on the southern and eastern elevations, which are designed with ample glazing and storefront windows to make the building interesting and attractive to customers. A red metal canopy is wrapped around three sides of the building to provide protection from sun and rain, as well as to enhance the aesthetics of the building. There is a single door on the northern elevation of the facility that provides access to the electrical area. The storage area is also located on the north side of the facility, and it is accessible only from within the building. The architectural floor plan does not include a door symbol for the electrical area, despite the north elevation indicating a door at that location. A condition is included herein requiring the applicant to revise the architectural floor plan to add a door symbol for the electrical area, ensuring consistency with the north elevation. The western elevation consists of the drive-through payment and service windows where customers receive orders. This canopy has been designed with materials and colors that are consistent with the proposed building elevations. A separate canopy is proposed over the drive-through lane on the east side of the building. The design, materials, and color scheme of the canopy are compatible with the overall architectural character and elevation of the building.

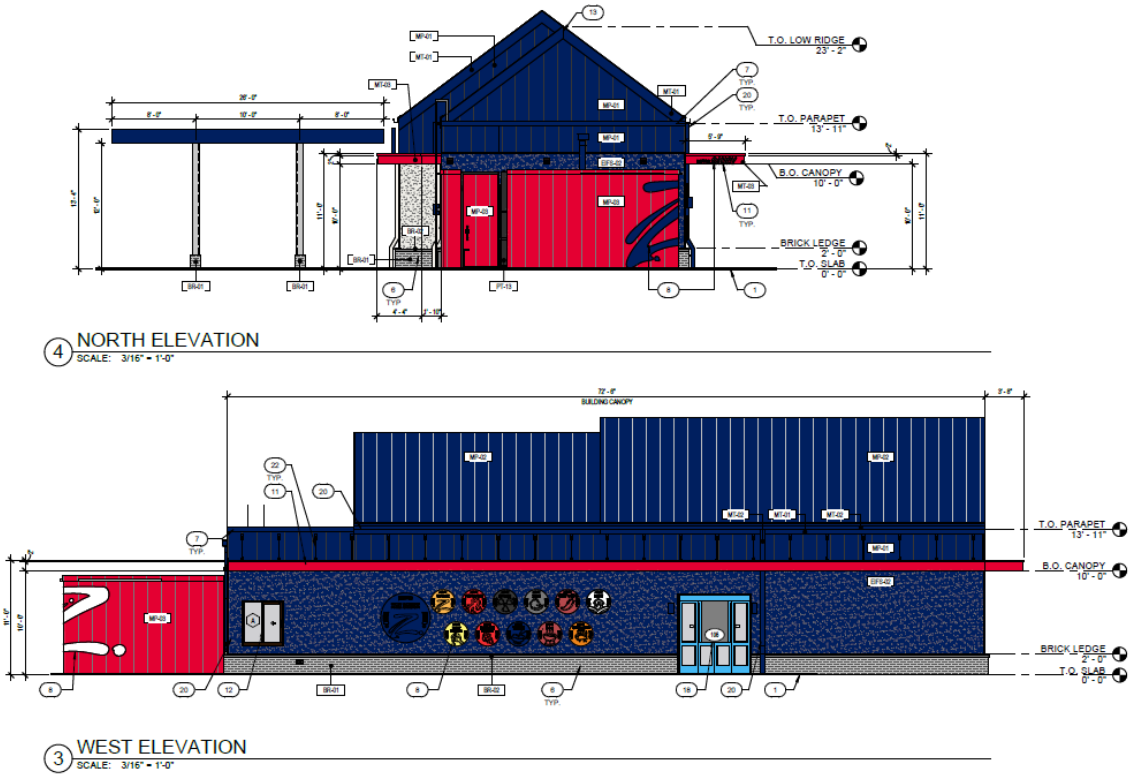


Figure 2: Proposed Building Elevations

Signage

Section 27-445.15(b)(3) requires an analysis of signs. The subject DSP includes six building-mounted signs, one freestanding monument sign, and seven directional signs. All signage features a Zaxby's logo and/or accompanying text that promotes the brand's primary offering of chicken. A signage chart summarizing the number, size, and type of all proposed signs are incorporated on Sheet 9 of the DSP.

The six building-mounted signs range in size from 2.5 to 57.56 square feet. Of these, three are vinyl letter signs, two are channel letters, and one is a red circular logo sign. The channel letter and logo signage will be internally illuminated. Sign details and notes are incorporated on Sheet 10 of the DSP, indicating size, color, style, mounting details, and illumination. The submitted architectural elevation shows three extra signs, including one additional "DRIVE-THRU" sign on the drive-through canopy, one Zaxby's rooster and one "ZAX" on the east elevation. A condition is included herein requiring the applicant to ensure all signs shown on all elevations are consistent with the sign details and sign charts. The twelve sauce signs shown on Sheet 10 are part of the ordering menu and, therefore, not classified as signage.

One freestanding sign facing MD 4 is proposed to advertise the facility to motor vehicles along this expressway. This freestanding monument sign measures 46 square feet and stands 15 feet in height. This freestanding sign consists of high-quality materials, including brick and aluminum with push-through acrylic, in colors that match with the proposed building elevation. The freestanding sign will be internally illuminated. Freestanding sign

details are included on Sheet 9 of the DSP. However, the distance between the freestanding sign and limits of MD 4 is not labelled, which is conditioned herein to be provided. Pursuant to Section 27-591(b) of the Zoning Ordinance, "only the larger of two (2) sides shall be measured when the two (2) sides of a sign are back-to-back." A condition is included herein requiring the applicant to revise the signage chart to correctly note the provided area of the freestanding sign as 46 square feet.

The seven directional signs are proposed in two types: Type E and Type F. Three Type E signs are located along the access easement to the west of the building. Four Type F signs are located at the one-way exit of the parking lot, directing vehicles toward the access easement at the northern edge of the property. Both signage types feature the restaurant logo and will be internally illuminated. Each Type E sign measures 2.083 square feet in area per side and 3 feet in height; each Type F sign measures 3.125 square feet in area per side and 3 feet in height. The area of the Type E sign is labeled incorrectly on sheet 11.
A condition is included herein requiring the applicant to revise the area of the Type E sign to 2.083 square feet in the sign detail 3/11. Four Type F signs are proposed at the one-way exit located at the northeastern corner of Parcel 4. Staff find that the duplication of these signs results in visual clutter within a limited space, and that additional signage is not functionally necessary. A condition is included herein requiring the applicant to reduce the signage to a single directional sign at this location.

Condition 1.l. of DSP-16037 requires all monument signs to be no more than 15 feet in height. The proposed monument sign for the subject property is 15 feet in height and is in conformance with the prior condition. Staff find the signage package proposed to be acceptable, with the exception of the duplicative directional signs previously addressed.

Lighting
Section 27-274(a)(3) of the prior Zoning Ordinance requires an analysis of Lighting.
A photometric plan was submitted with this application, including lighting specifications and a luminaire schedule. Given the proposed development size and its integration into an existing commercial site, three overhead pole lights are proposed to illuminate the parking lot. The light fixtures are proposed to be durable and compatible with the scale, architecture, and use of the site. This photometric plan demonstrates the proposed lighting levels and features for the subject property, which have been designed to encourage pedestrian safety via durable, full-cut-off appliances. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating drive aisles, building entryways, and walking paths, while preventing lighting from spilling over onto adjacent properties.

Loading and Trash Facilities
Section 27-274(a)(2) of the prior Zoning Ordinance requires an analysis of loading, and Section 27-274(a)(6) requires an analysis of trash facilities. One loading space and one dumpster are colocated at the northwestern corner of the property, positioned away from both MD 4 and Brooks Drive, to minimize visibility from public roadways. These facilities are located in areas conveniently accessible to the building and are directly accessible from the proposed 22-foot-wide drive aisle which connects to Brooks Drive via the access easement.

Per Section 4.4(c)(4) of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), all dumpsters, trash pads, and trash collection or storage areas, including recycling

facilities, are required to be screened from all outdoor recreation areas, retail parking areas, and entrance drives. The submitted plans show the location of the proposed dumpster, with the details and dimensions of the dumpster enclosure that will wholly screen the dumpster from view. The enclosure is made of materials that will be compatible with the building.

Per Section 4.4(c)(2) of the Landscape Manual, loading spaces, loading docks, and maintenance areas shall also be screened from constructed public streets. The existing and proposed trees along MD 4, as well as proposed trees and landscaping along the access easement, will screen the loading space from MD 4 and Brooks Drive in accordance with Section 4.4(c)(2) of the Landscape Manual.

COMPLIANCE WITH EVALUATION CRITERIA

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

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

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

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

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

This amendment to the DSP proposes the development of a 2,064-square-foot eating or drinking establishment with drive-through service on Parcel 4. The overall Brooks Drive South subdivision has approved DSPs for the development of a consolidated storage facility on Parcel 1, a food and beverage store with a gas station on Parcel 5, and it does not include a department or variety store. The previously approved development, as modified by this requested amendment, meets the definition of the Business Advancement and Food Access Infill use, wherein the criteria of Section 27-445.15 of the prior Zoning Ordinance are analyzed in Finding 7.b below.

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

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

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

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

The Planning Board has previously determined that the Brooks Drive South subdivision is located within a Revitalization Tax Credit District Census Tract and is within a Historically Underutilized Business "HUB" Zone (PGCPB No. 17-110).

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

The subject site is located at the intersection of MD 4 and Brooks Drive, both of which are four-lane divided roadways, with MD 4 classified as an expressway in the 2009 *Approved Countywide Master Plan of Transportation*. The subject site thereby fulfills the location requirement for the Business Advancement and Food Access Infill use.

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

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

(b) Other Requirements.

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

(2) All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.

(3) The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.

DSP-16037, along with its subsequent amendments, was previously found in conformance with these requirements. Development regulations, including architecture, building materials, elevations, signs, and outdoor lighting for the proposed eating or drinking establishment with drive-through service on Parcel 4, are proposed as part of this DSP amendment. Upon approval of the amendment, they will serve as the development regulations for Parcel 4. As detailed in Finding 6 above, staff have reviewed these design elements and find them to be acceptable.

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

With approval of DSP-16037-01, the gas station shown on Parcel 5 of the Brooks Drive subdivision was found in conformance with these requirements. The subject DSP amendment does not include a gas station, thus does not impact the previous findings of conformance.

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

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

c. Section 27-274(a) of the prior Zoning Ordinance, as cross-referenced in Section 27-283, provides site design guidelines for a DSP. The applicable design guidelines are described as the follows:

Section 27-274(a)

(2) Parking, loading, and circulation.

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

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

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

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

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

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

The parking spaces are located on the southern, northern, and western sides of the building and provide convenient access to customers. A total of 19 parking spaces are provided to meet the minimum 18 space requirement. The parking lot design features a single parking aisle, which is separated from the drive-through lanes, to allow free flow of traffic through the parking lot and minimize the conflicts with drive-through lanes. The vehicular circulation is also separated from the pedestrian circulation to avoid conflicts between the two. Crosswalks are provided where both vehicular and pedestrian circulation systems cross each other. Parking islands with trees are provided within the parking lot. Based on the proposed landscaping and configuration of the parking lot, the proposed parking meets the requirements and allows for adequate and safe circulation through the site.

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

(i) Loading docks should be oriented toward service roads and away from major streets or public view; and

(ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.

The subject DSP includes one loading space, located at the northwestern corner of Parcel 4. This loading space is positioned as far from MD 4 and Brooks Drive as practicable, minimizing visibility from public view. The existing trees and proposed trees along MD 4, as well as proposed trees and landscaping along the access

easement, will further screen the loading space from public view on MD 4 and Brooks Drive, in accordance with Section 4.4(c)(2) of the Landscape Manual. The submitted truck circulation exhibit demonstrates that trucks will navigate through the site effectively.

The loading space is clearly marked, but is abutting the proposed dumpster. Since the loading and trash pick-up times may differ and can be scheduled in advance to prevent conflicts, staff find the location of this loading space acceptable if appropriate signage to prevent conflicts to not block the loading zone is present, and the dumpster doors are kept closed. A condition is included herein requiring the applicant to install a signage on the dumpster gate to keep the dumpster doors closed. The loading space is separated from most, but not all of the parking spaces. Due to the limited site area, staff find that the requirements for the loading area are met as conditioned.

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

(i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;

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

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

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

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

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

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

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;

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

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

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

The site plan includes a 5-foot-wide sidewalk, American's with Disabilities Act (ADA) curb ramp, and crosswalks providing connections throughout the site. Vehicular circulation is separated and can accommodate inter-parcel connections. Staff find circulation on-site to be sufficient.

A fire truck turning exhibit and a loading truck turning exhibit, both including ingress and egress, were submitted with the appropriate design classification for the site. Staff find the truck turning movements shown on the exhibits to be sufficient.

(3) Lighting.

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

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

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

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

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

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

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

Lighting for this DSP has been discussed in Finding 6 above, demonstrating adequate illumination for users and for the site in the evening.

(4) Views.

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

The proposed building will enhance the development of the overall Brooks Drive South subdivision as a Business Advancement and Food Access Infill site, with emphasis centered on the creation of a modern and strong street presence on MD 4 and Brooks Drive. The proposed landscaping along MD 4 completes the street frontage of the infill site, creating a scenic view for both drivers passing by and pedestrians and bikers using the sidewalk along MD 4. Ample existing vegetation and woodland preservation is retained between the commercial uses and the Oxon Run stream, to provide the required riparian buffer and separate the site from the adjacent multifamily residential use to the north. Accordingly, staff find that the proposed site design techniques preserve, create, and emphasize scenic views from public areas.

(5) Green Area.

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

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

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

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

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

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

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

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

On-site green areas for the overall Brooks Drive South subdivision were established with DSP-16037 and its subsequent amendments and will not be changed by this DSP amendment. For Parcel 4, on-site green space is strategically located around the periphery of the site, effectively framing the parking areas and drive aisles. These landscaped areas also contribute to pedestrian comfort by providing shade along sidewalks. This space is designed to be aesthetically pleasing and provide visual interest as well as assist in mitigating localized heat island effects. Staff find that the proposed on-site green area conforms with this guideline.

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

The requirement to preserve and/or restore the regulated environmental features (REF) in a natural state, as outlined in Section 24-130(b)(5) of the prior Subdivision Regulations, was satisfied with the approval of the original DSP. The subject DSP does not impact REF.

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

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

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

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

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

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

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

(vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

Amenities to be provided on-site include light fixtures in the parking lot, bicycle racks, ADA parking spaces, and striped crosswalks. The design of these amenities has been coordinated to be compatible with the overall building design, and to enhance the visual unity of the site. The majority of the amenities are located immediately adjacent to the sidewalk, providing circulation around the building. The amenities are designed to be functional and will be constructed of durable, low-maintenance materials. The parking lot light fixtures feature single-piece, die-cast aluminum housings constructed from versatile, patented, standard mount arm, ensuring durability and longevity. Bicycle racks are constructed using heavy duty wall tubing, providing structural strength.

The bike racks will be located on the south side of the building, next to the building entrance. Light fixtures for the parking lot will be located behind curbs or wheel stops wherever feasible. ADA parking spaces are provided to accommodate disabled visitors and are designed to be appropriately scaled for user comfort.

(7) Grading.

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

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

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

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

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

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

The evaluation of the topography and execution of grading was found acceptable and executed with the original DSP. Parcel 4 is an infill site. Additional grading may be necessary to develop the project, and will be minimized to the extent possible.

(8) Service Areas.

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

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

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

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

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

Two service areas are proposed on-site: one to accommodate a dumpster, and the other to serve as a loading space. The dumpster and loading space are colocated at the northwestern corner of Parcel 4, positioned away from both MD 4 and Brooks Drive, to minimize visibility from public roadways. The dumpster and loading space are located in areas conveniently accessible to the building. As shown in the site details Sheet 12, a masonry enclosure comprised of split face block will be provided around the dumpster for screening. The enclosure is made of materials that will be compatible with the building. The existing trees and proposed trees along MD 4, as well as proposed trees and landscaping along the access easement will screen the loading space from MD 4 and Brooks Drive. Deliveries will occur during non-business hours.

(9) Public Spaces.

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

(i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;

(ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;

(iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;

(iv) Public spaces should be readily accessible to potential users; and

(v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

The subject amendment proposes small-scale commercial development, and the site is not large enough to support appreciable public space. No public space system is included in the development; therefore, this requirement is not applicable to this subject DSP amendment.

(10) Architecture.

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

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

(C) These guidelines may be modified in accordance with Section 27-277.

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

(11) Townhouses and three-family dwellings.

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

8. **Preliminary Plan of Subdivision 4-20031:** PPS 4-20031 was approved by the Planning Board on September 9, 2021 (PGCPB Resolution No. 2021-105) to subdivide Parcel 2 into two parcels, Parcels 4 and 5, in support of the development of 8,619 square feet of commercial development, subject to 10 conditions. The conditions relevant to this DSP are listed below, in **bold** text. Staff's analysis of the conditions follows each one in plain text.

3. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (No. 61317-2016-02) and any subsequent revisions.

Stormwater Management (SWM) Concept Plan 61317-2016-02 was approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on September 6, 2024, for the full commercial development of the Brooks Drive Property. However, the SWM concept plan does not reflect the development change proposed for Parcel 4 by this DSP amendment. As such, a condition has been included requiring the submission of a revised and approved SWM concept plan and letter that correctly reflects the proposed development prior to certification of the DSP amendment. This requirement was also recommended by DPIE in a memorandum dated May 29, 2025 (Guzman to Sun).

7. Total development within the subject property shall be limited to uses that would generate no more than 190 AM and 151 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision (PPS) with a new determination of the adequacy of transportation facilities. A portion of this cap is part of the original trip cap for Brooks Drive Property, PPS 4-16018. While this application is creating an additional entitlement for the overall

Brooks Drive Property in the AM peak hour, this cap is in no way represents an additional entitlement for the area covered by PPS 4-16018 in the PM peak hour.

The trip cap approved in the preliminary plan was for Parcels 4 and 5. Parcel 5 was constructed with a convenience store, with 16 fueling positions, and has a trip cap of 121 AM and 107 PM trips. The current application is for Parcel 4, which was initially proposed as a 3,000-square-foot fast food restaurant (for trip planning purposes), but the submitted plans are for a smaller building footprint of a single-story, 2,064-square-foot building with a drive-through window. This development proposes to use 46 AM and 31 PM trips. Based on the above calculation, the proposed development does not exceed the established trip cap.

8. The applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities and show these facilities within the limits of this PPS on any submitted detailed site plan prior to its acceptance:

a. Standard bicycle lane along the property frontage of Pennsylvania Avenue, unless modified by the Maryland State Highway Administration, with written correspondence.

A standard bicycle lane along the property frontage of MD 4 has been implemented, which is shown on the submitted site plan; therefore, this condition is met.

b. Standard bicycle lane along the property frontage of Brooks Drive, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.

The submitted site plan includes shared road pavement markings rather than a standard bicycle lane along the property frontage of Brooks Drive, as required by this condition. A condition is included herein requiring the applicant to include a standard bicycle lane along the property frontage of Brooks Drive, prior to certification of the plans, unless modified by DPIE with written correspondence.

c. All widths of sidewalks to be dimensioned on all plan sheets.

The widths of sidewalks are dimensioned on all submitted plan sheets.

d. Minimum five-foot-wide sidewalks along the entire ingress/egress easement, except that sidewalk may be omitted where approved sidewalk exists or will exist along the easement outside the limits of this PPS. Whether any sidewalk may be omitted shall be determined at the time of detailed site plan, based on a finding of whether the proposed development will have sufficient pedestrian access to sidewalk along the easement and a continuous sidewalk connection to Brooks Drive.

Five-foot-wide sidewalks are provided along the east-west portion of the ingress/egress easement, but not along the north-south portion of the ingress/egress easement. The uses on Parcels 4 and 5 have sufficient pedestrian access on the north and south sides of the two parcels connecting to proposed buildings. A continuous sidewalk connection to Brooks Drive is provided for Parcels 4 and 5 along MD 4.

Pedestrian connectivity to Parcel 1, the consolidated storage facility, is limited due to the nature of the use not being a walk-up business. The Resolution of DSP-16037 (PGCPB Resolution No. 17-110) approved that the sidewalk on the consolidated storage portion of the site is to be limited to the southeast corner of Parcel 1, where the office space and handicap-accessible parking space are located, and that the sidewalk will not extend to the edge of Parcel 1 for inter-parcel connection. Therefore, no pedestrian connectivity to Parcel 1 from Parcel 4 is provided via the subject DSP amendment.

Staff find that the proposed development on Parcel 4 will have sufficient pedestrian access to the sidewalk along the ingress/egress easement and along MD 4 for a continuous sidewalk connection to Brooks Drive.

e. Minimum five-foot-wide sidewalks, crosswalks, and Americans with Disabilities Act curb ramps throughout the subject property to provide connections from the sidewalk along the ingress/egress easement and the entrances of the proposed uses as well as to adjacent parcels.

Five-foot-wide sidewalks, crosswalks, and ADA-compliant curb ramps are provided throughout Parcel 4, providing connection from Parcel 4 to Parcel 5, and from the entrance of the proposed building to the sidewalk along the ingress/egress easement. As discussed in Condition 8.d. above, pedestrian connection to Parcel 1 is not feasible, because the sidewalk for the consolidated storage was not extended to the edge of Parcel 1 for inter-parcel connection. Staff find this condition is met.

f. A minimum of two inverted U-style bicycle racks, or rack of a similar style that provide two points of contact for supporting and securing a parked bicycle at a location convenient to entrance of each proposed use.

Two inverted U-style bicycle racks for four bike parking spaces are located near the southern entrance of the building; therefore, this condition is met.

10. At the time of detailed site plan, the plan shall include cross sections of the ingress/egress easement which show the travel lanes and any adjacent sidewalks.

Three cross sections of the ingress/egress easement were included with the DSP showing travel lanes and adjacent sidewalks; therefore, this condition is met.

9. **Detailed Site Plan DSP-16037:** The Planning Board approved DSP-16037 on December 8, 2016 (PGCPB Resolution No. 17-110), for the development of a 36,185-square-foot food and beverage store and 130,000-square-foot consolidated storage facility in the Brooks Drive subdivision, subject to two conditions. The conditions relevant to this DSP are listed below, in **bold** text. Staff's analysis of the conditions follows each one, in plain text:

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

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

      The previously proposed grocery store was never constructed and is no longer proposed in the subject development. This condition is no longer applicable; however, the architecture of the proposed building incorporates high-quality materials, provides a visually attractive design on all façades, and is compatible with surrounding architecture and buildings internal to the site.

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

      SWM Concept Plan 61317-2016-02 was approved by DPIE on September 6, 2024 for the full commercial development of the Brooks Drive subdivision. However, the SWM concept plan does not reflect the development change proposed by this DSP amendment, for Parcel 4. As such, a condition has been included requiring the submission of a revised and approved SWM concept plan and letter that correctly reflects the proposed eating and drinking establishment, prior to certification of the DSP amendment.

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

      This DSP amendment does not include the previously proposed LIDL food and beverage store. However, the proposed development includes a masonry dumpster enclosure with metal gates that are compatible materials and colors to match the drinking and eating establishment architecture.

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

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

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

The DSP amendment accurately describes the required handicap-accessible parking rate in the parking schedule and associated calculations on the coversheet; therefore, this condition is met.

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

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

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

The proposed double-sided, freestanding monument sign facing MD 4 is 15 feet in height, consistent with this prior approval.

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

The DSP amendment proposes similar masonry materials, including bricks and grey stucco, for the eating or drinking establishment building. Staff find the proposed color scheme for the masonry materials is compatible with the previously approved consolidated storage facility on Parcel 1 and the food and beverage store and gas station on Parcel 2, now known as Parcel 5.

10. **Detailed Site Plan DSP-16037-01:** The Planning Board approved DSP-16037-01 on May 21, 2020 (PGCPB Resolution No. 2020-73), for the development of a 5,619-square-foot food and beverage store and a gas station on Parcel 2 (now known as Parcel 5), as components of a Business Advancement and Food Access Infill development, subject to three conditions. The condition relevant to this DSP is listed below, in **bold** text. Staff's analysis of this condition follows, in plain text.

3. **Prior to approval of a building permit, the Section 24-128(b)(9) of the Prince George's County Subdivision Regulations access easement will be rerecorded in land records to match the detailed site plan. The liber and folio of that recording shall be reflected on a revised record plat.**

Final Plat 5-21148 was approved by the Planning Board on March 23, 2023. The access easement was recorded to match DSP-16037-01 and is recorded in the Prince George's County Land Records in Liber 48640, folio 127.

11. **2010 Prince George's County Landscape Manual:** Applicable Landscape Manual schedules have been provided with the submitted landscape plan. As shown on the landscape plans, the DSP is in conformance with Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Staff have reviewed the submitted landscape plans and find that they conform with the requirements of these sections, except for some minor technical errors. A condition is included herein requiring the applicant to clearly delineate the linear feet associated with Schedules 4.2-1 (A, B, and C) on the landscape plan.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) as provided for in Section 25-119(G)(4) of the Prince George's County Code. This application has a previously approved and implemented Type 2 tree conservation plan (TCP2), which is still valid. Based upon the provided information and PGAtlas, there are no impacts to REF or unsafe soils. No revisions to the approved TCP2 are proposed as part of the DSP amendment.

13. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of GFA, or disturbance, and requires a grading permit. The subject property has a previously approved landscape plan demonstrating conformance to tree canopy coverage (TCC) for the entire 11.04-acre property via approval of DSP-16037-02. The submitted TCC schedule demonstrates the TCC requirement is still met.

14. **Referral comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and are incorporated herein by reference:

    a. **Community Planning**—In a memorandum dated June 20, 2025 (Klein to Sun), the Community Planning Division noted that sector plan conformance is not a required finding for this DSP amendment. The proposed land use does not conform to the recommended land use of the sector plan; however, the subject property is zoned R-10, and the use is permitted on the property subject to CB-62-2015, which allows the eating and drinking establishment on-site, under certain circumstances, which is met with this application.

    b. **Transportation Planning**—In a memorandum dated June 20, 2025 (Udeh to Sun), the Transportation Planning Section offered the following comments:

    Master Plan Compliance
    The 2009 *Countywide Master Plan of Transportation* (MPOT) and the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* contain the following recommendations:

Master Plan Right of Way (ROW)

Pennsylvania Avenue (E-3): 200-foot ROW

The MPOT and sector plan recommend a 200-foot ROW on MD 4 (Pennsylvania Avenue). The recommended ROW is identified on the site plan.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends the following facilities:

Brooks Drive: Planned bicycle lane

The site plan includes shared road pavement markings. Staff recommend the applicant provide correspondence of the modification of the facility prior to permitting.

Pennsylvania Avenue: Bicycle lane

A striped bicycle lane currently exists along the property frontage of Pennsylvania Avenue.

Recommendations, Policies, and Goals
MPOT Complete Streets Policies (page 10):

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

The site plan includes a 5-foot-wide bike lane along the frontage of Brooks Drive and an 8-foot-wide shared-use path along MD 4 to meet the intent of the policy. Both roadways also include proposed and existing bicycle infrastructure.

The sector plan provides guidance for multimodal circulation through the planning area (page 62):

Policy 3: Enhance and provide pedestrian-friendly amenities throughout the corridor that assist in transforming the corridor into a safe and comfortable environment.

The site plan includes a 5-foot-wide sidewalk along the frontage of Brooks Drive and an 8-foot-wide shared use path along MD 4 connecting to the proposed development, and meet the intent of the policy.

c. **Environmental Planning**—In a memorandum dated June 20, 2025 (Kirchhof to Sun), Environmental Planning staff noted that this site has a previously approved and implemented TCP2-005-2016-02, which allowed for clearing and grading on Parcel 4 for future development. Natural Resources Inventory Plan (NRI-027-12-01)

was approved on December 29, 2016. Based on conformance with TCP2-005-2016-02, a TCP revision is not required as a companion to DSP-16037-03. No additional clearing, removal of specimen trees, or impacts to REF are proposed with this application. This site has an approved SWM plan and associated letter, 61317-2016-02, which was approved on September 6, 2024, and expires on September 6, 2027.

d. **Historic Preservation and Archeological Review**—In a memorandum dated June 17, 2025 (Stabler, Smith, and Chisholm to Sun), the Historic Preservation Section noted that the sector plan contains limited goals and policies related to historic preservation (pages 45–47). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources.

e. **Permit Review**—In a memorandum dated June 18, 2025 (Greenwell to Sun), the Permit Review Section had no comments on this application .

f. **Special Projects**—In an email dated May 27, 2025 (Walker to Sun), the Special Projects Section had no comments on this application.

g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 20,2025 (Branch to Sun), and in a memorandum dated May 29, 2025 (Guzman to Sun), DPIE requested approval of a revised SWM concept plan, to align with the layout proposed with this DSP amendment, which is conditioned herein to be provided prior to certification. DPIE's memorandum also provided a list of comments related to permits, which will be addressed at the time of permitting.

h. **Price George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.

i. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department offered no comments on this application.

j. **Prince George's County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on this application.

k. **Washington Suburban Sanitary Commission (WSSC)**—In a letter dated May 28, 2025 (Qadwai to Sun), WSSC provided a hydraulic planning analysis and conditions of approval which will be addressed during the system extension permit stage.

15. **Community feedback:** As of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject DSP.

16. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the proposed conditions below, represents a most reasonable alternative for satisfying the site design guidelines of prior Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

17. Section 27-285(b)(2) of the prior Zoning Ordinance is not applicable because there is no conceptual site plan.

18. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.

19. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that REF have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations. There are no REF on the subject property.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-16037-03, for Zaxby's Brooks's Drive, subject to the following conditions:

1. Prior to certification of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall:

    a. Submit a revised and approved stormwater management concept plan and letter that correctly reflects the layout of the proposed eating and drinking establishment, in accordance with Section 27-282(e)(11) of the prior Prince George's County Zoning Ordinance.

    b. Show a standard bicycle lane along the property frontage of Brooks Drive, unless modified by the operating agency in accordance with any Prince George's County Department of Public Works and Transportation adopted standards, or in accordance with a waiver to said standards approved pursuant to the provisions currently codified in Section 23-105(g)(1) of the Prince George's County Code, with written correspondence, per Condition 8.b. of Preliminary Plan of Subdivision 4-20031.

    c. Ensure all signs shown on all elevations are consistent with the sign details and sign charts.

    d. Pursuant to Section 27-445.15(b)(3) of the prior Prince George's County Zoning Ordinance, revise the area of the Type E sign to 2.083 square feet in the sign detail 3/11.

e. Pursuant to Section 27-445.15(b)(3) of the prior Prince George's County Zoning Ordinance, delineate and label the distance between the freestanding sign and limits of MD 4 (Pennsylvania Avenue).

f. Pursuant to Section 27-445.15(b)(3) of the prior Prince George's County Zoning Ordinance, reduce the signage proposed to a single directional sign at the one-way exit located at the northeastern corner of Parcel 4.

g. Revise the signage chart to correctly note the provided area of the free-standing sign as 46 square feet.

h. Clearly delineate the linear feet associated with Schedule 4.2-1 (A, B, and C) on the landscape plan, in accordance with the 2010 *Prince George's County Landscape Manual*.

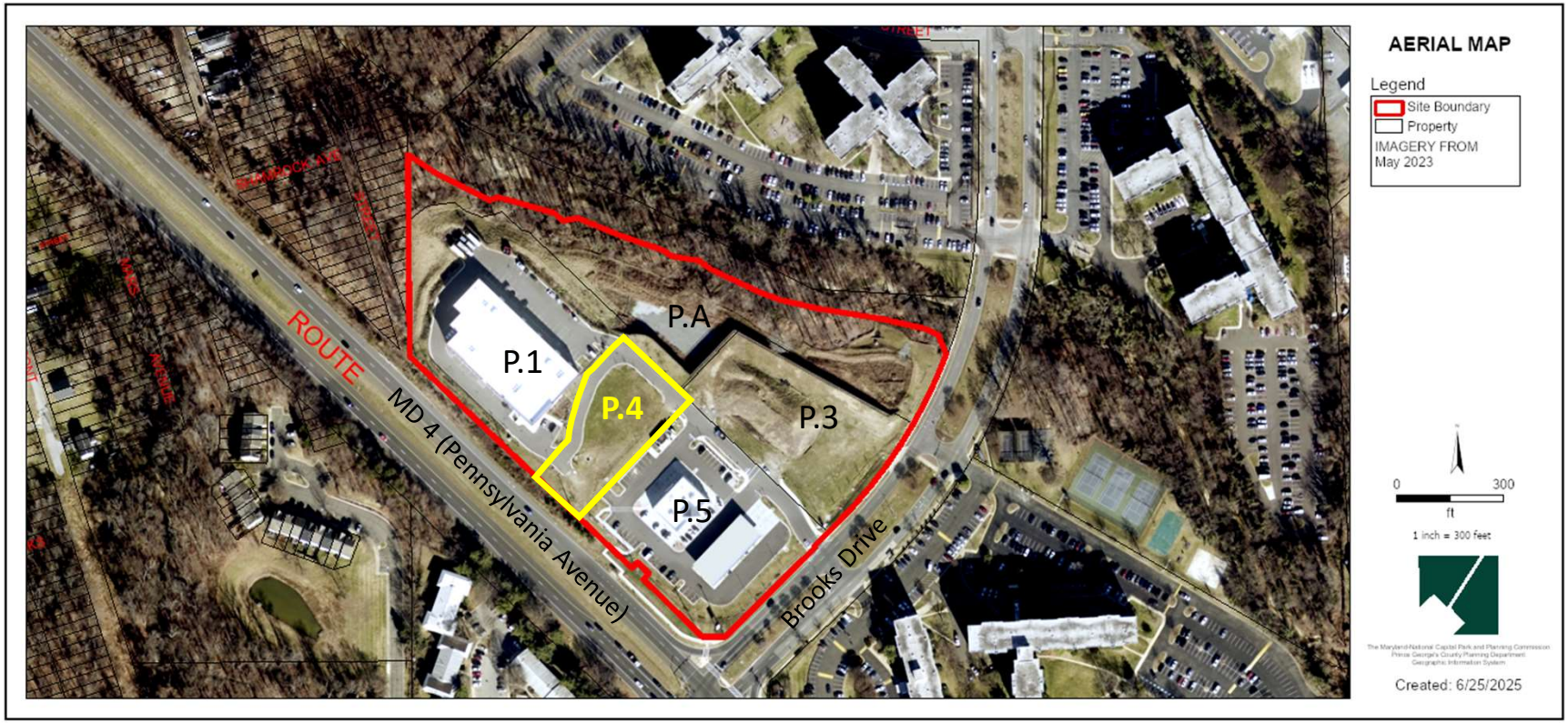
i. Indicate and provide detail for signage on the dumpster gate, to keep the dumpster doors closed, pursuant to Section 27-274(a)(2)(B) of the prior Prince George's County Zoning Ordinance.

j. Revise the architectural floor plan DD-01 to add a door symbol for the electrical area, ensuring consistency with the northern elevation.

ZAXBY'S BROOKS DRIVE

Detailed Site Plan

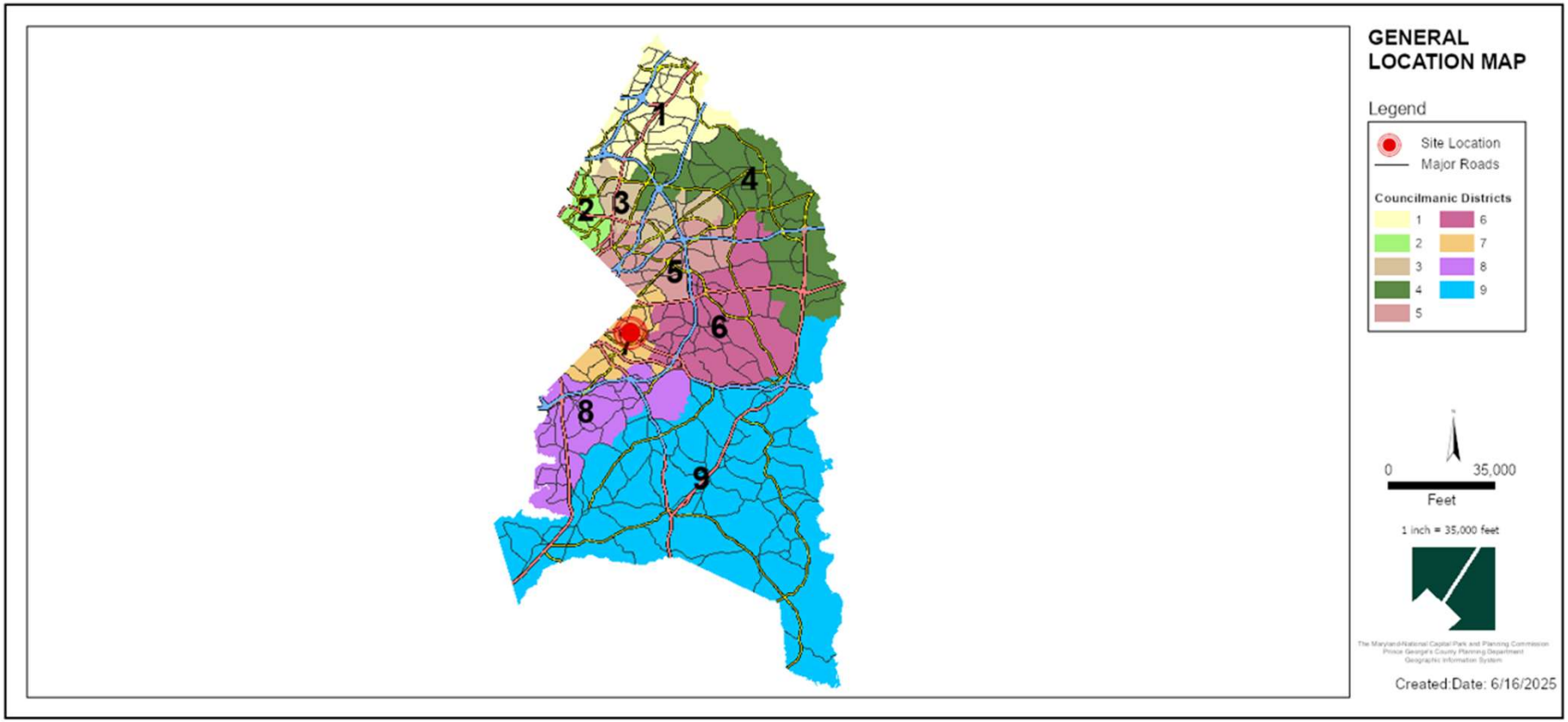
Staff Recommendation: APPROVAL with conditions



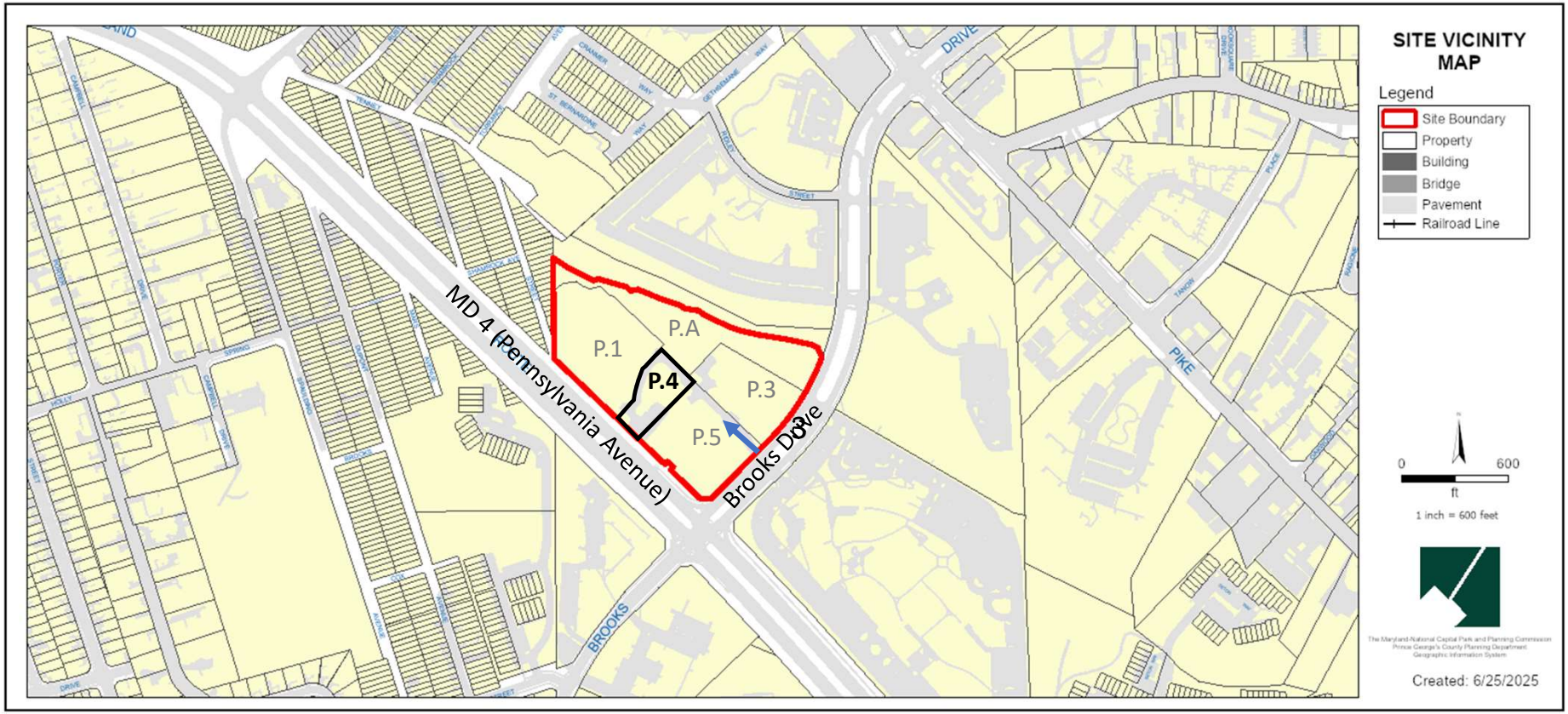
GENERAL LOCATION MAP

Council District: 07

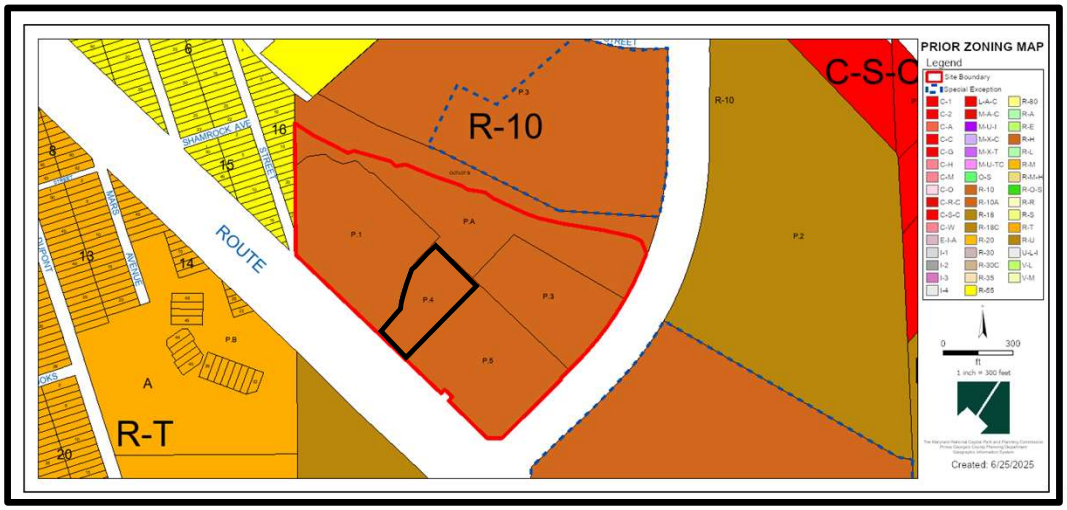
Planning Area: 75A



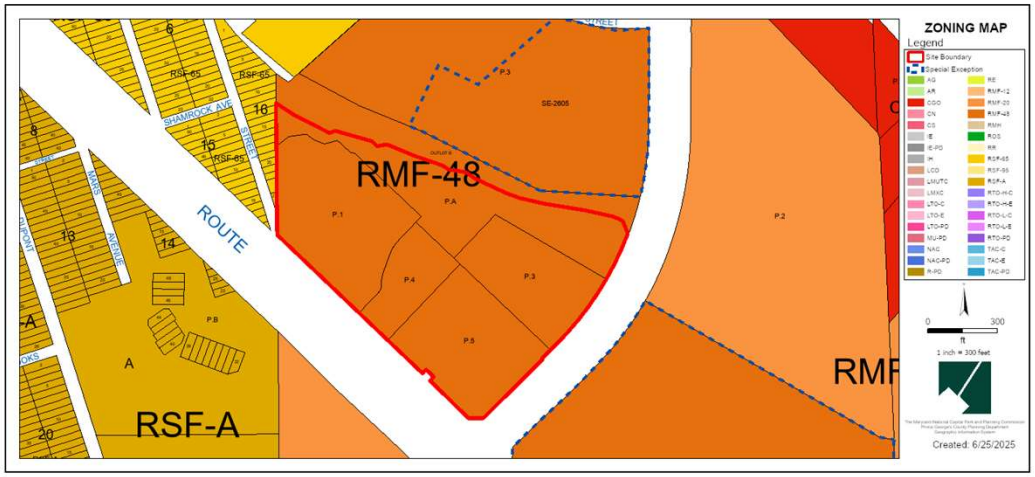
SITE VICINITY MAP



ZONING MAP (PRIOR AND CURRENT)

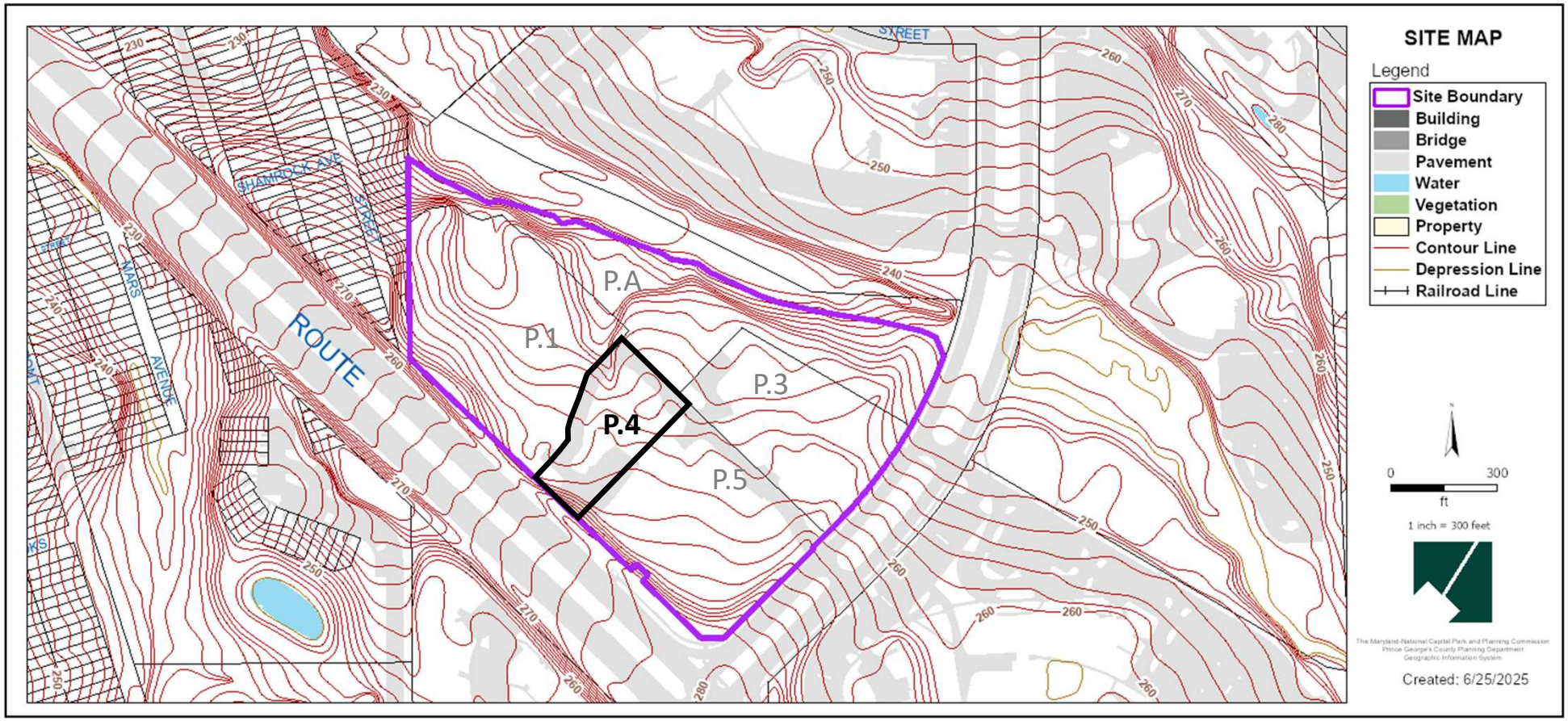


PRIOR ZONING MAP: R-10

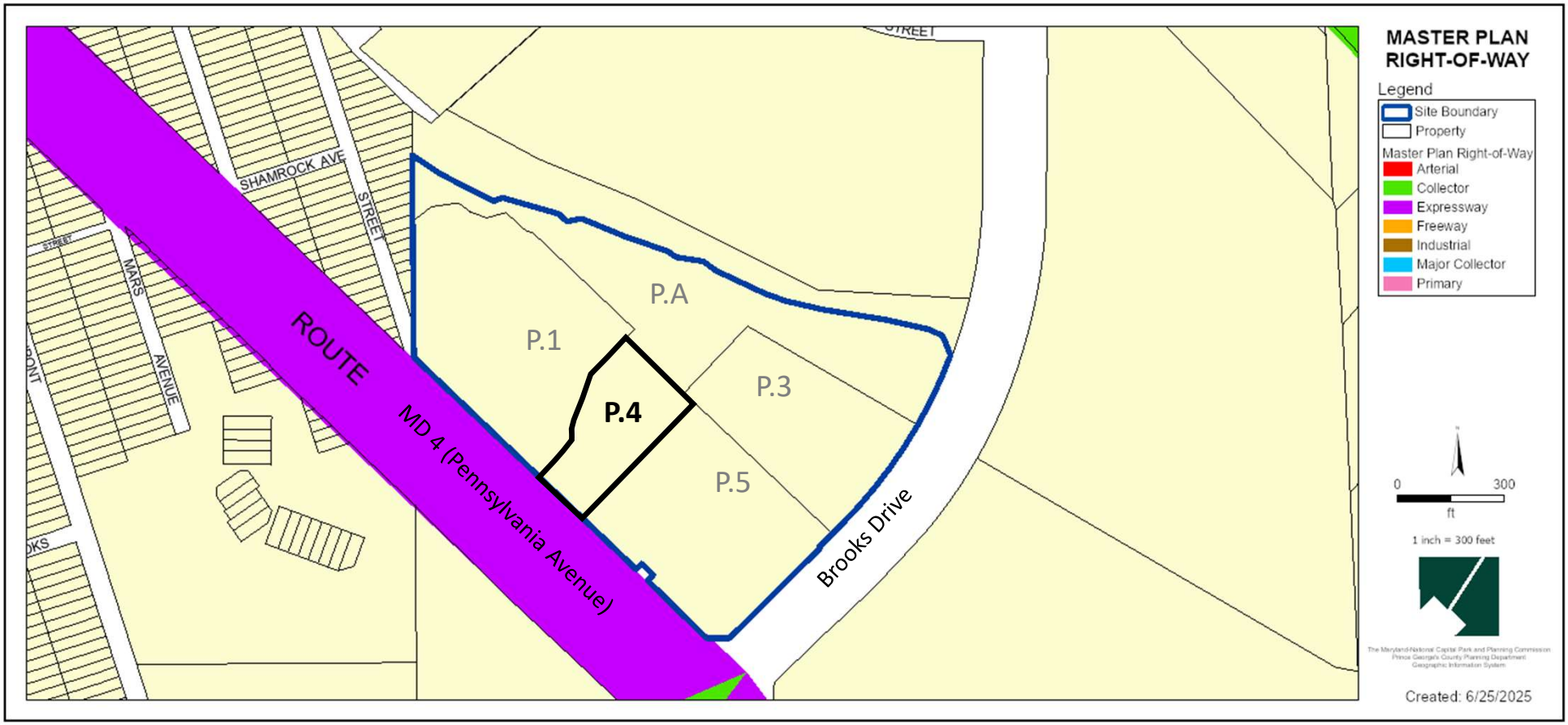


CURRENT ZONING MAP: RMF-48

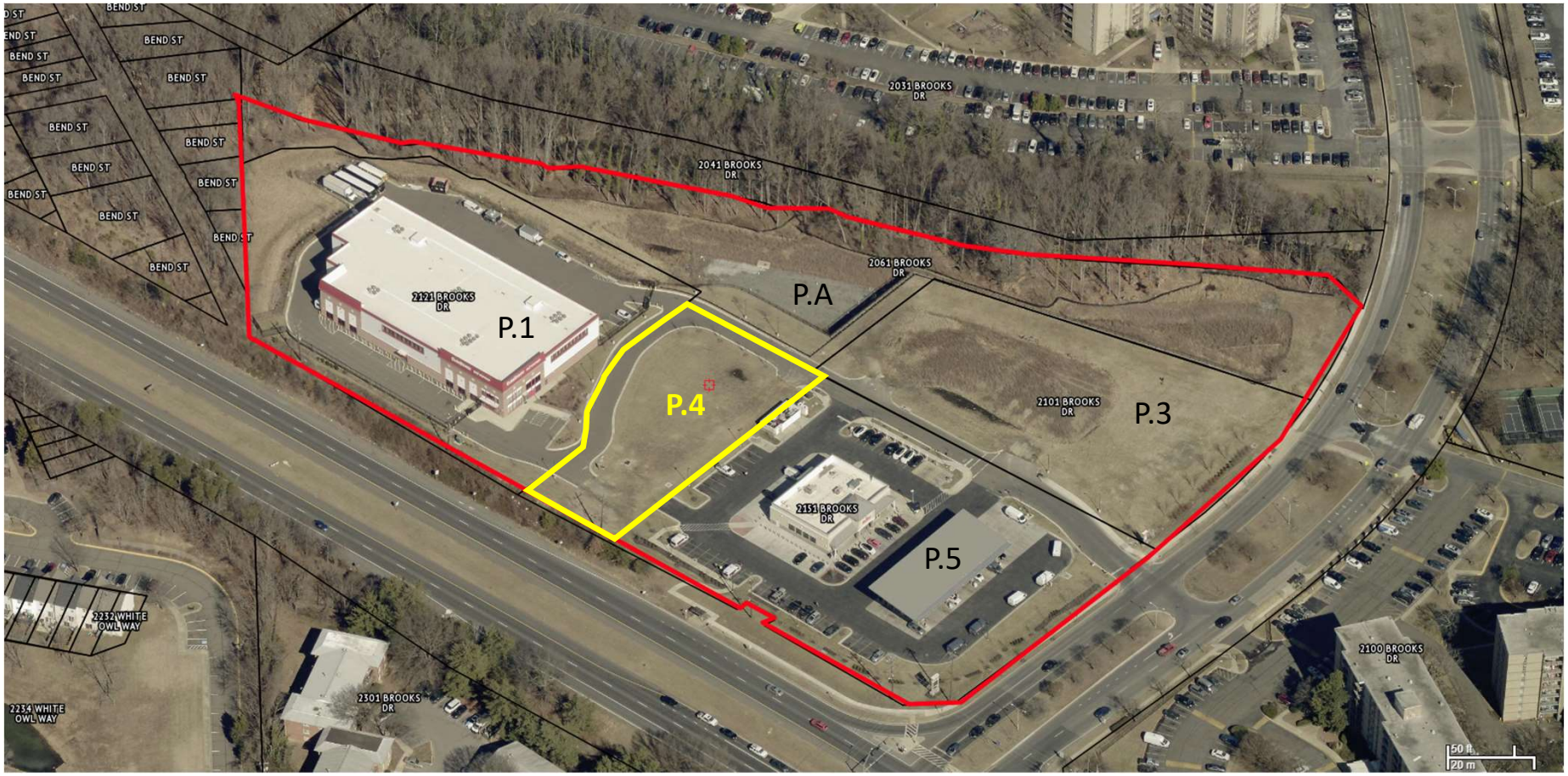
SITE MAP


SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
P.A
P.1
P.3
P.4
P.5
ROUTE
SHAMROCK AVE
STREET
MARS
AVENUE
0
300
ft
1 inch = 300 feet
Created: 6/25/2025

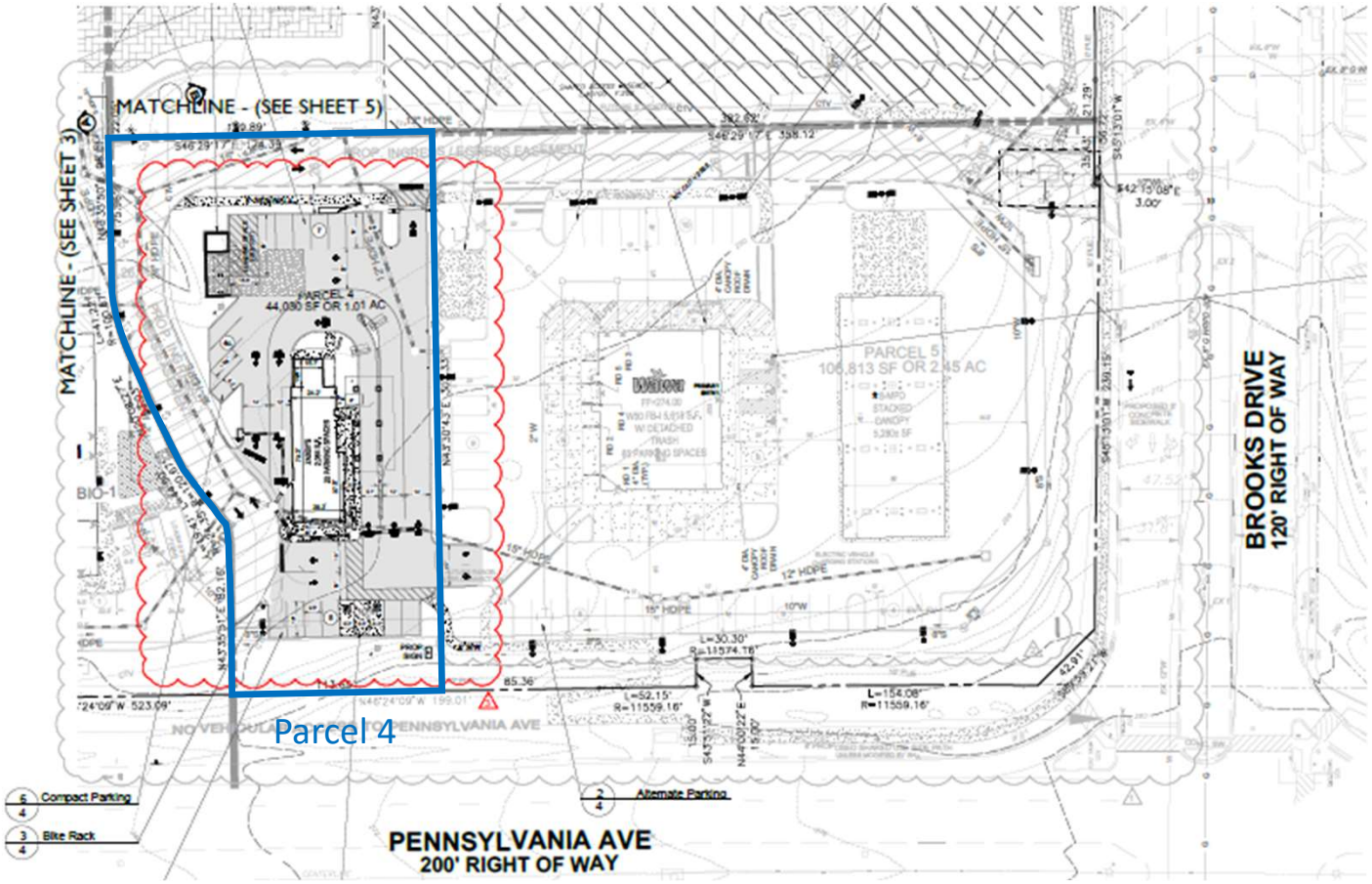
MASTER PLAN RIGHT-OF-WAY MAP



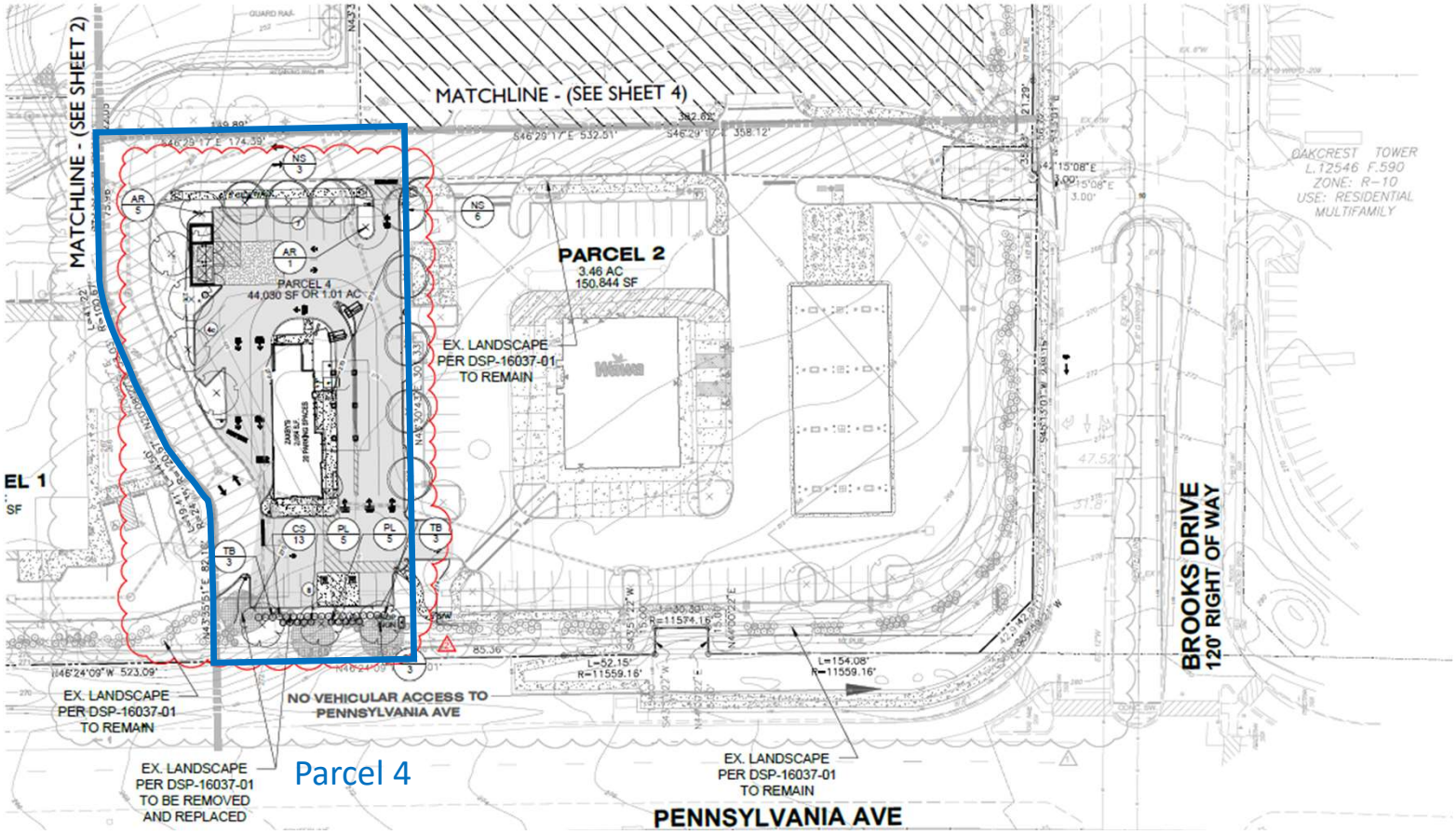
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



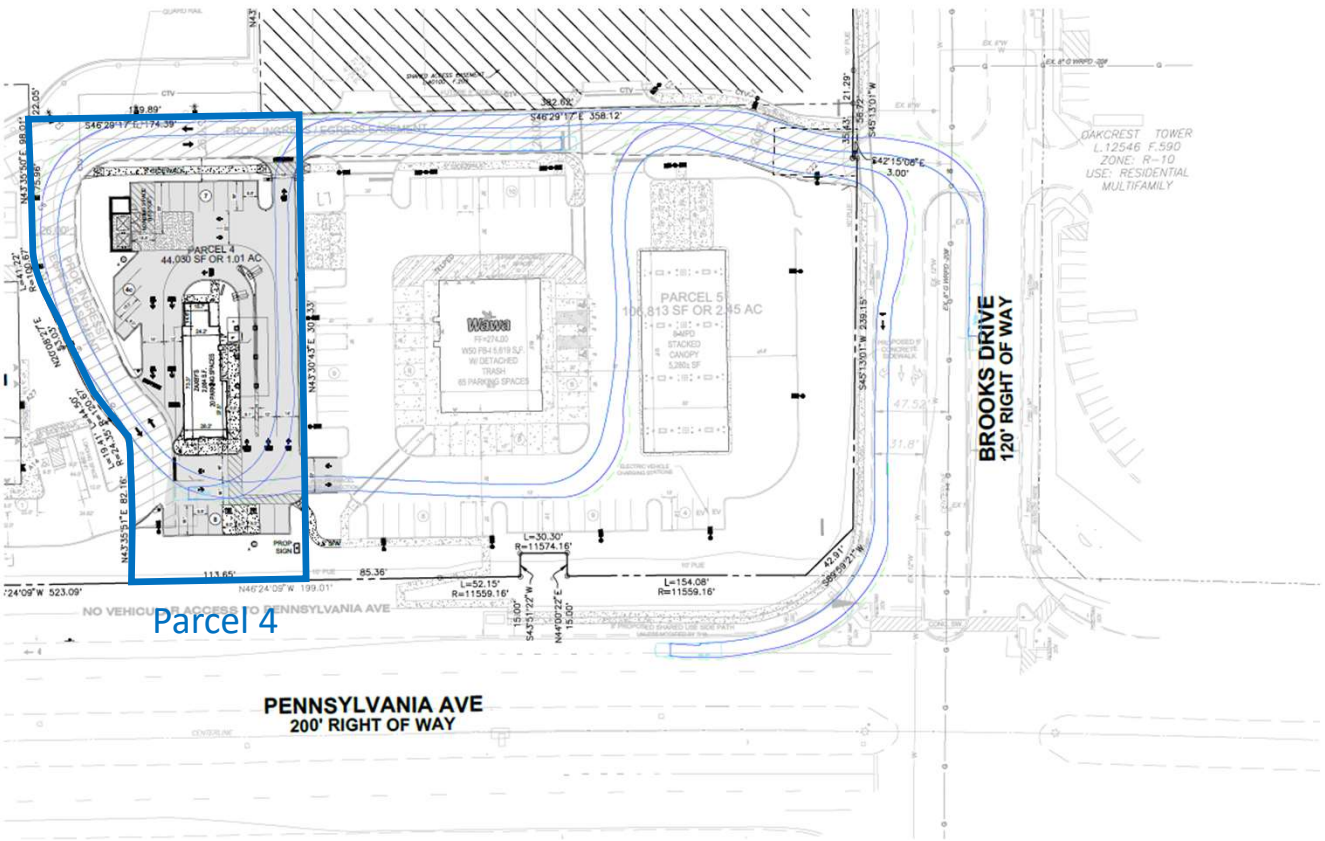
DETAILED SITE PLAN

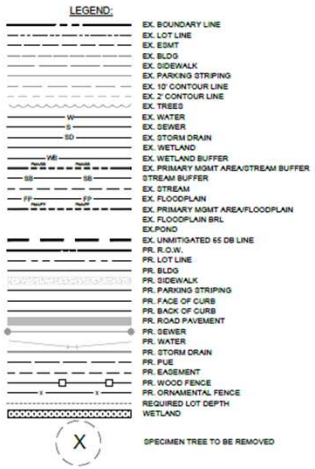


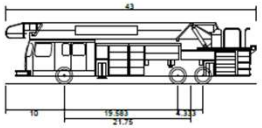
LANDSCAPE PLAN



FIRE TRUCK TURNING EXHIBIT

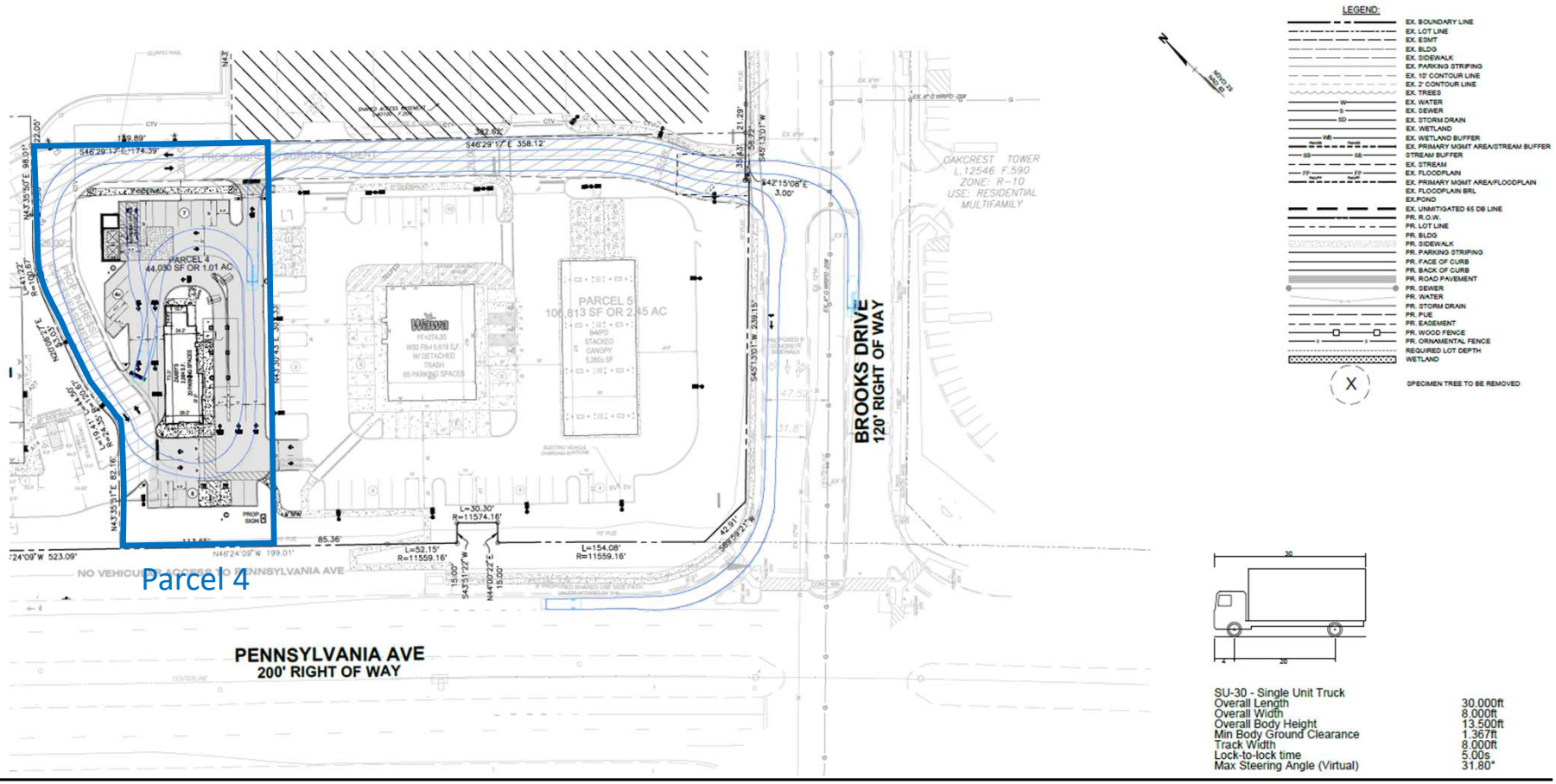




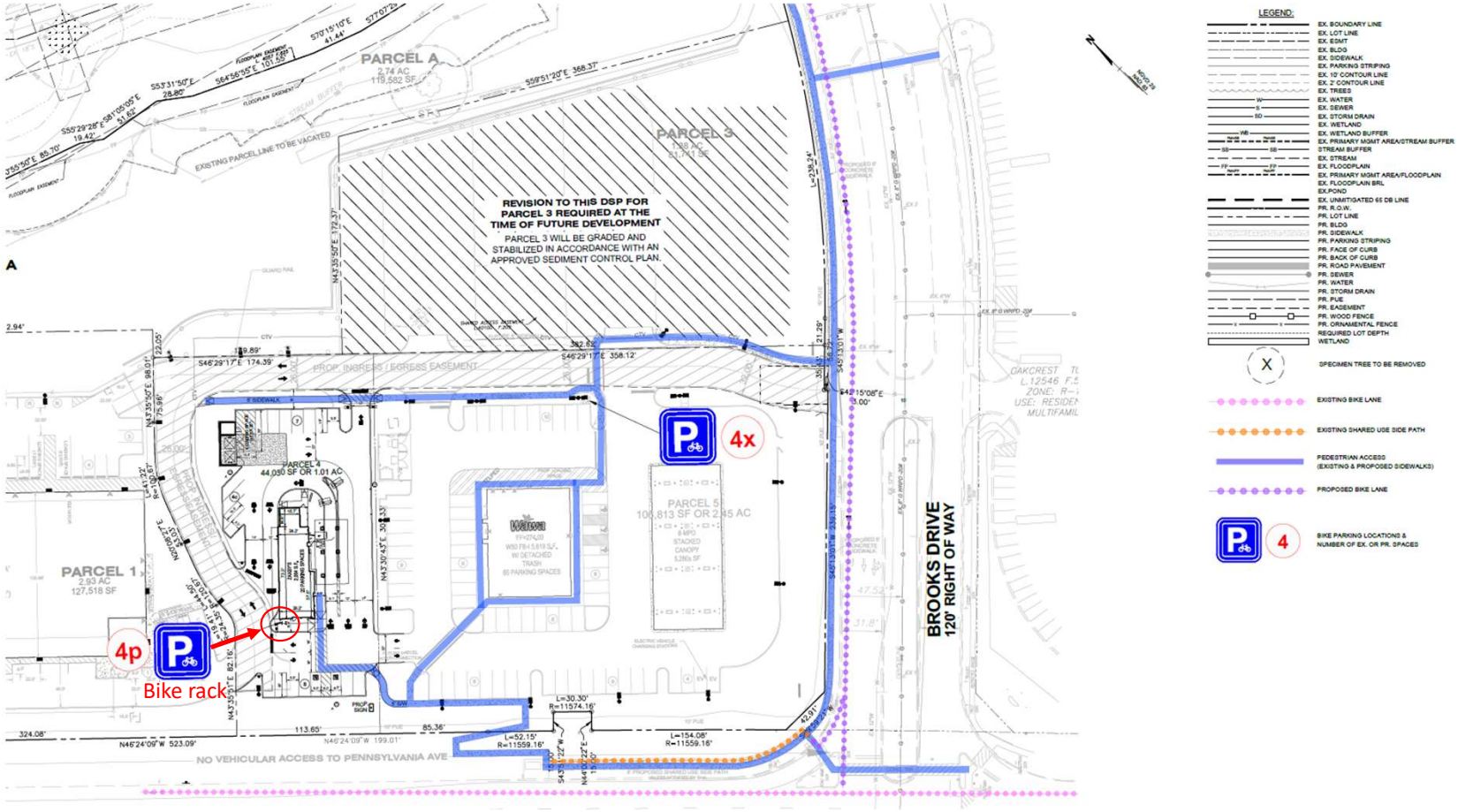


Fire Truck	
Overall Length	43.000ft
Overall Width	8.250ft
Overall Body Height	10.475ft
Min Body Ground Clearance	0.906ft
Track Width	8.250ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	33.20°

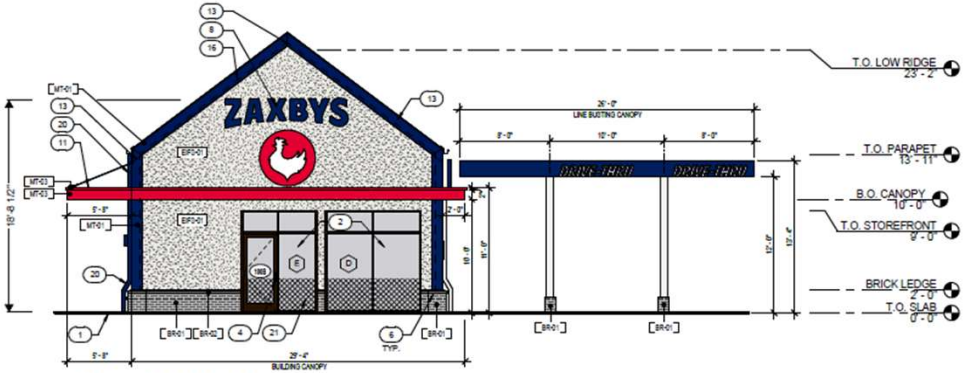
LOADING TRUCK TURNING EXHIBIT



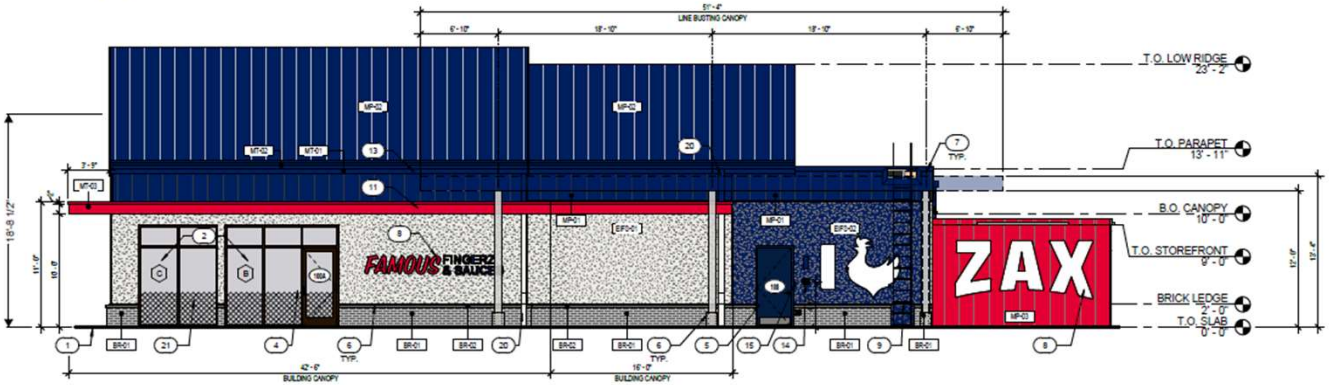
PEDESTRIAN AND BIKE FACILITIES EXHIBIT



ELEVATIONS

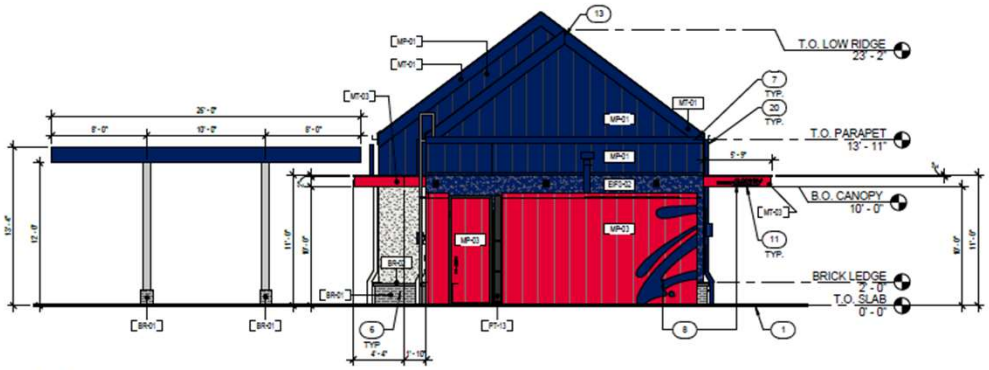


2 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



1 EAST ELEVATION
SCALE: 3/16" = 1'-0"

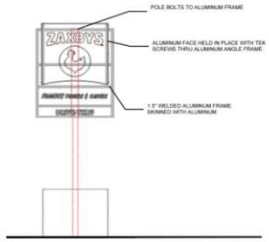
ELEVATIONS



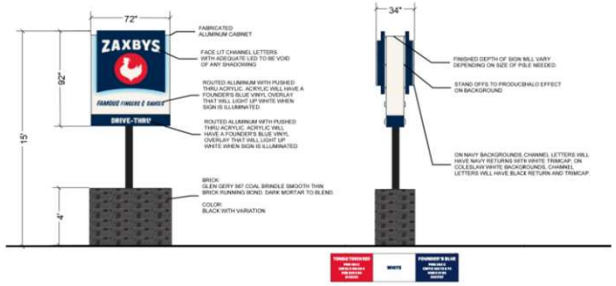
4 NORTH ELEVATION
SCALE: 3/16" = 1'-0"

3 WEST ELEVATION
SCALE: 3/16" = 1'-0"

SIGNAGE



SIGN AREA=
46 SQUARE FEET
PER SIDE



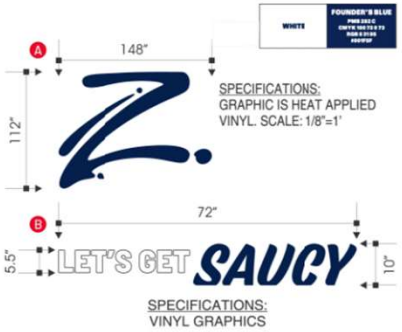
2/9 ZAXBYS DOUBLE SIDED MONUMENT SIGN
SCALE: NTS
Base Height= 4'-0"
Sign Height= 7'-8"
Total Height= 15'-0"
Lighting: Internal

FREE STANDING SIGN

ZAXBY'S "Z"

DRIVE-THRU ONLY

SIGNAGE LEGEND:
A APPLIED TO STANDING SEAM METAL
B APPLIED TO METAL CANOPY



"LET'S GET SAUCY"

5/10 ZAXBYS SIGNAGE
SCALE: NTS

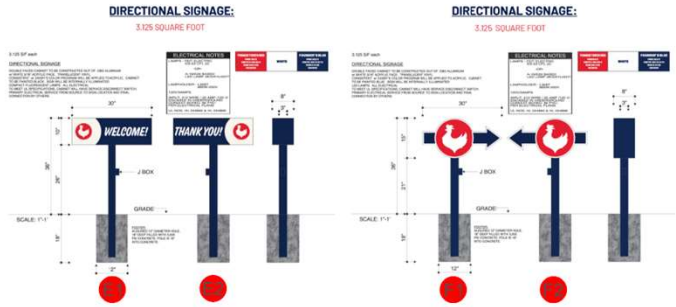
"FAMOUS FINGERZ & SAUCES"

2/10 ZAXBYS DRIVE THROUGH SIGN
SCALE: NTS

"DRIVE-THRU"

4/10 ZAXBYS SIGN
SCALE: NTS

ZAXBY'S BUILDING MOUNTED SIGNAGE



3/11 ZAXBYS DIRECTIONAL SIGNAGE
SCALE: NTS

DIRECTIONAL SIGN

STAFF RECOMMENDATION

APPROVAL with conditions

- Detailed Site Plan DSP-16037-03

Issues: None

Applicant Required Mailings:

- Informational Mailing: 12/17/2024
- Acceptance Mailing: 05/12/2025

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

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

June 12, 2025

VIA ELECTRONIC DELIVERY
Ms. Hyojung Garland
Supervisor, Urban Design Section
Prince George's County Planning Department
Development Review Division
1616 McCormick Drive
Largo, MD 20774

RE: ZAXBY'S BROOKS DRIVE – DETAILED SITE PLAN (DSP-16037-03) – STATEMENT OF JUSTIFICATION

Dear Ms. Garland:

On behalf of our client, ALMA M&L2, Inc. (the "Applicant"), Shipley and Horne, P.A., hereby submit this Statement of Justification in support of a proposed detailed site plan (the "DSP") amendment. This DSP is submitted in support of the development of a 2,064 square foot one-story (approximately 18' 8 ½" tall) eating or drinking establishment, with drive-through service, containing twenty (20) seats on one (1) existing parcel, known as Parcel 4. Parcel 4 is located in the current Residential, Multifamily-48 (RMF-48) Zone and the prior Multifamily High Density Residential (R-10) Zone. Parcel 4 is a 1.01-acre vacant parcel of land, which is a component of a 11.04 acres subdivision, known as Brooks Drive South (the "Property").

With this proposed infill development, the Brooks Drive South Subdivision would contain a total of four (4) uses and maintain its status as a Business Advancement and Food Access Infill development. These uses are classified as commercial and industrial uses consisting of consolidated storage, an eating or drinking establishment, with drive-through service, a food or beverage store, and a gas station. Parcel 4 itself has an address at 2131 Brooks Drive, District Heights, Maryland 20747, but the Property as a whole is located at the northwest corner of the intersection of Pennsylvania Avenue (MD 4) and Brooks Drive. The Property is thereby adjacent to the intersection of an expressway roadway (MD 4) and a local roadway (Brooks Drive) within the limits of the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*. This application is being submitted according to the requirements of Section 27-1704(e) of the Prince George's County Zoning Ordinance ("Current Zoning Ordinance"). This section of the Current Zoning Ordinance allows this application to be reviewed pursuant to the prior Zoning Ordinance as described herein.

As such, the Applicant is requesting the Prince George's County Planning Board (the "Planning Board") approve this DSP Amendment for the construction of a 2,064 square foot one-story (approximately 18'-8 ½" tall) eating or drinking establishment, with drive-through service, containing twenty (20) seats on one (1) existing parcel, known as Parcel 4. With this DSP Amendment, the Brooks Drive South Subdivision will remain as a Business Advancement and Food

Access Infill development. The development will then contain a further variety of commercial and industrial uses consisting of a consolidated storage, an eating or drinking establishment, with drive-through service, a food or beverage store, and a gas station. The gross floor area of these uses on-site shall increase from 135,134 square feet to 137,198 square feet.

I. ELECTION TO UTILIZE THE PRIOR ZONING ORDINANCE (SECTION 27-1704)

On April 1, 2022, the approved Countywide Sectional Map Amendment ("CMA") and the Current Zoning Ordinance became effective and rezoned the property to the newly created RMF-48 Zone. Notwithstanding, the Applicant elects to amend DSP-16037 utilizing the applicable provisions of the prior Zoning Ordinance pursuant to Section 27-1704(e), which states in the pertinent part:

> ***Section 27-1704. Projects Which Received Development or Permit Approval Under the Provisions of the Prior Zoning Ordinance***
>
> ***(e) Subsequent revisions or amendments to development approvals or permits "grandfathered" under the provisions of this Section as authorized herein shall be reviewed and decided under the prior Zoning Ordinance (until April 1, 2032 or April 1, 2042, unless a longer or an indefinite validity is applicable in accordance with Subsection (a), above), unless the applicant elects to have the proposed revision or amendment reviewed under Subsection (f), below. Notwithstanding the requirements of Sections 27-289 and 27-325 of the prior Zoning Ordinance (2019 Edition, 2021 Supp.), revisions or amendments to such "grandfathered" development approvals or permits may construct one or more electric vehicle charging stations subject to the review and approval of the DPIE Director. Following the expiration of the grandfather period, subsequent revisions or amendments to development approvals or permits shall be subject to the provisions of Section 27-1707.***

RESPONSE: The Applicant acknowledges this provision and notes that the proposed application is an amendment to an existing DSP that was approved under the prior Zoning Ordinance. The original DSP, DSP-16037, was approved and adopted by the Planning Board via resolution (PGCPB Resolution No. 17-110) on July 27, 2017, for the construction of a 36,185 square foot food or beverage store and a 130,000 square foot consolidated storage facility (although the constructed building was only 129,515 square feet) as components of a Business Advancement and Food Access Infill development. Following this adoption, the approved DSP was later amended by the Planning Board (known as DSP-16037-01) via resolution (PGCPB Resolution No. 2020-73) on May 21, 2020, for the construction of a revised 5,619 square foot food or beverage store and a gas station as components of a Business Advancement and Food Access Infill development. The original DSP was then amended for a second time (known as DSP-16037-02) and approved by the Planning Director on May 17, 2022 for eight (8) electric vehicle charging stations at the constructed gas station. This DSP application (DSP-16037-03) is therby the third amendment of DSP-16037, and as such is eligible to be reviewed under the prior Zoning Ordinance as the date of filing of this application has

not eclipsed April 1, 2032.

II. PROPERTY DESCRIPTION

The Property is currently improved with commercial and industrial uses. These uses include a 129,515 square foot consolidated storage facility and a 5,619 square foot food or beverage store with a gas station as components of a Business Advancement and Food Access Infill development. The Property consists of 11.04 acres of land containing four (4) parcels and one (1) outlot, known as Parcel A. These four (4) parcels are known as 1, 3, 4, and 5. The development for this specific DSP is limited to Parcel 4, which is a 1.01-acre vacant site (as shown in ***Exhibit 1***) below.

The Brooks Drive South Subdivision contains streams, 100-year floodplain, wetlands, and primary management area (PMA), which are located within Parcel A and Outlot B. No development is proposed in areas of regulated environmental features as part of this DSP Amendment. However, these regulated environmental features are identified on the approved Natural Resource Inventory, NRI-027-12-01, which is included as a component of this DSP Amendment. This NRI further notes that portions of the development are identified for preservation within the boundaries of the 2017 *Approved Countywide Green Infrastructure Plan,* but these areas are again located within Parcel A and Outlot B. No network gaps are identified within Parcel 4 as the land has been previously cleared and is currently vacant. In addition to the NRI, two environment plans have been prepared that illustrate the new proposed development on Parcel 4. The first is a Type 2 Tree Conservation Plan (TCP2), which would be the third amendment to TCP2-005-2016, which illustrates the proposed improvements on Parcel 4 while simultaneously demonstrating that there are no impacts on existing regulated environmental features with this development. Secondly, an approved Site Development Concept Plan (61317-2016-02) has been provided to illustrate connections to the existing stormwater management infrastructure features. The Applicant further notes that there are no known historic, or land trust easements impacting the Property. The existing site continues to be served by public water and sewer systems and is within Tier 1 under the Sustainable Growth Act.

Exhibit 1 – Location of the Parcel 4 (not to scale)

III. LOCATION AND SURROUNDING LAND USES

The subject site (specifically Parcel 4), whose zoning RMF-48 (Prior R-10), is shown below in ***Exhibits 2 and 3.*** The Brooks Drive South Subdivision in total consists of four (4) parcels and one (1) outlot that contains 11.04 acres of land. The Property as a whole is located at the northwest corner of the intersection of Pennsylvania Avenue (MD 4) and Brooks Drive. The Property is thereby adjacent to the intersection of an expressway roadway (MD 4) and a local roadway (Brooks Drive) within the limits of the 2009 Approved Marlboro Pike Sector Plan and Sectional Map Amendment. However, more specifically, Parcel 4 is known as 2131 Brooks Drive, District Heights, Maryland 20747 within Tax Map 80, Grid F-1 in Planning Area 75A, Suitland-District Heights & Vicinity.

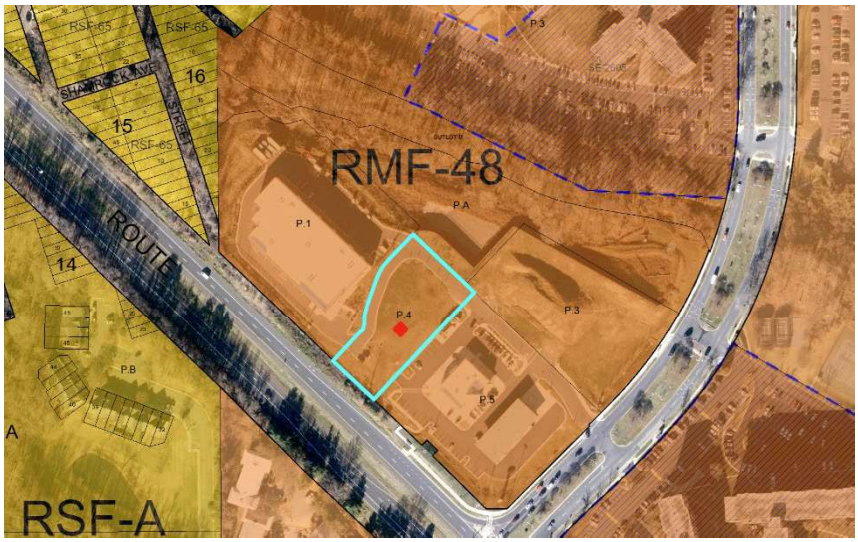


Exhibit 2 – Current Zoning of Parcel 4 (not to scale)

Exhibit 3 – Prior Zoning of Parcel 4 (not to scale)

North: North of the Property are multifamily dwelling units, known as Oakcrest Towers Apartments within the current RMF-48 (former R-10) Zone, which were approved via special exception (SE-2605) and modified by ROSP-2605-01.

South South of the Property is the right-of-way for MD 4 (Expressway Road E-3), with existing multifamily dwelling units and townhouse dwelling units beyond.

East: East of the Property is the right-of-way for Brooks Drive (a local roadway) with multifamily dwelling units beyond, which are also a component of the Oakcrest Towers Apartments. These apartments are within the current RMF-48 (former R-10) Zone and were approved via special exception (SE-3570) and modified by ROSP-3570-01.

West: West of the Property are several vacant undeveloped lots within the current Residential, Single-Family-65 (RSF-65) Zone, which was formerly the One-Family Detached Residential Zone.

IV. PROPOSED DEVELOPMENT & APPROVAL HISTORY

A. Nature of Request

The purpose of this DSP Amendment (DSP-16037-03) is to request the Planning Board's approval for the construction of a 2,064 square foot eating and drinking establishment one-story (approximately 18'- 8 ½" tall facility, known as Zaxby's), with drive-through service, containing twenty (20) seats on one (1) existing parcel, known as Parcel 4, as a component of an existing Business Advancement and Food Access Infill development in the current RMF-48 Zone and prior R-10 Zone. This Business Advancement and Food Access Infill development is known as the Brooks Drive South Subdivision and this DSP Amendment is proposed to be reviewed in accordance with regulations of the prior Zoning Ordinance and R-10 Zone. The Brooks Drive South Subdivision will then contain a further variety of commercial and industrial uses consisting of consolidated storage, an eating or drinking establishment, with drive-through service, a food or beverage store, and a gas station. The gross floor area of these uses on-site shall increase from 135,134 square feet to 137,198 square feet from the latest DSP Amendment, DSP-16037-02.

If this eating and drinking establishment is approved via this DSP Amendment, this site will represent the first Zaxby's location in Prince George's County and the State of Maryland. Zaxby's story began in 1990 in Statesboro, Georgia, where the founders, Zach McLeroy and Tony Townley established a new restaurant with the primary menu item being chicken, specifically chicken fingers with five (5) core key values. These core values are as follows:

1. Placing People First – Zaxby's places its team members and franchisees first because the customer experience will never exceed their experience

2. Accountability – Zaxby's believes that its word is its bond, since we depend on each other, we do what we say we will do and live up to our commitments.

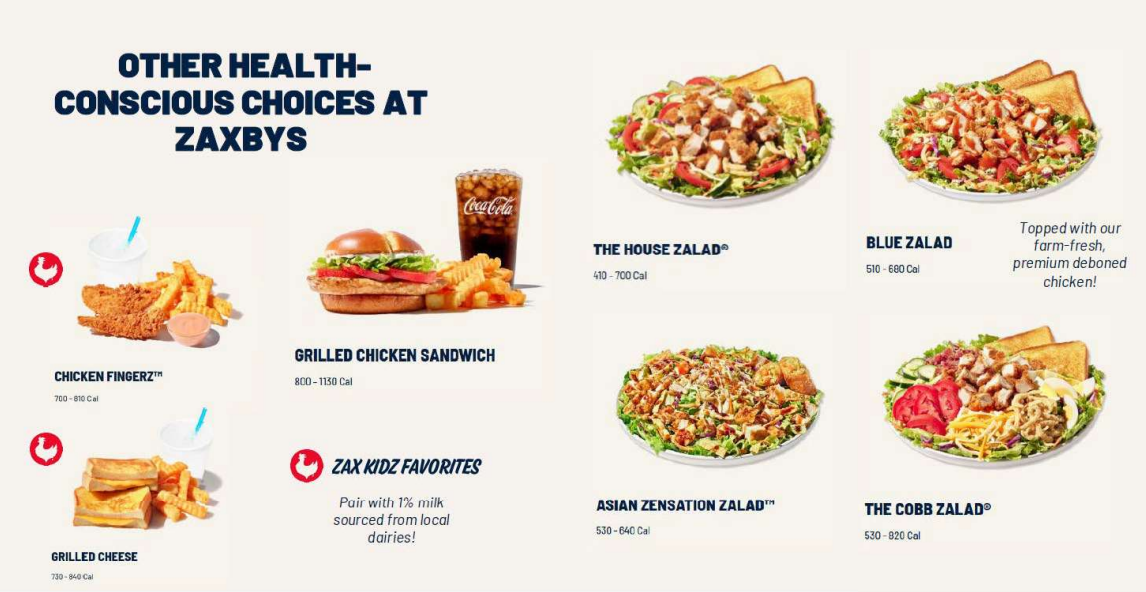
3. Transparency – Zaxby's believes that saying what we mean in a honest but respectful manner enables us to get to the heart of the issue faster.

4. Innovation – Zaxby's values courageous thinking and the never-been-done before to stay ahead of the competition. We work together to get there first.

5. Inclusion and Belonging – Zaxby's door is open to everyone and there is a set at the table for all team members and customers. Zaxby's believes that our differences are what make use special and our voices so powerful.

Now three decades later, the company, still under Mr. McLeroy's leadership is seeking to establish roots in Prince George's County, continuing to utilize these core values to consistently create experiences that enrich lives, one person at a time. As a testament to these values, Zaxby's has sought to continue evolving to create boneless chicken meals for the way people want to eat today. This evolution has focused on providing customers with more choices to allow for customized healthy eating options. This included the introduction of salads, known as Zalads, and grilled chicken, with customizable toppings, sides, and portion sizes. Nutrition and allergen information for all menu options is available on the Zaxby's website, and examples of a few available lower calorie or smaller portion options are provided below. As you'll see below, these entrees are comparable in flavor profile and caloric value to options at similarly priced eating and drinking establishments in Prince George's County, like Panera Bread.

Potential Health-Conscious Menu Choices at Zaxby's



Potential Health-Conscious Menu Choices at Panera Bread

Salads

Fuji Apple Chicken Salad
Whole · 560 Cal
Add Customize

Asian Sesame Chicken Salad
Whole · 450 Cal
Add Customize

Green Goddess Chicken Cobb Salad
Whole · 510 Cal
Add Customize

Southwest Chicken Ranch Salad
Whole · 670 Cal
Add Customize

Mediterranean Chicken Greens with Grains
Whole · 670 Cal

Mediterranean Greens with Grains
Whole · 540 Cal

Caesar Salad with Chicken
Whole · 550 Cal

Caesar Salad
Whole · 410 Cal

MENU ⌄ SANDWICHES

Hot Sandwiches | Cold Sandwiches | Value Duets | Family Feast Value Meals

Ciabatta Cheesesteak
Whole · 1040 Cal
Add Customize

Chipotle Chicken Avo Melt
Whole · 920 Cal
Add Customize

Toasted Frontega Chicken®
Whole · 790 Cal
Add Customize

Toasted Italiano
Whole · 1280 Cal
Add Customize

Spicy Fiesta Chicken
Whole · 850 Cal
Add Customize

Toasted Garden Caprese
Whole · 890 Cal
Add Customize

Smokehouse BBQ Chicken
Whole · 730 Cal
Add Customize

Grilled Cheese
Whole · 810 Cal
Add Customize

Access to Parcel 4 is proposed to remain from Brooks Drive via an approved easement (Liber 48640, folio 127), which is demonstrated on approved plat 5-21148. This access easement is shared with Parcels 1 and 5 and provides a single two-way drive entrance for all three parcels. No revisions to the existing access easement are proposed with this DSP Amendment. The 2,064 square foot eating and drinking establishment is proposed as a single-story building centrally located on Parcel 4. This building will include twenty (20) proposed parking spaces, of which two (2) are accessible for the physically handicapped, and four (4) are designated as compact to support the twenty (20) seats inside the facility. No designated loading spaces are required for the subject site due to the principal eating and drinking establishment land use, however the Applicant has illustrated multiple locations within the Property via an exhibit that meet the minimum dimensional requirements. A general note will be provided on the plan prior to certification, stating that no deliveries will occur during hours of operation of the eating and drinking establishment. No parking spaces are proposed to be added or removed from neighboring parcels. The parking spaces on Parcel 4 are located in close proximity to proposed entrances, with the principal building entrance located on the eastern elevation. Access to these building entrances is provided via a combination of striped crosswalks and sidewalks that provide for ample on-site pedestrian circulation. Sidewalks are also proposed along the northern and southern portions of Parcel 4 to provide ample pedestrian circulation to Brooks Drive and the existing shared use path along MD 4. Two (2) bicycle racks that can accommodate the parking of four (4) bicycles have also been provided along the southern perimeter of the site near MD. These bicycle racks will further the interconnectivity of the subject site with the surrounding region. The Applicant will also strive to ensure pedestrian connectivity between the separate use buildings as a component of horizontal mixed-use envisioned with the Business Advancement and Food Access Infill development. The eating and drinking establishment will include two (2) drive-through lanes. These drive-through lanes have been designed to have adequate space for queuing and will include a combination of directional and striped signage to direct the movement of motor vehicles on-site.

The architecture of the proposed 2,064 square foot eating and drinking establishment, with drive-through service has been designed to consist of metal paneling and stucco that is representative of the modern aesthetic of Zaxby's corporation and is compatible with the surrounding consolidated storage, food or beverage store, and gas station uses. This architecture includes a sloped roof with blue metal panels that comprise of a parapet that provides variations in the building facade on each side elevation. The pedestrian entry points for the building are located on the southern and eastern elevations. In turn these elevations include ample glazing and storefront windows to present an attractive entrance to pedestrians with a metal red canopy that wraps around the majority of the building to provide some protection from the elements. The northern elevation comprises the rear of the building and contains an entrance for employees to access the storage components of the facility. The western elevation then comprises the drive-through payment and service windows where customers receive their orders. The western elevation also includes a dual-canopy to provide coverage from the elements for motor vehicles and employees delivering orders to them. This canopy has been designed with materials and colors that are consistent with the proposed building elevations.

All elevations also include building mounted signage, consisting of business logos and text that advertises Zaxby's principal food, chicken. A separate freestanding sign facing MD 4 has also

been proposed to advertise the facility to motor vehicles along this important arterial roadway. This freestanding sign consists of high quality materials, including brick, stucco, and metal, in colors that conform with the proposed building elevation. Freestanding signage consisting of similar materials was also approved with the construction of the Wawa via DSP-16037-01. Conformance with the required signage requirements of Part 12 of the prior Zoning Ordinance is also demonstrated as a component of the DSP package on Sheet 9 of 11. A summary of the proposed development, in its entirety, is provided below.

B. Development Data Summary:

	Existing	**Proposed**
Current Zone	RMF-48	RMF-48
Prior Zone	R-10	R-10
Use(s)	Consolidated Storage, Food or Beverage Store, and Gas Station	Consolidated Storage, Eating or Drinking Establishment, with Drive-Through Service, Food or Beverage Store, and Gas Station
Gross Acreage (acres):	11.04	11.04
100-Year Floodplain (acres):	0.18	0.18
Net Tract Area (acres):	10.86	10.86
Parcel(s)	4	4
Outlot(s)	1	1
Dwelling Units	N/A	N/A
Gross Floor Area (sq. ft.)	135,134	137,198

Base Parking Requirements:

PARKING SCHEDULE					
PARCEL	USE	BUILDING SF	PARKING RATE	REQUIRED	PROPOSED
1	CONSOLIDATED STORAGE	129,515 SF (1,450 INTERNAL UNITS) (900 SF OFFICE)	1.0 PER 50 UNITS HAVING DIRECT ACCESS ONLY FROM WITHIN A BUILIDNG.	29	29
			4.0 PER 1,000 SF OF OFFICE SPACE	4	4
			2.0 PER RESIDENT MANAGER	2	2
			TOTAL FOR PARCEL:	35	35
			ACCESSIBLE SPACE REQUIREMENT:	2.0 PER 26-50 SPACES	**2
5	CONVENIENCE STORE	5,619 SF	1.0 PER 150 SF UP TO 3,000 SF	20	
			1.0 PER 200 SF ABOVE 3,000 SF	13.1	
	GAS STATION (SELF SERVE)	N/A	1.0 PER EMPLOYEE	4	65
			TOTAL FOR PARCEL:	37.1	65
			ACCESSIBLE SPACE REQUIREMENT:	3.0 PER 51-75 SPACES	**3
4	EATING/ DRINKING ESTABLISHMENT	2,064 SF	1.0 PER 3 SEATS (6.67 SPACES REQUIRED FOR 20 SEATS)	6.67	-
			+1.0 PER 50 SF OF GFA (EXCLUDING STORAGE OR SEATING) (562 SF GFA = 11.25 SPACES REQUIRED)	11.25	-
			TOTAL FOR PARCEL:	18	-
			ACCESSIBLE SPACE REQUIREMENT:	1.0 PER 1-25 SPACES	**2
			90-degree standard nonparallel (9.5'x19')	-	14
			90-degree standard nonparallel (9.5'x19') ADA	-	2
			45-degree compact nonparallel (8'x16.5')	-	4
			Total Provided		20
**NUMBER OF ACCESSIBLE PARKING SPACES IS INCLUDED IN TOTAL NUMBER OF PARKING SPACES PROPOSED PER PARCEL					

Base Loading Requirements:

LOADING SCHEDULE							
PARCEL	USE	BUILDING SF	RATE REQUIRED	SIZE	REQUIRED	PROPOSED	
1	CONSOLIDATED STORAGE	129,515 SF	2.0 PER 10,000 SF	12'X33'	2		2
			1.0 PER 40,000 SF	12'X33'	3		3
			TOTAL FOR PARCEL:		5		5
5	CONVENIENCE STORE	5,619 SF	1.0 PER 2,000 - 10,000 SF OF GFA	15'X33'	1		1
			TOTAL FOR PARCEL:		1		1
4	EATING/ DRINKING ESTABLISHMENT	2,064SF	N/A		0		0
			TOTAL FOR PARCEL:		0		0

3

LOADING FOR THE EATING/DRINKING ESTABLISHMENT SHALL OCCUR OUTSIDE OF THE HOURS OF OPERATION OF THE ESTABLISHMENT. NO DELIVERIES WILL OCCUR DURING THE HOURS OF OPERATION.

C. Prior Approval History

The Applicant notes that the site has a complex history of entitlement approvals in its evaluation under the prior Zoning Ordinance, which was also impacted by two (2) approved Council Bills, CB-62-2015 and CB-83-2018. The 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* retained the subject site in the prior R-10 Zone.

On July 11, 2013, the Planning Board approved 4-12002 (PGCPB Resolution No. 13-81) for five (5) parcels that would permit the development of up to 300 multifamily dwelling units subject to eighteen (18) conditions and sub conditions. The validity of 4-12002 was then extended for one-year by the Planning Board on June 4, 2015. On May 5, 2016, the Planning Board then approved DSP-15038 (PGCPB Resolution No. 16-59) for the development of 300 multifamily dwelling units subject to three (3) conditions and sub conditions. However, further development was never pursued relative to these approvals.

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

On January 5, 2017, the Planning Board approved 4-16018 (PGCPB Resolution No. 16-150) for three (3) parcels and one (1) outlot to support the development of a consolidated storage, food or beverage store, and medical office subject to twenty (20) conditions and sub conditions. The approval of 4-16018 superseded 4-12002 and required the submission of a new DSP application for the proposed commercial development of the site. No conditions are relevant to the review of this DSP application, given that 4-16018 was superseded by a future PPS, 4-20031, which is analyzed below.

On July 27, 2017, the Planning Board proceeded to approve DSP-16037 (PGCPB Resolution No. 17-110) for the construction of a 36,185 square foot food or beverage store and a 130,000 square foot consolidated storage facility (although only a 129,515 square foot building was constructed) as components of a Business Advancement and Food Access Infill development subject to two (2) conditions and sub conditions, which are not relevant to the review of this DSP application, given that all requirements were satisifed at the time of certication or final plat. As a companion to the DSP approval, the Planning Board proceeded to approved a departure from parking and loading standards, known as DPLS-449. DPLS-449 approved a departure reducing the parking requirement for the subject site by 32 parking spaces.

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

Following the adoption of DP-16037 and the approval of CB-83-2018, the approved DSP was amended by the Planning Board (known as DSP-16037-01) via PGCPB Resolution No. 2020-73 on May 21, 2020, for the construction of a revised 5,619 square foot food or beverage store and a gas station as components of a Business Advancement and Food Access Infill development, subject to three (3) conditions and sub conditions, which are not relevant to the review of this DSP application, given that all requirements were satisfied at the time of certification or final plat.

On September 9, 2021, 4-20031 was approved by the Planning Board to support the development of subdividing the existing 3.46-acre Parcel 2 to two (2) new parcels, known as Parcels 4 and 5 via PGCPB Resolution No. 2021-105, subject to ten (10) conditions and sub conditions. The

approval of 4-20031 superseded 4-16018 for just this 3.46-acre portion of the development site, whilst the remainder of the site would continue to be subject to this prior approval. Parcel 5 was to be developed with a 5,619 square foot food or beverage store and gas station in accordance with DSP-16037-01. Meanwhile, Parcel 4 was to be subject to a future DSP Amendment, which is the purpose of this subject application.

The most recent approval impact the property was the revision of DSP-16037-02, which was approved by the Planning Director on May 17, 2022 for eight (8) electric vehicle charging stations at the constructed gas station.

Given the extensive history of the subject site, the Applicant has elected to pursue an amendment of the existing DSP approval. This proposed amendment is known as DSP-16037-03 and as such is eligible to be reviewed under the prior Zoning Ordinance as the date of filing of this application has not eclipsed April 1, 2032. The relevant conditions of approval subject to this application on Parcel 4 are thereby listed below, ***highlighted in italic bold***. The Applicant would note that conditions provided in the previous DSP approvals, (DSP-16037 and -01), are not relevant to the review of this application as these were adddressed at the time of certification, final plat, or building permit for construction on Parcel 5. Therefore, the only applicable conditions of approval are from 4-20031.

4-20031: Compliance with the ten (10) conditions and sub conditions associated with 4-20031 was discussed and approved by the Planning Board via PGCPB Resolution No. 2021-105 on September 9, 2021. This PPS approved the subdivision of an existing parcel within the Brooks Drive South Subdivision, known as Parcel 2, to two (2) new parcels. These parcels were identified as Parcels 4 and 5. The approval of 4-20031 superseded 4-16018 for just this 3.46-acre portion of the development site, whilst the remainder of the site would continue to be subject to this prior approval. Parcel 5 was to be developed with a 5,619 square foot food or beverage store and gas station in accordance with DSP-16037-01. Meanwhile, Parcel 4 was to be subject to a future DSP Amendment, which is the purpose of this subject application. Conditions relevant to the subject site are ***highlighted in italic bold.***

3. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (No. 61317-2016-02) and any subsequent revisions.

RESPONSE: The Applicant acknowledges this condition and notes that the proposed development of a 2,064 square foot eating or drinking establishment, with drive-through service on Parcel 4 was contemplated with approved Stormwater Management Concept Plan No. 61317-2016-02, which is included as a component of this DSP Amendment submission.

7. Total development within the subject property shall be limited to uses that would generate no more than 190 AM and 151 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision (PPS) with a new determination of the adequacy of transportation facilities. A portion of this cap is part of the original

trip cap for Brooks Drive Property, PPS 4-16018. While this application is creating an additional entitlement for the overall Brooks Drive Property in the AM peak hour, this cap is in no way represents an additional entitlement for the area covered by PPS 4-16018 in the PM peak hour.

RESPONSE: The Applicant acknowledges this condition and notes that the proposed development of a 2,064 square foot eating or drinking establishment, with drive-through service on Parcel 4 does not exceed the provided trip cap. The Applicant further notes that a 3,000 square foot proposed eating or drinking establishment, with drive-through service use was contemplated with the traffic study submitted with 4-20031. As this DSP Amendment does not exceed the contemplated square footage, the Applicant would contend that this regulation has been met. A trip generation analysis, prepared by Lenhart Traffic Consulting, Inc., in support of this conclusion has been provided as a component of this DSP Amendment submission.

8. The applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities and show these facilities within the limits of this PPS on any submitted detailed site plan prior to its acceptance:

a. Standard bicycle lane along the property frontage of Pennsylvania Avenue, unless modified by the Maryland State Highway Administration, with written correspondence.

b. Standard bicycle lane along the property frontage of Brooks Drive, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.

RESPONSE: The Applicant acknowledges these conditions and notes that the provided facilities are demonstrated on the submitted DSP, unless they were previously modified by the Prince George's County Department of Permitting, Inspections, and Enforcement ("DPIE"), with written correspondence.

c. All widths of sidewalks to be dimensioned on all plan sheets.

RESPONSE: The Applicant acknowledges this condition and notes that all sidewalk widths are dimensioned on all plan sheet as a component of the DSP Amendment submission.

d. Minimum five-foot-wide sidewalks along the entire ingress/egress easement, except that sidewalk may be omitted where approved sidewalk exists or will exist along the easement outside the limits of this PPS. Whether any sidewalk may be omitted shall be determined at the time of detailed site plan, based on a finding of whether the proposed development will have sufficient pedestrian access to sidewalk along the easement and a continuous sidewalk connection to Brooks Drive.

RESPONSE: The Applicant acknowledges this condition and has proceeded to provide five-foot wide sidewalks as shown on the provided DSP along the existing ingress/egress easement in a manner that is consistent with the existing Wawa development on Parcel 5. The Applicant contends that the sidewalks provided allow for ease of pedestrian access between parcels and offer a continuous connection to Brooks Drive along the primary corridor of the ingress/egress easement before it turns south towards the consolidated storage facility. Additional sidewalks have been provided within Parcel 4 to allow for convenient pedestrian access to the proposed facility. A connection via the southeastern corner of the site to an existing sidewalk on Parcel 5 that leads to the existing shared use path constructed on MD 4 has also been provided to further enhance the pedestrian connectivity. However, sidewalks were omitted along the western boundary line of Parcel 4 due to the curb in the existing ingress/egress easement and existing connectivity already being provided on the northern and southern portions of the property. Thus, providing a sidewalk on this western boundary was deemed to be unnecessary and would lead to significant pedestrian circulation improvements within the Brooks Drive South Subdivision. Therefore, the Applicant would respectfully request that the Planning Board allow the site to omit a maximum five-foot sidewalk along the western property boundary of Parcel 4 with a finding that sufficient pedestrian access to sidewalks along the ingress/egress easement remains, with a continuous connection to Brooks Drive.

e. Minimum five-foot-wide sidewalks, crosswalks, and Americans with Disabilities Act curb ramps throughout the subject property to provide connections from the sidewalk along the ingress/egress easement and the entrances of the proposed uses as well as to adjacent parcels.

RESPONSE: The Applicant acknowledges this condition and has provided five-foot wide sidewalks, crosswalks, and Americans with Disabilities Act curb ramps throughout Parcel 4 as shown on the provided DSP.

f. A minimum of two inverted U-style bicycle racks, or rack of a similar style that provide two points of contact for supporting and securing a parked bicycle at a location convenient to entrance of each proposed use.

RESPONSE: The Applicant acknowledges and has noted the location of the required bicycle racks on the provided DSP, in which two (2) are provided along the southern portion of Parcel 4 along the site's frontage on MD 4 near the existing shared use path that can accommodate the parking of four (4) bicycles.

10. At the time of detailed site plan, the plan shall include cross sections of the ingress/egress easement which show the travel lanes and any adjacent sidewalks.

RESPONSE: The Applicant acknowledges these conditions and notes that the provided facilities are demonstrated on the submitted DSP.

V. RELATIONSHIP TO COUNTY PLANS AND POLICIES

Plan Prince George's 2035 (the "2035 General Plan") –

This DSP Amendment requests the approval of a commercial use on one parcel, known as Parcel 4. The parcel is currently zoned RMF-48 and formerly zoned R-10, wherein this DSP Amendment is being evaluated in accordance with the standards of the prior Zoning Ordinance. The proposed commercial use, an eating or drinking establishment, with drive-through service is a permitted component of a Business Advancement and Food Access Infill development in the prior R-10 Zone, subject to specific standards, which are analyzed herein. According to the approved 2035 General plan, the subject Property is designated for high density residential land uses and is within the "Established Communities" growth tier, as shown on the Growth Policy Map. The Property has frontage at the northeast corner of the intersection of MD 4 (an expressway) and Brooks Drive (a local roadway) and is further located within one mile of the cities of Capitol Heights and District Heights within Council District 7.

The proposed DSP Amendment fulfills the goal of the "Established Communities" Growth tier as it provides a context-sensitive infill nonresidential commercial use, as a component of an existing Business Advancement and Food Access Infill development. As previously noted, the subject Property is within a high-density residential zone, but the site has been previously constructed with a mixture of commercial uses that contribute to the Business Advancement and Food Access Infill development. These mixture of uses include consolidated storage, a food or beverage store, and a gas station. This particular use, an eating or drinking establishment, with drive-through service was contemplated within the latest preliminary plan of subdivision, 4-20031, which subdivided a portion of the site into two separate parcels. One parcel (known as Parcel 5) was designated for a 5,619 square foot food or beverage store with a gas station (which became the Wawa development approved with DSP-16037-01). The second parcel (known as Parcel 4) was designated for the future development of a maximum 3,000 square foot eating or drinking establishment, with drive-through service. This proposed 2,064 square foot eating or drinking establishment, with drive-through service is thereby in harmony with the applicable prior approvals, which have demonstrated that the site is in conformance with the purposes and regulations of the prior R-10 Zone. The Applicant would note that while the purposes of the prior R-10 Zone are focused on high-density multifamily development, this Business Advancement and Food Access Infill use was strategically located at the intersection of a major roadway in close proximity to high density communities that will be served by having convenient access to this mixture of commercial uses. The proposed use will also support the furthering of economic commercial development on Brooks Drive in close proximity to several high-density residential buildings along the MD 4 corridor. Furthermore, as this site is being analyzed in accordance with the prior Zoning Ordinance, the Applicant would note that preceding the approval of the 2035 General Plan, the subject Property was classified within the "developed" growth tier as a component of the 2002 General Plan, making this site an ideal location for infill development.

The following demonstrates how the proposed subdivision is in substantial harmony with the tier-specific policies established in *Plan Prince George's 2035*.

POLICY 1:

Direct a majority of projected new residential and employment growth to the Regional Transit Districts in accordance with the Growth Policy Map and the Growth Management Goals set forth in Table 17.

Goals

LU1.1 ***To support areas best suited in the near term to become economic engines and models for future development, encourage projected new residential and employment growth to concentrate in the Regional Transit Districts that are designated as Downtowns (see the Strategic Investment Program under the Implementation section).***

LU1.2 ***Revise and update the Zoning Ordinance, Subdivision Ordinance, and other county regulations to ensure they are consistent with and support the Plan 2035 growth management goals, vision, and policies. Conduct a comprehensive analysis of the Zoning Ordinance, including its use tables, zoning districts and densities, and variance criteria.***

LU1.3 ***Evaluate the existing zoning districts in the Regional Transit Districts to ensure that sufficient development capacity is available to meet desired population and employment targets set forth by the Center Classification System (see Table 16).***

LU1.4 ***Annually review and report on county growth trends to measure progress toward meeting Plan 2035 growth management goals. Identify potential revisions to policies and ordinances to assist with meeting the goals.***

LU1.5 ***Annually review the CIP program to ensure consistency with the Plan 2035 vision, goals, and policies. The Planning Board will review proposed public facility and infrastructure projects and submit its recommendations to the District Council and County Executive for consideration (also see Strategic Investment Program under the Section V: Implementation).***

LU1.6 ***Identify the key capital improvement projects for each of the centers identified in Table 16 that are necessary to promote and facilitate economic and residential development within the center. Identify and coordinate the capital improvement projects with county agencies and key stakeholders. Prepare a summary of the Center Diagnostic score for each center.***

RESPONSE: The proposed DSP Amendment contributes to Policy 1 by facilitating the development recommended for the subject Property based on the prior entitlement approvals, which permitted the construction of a Business Advancement and Food Access Infill use on the site. These prior entitlement approvals previously found that the subject site was in conformance with the goals and policies of both Plan Prince George's 2035 and the 2009 Approved Marlboro Pike Sector Plan and Sectional Map Amendment (the "Master Plan"). This development is entirely consistent with the vision, policies, and strategies contained within Plan Prince George's 2035. In Plan Prince George's 2035, the subject site is within the Established Communities designation on the Growth Policy Map. These are areas outside Centers and Districts that are served by public water and sewer. The Applicant would note that while the purposes of the prior R-10 Zone and the recommendations of the Master Plan are focused on high-density multifamily development, this Business Advancement and Food Access Infill use was strategically located at the intersection of a major roadway in close proximity to high density communities that will be served by having convenient access to this mixture of commercial uses. The proposed use will also support the furthering of economic commercial development on Brooks Drive in close proximity to several high-density residential buildings along the MD 4 corridor. The development of this Property will therefore result in a horizontal mixture of commercial nonresidential land uses that will enhance the employment opportunities of the surrounding region for local residents, which is crucial in the current market. Plan Prince George's 2035 projects an additional 22,800 new jobs in the Established Communities area(s) (See Plan Prince George's 2035, Table 17, p. 110). The proposed development of the Property will thereby continue the progress towards meeting the job creation goal established with the passage of Plan Prince George's 2035.

POLICY 2:

Limit the expansion of public water and sewer outside the Growth Boundary in Rural and Agricultural Areas.

Goals

LU2.1 ***Coordinate the provision of public water and sewer, as outlined in the Public Facilities Element, with the Department of Environmental Resources (DER) and the Washington Suburban Sanitary Commission (WSSC) and in accordance with the Growth Policy Map to ensure that water and sewer facilities are not extended beyond the Growth Boundary. The Growth Boundary should be reviewed on a periodic basis to assess compatibility with Plan 2035 goals.***

LU2.2 ***Coordinate amendments to the Growth Boundary with future updates to the Septic Tier Map and the county's Water and Sewer Plan.***

RESPONSE: The Property is located within the growth boundary designated in Plan Prince George's 2035. The Applicant is not seeking to amend nor expand the existing growth boundary, but instead, is seeking approval of a DSP Amendment to develop Parcel 4 in accordance with the most recent subdivision entitlement approval, 4-20031, which contemplated a nonresidential commercial eating and drinking establishment, with drive-through service use on the site

POLICY 3:

Use Plan 2035, including the Growth Policy Map and Center Classification System, to guide the development of land use policies for all future master and sector plans, functional plans, and other county planning documents.

Goals

LU3.1 ***Evaluate the Plan 2035 future land use categories and apply to new master plans so that, over time, all plans use a common nomenclature to describe similar land uses. Allow plans to develop common land use subcategories.***

LU3.2 ***Review preliminary master plans and rezoning requests to ensure that proposed development is consistent with the Growth Policy Map and the Center Classification System (see Table 16). (see also Section V: under Plan Administration for Amendments and Updates).***

LU3.3 Review approved master plans to evaluate the consistency of existing Regional Transit Districts and Local Centers with the Center Classification System (see Table 16). To ensure consistency, future master plan revisions and/or rezonings may be warranted.

RESPONSE: As noted above, the proposal for the development of the subject Property is consistent with the recommendations of Plan Prince George's 2035 and has been designed to conform to recent subdivision entitlement approval, 4-20031, which contemplated a nonresidential commercial eating and drinking establishment, with drive-through service use on the site. The development proposed in this DSP Amendment is consistent with recommendations of Plan Prince George's 2035 for "Established Communities" and the Growth Policy Map.

POLICY 4:

Phase new residential development to coincide with the provision of public facilities and services.

Goals

LU4.1 Annually evaluate the county's residential and employment forecast projections to identify the amount of new land area required to meet demand.

LU4.2 Create a working group to address the magnitude of the residential pipeline in Established Communities and Rural and Agricultural Areas. Potential strategies to reduce the pipeline include amending the County code to limit validity periods, reevaluating approved adequate public facilities for projects that have not provided assurances that public infrastructure will be constructed in a timely manner, and requiring performance bonding prior to recordation of final plat.

LU4.3 Evaluate strategies to phase development countywide. Potential strategies include establishing a residential allocation process.

RESPONSE: The Applicant acknowledges the above Policy 4 goals but notes that they are **not** applicable to this PPS development as no residential land uses are proposed. Nevertheless, the redevelopment of the site is in substantial conformance with all County public facilities testing

requirements. Adequate facilities such as roads, public utilities, and fire response times will exist to accommodate the development of the Property, as analyzed in 4-20031 via PGCPB Resolution No. 2021-105.

POLICY 5:

Implement the Growth Policy Map through coordinated multimodal transportation and mobility planning and programs.

RESPONSE: The redevelopment of the site meets all County public facilities testing requirements. Adequate facilities such as roads, public utilities, and fire response times will exist to accommodate the development of the Property, as analyzed in 4-20031 via PGCPB Resolution No. 2021-105. A trip generation analysis for Parcel 4 has been prepared by Lenhart Traffic Consulting, Inc., demonstrating that the proposed development is in conformance with the analysis and conditions of 4-20031, is included as a component of this DSP Amendment submission. This analysis further notes that the trip generation cap established with the approval of 4-20031 via PGCPB Resolution No. 2021-105 is not exceeded. Given this, from a traffic standpoint, the development would be considered acceptable by Prince George's County and no additional traffic analyses should be required.

POLICY 6:

Support new employment growth in Employment Areas in accordance with the Growth Policy Map and the Growth Management Goals (see Table 17).

Goals

LU6.1 ***Align the Economic Development Corporation's work program with the Growth Policy Map to establish programs and policies to support employment growth in the Employment Areas, with a particular emphasis on the Innovation Corridor (see the Strategic Investment Program under Implementation).***

POLICY 7:

Limit future mixed-use land uses outside of the Regional Transit Districts and Local Centers.

Goals

LU7.1 ***Reevaluate mixed-use land use designations outside of the Regional Transit Districts and Local Centers as master plans are updated.***

LU7.2 ***Consider developing, as part of the Zoning Ordinance update, alternative lower density zoning districts that promote walkability and allow for a mix of uses.***

POLICY 8:

Strengthen and enhance existing residential areas and neighborhoods in the Plan 2035 Established Communities.

Goals

LU8.1 ***Coordinate land use planning with county municipalities.***

LU8.2 ***Use conservation subdivisions in areas adjacent to Rural and Agricultural Areas to transition density and to encourage preservation of green infrastructure corridors as defined by the county's Green Infrastructure Plan.***

LU8.3 ***Encourage municipalities to designate Development Review Districts to promote and preserve the integrity of high-quality and complementary infill development in the Established Communities.***

LU8.4 ***Revise and update the Zoning Ordinance, Subdivision Ordinance, and other county regulations to ensure they help protect, strengthen, and revitalize the Established Communities.***

LU8.5 ***Continue to coordinate, apply for, and use state and federal programs and resources for neighborhood revitalization and reinvestment of low- and moderate-income communities. Programs and resources include Sustainable Community designations, HUD program funds, and tax incentives.***

RESPONSE: In response to Policy 6, Policy 7, and Policy 8, the proposed development

will create local construction jobs and present valuable employment growth opportunities for Prince George's County residents. These employees will contribute to the local tax base and economy and bring with them skills and education levels that will make them valuable additions to the job market. This site also provides a location in close proximity to high density-residential development, where individuals could live and work or alternatively access a variety of commercial uses in close proximity to their homes.

POLICY 9:

Limit the expansion of new commercial zoning outside of the Regional Transit Districts and Local Centers to encourage reinvestment and growth in designated centers and in existing commercial areas.

Goals

LU9.1 ***Evaluate rezoning requests to determine if the location, population projections, and market demand justify an increase in commercially-zoned property.***

LU9.2 ***Develop a countywide strategic plan for future retail development and implement its recommendations through the Zoning Ordinance update, master plan process, and public private partnerships with county agencies. As part of this retail plan, inventory older commercial areas and shopping centers to identify candidates for potential (re)development and rezoning to accommodate residential infill or other neighborhood-serving uses.***

RESPONSE: The Applicant acknowledges the above Policy 9 goals, but notes they are **not** applicable to this DSP Amendment, which is not located within a prior or formal commercial zone, nor proposes any rezoning of the subject site.

POLICY 10:

Retain Future Water and Sewer Service Areas in water and sewer categories S5 and W5 until additional residential development capacity is needed to meet growth projections.

Goals

LU10.1 ***Evaluate the Future Water and Sewer Service Areas through annual reviews of the residential pipeline and***

residential development capacity analysis. Establish criteria to determine when land within the Future Water and Sewer Service Areas should be reclassified.

LU10.2 ***Review the annual water and sewer amendments to retain the S5 and W5 water and sewer categories until additional residential capacity is required and public facilities are in place to serve projected development.***

LU10.3 ***Evaluate Future Water and Sewer Service Areas as potential woodland conservation banks or stormwater management offset areas to meet the requirements of the Watershed Implementation Plan (see the Natural Environment Element).***

RESPONSE: The Applicant acknowledges these goals and notes the subject Property is within water and sewer categories, W-3 and S-3. Active water and sewer services already exist on-site and thus, this development is eligible to proceed with the proposed DSP Amendment. Furthermore, this development will continue to be a component of the proposed job growth estimate for the Established Communities area in Plan Prince George's 2035.

POLICY 11:

Preserve and protect the Rural and Agricultural Areas to conserve agricultural and forest resources.

Goals

LU11.1 ***Continue to implement the Priority Preservation Plan (PPA) to achieve identified agricultural and forestry land preservation goals and coordinate with the Prince George's County Soil Conservation District, University of Maryland Extension Service, the agricultural community, residents, and community groups.***

LU11.2 ***Amend the Zoning Ordinance and Subdivision Ordinance to support agricultural production and forest preservation in the Rural and Agricultural Areas.***

LU11.3 ***Evaluate the impacts of extractive industries, such as sand and gravel mining, on resource lands, rural character, economic development, and post-reclamation requirements in the Rural and Agricultural Areas. Map***

remaining sand and gravel natural resources to locate potential future sand and gravel operations, update and revise development standards, and identify postreclamation land uses, including residential development, agriculture, and forestry. Propose comprehensive legislation to revise county codes and identify recommendations for the Zoning Ordinance update.

LU11.4 ***To preserve environmentally sensitive land and to encourage development in the Regional Transit Districts, evaluate a transfer of development rights program, density exchanges, or purchase of development rights program for the Rural and Agricultural Areas. Explore opportunities to transfer development rights within areas and to coordinate with the Watershed Implementation Plan and Maryland Accounting for Growth Policy.***

RESPONSE: There are no known portions of the Property classified in the Priority Preservation Area (PPA) pursuant to the approved *Priority Preservation Area Functional Master Plan*. The Property is located within the Established Communities designation and Environmental Strategy Area 1 of Plan Prince George's 2035.

While the entirety of the subject site does include regulated environmental features, including PMA, 100-year floodplain, and streams, they are not located within Parcel 4. Instead, these features are limited to Parcel A and Outlot B as identified on the approved Natural Resource Inventory, NRI-027-12-01. This NRI further notes that portions of the development are identified for preservation within the boundaries of the 2017 *Approved Countywide Green Infrastructure Plan,* but these areas are again located within Parcel A and Outlot B. No network gaps are identified within Parcel 4 as the land has been previously cleared and is currently vacant. In addition to the NRI, two environment plans have been prepared that illustrate the new proposed development on Parcel 4. The first is a Type 2 Tree Conservation Plan (TCP2), which would be the third amendment to TCP2-005-2016, which illustrates the proposed improvements on Parcel 4 while simultaneously demonstrating that there are no impacts on existing regulated environmental features with this development. Secondly, an approved Site Development Concept Plan (61317-2016-02) has been provided to illustrate connections to the existing stormwater management infrastructure features.

POLICY 12:

Participate in regional planning activities to enhance collaboration, coordination, and implementation. Regional issues include

employment, transportation, sustainability, health, air quality, climate change, workforce and affordable housing, food system planning, infrastructure, water quality, and land use.

Goals

LU12.1 ***Participate in the Washington Metropolitan Council of Governments' regional planning activities to improve coordination on transit and land use planning. Provide periodic briefings to the Planning Board on regional issues to identify potential land use strategies and programs.***

LU12.2 ***Coordinate with the Washington Metropolitan Council of Governments to develop forecasts for residential and employment growth based on the Plan 2035 vision, goals, and policies. The forecast should include an analysis of the remaining development capacity in Prince George's County based on approved zoning, residential and commercial pipeline development, and the Growth Management Goals (see Table 17).***

LU12.3 ***Collaborate with adjacent jurisdictions and county municipalities to ensure coordinated land use patterns, connected transportation networks, and continuous environmental networks, in particular during the preparation of master, sector, and functional plans.***

RESPONSE: The Applicant acknowledges the goals in Policy 12 but notes that they are **not** applicable to this DSP Amendment, as they are to be implemented by the Prince George's County Planning Department and do not specifically apply the subject Property.

2009 Marlboro Pike Sector Plan and Sectional Map Amendment (the "Master Plan") –

On November 1, 2009, the Prince George's County District Council adopted the Resolution of Approval for the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*. The Master Plan presents several engagement areas with policies and strategies to consider. These engagement areas consist of the following categories:

- Community Development
- Transportation
- Natural Environment
- Public Facilities
- Economic Development Strategies

Community Development

The prior 2002 General Plan notes that the subject site is located within the "Developed" growth tier. This proposed DSP Amendment supports this designation as the continued development of the site in accordance with the permitted Business Advancement and Food Infill use provides expanded employment opportunities within an existing commercial site. The Master Plan provides several policies and strategies regarding development in designated prior areas, which are shown within Figure III on page 26 of the Master Plan. While the subject Property is not located within these priority areas, it has been designed with commercial components in accordance with the Business Advancement and Food Infill Use of the prior Zoning Ordinance. These commercial uses allow the site to act as a transition between the surrounding high density multifamily residential development and higher intensity development, which is concentrated along Marlboro Pike and MD 4 to the north and south respectively.

Transportation

The subject Property has frontage on MD 4 (an expressway) and Brooks Drive (a local roadway). Required transportation improvements for the entire subdivision were previously implemented as components of the prior entitlement approvals. These improvements included the construction of a shared use path along MD 4, sidewalks along Brooks Drive, and on-site bicycle and sidewalk infrastructure. With this DSP Amendment, the Applicant has proceeded to further increase the connectivity on the Property by providing five-foot wide sidewalks on the boundaries of Parcel 4 along the existing ingress/egress easement in a manner that is consistent with the Wawa development on Parcel 5. The Applicant contends that the sidewalks provided allow for ease of pedestrian access between parcels and offer a continuous connection to Brooks Drive along the primary corridor of the ingress/egress easement before it turns south towards the consolidated storage facility. Additional sidewalks have been provided within Parcel 4 to allow for convenient pedestrian access to the proposed facility. A connection via the southeastern corner of the site to an existing sidewalk on Parcel 5 that leads to the existing shared use path constructed on MD 4 has also been provided to further enhance the pedestrian connectivity with the surrounding roadway network and neighborhood.

The redevelopment of Parcel 4 also proceeds to meet all County public facilities testing requirements. Adequate facilities such as roads, public utilities, and fire response times will exist to accommodate the development of the Property, as analyzed in 4-20031 via PGCPB Resolution No. 2021-105. A trip generation analysis for Parcel 4 has been prepared by Lenhart Traffic Consulting, Inc., demonstrating that the proposed development is in conformance with the analysis and conditions of 4-20031, is included as a component of this DSP Amendment submission. This analysis further notes that the trip generation cap established with the approval of 4-20031 via PGCPB Resolution No. 2021-105 is not exceeded. Given this, from a traffic standpoint, the development would be considered acceptable by Prince George's County and no additional traffic analyses should be required.

Natural Environment

Within the Master Plan, the Natural Environment section contains policies and strategies for key environmental areas. These include the following key categories: green infrastructure, water quality and stormwater management, green building and energy efficiency, air quality, and noise intrusion. An analysis of these key categories based on the relevant master plan policies and strategies are shown below, ***highlighted in italic bold:***

Green Infrastructure

Goal: Preserve green infrastructure throughout the sector plan area.

Policy 1: Preserve, protect, enhance or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the Marlboro Pike sector plan.

Strategies: Through the development review process, limit development in the Evaluation Areas and Network Gaps in order to preserve the integrity of the green infrastructure network.

Through the development review process, target priority areas for development and allow for alternative designs that maximize utilization of properties.

Avoid, minimize, and mitigate environmental impacts associated with new development in the corridor.

Minimize impervious surfaces by reducing parking lot sizes and using on-street parking.

Encourage environmental stewardship measures to enhance environmental quality for redevelopment at existing properties throughout the corridor.

RESPONSE: The Applicant acknowledges the aforementioned policy and strategies and notes that the subject Property is located within the Oxon Run watershed. Oxon Run flows east to west towards the Potomac River, eventually emptying into the Chesapeake Bay. Oxon Run is located within Outlot B but not within Parcel 4 itself. Nevertheless, the Applicant is still cognizant of pursuing measures to ensure its protection and minimize surface runoff. This Property proposes to minimize surface runoff through the maintenance of the existing regulated environmental features and stormwater management facilities on Parcel A and Outlot B. These regulated environmental features and facilities were previously approved via Stormwater Management Concept Plan No. 61317-2016-02 and TCP2-005-2016-02. No additional impacts to regulated environmental features are proposed with this DSP Amendment as Parcel 4 was previously cleared and is vacant. Furthermore, the existing

stormwater management facilities have been designed to handle the scale of development on proposed Parcel 4 and will not be harmed with this proposal.

The Applicant notes that portions of the development are identified for preservation or evaluation within the boundaries of the 2017 Approved Countywide Green Infrastructure Plan, but these areas are again located outside of the proposed limits of disturbance (LOD) for this DSP Amendment. As identified on NRI-027-12-01, the regulated environmental features are only located within existing Parcel A and Outlot B. Therefore, no network gaps are identified within the LOD on Parcel 4 as the land has been previously cleared and is currently vacant. Thus, with this DSP Amendment, the Applicant continues to maintain conformance with the approved 2017 Green Infrastructure Plan.

Policy 2: ***Preserve and expand the green infrastructure network and promote community connectivity within the environment.***

Strategies: ***Preserve viewsheds and allow for greenway trail access to natural areas, allowing the community to retain a connection with green infrastructure and park facilities.***

Preserve forested riparian buffers surrounding Oxon Run and Ritchie Branch as well as other natural environmental resources, including parkland, as part of the overall Prince George's County green infrastructure network.

Acquire unprotected lands within the green infrastructure network for preservation.

RESPONSE: The Applicant acknowledges the aforementioned policy and strategies and notes that the subject Property is located within the Oxon Run watershed. Oxon Run flows east to west towards the Potomac River, eventually emptying into the Chesapeake Bay. Oxon Run is located within Outlot B but not within Parcel 4 itself. Nevertheless, the Applicant is still cognizant of pursuing measures to ensure its protection and minimize surface runoff. This Property proposes to minimize surface runoff through the maintenance of the existing regulated environmental features and stormwater management facilities on Parcel A and Outlot B. These regulated environmental features and facilities were previously approved via Stormwater Management Concept Plan No. 61317-2016-02 and TCP2-005-2016-02. No additional impacts to regulated environmental features are proposed with this DSP Amendment as Parcel 4 was previously cleared and is vacant. Furthermore, the existing stormwater management facilities have been designed to handle the scale of development on proposed Parcel 4 and will not be harmed with this proposal. The Applicant further notes that on-site landscaping has been provided in compliance with the 2010 *Prince George's County Landscape Manual* (the "Landscape Manual") and Tree Canopy Coverage Ordinance.

<u>Water Quality and Stormwater Management</u>

Goal: Restore and enhance water quality in areas that have been degraded and preserve areas not

degraded.

Policy 1: ***Ensure that future development and redevelopment along the corridor incorporates innovative and sustainable solutions to stormwater management and utilize the most current water quality standards.***

Strategies: ***Upgrade existing stormwater management facilities within the sector plan area to meet the Maryland Department of the Environment's (MDE) most recent standards.***

When designing stormwater management for new development or redevelopment sites, include additional treatment for drainage from existing neighboring developments that do not meet current stormwater management standards.

Restore natural drainage patterns to preserve watershed hydrology and wetland functions during the land development process.

Build stormwater management facilities to address any untreated areas offsite that are included within the drainage area of a development site.

Identify areas for retrofit projects in collaboration with the Department of Environmental Resources and the Department of Public Works and Transportation.

Policy 2: ***Utilize best management practices and environmentally sensitive site design techniques throughout the study area.***

Strategies: ***Decrease impervious surfaces to reduce volumes of run off in stormwater management facilities and to accommodate smaller size structures in lieu of larger single treatment areas.***

Incorporate infiltration devices, rain barrels, pervious paving, green roof technologies, and recycling of stormwater for irrigation where feasible. Figures V-3a, b, and c, alongside, illustrate examples of stormwater management best practices.

Include rain gardens, or bioretention facilities, in site development projects as a part of the landscaping.

RESPONSE: The Applicant acknowledges the aforementioned policies and strategies and as previously mentioned, the Applicant has provided on-site stormwater management through a site development conceptual plan that has been approved by DPIE. This stormwater management plan is identified as No. 61317-2016-02. This proposed development on Parcel 4 seeks to tie into the existing stormwater utilities on-site and its construction was anticipated by prior entitlement approvals as illustrated in the latest site development concept plan revision and 4-20031. This stormwater management plan has been designed with the best practices in mind and is environmentally sensitive to ensure the quality of the Oxon Run watershed is maintained and not degraded by the proposed development. The Applicant further notes that on-site landscaping has been provided in compliance with the Landscape Manual and Tree Canopy Coverage Ordinance, with a mixture of shade trees, ornamentals, evergreens, and shrubs, which shall provide adequate shading and reduce the urban heat island effect on the subject site.

Green Building and Energy Efficiency

Goal: Reduce the overall energy consumption of new development, and implement environmentally friendly building techniques.

Policy 1: Utilize the most innovative energy efficient and environmentally sensitive design techniques for all new development and redevelopment that occurs throughout the sector plan area.

Strategies: Encourage new buildings to meet LEED certification standards. Attract developers who are accredited LEED professionals or follow environmentally sensitive design practices.

Encourage infill development and adaptive reuse of existing buildings.

Encourage mixed-use and pedestrian and transit oriented development.
Encourage waste reduction strategies and use of recycled construction materials.

Encourage community gardening for family food production in public parkland and open spaces.

Encourage the use of alternative energy sources, such as solar and wind power.

Require the use of green building techniques such as green roofs, rainwater capture and reuse, sustainable building materials, and alternative energy sources.

RESPONSE: The Applicant acknowledges the aforementioned policy and strategies and notes that the proposed new eating and drinking establishment, with drive-through service on Parcel 4 has been designed to incorporate energy and building material efficiencies. This includes a building design that contemplates a significant amount of glazing, to allow for ample light to enter the structure and be optimized for energy savings and efficiency. The Applicant has also sought to minimize the urban heat island effect within the off-street parking facility by not proposing to exceed the minimum parking requirement to the maximum extent practicable. Furthermore, eight (8) electric vehicle ("EV") charging spaces are available within Parcel 5 as a component of the Wawa development, allowing integration of the two commercial uses.

Air Quality

Goal: Improve air quality throughout the sector plan area to assist the region in meeting the Washington Metropolitan Air Quality Standards.

Policy 1: Reduce the need for vehicular travel throughout the corridor. Promote alternative modes of travel and development patterns that reduce trips.

Strategies: Provide bicycle routes that are safe, convenient, accessible, and comfortable to increase bicycle usage.

Promote the use of transit services by providing better connectivity to bus stops and more comfortable and convenient waiting areas.

Provide better connectivity to the regional transit service offered through Metro by establishing a shuttle service to the area's closest Metro stations at Suitland and Addison Road.

RESPONSE: The Applicant acknowledges the aforementioned polices and strategies. As previously mentioned, given that the site is an infill development, the Applicant has sought to minimize the urban heat island effect within the off-street parking facility by not exceeding the minimum parking requirement to the maximum extent practicable. Furthermore, (8) EV charging spaces are available within Parcel 5 as a component of the Wawa development, allowing integration of the two commercial uses. The development will also establish direct sidewalk connections to shared use paths and bicycle lanes along MD 4 that will promote the use of multi-modal forms of transportation that expand beyond automobiles. These multimodal forms of transportation will then continue to allow this Business Advancement and Food Access Infill site to be easily accessible as a local commercial hub for the neighboring multifamily residential dwelling units.

Policy 2: Increase tree canopy coverage in the area.

Strategies: Require a minimum of 10 percent tree canopy coverage on each new development project and redevelopment site.

Ensure the long-term viability of planted and preserved landscape.

Preserve existing landscape trees during redevelopment.

RESPONSE: The Applicant acknowledges the aforementioned policy and strategies and notes that the site continues to exceed the minimum tree canopy coverage requirements as shown on the provided landscape plan. This landscape plan demonstrates that ample tree canopy coverage has been provided to reduce the urban heat island effect within the parking facilities, with further existing canopy remaining in the riparian buffer that separates Oxon Run from the commercial uses.

Noise Intrusion

Goal: Improve noise quality within the sector plan area.

Policy 1: Implement the AICUZ and Joint Land Use Study (JLUS) recommendations to reduce noise intrusion to sensitive developments within the sector plan.

Strategies: Direct noise sensitive development away from areas with high noise intrusion that include but are not limited to residences, schools, and cultural venues.

Encourage land uses that are not sensitive to noise to locate within the areas with high noise intrusion, such as commercial properties, auto-oriented businesses, light industrial properties, and open space.

Continue current procedures and requirements within areas affected by noise greater than 65dB which require noise abatement.

RESPONSE: The Applicant acknowledges the aforementioned policy and strategies but would note that a Phase I noise study should not be required, as the proposed use is considered within the "commercial" category and exempted from the latest noise intrusion standards within Section 27-6810 of the current Zoning Ordinance. Furthermore, the site is not adjacent to Joint Base Andrews and is not within a noise overlay zone as designated by both the current and prior Zoning Ordinance.

Public Facilities

The subject Property has existing public facilities, including utilities as the site has been previously developed and conformance with all County requirements has previously been meet. These public facilities were found to be adequate for the development of Parcel 4 with an eating and drinking establishment, with drive-through service use, not to exceed 3,000 square feet. Adequate facilities such as roads, public utilities, and fire response times will exist to accommodate the development of the Property, as analyzed in 4-20031 via PGCPB Resolution No. 2021-105. A trip

generation analysis for Parcel 4 has been prepared by Lenhart Traffic Consulting, Inc., demonstrating that the proposed development is in conformance with the analysis and conditions of 4-20031, is included as a component of this DSP Amendment submission. This analysis further notes that the trip generation cap established with the approval of 4-20031 via PGCPB Resolution No. 2021-105 is not exceeded

Economic Development Strategies

Within the Master Plan, the Economic Development Strategies section contains policies and strategies for sustainable investment opportunities within Prince George's County. As mentioned previously, this proposed infill development will allow for additional employment opportunities for the construction and eventual use of this facility. An analysis of these investment opportunities based on the relevant master plan policies and strategies is provided below, ***highlighted in italic bold:***

Corridorwide Strategies

Policy 1: ***Revise the economic profile of the corridor in the region in order to attract new investment for revitalization.***

Strategies: ***Pursue joint activities and programs to generate opportunities for attracting investments.***

RESPONSE: The Applicant notes that the infill proposed development is consistent and compatible with existing components of the Brooks Drive South Subdivison, particular given its extensive history as a Business Advancement and Food Access Infill use in close proximity to high density multifamily development. This proposed redevelopment will result in the site conforming with the latest entitlement approval for the Property, known as 4-20031. This approval contemplated the redevelopment of Parcel 4 with an eating and drinking establishment, with drive-through service that would support an internal pedestrian circulation system, allowing for enhanced on-site connectivity. The proposed facility will provide new employment opportunities for existing Prince George's County residents. The provided architecture contains quality materials, which are consistent with the adjacent consolidated storage and food or beverage store/gas station developments. The Applicant believes that this emphasis on urban design principles will create a sense of place that is compatible with the existing development but provides for increased best design practices.

2017 Green Infrastructure Plan (Functional Master Plan)

The Applicant notes that portions of the development are identified for preservation or evaluation within the boundaries of the 2017 *Approved Countywide Green Infrastructure Plan,* but these areas are again located outside of the proposed limits of disturbance (LOD) for this DSP Amendment. As identified on NRI-027-12-01, the regulated environmental features are only located within existing Parcel A and Outlot B. Therefore, no network gaps are identified within the LOD on Parcel 4 as the land has been previously cleared and is currently vacant. Thus, with this DSP Amendment, the Applicant continues to maintain conformance with the approved 2017 *Green*

Infrastructure Plan.

Woodland and Wildlife Habitat Conservation Ordinance –

The environmental features of the entire Brooks Drive South Subdivision are shown on the approved NRI, NRI-027-12-01. The Property is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance, based on the grandfathering provisions of the existing TCP2. The DSP Amendment includes a TCP2, which would be the third amendment to TCP2-005-2016, which illustrates the proposed improvements on Parcel 4 while simultaneously demonstrating that there are no impacts on existing regulated environmental features with this development.

County's Ten-Year Water and Sewerage Plan –

The 2010 Water Resources Functional Master Plan amends the 2002 General Plan and provides growth guidance expressed as goals, policies, and strategies to address water quality impacts associated with land use in the County. The Plan references the Ten-year Water and Sewer Plan and addresses specifically: Drinking Water Supply, Water Treatment, and Stormwater Management. The subject Property is within water and sewer categories W-3 and S-3, with active water and sewer lines within the overall Brooks Drive South Subdivision that can be utilized for this development.

VI. RELATIONSHIP TO REQUIREMENTS OF THE PRIOR ZONING ORDINANCE

RESPONSE: The Applicant notes that the development proposal meets all the applicable requirements of the prior Zoning Ordinance for the approval of a DSP application as shown below:

The subject DSP is in conformance with the requirements of Section 27-541, Uses Permitted, of the prior Zoning Ordinance for the R-10 Zone, as modified by Council Bills CB-62-2015 and CB-83-2018. The eating or drinking establishment, with drive-through service is envisioned on this site as a component of an existing Business Advancement and Food Access Infill use development. The Business Advancement and Food Access Infill use is permitted by right in prior R-10 Zone, subject to the approval of a DSP Amendment in accordance with the requirements within Section 27-445.15 of the prior Zoning Ordinance. The following is the definition of the Business Advancement and Food Access Infill Use (from Section 27-107.01(a)(38.1) of the prior Zoning Ordinance) and an analysis of the use requirements of Section 27-445.15 of the prior Zoning Ordinance:

Section 27-107.01. – Definitions.

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

(38.1) Business Advancement and Food Access Infill: A development which combines a food or beverage store not exceeding 40,000 square feet of gross floor area; a consolidated storage facility; may include an eating or drinking establishment, or any other use that is permitted by right, or by special

exception, in the C-S-C (Commercial Shopping Center) Zone is permitted; and shall not include a Department or Variety Store, where:

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

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

RESPONSE: The Applicant acknowledges this definition and notes that the DSP Amendment proposes a 2,064 square foot eating or drinking establishment with a drive-through on Parcel 4 within the Brooks Drive South Subdivision. The previously approved DSP, DSP-16037 and its Amendments (-01 and -02), provided for the development of a consolidated storage facility, food or beverage store, and gas station uses. The proposed eating or drinking establishment with drive-through use, is permitted in the definition above as it is specifically recognized and is permitted by right in the prior C-S-C (Commercial Shopping Center Zone). Therefore, the previously approved development as modified by the requested DSP Amendment, meetings the definition of a Business Advancement and Food Infill Use, wherein the criteria of Section 27-445.15 are analyzed below.

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

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

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

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

RESPONSE: The Applicant acknowledges these regulations and notes that the Planning Board previously determined with DSP-16037 and its Amendments that the Brooks Drive South Subdivision was within a Revitalization Tax Credit District Census Tract. The Planning Board also previously determined that the Brooks Drive South Subdivision was also within a Historically Underutilized Business "HUB" Zone. The eating or drinking establishment, with drive-through service use proposed with this DSP Amendment is within the Tract and "HUB" Zone.

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

RESPONSE: The Applicant acknowledges this regulation and notes that the Brooks Drive

South Subdivision is located at the intersection of MD 4 and Brooks Drive, both of which are four-lane divided roadways. MD 4 is classified as an expressway and Brooks Drive, a primary roadway, per the 2009 *Approved Countywide Master Plan of Transportation*. The subject site thereby fulfills this location requirement for the Business Advancement and Food Access Infill use.

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

RESPONSE: The Applicant acknowledges this regulation and notes that the subject site is within the prior R-10 Zone, has a gross tract land area of 11.04 acres, and abuts property in the prior R-10 Zone. The subject site thereby fulfills this location requirement for the Business Advancement and Food Access Infill use.

(b) Other Requirements.

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

(2) All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.

(3) The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.

RESPONSE: The Applicant acknowledges these regulations and notes that the Planning Board previously determined with DSP-16037 and its Amendments that the Brooks Drive South Subdivision was in conformance with these requirements. DSP-16037 approved uses and structures that serve as the development regulations for the overall project site. Development regulations including architecture, building materials, elevations, signage, and site details for the eating or drinking establishment, with drive-through service as a component of the Business Advancement and Food Access Infill use on Parcel 4 are proposed as part of this DSP Amendment. These development regulations for an eating or drinking establishment, with drive-through service have been developed in a manner that ensures high quality architectural and signage elements are provided that are consistent and compatibility with the existing commercial development. As a component of this DSP Amendment, the Applicant has also included a photometric plan, demonstrating the proposed lighting levels and features for the subject Property, which are full cut off fixtures to ensure the site is adequately illuminated while limiting off-site disturbance. The Planning Board would thereby be establishing the development regulations for Parcel 4 of the Brooks Drive South Subdivision with the

approval of this DSP Amendment.

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

RESPONSE: The Applicant acknowledges this regulation and notes that this finding was evaluated with the approval of DSP-16037-01, wherein a gas station use was proposed on a portion (Parcel 5) of the overall site. However, as a gas station use is not explicitly proposed as part of this DSP Amendment, this regulation would **not** be applicable to the development of Parcel 4. Nevertheless, the proposed DSP Amendment does not impact the previous findings of conformance.

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

RESPONSE: The Applicant acknowledges this regulation and notes that this finding was evaluated with the approval of DSP-16037, wherein a consolidate storage use was proposed on a portion (Parcel 1) of the subject site. However, as a consolidated storage use is not explicitly proposed as part of this DSP Amendment, this regulation would **not** be applicable to the development of Parcel 4. Nevertheless, the proposed DSP Amendment does not impact the previous findings of conformance.

Section 27-439. – R-10 Zone (Multifamily High Density Residential)

(a) Purposes.

(1) The purposes of the R-10 Zone are:

(A) To provide suitable sites for high-density multifamily residential development;

(B) To provide for this type of development at locations recommended by a Master Plan, or at other locations which are found to be suitable by the District Council; and

(C) To provide residences in close proximity to the principal commercial and cultural centers of the County.

RESPONSE: The Applicant acknowledges the purposes of the R-10 Zone and would note that while these objectives are focused on high-density multifamily development, this Business

Advancement and Food Access Infill use was strategically located at the intersection of a major roadway in close proximity to high density communities that will be served by having convenient access to this mixture of commercial uses. The proposed redevelopment of Parcel 4 will also support the furthering of economic commercial development on Brooks Drive in close proximity to several high-density residential buildings along the MD 4 corridor. Therefore, as the requirements of the Business Advancement and Food Access Infill continue to be met for the subject site, as demonstrated in the applicable prior approvals and within this SOJ, the Applicant contends that the Property remains in conformance with the applicable purposes of the prior R-10 Zone.

(b) Criteria for location.

(1) Among the possible methods for carrying out the purposes of this zone, preference should be given (where possible) to the assembly and use of sites occupied by deteriorated development which is in need of redevelopment.

RESPONSE: The Applicant notes that the subject site proposes a commercial eating and drinking establishment, with drive-through service use, as a component of a Business Advancement and Food Infill development project. The applicability of the development of a Business Advancement and Food Infill use, with an eating and drinking establishment, with drive-through service component in the prior R-10 is analyzed above. Specifically, this site was found through the prior entitlement approvals and analysis within this SOJ to continue as a suitable location for the utilization of a Business Advancement and Food Infill use in the prior R-10 Zone.

(c) Uses.

(1) The uses allowed in the R-10 Zone are as provided for in the Table of Uses (Division 3 of this Part).

RESPONSE: The Applicant notes that the subject site proposes a commercial eating and drinking establishment, with drive-through service use, as a component of a Business Advancement and Food Infill development project. The applicability of the development of a Business Advancement and Food Infill use, with an eating and drinking establishment, with drive-through service component in the prior R-10 is analyzed above. This analysis accordingly demonstrates that the site maintains conformance with the use regulations of the prior R-10 Zone.

(d) Regulations.

(1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the R-10 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

RESPONSE: The Applicant acknowledges these requirements and has demonstrated

conformance to the applicable regulations which include Parts 11 and 12 of the Zoning Ordinance and the Landscape Manual on the prepared plans submitted with this DSP Amendment. The Applicant further notes that the regulations of Section 27-442 do not apply to this site based on the use specific standard requirements of a Business Advancement and Food Access Infill development within Section 27-445.15 of the prior Zoning Ordinance.

(e) Reserved.

RESPONSE: The Applicant acknowledges that this regulatory standard has been reserved and is **no** longer applicable to development within the prior R-10 Zone.

(f) Site Plan.

(1) A Detailed Site Plan shall be approved for all multifamily dwellings (one hundred ten (110) feet high and under), including any associated community building or recreational facilities, in accordance with Part 3, Division 9, of this Subtitle. Multifamily dwellings higher than one hundred ten (110) feet shall be governed by the approved Special Exception Site Plan which is required for dwellings of this height.

RESPONSE: The Applicant acknowledges this regulation but notes it is not applicable to the subject Property as no multifamily residential dwelling units are proposed. Nevertheless, a DSP Amendment is being submitted based on the requirements of the Business Advancement and Food Access Infill use within the prior R-10 Zone.

Section 27-281. – Purpose of Detailed Site Plans.

(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.

RESPONSE: The submittal documents demonstrate that the general purposes of a DSP are met. The development proposed is for the addition of a eating and drinking establishment, with drive

through service on Parcel 4, which will be utilized as a component of an existing Business Advancement and Food Access Infill site. As illustrated herein, the Business Advancement and Food Access Infill use was previously evaluated at this location via the prior entitlement approvals, the most recent of which was 4-20031. This use meets the purposes of the prior R-10 Zone and is permitted in accordance with Prince George's County Council Bills CB-62-2015 and CB-83-2018, with conformance to the site design guidelines evaluated below.

(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, woodland conservation areas, regulated environmental features 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.

RESPONSE: The DSP Amendment submission shows the above information that details the architecture and location of the proposed building, parking spaces, vehicular traffic flow direction; landscaping and lighting; and site equipment.

<u>Section 27-283 – Site Design Guidelines</u>

(a) The Detailed Site Plan shall be designed in accordance with the same guidelines as required for a Conceptual Site Plan (Section 27-274).

RESPONSE: The Applicant notes that the provided DSP Amendment has been designed in accordance with the same guidelines required for a Conceptual Site Plan ("CSP") as provided below.

<u>Section 27-274 – Design guidelines.</u>

(1) General.

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

RESPONSE: A conceptual site plan ("CSP") is **not** required for the proposed use or zone, and therefore this finding does not apply. Nevertheless, the Applicant notes that the proposed DSP Amendment has been designed in accordance with the same guidelines required for a CSP as provided below. The Applicant further notes that the proposed DSP Amendment continues to meet the purposes of the prior R-10 Zone in accordance with Prince George's County District Council Bills CB-62-2015 and CB-83-2018.

(2) Parking, Loading, and Circulation.

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

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

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

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

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

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

RESPONSE: The Applicant provides a DSP with adequate circulation, parking, and pedestrian facilities. Access to Parcel 4 is proposed to remain from Brooks Drive via an approved easement (Liber 48640, folio 127), which is demonstrated on approved plat 5-21148. This access easement is shared with Parcels 1 and 5 and provides a single two-way drive entrance for all three parcels. No revisions to the existing access easement are proposed with this DSP Amendment. The 2,064 square foot eating and drinking establishment is proposed as a single-story building centrally located on Parcel 4. This building will include twenty (20) proposed parking spaces, of which two (2) are accessible for the physically handicapped, and four (4) are designated as compact to support the twenty (20) seats inside the facility. No designated loading spaces are required for the subject site due to the principal eating and drinking establishment land use, however the Applicant has illustrated

multiple locations within the Property via an exhibit that meet the minimum dimensional requirements. A general note will be provided on the plan prior to certification, stating that no deliveries will occur during hours of operation of the eating and drinking establishment. No parking spaces are proposed to be added or removed from neighboring parcels. The parking spaces on Parcel 4 are located in close proximity to proposed entrances, with the principal building entrance located on the eastern elevation. Access to these building entrances is provided via a combination of striped crosswalks and sidewalks that provide for ample on-site pedestrian circulation. The Applicant will also strive to ensure pedestrian connectivity between the separate use buildings as a component of horizontal mixed-use envisioned with the Business Advancement and Food Access Infill development. The eating and drinking establishment will include two (2) drive-through lanes. These drive-through lanes have been designed to have adequate space for queuing and will include a combination of directional and striped signage to direct the movement of motor vehicles on-site.

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

(i) Loading docks should be oriented toward service roads and away from major streets or public view; and

(ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.

RESPONSE: The Applicant acknowledges these design guidelines but notes that **no** loading spaces or areas are proposed as a component of the development contemplated for Parcel 4 as they are not required to be provided with an eating or drinking establishment, with drive-through service. Nevertheless, the Applicant has illustrated multiple locations within the Property via an exhibit that meet the minimum dimensional requirements. A general note will be provided on the plan prior to certification, stating that no deliveries will occur during hours of operation of the eating and drinking establishment.

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

(i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;

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

(iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher

speeds than can be safely accommodated;

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

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

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

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

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;

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

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

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

RESPONSE: The Applicant acknowledges these guidelines and notes that this DSP Amendment has proceeded to further increase the connectivity on the Property by providing five-foot wide sidewalks on the boundaries of Parcel 4 along the existing ingress/egress easement in a manner that is consistent with the Wawa development on Parcel 5. The Applicant contends that the sidewalks provided allow for ease of pedestrian access between parcels and offer a continuous connection to Brooks Drive along the primary corridor of the ingress/egress easement before it turns south towards the consolidated storage facility. Additional sidewalks have been provided within Parcel 4 to allow for convenient pedestrian access to the proposed facility. A connection via the southeastern corner of the site to an existing sidewalk on Parcel 5 that leads to the existing shared use path constructed on MD 4 has also been provided to further enhance the pedestrian connectivity with the surrounding roadway network and neighborhood.

As mentioned previously, access to the proposed building entrances is provided via a combination of striped crosswalks and sidewalks that provide for ample on-site pedestrian circulation. The Applicant will also strive to ensure pedestrian connectivity between the separate use buildings

as a component of horizontal mixed-use envisioned with the Business Advancement and Food Access Infill development. The eating and drinking establishment will include two (2) drive-through lanes. These drive-through lanes have been designed to have adequate space for queuing and will include a combination of directional and striped signage to direct the movement of motor vehicles on-site.

(3) Lighting.

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

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

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

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

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

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

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

RESPONSE: The Applicant notes that given the proposed development size and its integration into an existing commercial site, limited additional lighting is proposed, as demonstrated on the provided photometric plan. This photometric plan demonstrates the proposed lighting levels and features for the subject Property, which have been designed to encourage pedestrian safety via durable, full-cut-off appliances. Lighting will also be directed on-site to avoid spilling over to adjacent sites.

(4) Views.

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

RESPONSE: The Applicant has designed the proposed eating and drinking establishment, with drive-through service use to be consistent and compatible with the existing commercial buildings. This addition will enhance the development of the overall Property as a Business Advancement and Food Access Infill site, with emphasis centered on the creation of a modern and strong street presence on Brooks Drive and MD 4. Architectural features include ample glazing and high quality metal paneling and stucco that is representative of the modern aesthetic of Zaxby's corporation and is compatible with the surrounding consolidated storage, food or beverage store, and gas station uses. This architecture includes a sloped roof with blue metal panels that comprise of a parapet that provides variations in the building facade on each side elevation. The pedestrian entry points for the building are located on the southern and eastern elevations. In turn these elevations include ample glazing and storefront windows to present an attractive entrance to pedestrians with a metal red canopy that wraps around the majority of the building to provide some protection from the elements. The northern elevation comprises the rear of the building and contains an entrance for employees to access the storage components of the facility. The western elevation then comprises the drive-through payment and service windows where customers receive their orders. The western elevation also includes a dual canopy to provide coverage from the elements for motor vehicles and employees delivering orders to them. This canopy has been designed with materials and colors that are consistent with the proposed building elevations.

A landscape plan has been included within the DSP Amendment submission that illustrates the proposed features that have been designed to continue providing required buffering and decrease the urban heat island effect. Ample landscaping and woodland preservation is provided between the commercial uses and the Oxon Run stream, to provide the required riparian buffer and separate the site from the adjacent multifamily residential use to the north. This landscape design will also promote the connectivity of pedestrians throughout the entire Property with ample connections provided to Brooks Drive, MD 4, and the surrounding neighborhood. These connections will enhance the health, safety, and general welfare of the public and are inclusive of accepted crime prevention through environmental design (CPTED) practices.

(5) Green Area.

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

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

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

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

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

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

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

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

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

RESPONSE: The Applicant has provided additional landscaping where possible to enhance the existing green area of Parcel 4 to provide relief from the urban heat island effect with required pedestrian connections to facilitate ease of movement to the proposed building. All existing perimeter landscape buffers established with DSP-16037 and -01 are also maintained with this proposal.

The Applicant further acknowledges that the subject Property is located within the Oxon Run watershed. Oxon Run flows east to west towards the Potomac River, eventually emptying into the Chesapeake Bay. Oxon Run is located within Outlot B but not within Parcel 4 itself. Nevertheless, the Applicant is still cognizant of pursuing measures to ensure its protection and minimize surface runoff. This Property proposes to minimize surface runoff through the maintenance of the existing regulated environmental features and stormwater management facilities on Parcel A and Outlot B. These regulated environmental features and facilities were previously approved via Stormwater Management Concept Plan No. 61317-2016-02 and TCP2-005-2016-02. No additional impacts to regulated environmental features are proposed with this DSP Amendment as Parcel 4 was previously cleared and is vacant. Furthermore, the existing stormwater management facilities have been designed to handle the scale of development on proposed Parcel 4 and will not be harmed with this proposal.

(6) Site and Streetscape Amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance

the visual unity of the site;

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

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

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

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

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

(vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

RESPONSE: The Applicant has provided a site plan and landscape plan as components of the DSP Amendment, which addresses the aforementioned design guideline. The required site and streetscape amenities, including two (2) bicycle racks have been provided in close proximity to the proposed building or sidewalk infrastructure, with all landscape requirements being met from the Landscape Manual. Additionally, as stated previously, the Applicant is providing ample pedestrian connections to the surrounding neighborhood and roadway network with this development proposal, as illustrated on the provided site plan.

(7) Grading.

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

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

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

landforms;

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

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

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

RESPONSE: The Applicant notes that the Property is an infill site and has been previously graded. Any additional grading that could be necessary to develop the project in the manner contemplated will be minimized to the extent possible. The proposed stormwater management system is consistent with the existing development and included as a component of the DSP Amendment submission.

(8) Service Areas.

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

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

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

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

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

RESPONSE: The Applicant notes that no loading spaces or areas are proposed as they are not required for the provision of an eating or drinking establishment, with drive-through service in the prior Zoning Ordinance. Nevertheless, the Applicant has provided site details illustrating the enclosure surrounding the proposed dumpster pad, which has been designed to be consistent with the existing Wawa development on Parcel 5. Additionally, while no loading areas are required to be provided, the Applicant will ensure that any deliveries are completed outside of standard business operating hours to the maximum extent practicable to allow for the separate of vehicle use types on the site.

(9) Public Spaces.

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

(i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;

(ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;

(iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;

(iv) Public spaces should be readily accessible to potential users; and

(v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

RESPONSE: The Applicant notes that the site design guideline is not relevant for the subject Property as it is not a large-scale commercial, mixed-use, or multifamily development that requires public space. Nevertheless, as part of the prior conditions of approval, the Applicant has provided a required shared use path on MD 4 and pedestrian pathways between parcels to increase the connectivity of site to surrounding properties.

(10) Architecture.

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

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

(C) These guidelines may be modified in accordance with Section 27-277.

RESPONSE: The Applicant has designed the DSP to ensure the proposed building on Parcel 4 is compatible with the existing components of the Business Advancement and Food Access Infill use. The layout, scale, and architecture of the proposed facility provides an attractive design that is consistent and compatible with the existing site. This architecture for the proposed one-story, approximately 18’ 8 ½” tall facility includes a sloped roof with blue metal panels that comprise of a

parapet that provides variations in the building facade on each side elevation. The pedestrian entry points for the building are located on the southern and eastern elevations, with the principle entrance located on the later elevation. In turn these elevations include ample glazing and storefront windows to present an attractive entrance to pedestrians with a metal red canopy that wraps around the majority of the building to provide some protection from the elements. The northern elevation comprises the rear of the building and contains an entrance for employees to access the storage components of the facility. The western elevation then comprises the drive-through payment and service windows where customers receive their orders. The western elevation also includes a dual canopy to provide coverage from the elements for motor vehicles and employees delivering orders to them. This canopy has been designed with materials and colors that are consistent with the proposed building elevations.

All elevations provided also include building mounted signage, consisting of business logos and text that advertises Zaxby's principal food, chicken. A separate freestanding sign facing MD 4 has also been proposed to advertise the facility to motor vehicles along this important arterial roadway. This freestanding sign consists of high-quality materials, including brick, stucco, and metal, in colors that conform with the proposed building elevation. Freestanding signage consisting of similar materials was also approved with the construction of the Wawa via DSP-16037-01. Conformance with the required signage requirements of Part 12 of the prior Zoning Ordinance is also demonstrated as a component of the DSP package on Sheet 9 of 11.

(11) Townhouses and Three-Family Dwellings.

(A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.

(B) Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.

(C) Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.

(D) To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door

treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.

(E) To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.

(F) Attention should be given to the aesthetic appearance of the offsets of buildings.

RESPONSE: The Applicant notes that this site design guideline is **not** relevant to this DSP Amendment to the subject Property as no residential townhouse or three-family dwellings are proposed.

Compliance with Evaluation Criteria 27-285 Planning Board Procedures

(b) Required findings for Detailed Site Plans

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

RESPONSE: The Applicant respectfully requests that the Planning Board find that the DSP represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without subtracting substantially from the utility of the proposed development for its intended use as analyzed above in Section 27-283. The Applicant contends that the DSP has been designed in accordance with the relevant site design guidelines and the regulations of the prior R-10 Zone as demonstrated herein.

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

RESPONSE: A CSP is not required for this use or this Zone. Therefore, this standard does **not** apply.

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

RESPONSE: A Detailed Site Plan for Infrastructure is not required. Therefore, this standard does **not** apply.

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

RESPONSE: The Applicant requests that the Planning Board find that this DSP Amendment preserves and/or restores regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5). The Applicant notes that the proposed DSP Amendment as demonstrated herein, does not propose any disturbance to the existing identified regulated environmental features included within NRI-027-12-01, TCP2-005-2016-02, and Site Development Concept Plan No. 61317-2016-02. Therefore, the Applicant contends that the these features continued to be maintained as identified within the prior TCP2 and the proposed development on Parcel 4 will not harm them.

VII. TREE CANOPY COVERAGE REQUIREMENT

The Prince George's Tree Canopy Coverage Ordinance, Subtitle 25 Division 3, requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage on developed and developing sites for the benefit of County residents and future generations. All activities that are subject to this Division shall provide the tree canopy percentages listed in Table 1 of Section 25-128. As the Property is zoned RMF-48 it is required to provide a minimum of twenty percent (20%) of the net tract area in tree canopy coverage if being evaluated under the current Zoning Ordinance. However, as this Property is being evaluated under the prior Zoning Ordinance and has a previously approved landscape plan, CB-21-2024 allows this DSP Amendment to be reviewed in accordance with the regulation approved with DSP-16037. This approval required that fifteen percent (15%) of the gross tract area be in tree canopy coverage. This requirement is met and demonstrated accordingly on the landscape plan included as a component of this DSP submission. The Applicant further notes that it could contend that tree canopy coverage does not apply to development on Parcel 4 alone as less than 2,500 square feet of gross floor area is proposed but has demonstrated conformance with the regulation for the entire Brooks Drive South Subdivision based on the landscape plans approved with DSP-16037.

VIII. CONCLUSION

This DSP application meets all requirements for approval set forth in the prior Zoning Ordinance as discussed herein. As such, the Applicant respectfully requests that the Planning Board approve DSP-16037-03.

Thank you in advance for your consideration of this DSP Application. If you have any questions or comments, please do not hesitate to contact the undersigned.

Respectfully Submitted,

Arthur J. Horne, Jr.

cc: Oakcrest West, LLC
ALMA M&L2, Inc.
Nat Ballard
Michael Lenhart, P.E., PTOE

AJH/ats

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June 20, 2025

MEMORANDUM

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

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community Planning Division NAB

VIA: Frederick Stachura, J.D., Supervisor, Neighborhood Revitalization Section, Community Planning Division Daniel Sams for FCS

FROM: Connor Klein, Planner III, Neighborhood Revitalization Section, Community Planning Division CK

SUBJECT: DSP-16037-03 Zaxby's - Brooks Drive

FINDINGS

Community Planning Division staff finds that, pursuant to Part 3, Division 9, Subdivision 3 of the prior Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Detailed Site Plan outside of an overlay zone

Location: 2131 Brooks Drive, District Heights, Maryland, 20747- 325 feet northwest of the intersection of Brooks Drive and MD 4 (Pennsylvania Avenue)

Size: 1.01 Acres

Existing Use: Vacant

Future Land Use: Residential High

Proposal: Eating and drinking establishment with a drive-through.

Zoning: Residential, Multifamily-48 (RMF-48) Zone

Prior Zoning: Multifamily High Density Residential (R-10) Zone

Applicable Zoning Ordinance: Prior

GENERAL PLAN, MASTER PLAN, AND SMA

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

Master Plan: The 2009 *Approved Marlboro Pike Sector Plan* recommends **residential high** land uses on the subject property. Residential high refers to uses that included detached and attached dwelling units with associated areas at densities higher than 20 du/acre (p. 24). The proposed land use does not conform to the recommended land use; however, the subject property is zoned R-10, and the use is permitted on the property subject to CB-62-2015 which allows the eating and drinking establishment on site under certain circumstances, which this application meets.

In addition, the sector plan makes the following recommendations that affect the subject property:

Community Development (p. 25)
Goal: Encourage place-making strategies, enhancement measures, accessibility improvements, and other initiatives to promote corridorwide investment that benefits and stabilizes area communities.

Policy 1: Redevelop Marlboro Pike by focusing redevelopment within seven priority areas, supporting these areas primarily with in-fill residential land use, and retaining the flexibility to accommodate mixed-use development based on demand.

Strategies:
- Focus upgraded commercial development into activity nodes, which are proposed as clusters of denser and more distinct commercial development in sections along the corridor.
- Encourage mixed-use development within activity nodes in order to reduce traffic congestion and foster more community interaction.

Analysis: The subject property is adjacent to Priority Area 3 (p. 26). Accessibility to and through the subject property should emphasize pedestrian connectivity and accessibility for travel to and from Priority Area 3. The applicant provides accessibility enhancements through the provision of sidewalks with connections to the existing roadways and pedestrian infrastructure. The inclusion of bicycle racks helps to address connectivity recommendations. The applicant should continue to coordinate with the Transportation Planning Section and the appropriate operating agencies to ensure that pedestrian accessibility is adequate.

Transportation (p. 54)

B. Roads
Goal: Provide a local network of transit, and related services that are accessible, attractive, convenient, reliable, and help to reduce dependency on the automobile.

Policy 1: Improve safety at intersections and throughout the corridor.

Strategies

- Promote Pennsylvania Avenue as the main regional commuter thoroughfare in the area to de-emphasize Marlboro Pike's role for through-traffic.

C. Pedestrian and Streetscape Amenities (p. 61)

Goal: Develop an attractive, safe, and pedestrian-friendly streetscape environment.

Policy 3: Enhance and provide pedestrian-friendly amenities throughout the corridor that assist in transforming the corridor into a safe and comfortable environment.

Strategies

- Minimize driveway entrances by channeling multiple entrances together into one shared driveway entrance, or move them to side streets, where feasible, to improve safety and levels of service.

D. Parking (p. 61)

Goal Provide ample parking areas along the corridor that are more accessible, safer, and environmentally sensitive.

Policy 1: Limit the need for large expansive parking lots throughout the corridor.

Strategies

- Locate off-street parking lots behind buildings in small, well lit, observable locations. Smaller lots help to better manage stormwater runoff at a microscale level, and are more safe and comfortable for pedestrians.

E. Pedestrian and Bicycle Access (p. 62)

Policy 4: All road frontage improvements and road capital improvement projects within the developed and developing tiers shall be designed to accommodate all modes of transportation.

Strategies:

- Provide continuous sidewalks and on-road bicycle facilities to the extent feasible and practical.

Analysis: Brooks Drive is an Arterial roadway which is defined as a highway for through and local traffic, divided, with controlled access to abutting properties and at-grade intersections (p. 53).

The traffic study included in the application demonstrates that the expected trips to the subject property are less than the trip cap established with 4-20031. The applicant also has proceeded to increase multimodal connectivity on the property by providing five-foot wide sidewalks on the boundaries of Parcel 4 along the existing ingress/egress easement in a manner that is consistent with the Wawa development on Parcel 5. This application shows construction/improvement of sidewalk and bicycle lanes thereby aligning with master plan goals. In addition, it is noted that the application does not propose a large surface parking lot on site and does not propose excess parking on site which is supports master plan goals for parking in the corridor.

Natural Environnent (p. 74)

A. Green Infrastructure

Goal: Preserve green infrastructure throughout the sector plan area.

Policy: Preserve, protect, enhance or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the Marlboro Pike sector plan.

Strategies:

- Avoid, minimize, and mitigate environmental impacts associated with new development in the corridor.
- Minimize impervious surfaces by reducing parking lot sizes and using on-street parking.

Analysis: The subject application is located in a Green Infrastructure Evaluation Area. The applicant has reduced the parking lot size to the minimum requirement. They also proposed no development that interferes with existing environment standards and regulations set by previous applications.

Planning Area/Community: 75A/Suitland, District Heights & Vicinity

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone

SMA/Zoning: The 2009 *Marlboro Pike Sector Plan and Sectional Map Amendment* retained the subject property in the Multifamily High Density Residential (R-10) zone.

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from Multifamily High Density Residential (R-10) to Residential, Multifamily-48 (RMF-48) Zone effective April 1, 2022.

MASTER PLAN CONFORMANCE ISSUES:
None

cc: Long-Range Agenda Notebook

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

June 20, 2025

MEMORANDUM

TO: Meng Sun, Development Review Division

FROM: Chidera Udeh, Transportation Planning Section, Countywide Planning Division

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

Crystal Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DSP-16037-03 Zaxby's- Brooks Drive**

Prior Conditions of Approval
This site is subject to the previously approved Preliminary Plan of Subdivision (PPS) 4-20031 and Detailed Site Plan (DSP)-16037 and revisions, DSP-16037-01 and DSP-16037-02. The relevant conditions of approval have been provided below.

4-20031

7. Total development within the subject property shall be limited to uses that would generate no more than 190 AM and 151 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision (PPS) with a new determination of the adequacy of transportation facilities. A portion of this cap is part of the original trip cap for Brooks Drive Property, PPS 4-16018. While this application is creating an additional entitlement for the overall Brooks Drive Property in the AM peak hour, this cap is in no way represents an additional entitlement for the area covered by PPS4-16018 in the PM peak hour

Comment: The trip cap approved in the preliminary plan was for Parcels 4 and 5. Parcel 5 was constructed with the convenience store with 16 fueling positions and has a trip cap of 121 AM and 107 PM trips. The current application is for Parcel 4 is which was initially proposed as a 3,000 square foot fast food restaurant (for trip planning purposes) but the submitted plans are for a smaller building footprint of a single story, 2,064 square foot building with a drive thru window. This development proposes to use 46 AM and 31 PM trips. Based on the above calculation, thproposed development does not exceed the established trip cap.

8. The applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities and show these facilities within the limits of this PPS on any submitted detailed site plan prior to its acceptance:

a. Standard bicycle lane along the property frontage of Pennsylvania Avenue, unless modified by the Maryland State Highway Administration, with written correspondence.

Comment: Pennsylvania Avenue is currently improved with a bicycle lane, this condition has been met.

b. Standard bicycle lane along the property frontage of Brooks Drive, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.

Comment: The site plan includes shared road pavement markings. Staff recommend the applicant provide correspondence of the modification of the facility prior to permitting.

c. All widths of sidewalks to be dimensioned on all plan sheets.

d. Minimum five-foot-wide sidewalks along the entire ingress/egress easement, except that sidewalk may be omitted where approved sidewalk exists or will exist along the easement outside the limits of this PPS. Whether any sidewalk may be omitted shall be determined at the time of detailed site plan, based on a finding of whether the proposed development will have sufficient pedestrian access to sidewalk along the easement and a continuous sidewalk connection to Brooks Drive.

e. Minimum five-foot-wide sidewalks, crosswalks, and Americans with Disabilities Act curb ramps throughout the subject property to provide connections from the sidewalk along the ingress/egress easement and the entrances of the proposed uses as well as to adjacent parcels.

f. A minimum of two inverted U-style bicycle racks, or rack of a similar style that provide two points of contact for supporting and securing a parked bicycle at a location convenient to entrance of each proposed use.

Comment: Conditions 8c-f have been met.

10. At the time of detailed site plan, the plan shall include cross sections of the ingress/egress easement which show the travel lanes and any adjacent sidewalks

Comment: Cross sections were provided and this condition has been met.

<u>Master Plan Compliance</u>
The site is subject to the 2009 *Countywide Master Plan of Transportation* (MPOT) and the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*.

<u>Master Plan Right of Way (ROW)</u>

Pennsylvania Avenue (E-3): 200-foot ROW

Comment: The MPOT and area master plan recommend 200-foot ROW on Pennsylvania Avenue. ROW is identified on the site plan.

Master Plan Pedestrian and Bike Facilities
The MPOT recommends the following facilities:

Brooks Drive: Planned bicycle lane

Comment: The site plan includes shared road pavement markings. Staff recommend the applicant provide correspondence of the modification of the facility prior to permitting.

Pennsylvania Avenue: Bicycle lane

Comment: A striped bicycle lane currently exists along the property frontage of Pennsylvania Avenue.

Recommendations, Policies, and Goals
MPOT Complete Streets Policies (p. 10):

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

Comment: The site plan includes a five-foot-wide bike lane along the frontage of Brooks Drive and an eight-foot-wide shared use path along Pennsylvania Avenue to meet the intent of the policy. Both roadways also include proposed and existing bicycle infrastructure.

2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* provides guidance for multi-modal circulation through the planning area (p.62):

> **Policy 3: Enhance and provide pedestrian-friendly amenities throughout the corridor that assist in transforming the corridor into a safe and comfortable environment.**

Comment: The site plan includes a five-foot-wide sidewalk along the frontage of Brooks Drive and an eight-foot-wide shared use path along Pennsylvania Avenue connecting to the proposed development and meet the intent of the policy.

Transportation Planning Review
Zoning Ordinance Compliance
Section 27-283 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for DSP review. The section references the following design guidelines described in Section 27-274(a):

> **(2) Parking, loading, and circulation**
>
> **A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**

Comment: Access to the subject site will be provided by one driveway, along Brooks Drive. The development requires 18 parking spaces, of which 19 are provided to include 17 standard and 2 ADA accessible parking spaces. The proposed parking meets the requirements and allows for adequate circulation through the site.

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

Comment: The proposed development includes one loading space and does not feature any loading docks. The loading area is clearly marked but located adjacent to the dumpster which increases conflict with trash vehicles. Due to the constraint of the site, the loading space is acceptable if appropriate signage to prevent conflicts to not block loading zone is present and to keep the dumpster doors closed. The loading circulation exhibit demonstrates that the movements will be accommodated through the site.

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

Comment: The site plan includes a five-foot-wide sidewalk, ADA curb ramp and crosswalks providing connections throughout the site. Vehicular circulation is separated and can accommodate interparcel connections. Staff find circulation on site to be sufficient.

Conclusion

Based on the findings presented above, staff conclude that the vehicular, pedestrian, and bicycle access and circulation for this plan are acceptable, consistent with the site design guidelines pursuant to Section 27, and meets the findings for pedestrian and bicycle transportation purposes if the following conditions are met:

1. At the time of permitting, the applicant and the applicant's heirs, successors, and/or assigns shall show these facilities as part of the site plan:
    a. Standard bicycle lane along the property frontage of Brooks Drive, unless modified by the permitting agency with written correspondence.

Countywide Planning Division
Environmental Planning Section 301-952-3650

June 20, 2025

MEMORANDUM

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

VIA: Tom Burke, Supervisor, Environmental Planning Section, CWPD

FROM: Alexander Kirchhof, Planner II, Environmental Planning Section, CWPD *ANK*

SUBJECT: **Zaxby's – Brook's Drive; DSP-16037-03**

The Environmental Planning Section (EPS) has reviewed Detailed Site Plan (DSP-16037-03), submitted for Zaxby's – Brooks's Drive, accepted for review on May 19, 2025. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on June 6, 2025. Revised information was not requested. The EPS finds the application in conformance with Sections 27-285(b)(3), 27-285(b)(4), 27-282(e)(5), 27-282(e)(9),27-282(e)(11), and 24-131 of the County Code, and recommends approval of DSP-16027-03 with no recommended conditions.

PROPOSED ACTIVITY
The current application is for the development of an eating and drinking establishment with a drive-thru and associated infrastructure. The current zoning for the site is Residential, Multifamily - 48 (RMF-48); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Multifamily High Density Residential (R-10) Zone.

ENVIRONMENTAL REVIEW
This site has a previously approved and implemented Type 2 Tree Conservaton Plan (TCP-005-2016-02) that allowed for clearing and grading on Parcel 4 for future development. Natural Resources Inventory plan (NRI-027-12-01) was approved on December 29, 2016. This NRI indicates the presence of specimen trees and primary management area on-site; however, the site has since been developed pursuant to DSP-16037 and its two subsequent revisions. A revised TCP2-005-2016-03 was submitted for staff evaluation, and staff find that this development proposal is consistent with the previously approved TCP2-005-2016-02. Based on conformance with TCP2-005-2016-02, a TCP revision is not required as a companion to DSP-16037-03. No additional clearing, removal of specimen trees, or impacts to regulated environmental features are proposed with this application. The site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (2024 WCO) as provided for in Section 25-119(G)(4). This application has a previously approved and implemented TCP2 which is still valid. Based upon the provided information and PGAtlas, there are no impacts to regulated environmental features or unsafe soils. This site has an approved stormwater management plan and associated letter (#61317-2016-02), which was approved September 6, 2024, and expires September 6, 2027.

No other environmental review issues have been identified for this application. The Environmental Planning Section recommends approval of the application, with no conditions.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division 301-952-3680
Historic Preservation Section

June 17, 2025

MEMORANDUM

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

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

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

SUBJECT: **DSP-16037-03 Zaxby's Brooks Drive**

The subject property comprises 11.04 acres and is located in the northwest quadrant of the intersection of Pennsylvania Avenue (MD 4) and Brooks Drive, in District Heights. The subject property was zoned Multifamily High Density Residential (R-10), per the prior Zoning Ordinance, and is in the 2009 *Approved Marlboro Pike Sector Plan* area. The subject application proposes the construction of a 2,064 square foot eating or drinking establishment with drive-through service on Parcel 4 of the subject property.

The 2009 *Approved Marlboro Pike Sector Plan* contains limited goals and policies related to historic preservation (pages 45-47). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain, and is not adjacent to, any designated Prince George's County Historic Sites or resources**.**

Historic Preservation staff recommends approval of DSP-16037-03, Zaxby's Brooks Drive, with no conditions.

June 18, 2025

MEMORANDUM

TO: Meng Sun Planner III, Urban Design Section

FROM: Mara Greenwell, Planning Technician III, Permit Review Section MG

SUBJECT: DSP-16037-03 Zaxby's – Brooks Drive

1. The Permit Review Section offers no further comments at this time for the Zaxby's Restaurant.

From:	Walker, Tineya
To:	Sun, Meng
Cc:	PPD-PGCReferrals
Subject:	FW: EPlan Acceptance Referral for DSP-16037-03 Zaxby"s - Brooks Drive
Date:	Tuesday, May 27, 2025 10:08:37 AM
Attachments:	Outlook-fxrisn3r.png Outlook-A black ba.png Outlook-A black ba.png Outlook-A black ba.png Outlook-A black ba.png Outlook-A black ba.png Outlook-A black an.png Summary of DSP-16037-03.pdf

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SPS has no comments for this case type.

From: Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>
Sent: Monday, May 19, 2025 8:36 AM
To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Chisholm, Amelia <Amelia.Chisholm@ppd.mncppc.org>; Gross, Thomas <thomas.gross@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; PPD-CPDreferrals <cpdreferrals@ppd.mncppc.org>; Albrecht, Jill <Jill.Albrecht@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Bynum, Angele <Angele.Bynum@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Hancock, Crystal <crystal.hancock@ppd.mncppc.org>; Smith, Noelle <Noelle.Smith@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgparks.com>; Thompson, Ivy <Ivy.Thompson@pgparks.com>; DPR-DRDreferrals <DPR-DRDreferrals@pgparks.com>; Larman, Brooke <Brooke.Larman@ppd.mncppc.org>; Ray, Bobby <Bobby.Ray@ppd.mncppc.org>; Walker, Tineya <tineya.walker@ppd.mncppc.org>; PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>; Giles, Mary C. <mcgiles@co.pg.md.us>; Abdullah, Mariwan <mabdullah@co.pg.md.us>; Mahmoud Tayyem - DPIE <mtayyem@co.pg.md.us>; Lord-Attivor, Rene <rlattivor@co.pg.md.us>; Steven G. Snyder - DPIE (SGSnyder@co.pg.md.us) <sgsnyder@co.pg.md.us>; Formukong, Nanji W. <nwformukong@co.pg.md.us>; 'Police_21stCenturyPolicingDiv@co.pg.md.us' <police_21stcenturypolicingdiv@co.pg.md.us>; Thweatt, Susan W. <swthweatt@co.pg.md.us>; Adeyemo, Akinjide O. <aoadeyemo@co.pg.md.us>; #DSG Intake <dsgintake@wsscwater.com>; 'Hadi Quaiyum - DPW & T-Traffic' <hquaiyum@co.pg.md.us>; Beckert, Erv T. <etbeckert@co.pg.md.us>; 'kmazzara@co.pg.md.us' <kmazzara@co.pg.md.us>; 'Russel, Jahid' <jrussel@co.pg.md.us>; 'SHElkabbani@co.pg.md.us' <shelkabbani@co.pg.md.us>; Weissberg, Victor <vweissberg@co.pg.md.us>; cityclerk@districtheights.org; citymanager@districtheights.org; 'CHii@co.pg.md.us' <chii@co.pg.md.us>; 'NDonoghue@co.pg.md.us' <ndonoghue@co.pg.md.us>; Walder, Stephanie <sawalder@co.pg.md.us>; 'Shirley Branch - DPIE/DOE' <sabranch@co.pg.md.us>
Cc: PPD-DRD_Applications Section_Distribution <ppd-drd_applicationssection_distribution@ppd.mncppc.org>; Garland, Hyojung <hyojung.garland@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Rotondo, Chris <Chris.Rotondo@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Sun, Meng <Meng.Sun@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Contee, Wendy <wendy.contee@ppd.mncppc.org>; Nichols, Page <Page.Nichols@ppd.mncppc.org>
Subject: EPlan Acceptance Referral for DSP-16037-03 Zaxby's - Brooks Drive

From: Thompson, Ivy
To: Sun, Meng
Subject: Re: Referral- DSP-16037-03 Zaxby"s - Brooks Drive
Date: Monday, June 23, 2025 1:44:22 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
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Outlook-asdo0ct4.png
Outlook-A logo of .png
Outlook-A red and .png
Outlook-A black ba.png
Outlook-A black ba.png

Hello Meng, DPR staff offer no comments as this is non-residential development and is exempt from 24-4600.- Ivy

Ivy R. Thompson, AICP. Planner III
Park Planning and Environmental Stewardship Division
M-NCPPC, Department of Parks and Recreation, Prince George's County
1616 McCormick Drive, 2nd floor, Largo MD 20774
Office: 301-699-2540 | Mobile: 202-430-2106
Book time to meet with me

Stay connected:

PhotoShelter

Parks & Recreation M-N C P P C
live more, play more
pgparks.com

From: Sun, Meng <Meng.Sun@ppd.mncppc.org>
Sent: Monday, June 23, 2025 1:21 PM
To: Thompson, Ivy <Ivy.Thompson@pgparks.com>
Subject: Referral- DSP-16037-03 Zaxby's - Brooks Drive

Hi Ivy,
I just want to double check with you if parks have any comments for this case.
Thanks.

Meng Sun, Ph.D, AICP, LEED GA
Planner III| *Urban Design Section* | *Development Review Division*
301-952-3994 | Meng.Sun@ppd.mncppc.org

MEMORANDUM
May 20 2025

TO: Meng Sun, Development Review Division
Maryland-National Capital Park & Planning Commission

FROM: Shirley Anthony Branch, Water and Sewer Plan Coordinator *SAB*
Site/Road Plan Review Division, DPIE

RE: SDRC Comments - Zaxby's – Brooks Drive, DSP-16037-03

Below are my comments on a detailed site plan that is scheduled for review at the SDRC meeting on **June 6, 2025**. This is a first response for this detailed site plan. Should you have any questions regarding the attached information, please feel free to call me at 301.636.2060.

DSP-16037-03 Zaxby's – Brook's Drive
Tax IDs: 5740383 & 5592038
Tax maps: 80 F-1; Platted Parcels 4 & 5; Plat: 06263061
Acres: 3.46 combined; Zoned: RMF-48
WSSC Grid: 203SE05
DPIE South District

1. The 2018 Water and Sewer Plan designates platted Parcels 4 & 5 in Water and Sewer Category 3, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act, approved for public sewer service. Parcel 5 is developed in the aerial view; Parcel 4 is not developed.

2. A 10" water line and an 8" sewer line traverse the property.

The Department of Permitting, Inspections and Enforcement (DPIE) determines the validity in category designations of the Prince George's County Water and Sewer Category Maps. Information reflects the category designated by the 2018 Water and Sewer Plan and its amendments deemed accurate as of ***July 31, 2024****. Any dispute of the designated category or comments herein may be addressed to the Site/Road Plan Review Division, Water and Sewer Plan Coordinator, at 301.636.2060.*

cc: Rey De Guzman, P.E., Associate Director, S/RPRD, DPIE
Nanji W. Formukong, P.E., South District, S/RPRD, DPIE

MEMORANDUM

May 29th, 2025

TO: Meng Sun, Subdivision Review Section
Development Review Division, M-NCPPC

FROM: Rey de Guzman, P.E., Associate Director
Site/Road Plan Review Division, DPIE

Re: Zaxby's - Brook's Drive
DSP-16037-03

CR: Brooks Drive

This memorandum is in response to the Detailed Site Plan (DSP-16037-03) referral for the construction of a 2,064 square foot eating or drinking establishment, with drive-through service on Parcel 4 as a component of a Business Advancement and Food Access Infill development. Parcel 4 has a 1.01-acre vacant parcel

- The subject property is an 11.04-acre subdivision, known as Brooks Drive South, The Current Zoning Ordinance became effective and rezoned the property to the newly created RMF-48 Zone, located approximately 325 feet northwest of the intersection of Brooks Drive & MD4 (Pennsylvania Avenue).

Background Information:

- **Brooks Drive** is a county-maintained road located southwest of the development.
- **MD 4 (Pennsylvania Avenue) is** state state-maintained road located west of the property. The applicant shall coordinate right-of-way dedications and construct roadway/frontage improvements per the MDOT SHA Road Standards.

Traffic Comments:

- In the fine grading permit stage, the applicant shall upgrade the existing streetlights located at the median to LED streetlights along Brooks Drive property frontage.
- In the fine grading permit stage, the applicant shall provide detectable warning surface (DWS) at the existing ADA pedestrian ramp northeast of the Bus stop (Bus stop ID: 32260) along Brooks Drive property frontage.
- In the fine grading permit stage, the applicant shall provide bicycle lane along Brooks Drive property frontage per master plan.
- At tome of permitting, the applicant shall replace the existing crosswalk at the vehicular access point along Brooks Drive property frontage with a continental crosswalk.
- There is a state-maintained roadway fronting this site along Pennsylvania Avenue (MD RTE 4). As such, we defer all other comments on this roadway to MDOT- SHA.

Geotechnical Comment:

- A soil investigation report, which includes subsurface exploration and geotechnical

engineering evaluation for all proposed work including building, is required. Soil borings are required to determine the vertical difference from the facility bottom to the seasonal high groundwater table.

Floodplain:

FPS 201807 governs, and a recorded floodplain easement is required.

Water and Sewer Comments:

- The 2018 Water and Sewer Plan designates platted Parcels 4 & 5 in Water and Sewer Category 3, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act, approved for public sewer service. Parcel 5 is developed in the aerial view; Parcel 4 is not developed.
- A 10" water line and an 8" sewer line traverse the property.

Storm Drain and Stormwater Management:

- DSP-00007-03 is not in conformance with the revised Site Development Concept Plan 61317-2016-02, which will expire on September 6, 2027. The layout and proposed scope have been changed in the DSP-00007-03 revision (which is to add ZAXBY'S to parcel 4. Therefore, a revised site development concept approval is required.

- DPIE has no objection to DSP-00007-03.

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

  a) Final site layout, exact impervious area locations are not shown on plans.

  b) The exact acreage of impervious areas to be provided with DSP for Technical review.

  c) Proposed grading to be shown on plans.

  d) Stormwater volume computations have been provided with the concept submittal. These computations shall be further updated with site development fine grading permit submission.

  e) Erosion/sediment control plans that contain the construction sequence, any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion, and sediment control practices are not included in the submittal.

  f) A detailed SDFG report will be required for technical review.

  g) Applicant shall provide items (a-f) at the time of filing final site permits.

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

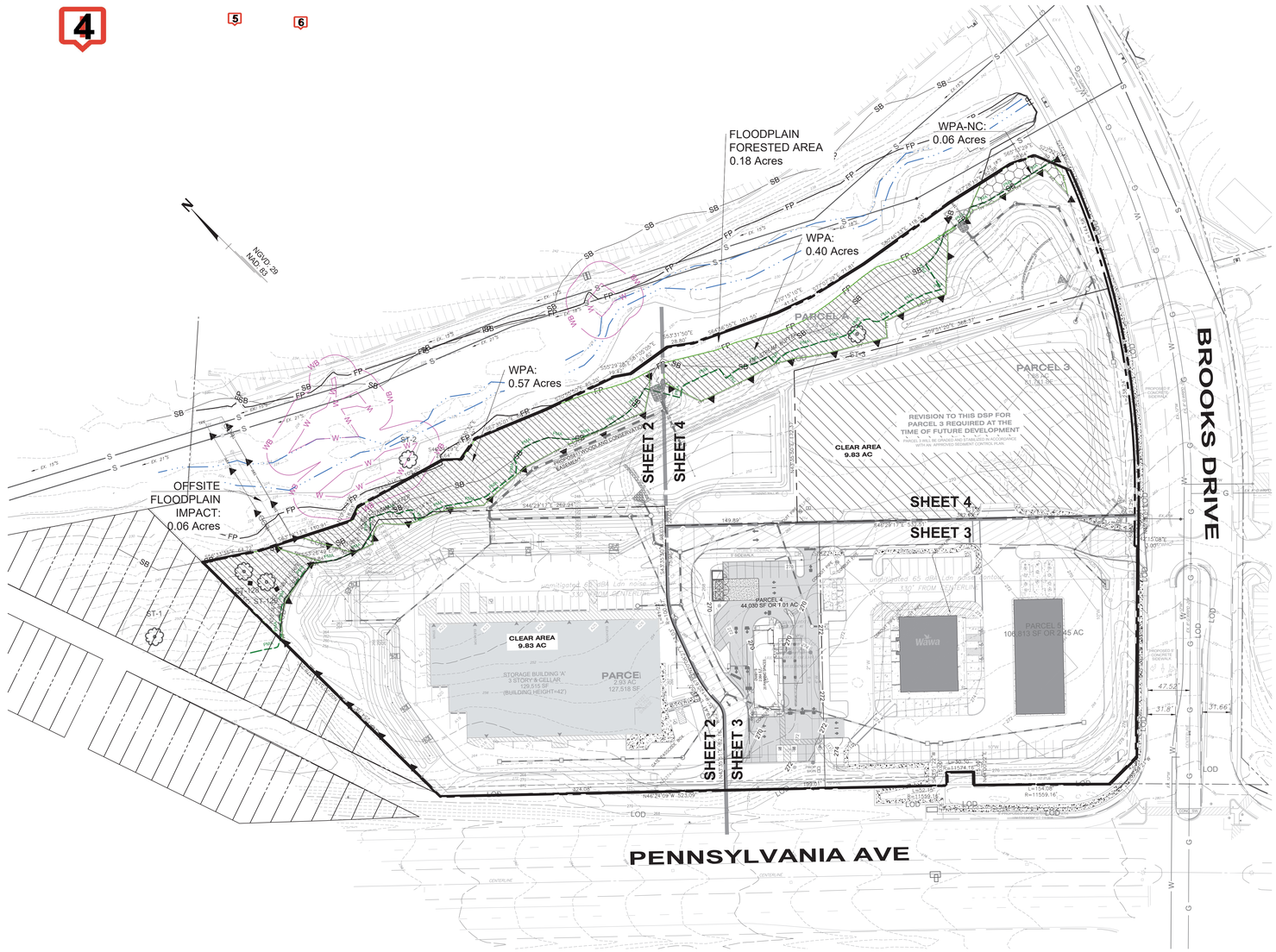
cc: Rene Lord-Attivor, Chief, Engineering, DPIE
Mariwan B. Abdullah, P.E Chief Engineer, S/RPRD, DPIE
Nanji Formukong, District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Rodgers Consulting 1101 Mercantile Lane, Suite 280 Largo, MD 20774
ALMA M&L 2, Inc. 10411 Marlboro Pike, Upper Marlboro, MD 20772

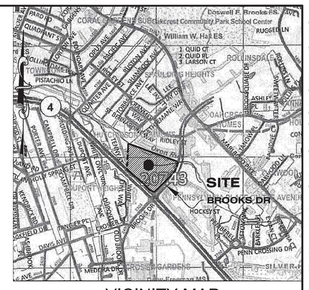
Type 2 Tree Conservation Plan

BROOKS DRIVE PROPERTY

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

PRELIMINARY NOT FOR CONSTRUCTION





VICINITY MAP
1" = 2000'

Legend

- Site Boundary
- Existing Contours
- Existing Buildings
- Existing Tree Line
- Limits of Disturbance
- WPA (*Woodland Preservation Area*)
- Woodland Cleared
- WP-NC (*Woodland Preserved Not Credited*)
- Stream Buffer (SB)
- Primary Management Area (PMA)
- 100-year floodplain (FP)
- 100-year floodplain Building Restriction Line (FP BRL)
- Regulated Stream (Intermittent/Perennial)
- Temporary Tree Protection Fence with Signage (TPF)
- Non-Tidal Wetlands (W)
- Non-Tidal Wetland Buffer (WB)
- Specimen Tree To Be Retained (ST-1)
- Specimen Tree To Be Removed (ST-1)
- Specimen Tree Sign

General Note:

1. Post DSP and TCP2 approval, DPIE required the addition of a SWM access road behind the northern retaining wall requiring additional clearing which is reflected on the TCP submitted with the acceptance submittal. Floodplain acreage has been updated to reflect the floodplain delineation shown on the TCP2.

Standard Woodland Conservation Worksheet for Prince George's County

	SECTION I-Establishing Site Information- (Enter acres for each zone)				
1	Zone:	R-10			
2	Gross Tract:	11.01			
3	Floodplain:	0.18			
4	Previously Dedicated Land:	0.00			
5	Net Tract (NTA):	10.83	0.00	0.00	
6	TCP Number	TCP2-005-2016-02	Revision #		2
7	Property Description or Subdivision Name:	Brooks Drive			
8	Is this site subject to the 1989 or 1991 Ordinance	N			
9	Is this site subject to the 1991 Ordinance	N			
10	Subject to 2010 Ordinance and in PFA (Priority Funding Area	N			
11	Is this one (1) single family lot? (Y or N)	N			
12	Are there prior TCP approvals which include a	N			
13	combination of this lots? (Y or N)				
14	Is any portion of the property in a WC Bank? (Y or N)	N			
15	Break-even Point (preservation) =	3.90	acres		
16	Clearing permitted w/o reforestion=	6.96	acres		

	SECTION II-Determining Requirements (Enter acres for each corresponding column)	Column A WCT/AFT %	Column B Net Tract	Column C Floodplain (1:1)	Column D Off-Site Impacts (1:1)
17	Existing Woodland		10.86	0.18	
18	Woodland Conservation Threshold (WCT) =	20.00%	2.17		
19	Smaller of 17 or 18		2.17		
20	Woodland above WCT		8.69		
21	Woodland cleared		9.83	0.00	0.06
22	Woodland cleared above WCT (smaller of 16 or 17)		8.69		
23	Clearing above WCT (0.25 : 1) replacement requirement		2.17		
24	Woodland cleared below WCT		1.14		
25	Clearing below WCT (2:1 replacement requirement)		2.27		
26	Afforestation Required Threshold (AFT) =	15.00%	0.00		
27	Off-site WCA being provided on this property		0.00		
28	**Woodland Conservation Required**		**5.54**	acres	

	SECTION III-Meeting the Requirements (Enter acres for each corresponding column)				
29	Woodland Preservation		0.97		
30	Afforestation / Reforestation		0.00	Bond amount:	$ -
31	Natural Regeneration		0.00		
32	Landscape Credits		0.00		
33	Specimen/Historic Tree Credit (CRZ area * 2.0)	0.00	0.00		
34	Forest Enhancement Credit (Area * .25)	0.00	0.00		
35	Street Tree Credit (Existing or 10-year canopy coverage)		0.00		
36	Area approved for fee-in-lieu		0.00	Fee amount:	**$0.00**
37	Off-site Woodland Conservation Credits Required		4.57		
38	Off-site WCA (preservation) being provided on this property		0.00		
39	Off-site WCA (afforestation) being provided on this property		0.00		
40	**Woodland Conservation Provided**		**5.54**	acres	

41	Area of woodland not cleared	1.03	acres
42	Net tract woodland retained not part of requirements:	0.06	acres
43	100-floodplain woodland retained	0.18	acres
44	On-site woodland conservation provided	0.97	acres
45	On-site woodland conservation alternatives provided	0.00	
46	On-site woodland retained not credited	0.24	acres

47 Prepared by: Rob Swam, QP — Signed — 03/06/2025 Date

General Information Table

Layer Category	Layer Name	Value
Zone	Zoning (Zone)	R-10
Zone	Aviation Policy Area (APA)	
Administrative	Tax Grid	80-F1
Administrative	WSSC Grid	203SE05
Administrative	Planning Area (Plan Area)	75A
Administrative	Election District (ED)	6
Administrative	Councilmanic District (CD)	7
Administrative	General Plan 2002 Tier (Tier)	Developed
Administrative	Traffic Analysis Zone (COG) (TAZ-COG)	842
Administrative	PG Traffic Analysis Zone (TAZ-PG)	878

Site Statistics	Total (ac)
Gross Tract Area	11.01
Existing 100-year floodplain	0.18
Net Track Area	10.83
Existing woodland in Floodplain	0.18
Existing Woodland Total	10.83
Existing PMA	1.67
Regulated Streams	0
Riparian (Wooded) Buffer up to 300 feet wide	0

GRAPHIC SCALE
60' 0 30' 60' 120 240'
1 INCH = 60 FT

Specimen Tree Table

No.	Common Name	Botanical Name	Dbh (Inches)	Condition Rating	Disposition	Conditions rating
ST-2	tulip poplar	*Liriodendron tulipifera*	30	Good	Retain	85
ST-3	American beech	*Fagus grandifolia*	37	Good	Remove	85
ST-128	American beech	*Fagus grandifolia*	32	Excellent	Retain	95
ST-129	sweetgum	*Liquidambar styraciflua*	31	Fair	Retain	65

Woodland Conservation Summary Table

Sheet	Gross Tract Area	100-year Year Flood Plain	Net Tract Area	Ex. Woodland (FP)	Ex. Woodland (NTA)	Woodland Cleared Net-Tract (C-NTA)	Woodland Cleared Floodplain (C-FP)	Woodland Cleared Off-site (C-OS)	Woodland Preserved Area (WPA)	Woodland Reforestation Area (WRA)	Woodland Retained/ Not Credited (WR-NC)	Woodland Retained/ Assumed Cleared (WR-AC)
2	3.90	0.02	3.88	0.02	3.88	3.30	0.06	0.07	0.57	-	0.06	
3	3.62	0.16	3.46	0.16	3.46	3.46	-	-	0.00	-	-	-
4	3.49	0.00	3.49	0.00	3.52	3.07	-		0.40			
Total	11.01	0.18	10.83	0.18	10.86	9.83	-	-	0.97	-	-	-

Property Owners Awareness Certificate

I/we Oakcrest West, LLC hereby acknowledge that we are aware of this Type 2 tree Conservation Plan (TCP2) and we understand the requirements set forth in this TCP2.

Owner or Owners Representative — Date 9/30/19

Map Unit Symbol

Map Unit Symbol	Map Unit Name	K-Factor	Hydric Rating	Hydrologic soil group	Drainage Class
CrC	Croom - gravelly sandy loam 5 to 10% slopes	0.10	Not Hydric	B	Well drained
Px	Potomac - Issue complex frequently flooded	0.28	Partially-Hydric	D	Poorly drained
UdgB	Udorthents, highway, 0 to 65% slopes	0.17	Not Hydric	C	Well drained
UdgD	Udorthents, reclaimed gravel pits, 5 to 15% slopes	0.17	Not Hydric	C	Well drained
UdUB	Udorthents - urban land complex, 0 to 5% slopes	0.17	Not Hydric	C	Well drained

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE 2 TREE CONSERVATION PLAN APPROVAL
TCP2 -005-2016-02

	Approved by	Date	DRD #	Reason for Revision
00	MEGAN REISER	9/28/2016	DSP-15038	
01	CHUCK SCHNEIDER	11/29/2017	DSP-16037	
02	CHUCK SCHNEIDER	11/5/2020	DSP-16037-01	PLAN REVISED TO MATCH DSP-16037-01 WHICH REMOVED GROCERY STORE AND REPLACED WITH CONVENIENCE STORE WITH GAS STATION.
03				
04				
05				

QUALIFIED PROFESSIONAL CERTIFICATION

This plan complies with the current requirements of Subtitle 25 and the Woodland and Wildlife Conservation Technical Manual.

Signed: Date: 03/06/2025

Robert Swam. 1101 Mercantile Ln, Suite 280, Largo, MD 20774. 240-912-2169. rswam@rodgers.com

REVISION	DATE	REVISION	DATE	REVISION	DATE
PLAN REVISED TO MATCH DSP-16037-01 WHICH REMOVED GROCERY STORE AND REPLACED WITH CONVENIENCE STORE WITH GAS STATION.					

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

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

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

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

	BY	DATE
BASE DATA		
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD
RELEASE FOR
BY_____ DATE _____

TYPE 2 TREE CONSERVATION PLAN

SCALE: 1" = 60'
JOB No. 1283E
DATE: Mar. 2025
SHEET No. 1 OF 5

C:\ACC\ACCDocs\Rodgers Consulting\PG-Brooks Drive\Project Files\autocad\Plot Plans\Environmental\TCP2\1 OF 5.dwg

1 - Created by: Khalid Qadwai on 5/28/25 3:09 PM
Title: INTAKE COMMENTS, Department Review, DSD - Project Manager
1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.

2. Coordination with other buried utilities:

a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.

3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.

4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Permit Services Section at (301) 206-8650 or visit our website at MASTER - HPA Checklist for ePlan.xlsx (wsscwater.com) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services Section at (301) 206-4003.

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2 - Created by: Khalid Qadwai on 5/28/25 3:12 PM
Title: WATER, Department Review, DSD - Project Manager
1. The site has an existing water house connection built to the property line. A plumbing permit will be required to build the on-site hook up and activate the connection(s). Contact the WSSC Permit Services Section at (301) 206-4003 for information or visit our website.

2. Realign water service connection(s) to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance.

3. Existing water mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

4. Show and label easement limits on plan for all existing and proposed water mains.

5. Provide proper protection of water supply where water main is below or parallel to sewer main, building drain, sewer house connection or septic field and when pipe crosses other utilities.

6. Revise the plan to realign any water pipeline that conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

7.

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3 - Created by: Khalid Qadwai on 5/28/25 3:37 PM
Title: SEWER, Department Review, DSD - Project Manager
1. The site has an existing sewer house connection built to the property line. A plumbing permit will be required to build the on-site hook up and activate the connection(s). Contact the WSSC Permit Services Unit at (301) 206-4003 for information or visit www.wsscwater.com.

2. Existing sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

3. Realign sewer service connection(s) to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

4. Revise the plan to realign any sewer pipeline that conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual.

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4 - Created by: Khalid Qadwai on 5/28/25 3:41 PM
Title: SITE UTILITY, Department Review, DSD - Project Manager
1. A single water/sewer service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.

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5 - Created by: Khalid Qadwai on 5/28/25 4:04 PM
Title: GENERAL, Department Review, DSD - Project Manager
1. Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Section at (301) 206-8672 for review procedures and fee requirements.
See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.

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6 - Created by: Khalid Qadwai on 5/28/25 4:07 PM

Title: HYDRAULICS COMMENTS:, Department Review, DSD - Project Manager

1. Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Section at (301) 206-8650 for submittal requirements or view our website.

WATER

1. A 10-inch water main is available to serve the proposed site. Contact the Permit Services Section at (301) 206-8650 for details regarding applying for service connections or visit our website.

SEWER

1. A 8-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Section at (301) 206-8650 for details regarding applying for service connections or visit our website.

2. If elevations do not allow gravity sewer, onsite pumping with ejector or grinder pumps may be required for sewer service.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 13-81(C) File No. 4-12002

CORRECTED RESOLUTION

WHEREAS, Oakcrest West LLC is the owner of a 11.04-acre parcel of land known as Tax Map 80 in Grid F-1 and is also known as Parcel 164 and 16, said property being in the 6th Election District of Prince George's County, Maryland, and being zoned Multifamily High Density Residential (R-10); and

WHEREAS, on March 4, 2013, The Michael Companies Inc. filed an application for approval of a Preliminary Plan of Subdivision for 5 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-12002 for Brooks Drive Property was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on July 11, 2013, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on July 11, 2013, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type 1 Tree Conservation Plan (TCP1-010-10), and further APPROVED Preliminary Plan of Subdivision 4-12002, Brooks Drive Property for 5 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:

   a. Remove the lot coverage provided and green space provided in Note 2 of the Site Data.

   b. Delineate and add a note that states the following:

      "This property lies within the JLUS Interim Land Use Controls area as established by Subtitle 27, Part 18 (CB-3-2012)."

   c. Submit the revised approved Stormwater Management Concept Plan and Letter, and Revised Note 13 in accordance with the revised plan.

   d. Provide density calculation basis on net tract area.

e. Revise Note 27 to add "Access along Brooks Drive is denied with the exception of one driveway to ensure the consolidation of vehicular traffic for all five parcels, unless otherwise modified by the Department of Public Works and Transportation prior to approval of final plat."

2. Development of this site shall be in conformance with Stormwater Management Concept Plan 31374-2009-00 and any subsequent revisions.

3. Prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*. Private on-site recreational facilities shall be reviewed by the M-NCPPC Development Review Division as part of the Detailed Site Plan. An appropriate mix of recreational facilities shall be specified at that time.

4. The applicant and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFA) to the Development Review Division (DRD) for the construction of private recreational facilities on the subject property for approval prior to submission of the final plat. The RFA will list the facilities and establish triggers for construction. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the liber and folio reflected on the plat.

5. Prior to issuance of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities on subject property.

6. At the time of final plat, the applicant shall grant a ten-foot-wide public utility easement (PUE) along the public rights-of-way of Brooks Drive and Pennsylvania Avenue (MD 4) as delineated on the approved preliminary plan of subdivision.

7. Total development shall be limited to uses which generate no more than 156 (31 in; 125 out) AM peak-hour trips, and 180 (117 in; 63 out) PM peak-hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new preliminary plan of subdivision.

8. Prior to the issuance of a building permit for the subject property, the following road improvement shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies and (c) have been permitted for construction through the operating agency's access permit process: Construct northbound left-turn lane on Brooks Drive at the proposed access point. The left-turn lane shall be constructed in accordance with DPW&T standards.

9. At the time of final plat, the following notes shall be placed on the plat:

a. "This property lies within the JLUS Interim Land Use Controls area as established by Subtitle 27, Part 18 (CB-3-2012)."

b. "Access is denied along the frontage of Pennsylvania Avenue (MD 4) and Brooks Drive with the exception of one access driveway *along Brooks Drive unless one additional vehicular access is [~~as~~] approved * by DPW&T along Brooks Drive with [~~on~~] the DSP/SE."

10. Nonresidential development on the subject property that significantly affect Subtitle 24 adequacy findings may require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.

11. Prior to approval of the final plat, an executed private access easement agreement for Parcels 1–5 shall be submitted and approved by The Maryland-National Capital Park and Planning Commission (M-NCPPC). The easement is to provide inter-parcels connection and access to Brooks Drive. The access easement, authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations, shall set forth the rights, responsibilities, and liabilities of the lot owners. The easement document shall include utility access if appropriate and be recorded in the land records of Prince George's County, and the liber and folio reflected on the final plat prior to recordation.

12. Prior to issuance of building permits, certification prepared by a professional engineer with competency in acoustical analysis using the certification template shall be submitted. The certification shall state that the interior noise levels have been reduced through the proposed building materials to 45 dBA Ldn or less.

13. Prior to signature approval of the preliminary plan, the Type 1 tree conservation plan (TCP1) shall be revised as follows:

a. Revise the worksheet to remove the floodplain clearing and clarify how the total off-site clearing under the column for off-site will be provided.

b. Remove Woodland Preservation Area A on the plan as woodland conservation, or revise it to meet the minimum criteria for a woodland conservation area.

c. Remove General Note 9 and replace the note with "The property is adjacent to Pennsylvania Avenue which is classified as a master planned expressway."

d. Revise the legend to show the noise contour symbol and label.

*Denotes Correction
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

e. Revise the approval block to show the TCP1-001-13 number.

f. Have the revised plan signed and dated by the qualified professional who prepared it.

14. The following note shall be placed on the final plat:

> "Prior to signature approval of a TCP2 for this property, pursuant to Section 25-122(d)(1)(B), all woodland preserved, planted, or regenerated on-site shall be placed in a woodland conservation easement recorded in land records and the liber/folio of the easement shall be indicated on the TCP2."

15. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-001-13). The following note shall be placed on the final plat:

> "This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-001-13 or most recent revision), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

16. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

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

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

18. Prior to issuance of grading permits, the applicant shall submit evidence from the Prince George's County Health Department that the tires found on the property have been hauled away by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

2. **Setting**—The property is located on the west side of Brooks Drive in the northern quadrant of the intersection of Pennsylvania Avenue (MD 4) and Brooks Drive. The neighboring properties to the north and east are zoned R-10 and developed with multifamily dwellings. The neighboring properties to the west are zoned R-55 (One-Family Detached Residential) and are currently undeveloped. The neighboring properties to the south are zoned R-18 (Multifamily Medium Density Residential) and developed with multifamily dwellings.

3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development:

	EXISTING	APPROVED
Zone	R-10	R-10
Use(s)	Vacant	Residential–Multifamily dwellings
Acreage	11.04	11.04
Lots	0	0
Outlots	0	0
Parcels	2	5
Dwelling Units	0	300
Public Safety Mitigation Fee	No	No
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on March 29, 2013.

4. **Community Planning**—The 2002 *Prince George's County Approved General Plan* (General Plan) designates the subject property within the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. The preliminary plan is consistent with the General Plan Development Pattern policies for the Developed Tier by proposing a multifamily dwelling project. Approval of this application does not violate the General Plan's growth goals for the year 2025, upon review of Prince George's County's current General Plan Growth Policy Update.

The subject property is located in the 2009 Marlboro Pike Master Plan and SMA area which is encompassed in the boundaries of the 2010 Subregion 4 Master Plan and SMA. However, the adoption of the Subregion 4 Master Plan and SMA does not alter the legal status of the Marlboro Pike Master Plan and SMA as the guiding policy for the area. The Subregion 4 Master Plan builds upon the recommendations in the Marlboro Pike Master Plan. In the event that there are any

contradictions in the two documents, the Marlboro Pike Master Plan takes precedence. The Marlboro Pike Master Plan retained this property in the R-10 Zone and recommends a residential high-density land use for this area. This preliminary plan is proposing multifamily development which is consistent with the land use recommendations of the Marlboro Pike Master Plan and SMA.

This property is within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area. The property is within Imaginary Surface F, establishing a height limit of 500 feet above the runway surface. This property is outside of the 65 dBA Ldn noise contours, so noise attenuation is not required. The property is not in an accident potential zone, so no controls on use or density are required.

The tree conservation plan (TCP) shows five multifamily buildings on-site with one access point onto Brooks Drive across the street from an existing multi-story apartment complex. The TCP shows a conceptual placement of the parking lots around each building that appears to diminish the relationship and connectivity of each structure to one another. In addition, it is noted that the entrance driveway leads to an internal circulation pattern that could be confusing. The applicant should consider making the site more pedestrian-friendly and safe by including areas of open space that could act as connectors to the buildings and soften the visual appearance of the site. The applicant will be required to address the Marlboro Pike design guidelines and the above comments at the time of DSP.

5. **Urban Design**—The 2010 *Prince George's County Landscape Manual* (Landscape Manual) and the Zoning Ordinance contain site design guidelines and requirements that are applicable to the development of this property.

Conformance with the 2010 Prince George's County Landscape Manual
The property is subject to the requirements of the Landscape Manual. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Developments from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscape Requirements. It should be noted that Pennsylvania Avenue (MD 4) is categorized as an expressway by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). A 75-foot-wide landscape buffer, to be planted with a specific number of plants per 100 linear feet of frontage, outside of public utility easements (PUEs), will be required in accordance with Section 4.6(c)(1), Buffering Residential Development from Streets. The applicant will provide the required Landscape Manual buffers at the time of DSP or provide an alternative compliance application for review. Compliance with these regulations for the proposed multifamily residential development will be evaluated at the time of DSP review.

Conformance with the Zoning Ordinance
Pursuant to Section 27-439 in the R-10 Zone, a DSP is required for all proposed multifamily dwellings (110 feet high and under), including any associated community building or recreational facilities, in accordance with Part 3, Division 9, of the Zoning Ordinance. Multifamily dwellings

higher than 110 feet shall be governed by an approved SE site plan and DSP. Therefore, prior to the final plat, the proposed multifamily residential development will require a DSP if the proposed buildings are 110 feet high and under. The Site PPS Data Note 5 indicates that the maximum building height proposed is 110 feet. However, if the proposed buildings are higher than 110 feet, the site will be subject to approval of a DSP and SE.

Pursuant to Section 27-441, Uses in the R-10 Zone, multifamily dwelling units in accordance with the bedroom percentages in Section 27-419 are a permitted use in the R-10 Zone, as follows:

(a) Requirements for multifamily dwellings.

(1) The maximum percentages of two (2) or more bedrooms per apartment unit in a separate building or project are as follows:

(A) For two (2) bedroom apartments, forty percent (40%); and

(B) For three (3) (or more) bedroom apartments, ten percent (10%). Unused percentages for three (3) (or more) bedroom apartment units may be added to the maximum allowed percentages for two (2) bedroom apartment units;

Development in excess of applicable bedroom percentages requires SE approval.

In addition, at the time of DSP review and approval, the development is required to conform with the Zoning Ordinance regulations, including but not limited to the following:

- Section 27-442, Regulations (Residential Zones)
- Section 27-582 of Part 11 Parking and Loading, and
- Part 12 Signs

Other Urban Design Comments
The submitted tree conservation plan shows a conceptual site layout for the proposed multifamily residential buildings that presents some urban design concerns. These issues are discussed for informational purposes as final design review will be done at the time of DSP when additional information is available.

a. Buildings should be designed to front internal streets and driveways.

b. Appropriate on-site usable green space and recreational facilities should be provided for future residents. On-site private recreational facilities will be required for the proposed development. Recreation areas should be centrally located on the site, and recreation areas should include active and passive recreational facilities, such as playgrounds, amenity rooms/clubhouses, and walking trails for future residents.

c. Efforts should be made to place the proposed buildings close to the street frontage and to avoid large fields of parking between the buildings and the street.

d. Pedestrian improvements, such as but not limited to, sidewalk connections, bus shelters, benches, trash receptacles, bike racks, and pedestrian-scaled lighting fixtures should be incorporated into the site design and will be reviewed at the time of DSP review.

e. Footnote 6 in Section 27-442 regulations table for the R-10 Zone requires that at least 80 percent of the total number of dwelling units of the multifamily project shall be within buildings having a minimum height of 52 feet. Not more than 20 percent of the total number of dwelling units of the multifamily project may be in buildings of a lesser height. Conformance with these requirements will be reviewed at the time of DSP review.

6. **Environmental**—This preliminary plan has been reviewed for conformance to the environmental regulations within Division 5 of the Subdivision Regulations, the Woodland and Wildlife Habitat Conservation Ordinance (WCO), and the appropriate area master plan. A signed Natural Resources Inventory (NRI-027-12) and Type 1 Tree Conservation Plan (TCP1-001-13) for the subject property has been received and reviewed.

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

POLICY 1: Protect, preserve and enhance the green infrastructure network in Subregion 4.

The site contains regulated and network gap areas within the 2005 *Approved Countywide Green Infrastructure Plan* (Green Infrastructure Plan). The regulated area is located along the northern boundary of the site and is comprised of wetland, floodplain, and steep slopes associated with the Oxon Run stream valley directly adjacent to the site. The plan proposes to preserve this area with the exception of minor grading for a stormwater management pond and additional grading for the associated outfall. The remainder of the site is within a network gap and the plan proposes to disturb most of this area for the proposed development. The site is located within the Developed Tier. The areas to be preserved and protected are limited to the sensitive environmental areas on the site.

POLICY 2: Minimize the impacts of development on the green infrastructure network and SCA's.

The entire site is within this green infrastructure network. The zoning allows for high-density development which usually maximizes development on the site; however, development is limited to the less sensitive areas of the site in keeping with the goal of the Green Infrastructure Plan. This

site's impacts will not directly impact special conservation areas (SCAs) as identified in Subregion 4.

POLICY 3: Restore and enhance water quality in areas that have been degraded, and preserve water quality in areas not degraded.

The applicant proposes one stormwater management pond to handle stormwater management for the entire project; however, the submitted approved concept plan and letter have expired. A new or revised concept plan is needed to fully assess how water quality will be addressed. The current regulations require that stormwater management be addressed through water quality and quantity using environmental site design (ESD) to the fullest extent practicable. It is very possible that a revised or new concept may require a change to the stormwater management methods used.

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

The subject site has an approved natural resources inventory that provides an account of the existing conditions of the site. The plan is proposing grading within the stream buffer for a stormwater management outfall. The proposed impacts do not warrant stream restoration or mitigation at this time.

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

The approved concept submitted with this application appears to have been approved under the previous stormwater management regulations, which allowed the use of pond structures. The current regulations require the use of ESD techniques as the first option. Because the site needs a new or revised concept plan, ESD should be incorporated in accordance with the current regulations, or as approved by the Department of Public Works and Transportation (DPW&T).

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

The existing stream is located off-site; however, the stream buffer is located along the northern boundary of the subject site. The plan proposes to preserve the existing woodlands within the buffer with the exception of the area impacted for an outfall.

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

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

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

The site has frontage on Pennsylvania Avenue (MD 4) which is a master-planned expressway that generates enough traffic to produce noise levels above 65 dBA Ldn. The site is proposing five multifamily buildings. The Subdivision Regulations require that residential development adjacent to a master-planned roadway with a classification of freeway or higher requires a minimum lot depth of 300 feet, in part to address noise-related concerns.

Using the Environmental Planning Section Noise Model and applying an average daily traffic (ADT) count at build-out of 38,051 as indicated on the SHA traffic volume map, and a posted traffic speed of 55 mph, the unmitigated 65 dBA Ldn noise contour is located approximately 330 feet from the center line of Pennsylvania Avenue. The preliminary plan and TCP1 shows the location of the unmitigated 65 dBA Ldn noise contour.

According to the submitted plans, three of the multifamily buildings, on proposed Parcels 1, 4, and 5, will be exposed to transportation noise levels of at least 65 dBA Ldn. Acceptable interior noise levels of 45 dBA Ldn or less may be achieved with appropriate shell construction methods, and should be required. The acceptable noise level in outdoor activity areas is 65 dBA Ldn or less; however, no outdoor activity areas are shown on the TCP1. All proposed outdoor play areas within the noise impact area will need to be mitigated, and demonstrated at the time of approval of the DSP.

The TCP1 should be revised to show the noise contour symbol in the legend with the proper label. Remove General Note 9 and replace it with the required wording to identify the classification of MD 4.

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

POLICY11: Increase the county's capacity to support sustainable development.

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

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

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

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

Subtitle 25, Division 3 requires the site to provide ten percent tree canopy coverage. Tree canopy coverage will be addressed by the Urban Design Section at the time of review of the DSP.

The site is also subject to the WCO. The preliminary plan proposes to develop a large portion of the site; however, a majority of the woodland within the PMA will be preserved.

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

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

Conformance with Green Infrastructure Plan
The entire site is within the designated network of the Green Infrastructure Plan, containing regulated and network gap areas. Regulated area is primarily located along the northern boundary of the site and is associated with the Oxon Run stream valley. The remainder of the area is within the network gap. The TCP1 focuses preservation and protection within the regulated area, where woodland preservation is proposed. A limited portion of the regulated area will be impacted for stormwater management. The remainder of the site, mostly network gap, will be developed with the proposed multifamily buildings and associated parking. It is possible that future revisions to the proposed stormwater management design may reduce the proposed impacts to the regulated and network gap areas through the use of ESD, which will focus on water quality and quantity control. The conceptual design as reflected on the TCP1 is in keeping with the goals of the Green Infrastructure Plan and focuses preservation on the most sensitive areas of the site.

Environmental Review
An approved Natural Resources Inventory, NRI-027-12, was submitted with the application. The site is fully wooded with 5.43 acres and contains four specimen trees. The TCP1 and the preliminary plan show all of the required information correctly in conformance with the NRI. No revisions are required for conformance to the NRI.

According to mapping research and as documented on the approved NRI, the site contains regulated environmental features which include wetland, wetland buffer, stream buffer, steep slopes, and 100-year floodplain which comprises the on-site PMA. The stream buffer associated with Oxon Run adjacent to the site is also present on the site. The site drains north to Oxon Run which is within the Potomac River Basin. The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), are the Croom gravelly sandy loam, Potomac-issue complex, Udorthents reclaimed gravel pits, and Udorthents-Urban land complex. According to available information, Marlboro clay and Christiana complex are not identified on the property. This information is provided for the applicant's benefit. The county may require a soils report in conformance with County Council Bill CB-94-2004 during the building permit review process. According to the Sensitive Species Project Review Area (SSSPRA) layer prepared by the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species on or in the vicinity of this property. Brooks Drive and Pennsylvania Avenue (MD 4) are not designated scenic or historic roads. The property is in the Developing Tier as reflected in the

General Plan. According to the approved Green Infrastructure Plan, the site contains regulated and network gap areas within the designated network of the plan.

The site is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland.

A TCP1 has been submitted. The TCP1 shows a reduced gross tract area (11.04 acres) than the approved NRI (12.78 acres). The difference in acreage is due to the reduced area of the overall site during the initial review of this preliminary plan, in which land was removed from the application.

The site has a woodland conservation threshold of 2.16 acres. The TCP1 shows a total woodland conservation requirement of 4.81 acres; however, the proposed 0.03 acre of off-site clearing was not included in the calculation. Therefore, the total requirement is 4.84 acres. The TCP1 proposes to meet the requirement with 1.75 acres of woodland conservation. The remaining requirement, 3.09 acres, will be met with off-site woodland conservation.

The TCP1 shows three specimen trees on-site and one specimen trees off-site. The original submitted TCP1 show the removal of one and preservation of three specimen trees, and the applicant did submit a variance request for the removal of the one specimen tree. The revised TCP1 dated May 28, 2013 shows all four specimen trees are proposed to be preserved. The plan is in general conformance with the WCO.

The worksheet needs to be revised to show the off-site clearing of 0.03 acre. It also needs to be revised to show the 0.04 acre of floodplain clearing in the column for off-site because, although it is within the floodplain, the clearing is not located on the subject site. Woodland Preservation Area A does not meet the minimum criteria to be counted as preservation because it is less than 10,000 square feet in area. Remove Preservation Area A as preservation and revise the worksheet as necessary.

7. **Primary Management Area (PMA)** —This site contains regulated environmental features that are required to be protected under Section 24-130 of the Subdivision Regulations. The on-site regulated environmental features include wetlands, streams, steep slopes, and 100-year floodplain. Section 24 130(b)(5) states:

(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. Any lot or parcel proposed for development shall provide a minimum of one acre of contiguous land area exclusive of any land within regulated environmental features in a configuration that will support the reasonable development of the property. This limitation does not apply to open space and recreational parcels. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.

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

Impacts to regulated environmental features must first be avoided and then minimized. If impacts to the regulated environmental features are proposed, a statement of justification must be submitted in accordance with Section 24-130 of the Subdivision Regulations. The justification must address how each impact has been avoided and/or minimized. A statement of justification dated June 19, 2013 for the proposed impacts was stamped as received by the Environmental Planning Section on June 20, 2013.

The applicant proposes two impacts to the PMA.

Impact 1 consists of 8,850 square feet within the PMA for a stormwater outfall that is necessary to convey stormwater safely to the stream. The impact also includes some minor grading for the proposed pond; however, this is the result of a previously proposed impact which showed the pond predominately within the PMA. The Planning Board approved this impact because it has been minimized to the fullest extent possible and essential for the development of the site.

Impact 2 is for the grading and fill of an isolated wetland for a retaining wall, circulation, and parking. The isolated wetland is located within the developable portion of the site. The Planning Board approved this impact.

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

8. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 31374-2009-00, was approved on November 23, 2009 and was valid until May 4, 2010. An approved concept plan has conditions to ensure that development of this site does not result in on-site or downstream flooding. A valid stormwater

management concept approval letter and plan should be submitted prior to signature approval of the preliminary plan and technical plan submitted with the DSP.

The approved stormwater management concept plan is required to be designed in conformance with any approved watershed management plan pursuant to Subtitle 32, Water Resources and Protection, Division 3, Stormwater Management Plan, Section 172, Watershed Management Planning, of the Prince George's County Code. As such, the requirement of Section 24-130(b)(4) of the Subdivision Regulations, which requires that a subdivision be in conformance with any watershed management plan, has been addressed with the approval of the stormwater management concept plan by DPW&T.

9. **Parks and Recreation**—This preliminary plan has been reviewed by the Department of Parks and Recreation (DPR) for conformance to the Subdivision Regulations, the approved master plan for area, the Land Preservation and Recreation Program for Prince George's County, the Zoning Ordinance, and existing conditions in the vicinity of the proposed development as they pertain to public parks and recreation.

Background
The subject property is located in Capitol Heights between Marlboro Pike and Pennsylvania Avenue (MD 4) on the west side of Brooks Drive. The property is zoned R-10. The subject property is adjacent to Hutchinson Commons Neighborhood Mini Park of The Maryland-National Capital Park and Planning Commission (M-NCPPC) property to the northwest and located approximately one-half mile south of the Greater Capitol Heights/Oakcrest Community Park School Center. The property is currently undeveloped and contains 0.22 acre of 100-year floodplain and 1.45 acres of primary management area (PMA). The plan proposal indicates that there will be 300 multifamily dwelling units distributed over five separate parcels of land.

Analysis
As part of the application to subdivide this property into parcels, the Subdivision Regulations requires mandatory dedication of parkland for all residential developments. Based on Section 24-134, 15 percent of the net land area would be required for dedication to M-NCPPC for public parklands. The requirement based on the current proposal calculates to 1.62 acres of land. It was concluded that mandatory dedication of parkland is not the best method of ensuring that adequate public parks and recreation are available to the proposed residents and surrounding community.

Section 24-135(b) allows for private recreational facilities to be provided instead of mandatory dedication. Private recreational facilities may be approved by the Planning Board provided the facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication. Secondly, the facilities shall be properly developed and maintained to the benefit of future residents through covenants, or a recreational facilities agreement (RFA) with this instrument being legally binding upon the subdivider and his heirs, successors and assignees.

Upon further discussions with the applicant, it is undetermined if the proposed multifamily housing will be senior housing units or traditional market rate housing units. The private recreational facilities should be designed with consideration given to the potential future users of this development. The private recreational facilities should include an appropriate mix of outdoor/indoor facilities and passive/active recreation.

Private recreational facilities should be provided for the site and will fulfill the requirements of mandortary parkland dedication under Section 24-134 of the Subdivision Regulations. The appropriate mix of recreational facilities and location should be determined at the time of DSP.

10. **Trails**—This proposed preliminary plan was reviewed for conformance with Section 24-123 of the Subdivision Regulations, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the appropriate area master plan in order to implement planned trails, bikeways, and pedestrian improvements.

The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (SMA) superseded the MPOT recommendation for this area. The master plan apportioned the planning area into separate "living area" and "zones" and the subject property is located in Living Area D, Zone 2, and this area is described in the approved Subregion 4 Master Plan. The master plan recommends that Brooks Drive contain bike lanes along the subject property frontage. Brooks Drive currently contains sidewalks. There are no planned CIP projects for bike lanes at this time. The planned bike lanes could be implemented in the future. No further action is required of this application at this time.

Based on the preceding analysis, adequate bicycle and pedestrian transportation facilities would exist to serve the proposed subdivision as required under Section 24-123 of the Subdivision Regulations.

11. **Transportation**—The property is located at the intersection of Pennsylvania Avenue (MD 4) and Brooks Drive, in the north quadrant. The applicant is proposing to create five new lots from existing Parcels 16 and 164. The applicant is proposing 300 multifamily residential units.

Analysis of Traffic Impacts
The application is a preliminary plan of subdivision for 300 multifamily residential units. The findings and recommendations outlined below are based upon a review of materials and analyses conducted by the Transportation Planning Section.

Using trip generation rates in the "Transportation Review Guidelines, Part 1," it is determined that the proposed development would generate 156 AM (31 inbound and 125 outbound) and 180 PM (117 inbound and 63 outbound) weekday peak-hour vehicle trips. The traffic generated by the proposed preliminary plan would impact the following intersections, interchanges, or links in the transportation system:

- Marlboro Pike and Capitol Heights Boulevard (signalized)

- Marlboro Pike and Brooks Drive (signalized)
- Brooks Drive and Site Access
- MD 4 and Brooks Drive (signalized)

A traffic study dated March 2012 was submitted by the applicant for the critical intersections. Traffic counts for the critical intersections were taken in March 2012. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the Transportation Planning Section, consistent with the "Transportation Review Guidelines, Part 1."

The subject property is located within the Developed Tier, as defined in the 2002 *Prince George's County Approved General Plan.* As such, the subject property is evaluated according to the following standards:

- **Links and signalized intersections**: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections subject to meeting the geographical criteria in the "Guidelines for the Analysis of the Traffic Impact of Development Proposals."

- **Unsignalized intersections:** The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure, (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, and (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure, and (b) if delay exceeds 50 seconds, the CLV is computed. Once the CLV exceeds 1,150 for either type of intersection, this is deemed to be an unacceptable operating condition at un-signalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The following critical intersections identified above, when analyzed with existing traffic using counts taken in March 2012 and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	**Critical Lane Volume (CLV, AM & PM)**		**Level of Service (LOS, AM & PM)**	
Marlboro Pike and Capitol Heights Boulevard	929	763	A	A
Marlboro Pike and Brooks Drive	1,095	1,139	B	B
Brooks Drive and Site Access	----	----	--	--
MD 4 and Brooks Drive	1,134	1,164	B	C
*In analyzing un-signalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the *Guidelines*, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The critical intersections identified above are not programmed for improvements with 100 percent construction funding within the next six years in the current Maryland Department of Transportation "Consolidated Transportation Program" or the Prince George's County "Capital Improvement Program."

Under existing conditions all of the intersections are operating at acceptable levels of service and/or intersection delay as defined by the "Guidelines for the Analysis of the Traffic Impact of Development Proposals."

For background traffic conditions a growth rate of 1.0 percent per year was used. The growth rate was projected for three years, the expected build-out date for the site. Background development included Dupont Heights, Greater Capitol Heights, Spaulding Heights, Bradbury Subdivision, Equinox Condos, Suitland Gateway, and Lustine Parcel 3. These approved developments represent 186 single family units, 25 townhouses, 616 multifamily units, and 41,500 square feet of retail space. Background conditions are shown in the chart below.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	**Critical Lane Volume (CLV, AM & PM)**		**Level of Service (LOS, AM & PM)**	
Marlboro Pike and Capitol Heights Boulevard	1,059	939	B	A
Marlboro Pike and Brooks Drive	1,321	1,371	D	D
Brooks Drive and Ridley Street	----	----	--	--
MD 4 and Brooks Drive	1,316	1,450	D	D
*In analyzing un-signalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the *Guidelines*, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

Under background conditions all of the intersections are operating at acceptable levels of service and/or intersection delay as defined by the "Guidelines for the Analysis of the Traffic Impact of Development Proposals."

The new trips expected to be generated by the proposed 300 multifamily residential units were added to background traffic to obtain future traffic conditions. The intersections under study, when analyzed with any programmed improvements and total future traffic, including the site trip generation as described, and a distribution of 40 percent east, 20 percent west, 25 percent north, and 15 percent south, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	**Critical Lane Volume CLV, AM & PM)**		**Level of Service (LOS, AM & PM)**	
Marlboro Pike and Capitol Heights Boulevard	1,009	926	B	A
Marlboro Pike and Brooks Drive	1,159	1,519	C	E
Brooks Drive and Ridley Street	15.7*	15.2*	--	--
MD 4 and Brooks Drive	1,351	1,474	D	E
*In analyzing un-signalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the *Guidelines*, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

Under total conditions all of the intersections are operating at acceptable levels of service and/or intersection delay as defined by the "Transportation Review Guidelines, Part 1."

Department of Public Works and Transportation (DPW&T) and State Highway Administration (SHA) Comments

DPW&T provided five written comments:

a. There are graphic errors in all the CLV worksheets that have adjusted lefts on the eastbound approach. The adjusted AM and PM peak hour left turn volumes should switch positions.

Comment: The graphic errors did not affect the CLV worksheets calculations for the intersections.

b. The northbound left turn volume was left out of the CLV analysis at the Brooks Drive/MD 4 intersection during the PM peak hour. This intersection would be at LOS E.

Comment: This is correct for both background and total traffic conditions. The changes were made and reported as part of the review.

c. The proposed site access is too close to MD 4. It is recommended that the site access be moved to the second median break along Brooks Drive.

Comment: This recommendation is supported, and the final submitted plan made this access change.

d. A left-turn bay should be provided on northbound Brooks Drive at the site access.

Comment: This recommendation is supported as a means of providing safe and adequate access to the site.

e. If the County's Call-A-Bus service is provided to future residents of the development, the property's internal circulation should be designed to accommodate that vehicle.

Comment: Proposed on-site circulation appears to support the County's Call-A-Bus service. A circular twenty-two foot two-way driveway or private road provides vehicular access to each of the five proposed buildings.

SHA provided the following comments:

a. Within the report, Brooks Drive is also referred to as "Brooks Street" and "Brooks Avenue."

b. The level of service at several intersections drops two letter grades from LOS B to LOS D.

Comment: Under total traffic conditions all of the intersections are operating at acceptable levels of service and/or intersection delay as defined by the "Transportation Review Guidelines, Part 1."

Master Plan Roadways
Brooks Drive was removed from the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (SMA) as an arterial roadway; the current plan does not designate it as a master plan road. MD 4 (Pennsylvania Avenue) is designated in the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (SMA) as an expressway. Adequate right-of-way consistent with plan recommendations exists along both roadways. No further dedication is required of this plan.

Site Access and Circulation
The site has frontage on Pennsylvania Avenue (MD 4), an expressway, and Brooks Drive. The PPS proposes all five parcels to utilize one access point to Brooks Drive on Parcel 2, and no access is being proposed for Pennsylvania Avenue. The tree conservation plan shows a twenty-two-foot-wide loop driveway or private road encircles the five proposed buildings on the site. MD 4 is a high-volume expressway therefore all access from the site to MD 4 should be denied. Pursuant to Section 24-128(b)(9) of Subdivision Regulations a vehicular access easement will provide interparcel connections and a single access to Brooks Drive for all five *parcels, unless prior to final plat DPW&T approves one additional vehicular access as discussed at the Planning Board hearing on July 11, 2013. The access easement should be recorded in land records and the liber and folio noted on the final plat. The easement will set forth the rights, responsibilities, and liabilities of the property owners.

The PPS originally showed site access to be located less than 300 feet from the signalized intersection of Pennsylvania Avenue (MD 4) and Brooks Drive. Site access should be moved to the second median break along Brooks Drive, approximately 600 feet from the signal. The revised PPS shows site access to be at the second median break along Brooks Drive, which is supported. A left-turn bay is also recommended at the median break on northbound Brooks Drive to improve traffic safety.

*At the Planning board hearing on July 11, 2013 the applicant requested and the Planning Board granted a request to allow the applicant the opportunity to obtain one additional access to Brooks Drive if approved by DPW&T prior to final plat. This review would occur with the review of a DSP and/or SE prior to final plat.

Based on the preceding findings, it is determined that adequate access roads will exist as required by Section 24-124 of the Subdivision Regulations.

*Denotes Correction
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

12. **Schools**—The proposed preliminary plan has been reviewed for impact on school facilities in accordance with Section 24 122.02 of the Subdivision Regulations and County Council Resolution CR-23-2003 and concluded the following:

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School 5 Cluster	Middle School 2 Cluster	High School 3 Cluster
Dwelling Units	300 DU	300 DU	300 DU
Pupil Yield Factor	0.137	0.064	0.088
Subdivision Enrollment	41	19	26
Actual Enrollment	3,518	4,599	6,260
Total Enrollment	3,559	4,618	6,286
State Rated Capacity	3,753	5,540	7,862
Percent Capacity	95%	83%	80%

County Council Bill CB-31-2003 established a school facilities surcharge in the amounts of: $7,000 per dwelling if a building is located between the Capital Beltway (I-95/495) and the District of Columbia; $7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority (WMATA); or $12,000 per dwelling for all other buildings. County Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are $8,762 and $ 15,020, to be paid at the time of issuance of each building permit.

If the subject property is developed with senior housing, the development will have no impact on school facilities.

The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

13. **Fire and Rescue**—The proposed preliminary plan has been reviewed for adequacy of fire and rescue services in accordance with Section 24 122.01(d) and Section 24 122.01(e)(1)(C) and (E) of the Subdivision Regulations.

The proposed development is within the seven minute required response time for the first due fire station using the *Seven-Minute Travel Times and Fire Station Locations Map* provided by the Prince George's County Fire/EMS Department.

First Due Fire/EMS Company	Fire/EMS Station	Address
26	Capitol Heights	6061 Central Avenue

Pursuant to County Council Resolution CR-69-2006, the Prince George's County Council and the County Executive temporarily suspended the provisions of Section 24-122.01(e)(1)(A) and (B) regarding sworn fire and rescue personnel staffing levels.

The Fire/EMS Chief has reported that the Fire/EMS Department has adequate equipment to meet the standards stated in County Council Bill CB-56-2005.

Capital Improvement Program (CIP)
There are no public facility projects in the Prince George's County Capital Improvement Program for Fiscal Years 2011–2016.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the "Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure."

14. **Police Facilities**—The subject property is located in Police District III, Palmer Park. The response time standard is ten minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The preliminary plan was accepted for processing by the Planning Department on March 4, 2013.

Reporting Cycle	Previous 12 Month Cycle	Emergency Calls	Nonemergency Calls
Acceptance Date 03/04/2013	2/2013-3/2012	6 minutes	14 minutes
Cycle 1			
Cycle 2			
Cycle 3			

Based upon police response times, the response time standards of 10 minutes for emergency calls and 25 minutes for nonemergency calls were met on October 11, 2013.

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

The 2008 *Water and Sewer Plan* placed the subject property in dormant water and sewer Category 3, Community System, and will therefore be served by public systems. An active water and Sewer Category 3, obtained through the Administrative Amendment Procedure, must be approved before recordation of a final plat.

Water and sewer lines in Brooks Drive abut the properties. Water and sewer line extension may be required to service the proposed subdivision and must be approved by the Washington Suburban Sanitary Commission (WSSC).

16. **Health Department**—The Prince George's County Health Department has evaluated the proposed preliminary plan of subdivision and offer the following comments:

Several tires were observed at the edge of the brush along the property line adjacent to Brooks Drive. All tires must be removed from the property by a licensed scrap tire hauler and documentation of disposal at a licensed scrap tire disposal/recycling facility provided.

17. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public utility company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

> "Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748."

The preliminary plan of subdivision correctly delineates a ten-foot-wide public utility easement along the public rights-of-way as requested by the utility companies.

18. **Historic**—Phase I archeological survey is not recommended on the above-referenced 12.78-acre property located at 2121 Brooks Drive in Capitol Heights, Maryland. The subject property was extensively mined for sand and gravel in the 1960s. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources, documented properties, or known archeological sites.

19. **Use Conversion**—The subject application is proposing a multifamily development with 300 units in R-10 Zone. An approved special exception or a detailed site plan is required depending on the height for the proposed uses on the site. Nonresidential development on the subject property is proposed, that significantly affects Subtitle 24 adequacy findings, that revision may require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.

20. **300-Foot Lot Depth and Lot Layout**—The site has frontage along Pennsylvania Avenue (MD 4), a master plan expressway. Section 24-121(a)(4) of the Subdivision Regulations requires that residential lots adjacent to an existing or planned roadway of freeway or higher classification shall be platted with a lot depth of 300 feet with adequate protection from traffic nuisances. The PPS shows the 300-foot lot depth delineation from Pennsylvania Avenue and Parcels 1–5 meet this requirement. No further action is required with this PPS. However, adverse noise impacts should be reviewed and mitigated if appropriate at the time of review of the DSP, as discussed further in the Environmental finding.

As discussed throughout the findings, the conceptual development layout shown on the tree conservation plan may be modified at the time of DSP review. The proposed development pattern needs to address landscape buffering, parking and circulation, open space for recreation, and other site design issues at the time of DSP. The changes to the site design of the proposed development could result in a change of parcel layout at the time of DSP review. Changes to parcel layout for site design at the time of DSP could be supported if all of the parcels continue, at a minimum, to meet the required 300-foot lot depth, propose only one access point onto Brooks Drive, and no additional impacts to the primary management area (PMA) occur. The DSP must be in substantial conformance with the PPS.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Shoaff, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, July 11, 2013, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 25th day of July 2013, *and was corrected administratively on August 7, 2013.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:QN:arj

APPROVED AS TO LEGAL SUFFICIENCY.
M-NCPPC Legal Department
Date 8/7/13

*Denotes Correction
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 16-59

File No. DSP-15038

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 May 5, 2016 regarding Detailed Site Plan DSP-15038 for Brooks Drive South, the Planning Board finds:

1. **Request:** The subject approval is for a detailed site plan (DSP) for infrastructure for 300 multifamily units.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	R-10	R-10
Use	Vacant	Residential
Acreage	11.04	11.04
Parcel	2	2
No. of Multifamily Units	0	300

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

4. **Surrounding Uses:** The site is bounded to the south by Pennsylvania Avenue (MD 4), with multifamily residential land use in the Multifamily Medium Density Residential (R-18) Zone beyond; to the east by Brooks Drive, with multifamily residential land use in the Multifamily High Density Residential (R-10) Zone beyond; to the north by vacant land and multifamily residential land use in the R-10 Zone beyond; and to the west by Tenny Street, with multifamily residential land use in the One-Family Detached Residential (R-55) Zone beyond.

5. **Previous Approvals:** Preliminary Plan of Subdivision (PPS) 4-12002 was approved for the site on July 11, 2013. On July 25, 2015, the Prince George's County Planning Board adopted PGCPB Resolution No. 13-81 formalizing that approval. The site is also the subject of approved Stormwater Management Concept Plan 19543-2014-00, approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on June 26, 2014, and valid until June 2017.

6. **Design Features:** The site is roughly trapezoidal in shape, with Brooks Drive, a 120-foot-wide right-of-way, bounding the property to the east. A paper street, known as Tenny Street, which bounds the property to the west, is askew from being parallel with Brooks Drive on the site's eastern boundary. Brooks Drive will provide the sole access to the property, and that driveway access and the portion of the roadway which will extend into the site is indicated on the subject plan, comprising the infrastructure that qualifies the subject project as a DSP for infrastructure, as defined in Section 27-285 of the Prince George's County Zoning Ordinance. See Finding 7 for a detailed discussion of the project's conformance with the requirements of the above-cited portion of the Zoning Ordinance.

   The topography of the site is generally flat or gently sloping, but has some steep grades in the site's southeastern corner and along the northerly portion of the site, where it is bounded by the parking for a multifamily residential development. The northerly portion of the site is also where sensitive environmental features, such as 100-year floodplain, are present and a primary management area (PMA) has been defined.

   As the subject application is being approved as a DSP for infrastructure pursuant to Section 27-286 (Limiting the review) of the Zoning Ordinance, design features such as architecture, landscaping, hardscaping, signage, and the details of site design have not been included in the submission for the project. These items will be addressed when the applicant submits a full-scale DSP for the project.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The approved multifamily residential use is a permitted use in the R-10 Zone, as described in the Zoning Ordinance in Section 27-441, Uses Permitted in Residential Zones. As the subject approval is for infrastructure only, conformance with the other applicable requirements of the Zoning Ordinance for the use in the R-10 Zone will be evaluated when a full-scale DSP for the project is submitted. These requirements include, but are not limited to Section 27-286, Limiting the review; Section 27-419(a), Bedroom percentages for multifamily dwellings; Section 27-420, Fences and walls; Section 27-439, R-10 (Multifamily High-Density Residential); Section 27-442, Regulations for the Multifamily High-Density Residential (R-10) Zone; Part 11, Parking and Loading; and Part 12, Signs, of the Zoning Ordinance.

8. **Preliminary Plan of Subdivision 4-12002:** Preliminary Plan of Subdivision 4-12002 was approved by the Planning Board on July 11, 2013, subject to 18 conditions. The Planning Board then adopted PGCPB Resolution No. 13-81 on August 7, 2013, formalizing that approval. The relevant conditions are included below in **boldface** type, followed by Planning Board comment:

   2. **Development of this site shall be in conformance with Stormwater Management Concept Plan 31374-2009-00 and any subsequent revisions.**

In a memorandum dated March 16, 2016, DPIE stated that the subject DSP-15038 is consistent with approved Stormwater Management Concept Plan 19543-2014-00 dated June 26, 2014, and valid until June 26, 2017. A representative of DPIE later confirmed that Stormwater Management Concept Plan 19543-2014-00 is a revision of Stormwater Management Concept Plan 31374-2009-00, which is in conformance with the requirement.

3. **Prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines. Private on-site recreational facilities shall be reviewed by the M-NCPPC Development Review Division as part of the Detailed Site Plan. An appropriate mix of recreational facilities shall be specified at that time.**

Conformance with this requirement will be reviewed when a full-scale DSP is reviewed for the subject project.

7. **Total development shall be limited to uses which generate no more than 156 (31 in; 125 out) AM peak-hour trips, and 180 (117 in; 63 out) PM peak-hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new preliminary plan of subdivision.**

As the same number of multifamily units are approved in this DSP as was considered when PPS 4-12002 (PGCPB Resolution No. 13-81(C)) was approved, the subject project is staying within the established trip caps for the project.

9. **2010 Prince George's County Landscape Manual:** Conformance with the requirements of Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the *Prince George's County Landscape Manual* will be evaluated at the later time of review and approval of a full-scale DSP for the subject site.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project is subject to the requirements of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because a PPS has been approved for the project under the current regulations. Conditions of this approval bring the project into conformance with the WCO.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Conformance with the requirements of the Tree Canopy Coverage Ordinance will be evaluated at the time of a full-scale DSP.

12. **Further Planning Board Findings and Comments from Other Entities:** The DSP has been referred to the concerned agencies and divisions for comments. The referral comments are summarized as follows:

a. **Transportation Planning**—The transportation-related conditions of PPS 4-12002 (PGCPB Resolution No. 13-81 (C)) and other general transportation-related issues will be addressed in later stages of the development review process.

However, the following transportation-related findings are hereby made in the subject approval:

Site Access Evaluation
The single-access point to Brooks Drive is adequate for the development and conforms to the transportation-related conditions of prior approvals.

Master Plan Roads
The site is adjacent to two roadways. Brooks Drive's previous master plan road designation has been removed. Pennsylvania Avenue (MD 4) is designated as an expressway. No structures or improvements are shown in its right-of-way.

The plan is acceptable and meets the Zoning Ordinance required findings for a DSP from a transportation-related perspective.

b. **Subdivision Review**—The project is the subject of PPS 4-12002, which was approved with 18 conditions by the Planning Board on July 13, 2013 (PGCPB Resolution No. 13-81), and is valid through December 31, 2017. The PPS was approved for 5 parcels and 300 multifamily residential dwelling units. Any additional development will require a new PPS. Conditions 2 through 18 of that approval are discussed below:

2. Development of this site shall be in conformance with Stormwater Management Concept Plan 31374-2009-00 and any subsequent revisions.

General Note 10 notes a subsequent Stormwater Management Concept, 19543-2014-00, approved June 26, 2014.

3. Prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*. Private on-site recreational facilities shall be reviewed by the M-NCPPC Development Review Division as part of the Detailed Site Plan. An appropriate mix of recreational facilities shall be specified at that time.

4. **The applicant and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFA) to the Development Review Division (DRD) for the construction of private recreational facilities on the subject property for approval prior to submission of the final plat. The RFA will list the facilities and establish triggers for construction. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the liber and folio reflected on the plat.**

5. **Prior to issuance of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities on subject property.**

   As DSP-15038 is for infrastructure only, Conditions 3, 4, and 5 regarding recreational facilities do not apply.

6. **At the time of final plat, the applicant shall grant a ten-foot-wide public utility easement (PUE) along the public rights-of-way of Brooks Drive and Pennsylvania Avenue (MD 4) as delineated on the approved preliminary plan of subdivision.**

   Detailed Site Plan DSP-15038 is for infrastructure only, so the applicant can obtain a grading permit. After the approval of DSP-15038, a record plat is required to be filed prior to approval of the grading permit. The record plat shall record the proposed parcels as outlots. The record plat shall reflect the ten-foot-wide public utility easement along the rights-of-way of Brooks Drive and Pennsylvania Avenue (MD 4).

7. **Total development shall be limited to uses which generate no more than 156 (31 in; 125 out) AM peak-hour trips, and 180 (117 in; 63 out) PM peak-hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new preliminary plan of subdivision.**

8. **Prior to the issuance of a building permit for the subject property, the following road improvement shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies and (c) have been permitted for construction through the operating agency's access permit process: Construct northbound left-turn lane on Brooks Drive at the proposed access point. The left-turn lane shall be constructed in accordance with DPW&T standards.**

Detailed Site Plan DSP-15038 is for infrastructure only. Conditions 7 and 8 regarding trip cap and road improvements do not apply.

9. **At the time of final plat, the following notes shall be placed on the plat:**

   a. **"This property lies within the JLUS Interim Land Use Controls area as established by Subtitle 27, Part 18 (CB-3-2012)."**

   b. **"Access is denied along the frontage of Pennsylvania Avenue (MD 4) and Brooks Drive with the exception of one access driveway along Brooks Drive unless one additional vehicular access is approved by DPW&T along Brooks Drive with the DSP/SE."**

The record plat shall reflect the notes requested in Condition 9.

10. **Nonresidential development on the subject property that significantly affect Subtitle 24 adequacy findings may require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.**

11. **Prior to approval of the final plat, an executed private access easement agreement for Parcels 1–5 shall be submitted and approved by The Maryland-National Capital Park and Planning Commission (M-NCPPC). The easement is to provide inter-parcels connection and access to Brooks Drive. The access easement, authorized pursuant to Section 24-128(b) (9) of the Subdivision Regulations, shall set forth the rights, responsibilities, and liabilities of the lot owners. The easement document shall include utility access if appropriate and be recorded in the land records of Prince George's County, and the liber and folio reflected on the final plat prior to recordation.**

Detailed Site Plan DSP-15038 is for infrastructure only. Condition 11 regarding the access easement does not apply.

12. **Prior to issuance of building permits, certification prepared by a professional engineer with competency in acoustical analysis using the certification template shall be submitted. The certification shall state that the interior noise levels have been reduced through the proposed building materials to 45 dBA Ldn or less.**

Detailed Site Plan DSP-15038 is for infrastructure only. Condition 12 regarding acoustical analysis does not apply.

14. **The following note shall be placed on the final plat:**

> **"Prior to signature approval of a TCP2 for this property, pursuant to Section 25-122 (d) (1) (B), all woodland preserved, planted, or regenerated on-site shall be placed in a woodland conservation easement recorded in land records and the liber/folio of the easement shall be indicated on the TCP2."**

15. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-001-13). The following note shall be placed on the final plat:**

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-001-13 or most recent revision), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."**

The record plat shall be in conformance with Type 1 Tree Conservation Plan TCP1-001-13, and shall reflect the notes requested in Conditions 14 and 15.

16. **Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.**

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

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

The record plat shall be in conformance with the conservation easement, and shall reflect the easement and note requested in Condition 17.

18. **Prior to issuance of grading permits, the applicant shall submit evidence from the Prince George's County Health Department that the tires found on the property have been hauled away by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility.**

This condition will be reviewed at the time of grading permit.

Conditions 2, 3, and 7, relevant to this review, are discussed in detail in Finding 8. Conditions 4, 6, 9, 11, 14, and 17 are triggered prior to submission/ approval of a final plat for the subject site. Conditions 5, 8, 12, and 15 are triggered prior to issuance of building permits. Condition 16 is triggered at the time of issuance of permits which impact wetlands, wetland buffers, streams, or waters of the U.S. Condition 18 is triggered prior to the issuance of grading permits. Condition 10 applies only to nonresidential development which is not a part of the subject approval.

Failure of the DSP and record plat to match shall result in permits being placed on hold until the plans are corrected. The following subdivision-related conditions are included in this approval:

(1) Prior to approval of the DSP, the following corrections should be made to the plans:

(a) Revise the plans to remove parcel labeling and reflect "Outlots 1–5."

(b) Add a General Note "Access along Brooks Drive is denied, with the exception of one driveway, to ensure the consolidation of vehicular traffic for all five future parcels, unless otherwise modified by the Department of Public Works and Transportation prior to approval of final plat."

(2) The conversion of outlots to buildable parcels in accordance with the approved PPS shall be done during the validity period of 4-12002 or a new PPS will be required.

(3) Prior to approval of permits for buildings or structures, a detailed site plan shall be approved and a new final plat required to remove the outlot designation.

c. **Trails**—Issues regarding trails and pedestrian accessibility shall be addressed when a full-scale DSP is approved for the project.

d. **Environmental Planning Section**—The Planning Board previously reviewed and approved a Type 1 Tree Conservation Plan, TCP1-001-13, for Brooks Drive South on July 11, 2013 and formalized the approval in the adoption of PGCPB Resolution No. 13-81. The Planning Board signed Natural Resources Inventory NRI-027-12 for the subject site on December 17, 2012. The project is subject to (not "grandfathered" from) the environmental regulations of Subtitles 24 and 27 of the County Code that came into effect on September 1, 2010 and February 1, 2012 because a PPS was approved for the site under the new regulations.

The subject site includes many regulated environmental features such as wetlands, streams, steep slopes, 100-year floodplain, primary management area (PMA) and associated buffers and drains to the north to the on-site Oxon Run which in turn drains into the Potomac River. The predominant soils found to occur on-site according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRS), Web Soil Survey (WSS), are the Croom gravelly sandy loam, Potomac issue complex, Udorthents reclaimed gravel pits, and Udorthents-Urban land complex. According to available information, Marlboro clay and Christiana complex are not identified on the property. According to the Sensitive Species Project Review Area (SSSPRA) layer prepared by the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered (RTE) species on or in the vicinity of this property. The site has frontage on Pennsylvania Avenue, a master planned expressway road. This roadway has been evaluated for traffic-generated noise as residential uses are proposed. Brooks Drive and Pennsylvania Avenue are not designated scenic or historic roadway. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site contains Regulated and Network Gap Areas within the designated network of the plan.

Environmentally-related Conditions 2 and 12–17 of the approval of PPS 4-12002 warrant discussion. (See Finding 7 of this approval for a discussion of Condition 2 of that approval). Conformance with the requirements of Conditions 12–17 will be evaluated at later stages of the development review process. The TCP2 is approved herewith the DSP, subject to conditions.

e. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 16, 2016, DPIE offered comments regarding the requirements for needed roadway improvements for Brooks Drive, a County-maintained roadway, which will be enforced through DPIE's separate permitting process. DPIE also stated that the subject DSP-15038 is consistent with Stormwater Management Concept Plan 19543-2014-00 dated June 26, 2015, and valid until June 26, 2017.

f. **City of District Heights**—The City of District Heights did not provide comment regarding the project.

g. **City of Capitol Heights**—In an e-mail dated April 8, 2016 a representative of the Town of Capitol Heights stated that the City had no comment on the subject project.

13. Based on the foregoing analysis and as required by Section 27-285(b)(3) of the Zoning Ordinance, the DSP for Infrastructure satisfies the site design guidelines as contained in Section 27-274 of the Zoning Ordinance, prevents off-site property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

14. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. Based on the review by the Planning Board, as stated in Finding 12(d), this DSP is in full conformance.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type 2 Tree Conservation Plan (TCP2-005-2016) and further APPROVED Detailed Site Plan DSP-15038 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall provide the required information or make the following revisions to the plans:

   a. The Type 2 tree conservation plan (TCP2) shall be revised as follows:

      (1) Revise the approval block to the new approval block and include the associated case number.

      (2) The existing woodland limits shall be shown on Sheets 1 through 4.

      (3) The 65 dBA Ldn noise contours shall be shown on Sheets 1 through 4.

      (4) The 65 dBA Ldn noise contour symbol shall be added to the legend on Sheets 1 through 4.

      (5) The general notes shall be moved to Sheet 5.

      (6) The word "Freeway" shall be included after "Pennsylvania Avenue" on Sheets 2 and 3.

      (7) The revised plans shall be signed and dated by the qualified professional who prepared the plans.

   b. The following corrections shall be made to the plans:

      (1) The parcel labeling shall be replaced with "Outlots 1–5."

(2) A general note shall be added to the plans stating that:

"Access along Brooks Drive is denied, with the exception of one driveway, to ensure the consolidation of vehicular traffic for all five future parcels, unless otherwise modified by the Department of Public Works and Transportation prior to approval of final plat."

2. The conversion of outlots to buildable parcels in accordance with the approved preliminary plan of subdivision (PPS) shall be done during the validity period of PPS 4-12002, or a new PPS will be required.

3. Approval of permits for buildings or structures not otherwise shown on the detailed site plan (DSP) for infrastructure shall require approval of a DSP and a new final plat to remove the outlot designation.

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 Shoaff, seconded by Commissioner Geraldo, with Commissioners Shoaff, Geraldo, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, May 5, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of May 2016.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:RG:rpg

APPROVED AS TO LEGAL SUFFICIENCY
M-NCPPC Legal Department
Date 5/12/16

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2015 Legislative Session

Bill No. CB-62-2015

Chapter No. 56

Proposed and Presented by Council Member Toles

Introduced by Council Member Toles

Co-Sponsors

Date of Introduction October 20, 2015

ZONING BILL

AN ORDINANCE concerning

R-10 (Multifamily High Density Residential) Zone − Business Advancement and Food Access Infill

For the purpose of defining Business Advancement and Food Access Infill in the Zoning Ordinance, creating a consolidated review process to encourage Business Advancement and Food Access Infill, and permitting the use Business Advancement and Food Access Infill in the R-10 (Multifamily High Density Residential) Zone, under certain circumstances.

BY repealing and reenacting with amendments:

Sections 27-107.01 and 27-441,
The Zoning Ordinance of Prince George's County, Maryland,
being also
SUBTITLE 27. ZONING.
The Prince George's County Code
(2011 Edition; 2014 Supplement).

BY adding:

Section 27-445.15,
The Zoning Ordinance of Prince George's County, Maryland,
being also
SUBTITLE 27. ZONING.

The Prince George's County Code
(2011 Edition; 2014 Supplement).

SECTION 1. BE IT ENACTED by the County Council of Prince George's County, Maryland, sitting as the District Council for that part of the Maryland-Washington Regional District in Prince George's County, Maryland, that Sections 27-107.01 and 27-441 of the Zoning Ordinance of Prince George's County, Maryland, being also Subtitle 27 of the Prince George's County Code, be and the same are hereby repealed and reenacted with the following amendments:

SUBTITLE 27. ZONING.

PART 2. GENERAL.

DIVISION 1. DEFINITIONS.

Sec. 27-107.01. Definitions.

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

* * * * * * * * *

(38) Bulk Retailing: The sale of merchandise in large quantities, such as in unbroken cases or oversized containers, directly to ultimate consumers.

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

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

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

(39) Camping Trailer: A vehicle originally sold to the consumer for recreational, travel, or vacation purposes, which is self-propelled or capable of being towed, and which provides facilities for temporary camping or sleeping. "Camping Trailer" includes a unit designed to be carried by an open pickup truck. The term "Camping Trailer" also includes "travel trailer," "camper," "recreational vehicle," "motor home," "truck camper," and similar vehicles.

* * * * * * * * *

PART 5. RESIDENTIAL ZONES.

DIVISION 3. USES PERMITTED.

Sec. 27-441. Uses permitted.

(b) TABLE OF USES.

USE	ZONE								
	R-O-S	O-S	R-A	R-E	R-R	R-80	R-55	R-35	R-20
* * * * * * *									
(3) MISCELLANEOUS:	*	*	*	*	*	*	*	*	*
Buildings and uses, serving public health purposes, on land owned by Prince George's County, Maryland, upon which hospitals or health centers are located, except if otherwise allowed as a Permitted (P) use [41]	P	P	P	P	P	P	P	P	P
Business Advancement and Food Access Infill, in accordance with Section 27-445.15 of this Subtitle.	X	X	X	X	X	X	X	X	X
Cemetery, crematory:									
(A) Cemetery, in accordance Section 27-445.06	X	X	X	X	X	X	X	X	X
(B) Cemetery, accessory to a church, convent, or monastery [49]	P	P	P	P	P	P	P	P	P
(C) All others	X	X	X	X	X	X	X	X	X
* * * * * * *									

USE	ZONE							
	R-T	R-30	R-30C	R-18	R-18C	R-10A	R-10	R-H
* * * * * * * *								
(3) MISCELLANEOUS:	*	*	*	*	*	*	*	*
Buildings and uses, serving public health purposes, on land owned by Prince George's County, Maryland, upon which hospitals or health centers are located, except if otherwise allowed as a Permitted (P) use [41]	P	P	P	P	P	P	P	P
Business Advancement and Food Access Infill, in accordance with Section 27-445.15 of this Subtitle.	X	X	X	X	X	X	P	X
Cemetery, crematory:								
(A) Cemetery, in accordance Section 27-445.06	X	X	X	X	X	X	X	X
(B) Cemetery, accessory to a church, convent, or monastery [49]	P	P	P	P	P	P	P	P
(C) All others	X	X	X	X	X	X	X	X
* * * * * * * *								

* * * * * * * * * * * * * * * * * * * *

41 Provided the health center is located on a minimum of twenty-five (25) acres.

* * * * * * * * * * * * * * * * * * * *

49 Provided both uses were existing as of January 1, 1991.

* * * * * * * * * * * * * * * * * * * *

SECTION 2. BE IT FURTHER ENACTED that Section 27-445.15 of the Zoning Ordinance be and the same is hereby added:

SUBTITLE 27. ZONING.

PART 5. RESIDENTIAL ZONES.

DIVISION 5. ADDITIONAL REQUIREMENTS FOR SPECIFIC USES.

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

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

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

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

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

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

(b) Other Requirements.

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

(2) All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.

(3) The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.

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

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall take effect forty-five (45) calendar days after its adoption.

Adopted this 17th day of November, 2015.

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

BY: _____
Mel Franklin
Chairman

ATTEST:

_____
Redis C. Floyd
Clerk of the Council

KEY:
Underscoring indicates language added to existing law.
[Brackets] indicate language deleted from existing law.
Asterisks *** indicate intervening existing Code provisions that remain unchanged.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 16-150 File No. 4-16018

RESOLUTION

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

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

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-16018 for Brooks Drive South was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on December 8, 2016, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on December 8, 2016, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type 1 Tree Conservation Plan (TCP1-001-13-01), and further APPROVED Preliminary Plan of Subdivision 4-16018 for three parcels and an outlot with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to reflect Parcel A as a single parcel.

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

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

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

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

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

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

7. Prior to approval of the final plat of subdivision, a draft Declaration of Restrictive Covenants over the approved shared access for the subject property pursuant to Section 24-128(b)(9) shall be submitted to The Maryland-National Capital Park and Planning Commission for review and approval. The limits of the shared access shall be reflected on the final plat, consistent with the approved preliminary plan of subdivision (and detailed site plan). Prior to recordation of the final plat, the Declaration of Restrictive Covenants shall be recorded in Prince George's County Land Records, and the liber/folio of the document shall be indicated on the final plat with the limits of the shared access.

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

9. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan TCP1 shall be revised as follows:

   a. Revise Note 7 to state that the site is within "Environmental Strategy Area 1, formerly the Developed Tier..."

   b. Correct the American Beech Genus to "Fagus" in the specimen tree identification list.

   c. Delineate the steep slopes on the plan, as represented in the legend.

   d. Show the critical root zone of the specimen trees in accordance with Section 3.2 of the State Forest Conservation Technical Manual.

   e. Remove the areas of proposed woodland preservation along the frontage of Brooks Drive South, as it is less than 50 feet in width and not associated with a contiguous protected floodplain. This area must be valued as woodlands retained–not credited.

   f. Add the owner's awareness certificate for all affected private property owners.

   g. Reflect Parcel A as a single parcel.

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

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

"Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber _____ folio_____. Revisions to this TCP2 may require a revision to the recorded easement".

11. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-001-13-01). The following note shall be placed on the final plat of subdivision:

"Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-001-13-01), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

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

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

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

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

15. Prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities as designated below, or as modified by the Prince George's County Department of Public Works and Transportation/Prince George's County Department of Permitting, Inspections and Enforcement/Prince George's County Department of Parks and Recreation, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:

    a. One crosswalk (with associated curb ramp and sidewalk improvements) at the site's entrance on Brooks Drive, as shown on the Pedestrian Crosswalk Exhibit.

    b. Reconstruct the existing standard sidewalk along Brooks Drive to an eight-foot-width between the site entrance and the existing crosswalk north of the site access.

    c. Replace the existing sidewalk along Pennsylvania Avenue (MD 4) with a shared-use sidepath from Brooks Drive to the existing bus stop, unless modified or not required by the Maryland State Highway Administration.

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

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

18. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall draft covenants that adequately ensure the future maintenance and preservation of stormwater management facilities on Parcel A, which will run with the land in perpetuity. The covenants shall be submitted to the Subdivision Review Section to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The liber and folio of the declaration of covenants shall be noted on the final plat prior to recordation.

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

20. Approval of this preliminary plan of subdivision supersedes Preliminary Plan of Subdivision 4-12002 for the development of this site, subject to conditions.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

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

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

   > **Business Advancement and Food Access Infill: A development which combines a food and beverage store not exceeding 40,000 square feet of gross floor area; a consolidated storage facility; may include an eating or drinking establishment, or any other use that is permitted by right in the C-S-C (Commercial Shopping Center) Zone; and shall not include a Department or Variety Store or Gas Station uses, where:**
   >
   > **(A) the proposed development is part of a revitalization project in accordance with Section 27-445.15 of this Subtitle; and**
   >
   > **(B) the development meets the criteria of Division 5, Part 5 of this Subtitle.**

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

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

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

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

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

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

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

(b) Other Requirements.

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

(2) All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.

(3) The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.

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

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

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

4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

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

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

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

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

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

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

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

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

Master Plan Conformance

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2005 Approved Countywide Green Infrastructure Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the PPS application is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development.

8. **Trails**—The PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master plan in order to provide the appropriate recommendations.

Type of Master Plan Bikeway or Trail

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

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

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

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

Background

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

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

> **POLICY 2: Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.**
>
> **STRATEGIES:**
>
> - **Complete the trail along the north side of Pennsylvania Avenue (MD 4) along the entire length of MD 4 within the Capital Beltway. Link communities with adjacent commercial areas and provide safe pedestrian access to bus stops along the corridor.**
>
> - **Provide an M-NCPPC stream valley trail along Oxon Run within the study area. Extend the trail from MD 4 to the Oakland Neighborhood Park** (area master plan, page 63).

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

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

STRATEGIES:

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

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

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

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

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

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

Review of the Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements:
Due to the location of the subject site within a designated corridor, the application is subject to CB-2-2012, which includes a requirement for the provision of off-site bicycle and pedestrian improvements. Section 24-124.01(c) includes the following guidance regarding off-site improvements:

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

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

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

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

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

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

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

(d) Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):

1. **installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
2. **installing or improving streetlights;**
3. **building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
4. **providing sidewalks or designated walkways through large expanses of surface parking;**
5. **installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
6. **installing street trees.**

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

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

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

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

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

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

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

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

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

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

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

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

1. **The finding of adequate public pedestrian facilities shall include, at a minimum, the following criteria:**

a. **the degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area; and**

b. **the presence of elements that make is safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, "bulb out" curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).**

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

2. **The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:**

a. **the degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;**

b. **the presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;**

c. **the degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and**

d. **the availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

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

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

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

Analysis of Traffic Impacts

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

- The statement of justification in the referral states that the storage facility will be 45,300 square feet. The traffic study uses 114,912 square feet. The TCP clearly shows sizable multi-story storage buildings. For the purposes of this analysis, the 114,912 quantity shown in the traffic study will be used.

- The statement of justification states that the grocery store will be 36,300 square feet. The traffic study uses 36,253 square feet. The TCP shows this building at 36,185 square feet. However, the end user in question places their stores according to a template, and recent plans have used the 36,185 quantity. For the purposes of this analysis, the 36,253 quantity shown on the traffic study will be used.

- The third building is shown at a consistent size of 20,000 square feet. The statement of justification describes this building as "commercial uses." The traffic study describes it as "shopping center." The TCP describes it as "medical office building." For the purposes of this analysis, the 20,000-square-foot building will be analyzed as a medical office building in order to determine a trip cap allowing maximum flexibility for the applicant.

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

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

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

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

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

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

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

Existing Traffic

The subject property is located within Transportation Service Area 1 (TSA 1), as defined in Plan Prince George's 2035. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. Once the CLV exceeds 1,150 for either type of intersection, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The following critical intersections, interchanges, and links identified above, when analyzed with existing traffic using counts taken in May 2016 and existing lane configurations, operate as follows:

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

Background Traffic

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. Background traffic has been developed for the study area using several approved, but unbuilt, developments within the study area. A 1.0 percent annual growth rate for a

period of six years has been assumed. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	**Critical Lane Volume (AM & PM)**		**Level of Service (LOS, AM & PM)**	
MD 4 and Brooks Drive	1,398	1,497	D	E
Marlboro Pike and Brooks Drive	1,199	1,398	C	D
Marlboro Pike and Capitol Heights Boulevard	916	858	A	A
Brooks Drive and site access	future	future	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

Total Traffic

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

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

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

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

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

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

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

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

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

- The denial of access from Pennsylvania Avenue (MD 4). Pennsylvania Avenue is a master plan expressway facility, and SHA is unwilling to grant driveway access in this location.

- Although Brooks Drive is undesignated in the master plan, it has been built as an arterial facility with a median. Due to the heavier traffic volumes using Brooks Drive, along with the speeds of that traffic, additional driveway beyond the single access point proposed leads to safety issues and is denied.

Master Plan Right-of-Way: Pennsylvania Avenue (MD 4)
The site is adjacent to MD 4, a current expressway facility. No additional right-of-way is required in support of current or planned functions of MD 4.

Master Plan Right-of-Way: Brooks Drive
The site is adjacent to Brooks Drive. While this roadway was constructed as an arterial, the most recent master plan in this area left this roadway undesignated.

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

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

10. **Schools**—The subdivision has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (CR-23-2001 and CR-38-2002), and concluded that the subdivision is exempt from a review for schools because it is a nonresidential use.

11. **Fire and Rescue**—The PPS was reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(e)(1)(E) of the Subdivision Regulations.

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

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

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

Capital Improvement Program (CIP)
There are no CIP projects for public safety facilities proposed in the vicinity of the subject site.

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

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

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

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

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

14. **Use Conversion**—The subject application is proposing the development of 171,165 square feet for a food or beverage store, consolidated storage, and an office. If a change to the uses on the subject property is proposed that affects Subtitle 24 adequacy and findings as set forth in the resolution of approval, a new PPS shall be required prior to approval of any building permits.

15. **Public Utility Easement**—Section 24-122 of the Subdivision Regulations requires a public utility easement (PUE) along both sides of all public rights-of-way. The property's street frontage is along Brooks Drive and Pennsylvania Avenue (MD 4), and the applicant has provided the required PUE along both public streets.

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

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

16. **Stormwater Management**—A Stormwater Management Concept Plan, 19543-2014-00, was approved for this site on June 26, 2014. Development must be in conformance with that approved plan, or subsequent revisions, to ensure that on-site or downstream flooding does not occur.

17. **Historic**—The subject property was previously graded. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey is not recommended on the subject property. This proposal will not impact any historic sites, historic resources, or known archeological sites.

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

    a. The proposed use shall be located in a Revitalization Tax Credit District Census Tract;

    b. The proposed use shall be located within an Historically Underutilized Business (HUB") Zone;

    c. The proposed use is located at the intersection of two four-lane, divided roadways, one of which is a state road with functional transportation classification as an expressway; and

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

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

    e. Compatibility of the architecture with the prevailing architecture and appearance of other development in the surrounding neighborhood;

    f. Having adequate entrances to individual consolidated storage units visible from a street or adjacent residential or commercially-zoned or designated-residential or -commercial land; and

    g. That the entrances to the individual consolidated storage units be either oriented toward the interior of the development or completely screened from view by a solid wall with landscaping on its exterior side.

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

Conformance with Prior Approvals

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

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

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

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

- Adjust the lotting pattern to shift the grocery store building to the north so that the rear elevation is oriented toward the environmental buffer along the northern property line. This would ensure that the views of the grocery store building from adjoining multi-level apartment buildings, the primary entrance drive, and the second retail/office building are protected from views of the rear, primary blank, façade of the proposed grocery store building.

- Design the rear building elevation of the grocery store to be visually attractive so that it will be compatible with both the surrounding architecture and other building(s) internal to the site. Special attention should be paid to the form and massing, use of architectural detail, an attractive pattern of fenestration and use of high-quality materials, such as brick, in the design of the rear building elevation.

19. **Section 24-128(b)(9) Access Easement**
The access easement shall be designed as a unifying element for the commercial component and should create an identifiable route through the development, and be designed not only for vehicles but for pedestrians and bicyclists. The route will be reviewed for a level of comfort for all users, and not be reduced to a circuitous route through the parking lot.

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

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

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Geraldo, and Hewlett voting in favor of the motion, and with Commissioner Doerner absent, at its regular meeting held on Thursday, December 8, 2016, in Upper Marlboro, Maryland.

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

Patricia Colihan Barney
Executive Director

Jessica Jones /agd

By Jessica Jones
Planning Board Administrator

PCB:JJ:JF:rpg

APPROVED AS TO LEGAL SUFFICIENCY.

Matthew Wills
M-NCPPC Legal Department

Date 12/21/16

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
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PGCPB No. 17-110

File No. DSP-16037

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 July 13, 2017 regarding Detailed Site Plan DSP-16037 for Brooks Drive South, the Planning Board finds:

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

2. **Development Data Summary:**

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

OTHER DEVELOPMENT DATA

Parking and Loading Schedules

Use	Parking Rate	Number of Spaces Required	Number of Spaces Approved†
Food and Beverage Store (Parcel 2) (36,185 sq. ft.)	1 parking space per 150 sq. ft. for the first per 3,000 sq. ft. and 1 space for each 200 sq. ft. above the first 3.000 sq. ft.	186	154**
Consolidated Storage (Parcel 1) (130,000 sq. ft., including 1,350 units and 1,000 sq. ft. office)	1 parking space per 50 units accessed within a building.	29	29*
	4 parking spaces per 1,000 sq. ft. of office space	4	4
	2 parking spaces for the residential unit.	2	2
Total Parking Provided			**189**

*** of which two are handicapped accessible.**
**** of which six are handicapped accessible**

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

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

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

4. **Surrounding Uses:** The subject site is bounded to the south by the right-of-way of Pennsylvania Avenue (MD 4), and by multifamily residential development in the Multifamily High Density Residential (R-10) Zone beyond; to the west by single-family detached units in the One-Family Detached Residential (R-55) Zone; to the north by multifamily residential dwelling units in the

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

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

6. **Design Features**

Site Design

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Possible Green Building Techniques
Green building techniques that may be incorporated include the following:

Self-Storage Zone

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

LIDL

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

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

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject approval has been reviewed for compliance with the following requirements of the Zoning Ordinance:

a. **Section 27-441, Uses in Residential Zones**—As modified by County Council Bill CB-62-2015, the Business Advancement And Food Access Infill development approved herein is a permitted use in the R-10 Zone.

b. **Section 27-442 Regulations in Residential Zones**—As modified by Council Bill CB-62-2015, the prescriptions set forth in Section 27-442 of the Zoning Ordinance do not apply to the uses and structures within a Business Advancement and Food Access Infill development project. The dimensions and structures shown on the approved DSP for the project serve as the development regulations for the project. The subject DSP is in conformance with the applicable regulations of Section 27-441, regulations in residential zones. A condition of this approval requires that these development regulations be included on the plans as a general note.

c. **Section 27-107.01(a)(38.1), Definitions:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(b) Other Requirements.

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

(2) All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.

(3) The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.

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

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

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

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

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

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

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

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

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

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

(1) General.

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

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

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

In addition to the purposes set forth in Section 27-281 of the Zoning Ordinance, Section 27-274 further requires the applicant demonstrate the following:

(2) Parking, loading, and circulation

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

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

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

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

(3) Lighting.

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

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

(4) Views.

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

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

(5) Green Area.

(A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.

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

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.

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

(7) Grading.

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

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

(8) Service Areas.

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

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

(9) Public Spaces.

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

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

(10) Architecture.

(A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.

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

(C) These guidelines may be modified in accordance with Section 27-277.

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

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

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

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

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

The approval is in conformance with this requirement.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

a. **Section 4.2, Requirements for Landscape Strips Along Streets**—This section of the Landscape Manual requires that, for all nonresidential uses in any zone and for all parking lots, a landscape strip (as described in Section 4.2(c)(3)–(5)) be provided on the property abutting all public and private streets. The landscape plan has provided the required schedules for a 764-foot landscape strip along Pennsylvania Avenue (MD 4) and two landscape strips along Brooks Drive (250.1 linear feet and 265 linear feet). The schedules demonstrate conformance with the requirements of Section 4.2 of the Landscape Manual.

b. **Section 4.3, Parking Lot Requirements**—This section of the Landscape Manual requires that perimeter landscape strips be provided for parking and that parking lots measuring greater than 7,000 square feet provide planting in the interior of the parking lot. The correct schedule has been provided for the required interior parking lot landscaping, indicating that the applicant has provided 8,134 square feet of interior parking lot landscaping meeting and exceeding the 6,925-square-foot requirement.

c. **Section 4.4, Screening Requirements**—This section of the Landscape Manual requires that trash and loading facilities be screened from public views, either through the planting of vegetation, or through the use of man-made screens and fencing. The applicant has enclosed the dumpsters in sight-tight enclosures in accordance with this requirement. See Finding 6 for a detailed discussion of the design of said enclosures.

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

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

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

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

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

a. **Historic Preservation and Archeology**—The Planning Board found that the subject property was extensively graded in the 1960s. A search of current and historic photographs, topographic and historic maps, and the locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject proposal would not impact any historic sites, historic resources or known archeological sites.

b. **Community Planning**—The Planning Board found that the subject property is located in the Established Communities Growth Policy area of the Plan Prince George's 2035 Plan. The vision for the Established Communities Growth Policy area is context-sensitive infill and low to medium-density development. The subject project is also in the area covered by the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (sector plan), which retained the property in the R-10 Zone and recommends Residential High land use designation for this property. However, subsequently, Council Bill CB-62-2015 (Business Advancement and Food Access Infill) was introduced and approved to allow grocery store, consolidated storage and office development at this site.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STRATEGIES:

- **Complete the trail along the north side of MD 4 along the entire length of MD 4 within the Capital Beltway. Link communities with adjacent commercial areas and provide safe pedestrian access to bus stops along the corridor.**

- **Provide an M-NCPPC stream valley trail along Oxon Run within the study area. Extend the trail from MD 4 to the Oakland Neighborhood Park (Sector Plan, Page 63).**

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

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

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

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

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

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

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

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

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

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

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

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

f. **Permit Review**—The Planning Board has no issue.

g. **Environmental Planning**—The following is environmental planning-related background regarding the project:

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

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
4-12002	TCP1-001-13	Planning Board	Approved	07/11/2013	PGCPB No. 13-81(C)
DSP-15038	TCP2-005-16	Planning Board	Approved	05/05/2016	PGCPB No. 16-59
4-16018	TCP1-001-13-01	Planning Board	Approved	12/8/2016	PGCPB No. 16-150
DSP-16037	TCP2-005-16-01	Planning Board	Pending	Pending	Pending
NRI-027-12	N/A	Planning Board	Approved	12/17/2012	N/A
NRI-027-12-01	N/A	Planning Board	Approved	12/29/2016	N/A

Grandfathering

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

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

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

Environmental Review
As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when and by whom.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

h. **Prince George's County Fire/EMS Department**—In a memorandum dated May 12, 2017, the Prince George's County Fire/EMS Department offered comment on needed accessibility, private road design and the location and performance of fire hydrants. The comments will be enforced through the agency's separate permitting process.

i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated June 5, 2017, DPIE offered numerous comments regarding the subject project will addressed through their separate permitting progress. Regarding stormwater management, DPIE stated that Stormwater Management Concept Plan 19543-2014, valid through June 26, 2017, is consistent with the proposed Detailed Site Plan DSP-16037. As the stormwater management concept plan will expire prior to Planning Board taking action on the subject DSP, a condition in this resolution requires that, prior to certificate approval, the applicant shall provide staff as designee of the Planning Board with evidence of an approved stormwater management plan and a revised referral or emailed statement noting that the subject DSP is in conformance with a revised stormwater management concept plan.

j. **Prince George's County Police Department**—At the time of this writing, the Prince George's County Police Department did not provide comment regarding the subject project.

k. **Prince George's County Health Department**—At the time of this writing, the Prince George's County Health Department did not provide comment regarding the subject project.

l. **Maryland State Highway Administration (SHA)**—In an e-mail dated June 21, 2017, a representative of SHA stated that he had no comments or concerns regarding the subject project.

m. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail received WSSC offered numerous comments that will be addressed through their separate permitting process.

n. **Verizon**—At the time of this writing, Verizon did not provide comment regarding the subject project.

o. **Potomac Power Electric Company (PEPCO)**—In an e-mail dated June 20, 2017, a representative of PEPCO stated that he had no comments regarding the subject project.

p. **Town of Capitol Heights**-At the time of this writing, the Town of Capital Heights did not provide comment regarding the subject project.

q. **City of District Heights**-At the time of this writing, the City of District Heights did not provide comment regarding the subject project.

14. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will, if approved with the proposed conditions below, represent a most reasonable alternative for satisfying the site design guidelines of the Zoning Ordinance without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

15. Section 27-285(b)(4) of the Zoning Ordinance provides the following required findings for approval of a DSP:

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

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

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

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

a. Indicate the height of the proposed consolidated storage building on the DSP.

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

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

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

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

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

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

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

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

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

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

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

k. Delineate all parking and loading space dimensions.

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

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

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

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

* * * * * * * * * * * * *

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

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

Patricia Colihan Barney
Executive Director

Jessica Jones

By Jessica Jones
Planning Board Administrator

PCB:JJ:RG/HZ:rpg

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department

Date 7/19/17

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2018 Legislative Session

Bill No. CB-83-2018

Chapter No. 50

Proposed and Presented by Council Member Toles

Introduced by Council Member Toles

Co-Sponsors

Date of Introduction September 25, 2018

ZONING BILL

AN ORDINANCE concerning

Zoning Definitions—Regulations—Business Advancement and Food Access Infill

For the purpose of amending the definition of the use, 'Business Advancement and Food Access Infill' and the respective development regulations applicable to said use within the Zoning Ordinance.

BY repealing and reenacting with amendments:

Sections 27-107.01 and 27-445.15,
The Zoning Ordinance of Prince George's County, Maryland,
being also
SUBTITLE 27. ZONING.
The Prince George's County Code
(2015 Edition, 2017 Supplement).

SECTION 1. BE IT ENACTED by the County Council of Prince George's County, Maryland, sitting as the District Council for that part of the Maryland-Washington Regional District in Prince George's County, Maryland, that the provisions of Sections 27-107.01 and 27-445.15 of the Zoning Ordinance, being also Subtitle 27 of the Prince George's County Code, be and the same are hereby repealed and reenacted with the following amendments:

SUBTITLE 27. ZONING.

PART 2. GENERAL.

DIVISION 1. DEFINITIONS.

Sec. 27-107.01. Definitions.

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

* * * * * * * * *

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

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

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

* * * * * * * * *

PART 5. RESIDENTIAL ZONES.

DIVISION 5. ADDITIONAL REQUIREMENTS FOR SPECIFIC USES.

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

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

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

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

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

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

(b) Other Requirements.

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

(2) All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.

(3) The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.

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

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

SECTION 2. BE IT FURTHER ENACTED that this Ordinance shall take effect on the date of its adoption.

Adopted this 23rd day of October, 2018.

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

BY: _____
Dannielle M. Glaros
Chair

ATTEST:

_____
Redis C. Floyd
Clerk of the Council

KEY:
Underscoring indicates language added to existing law.
[Brackets] indicate language deleted from existing law.
Asterisks *** indicate intervening existing Code provisions that remain unchanged.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2020-73 File No. DSP-16037-01

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 May 7, 2020, regarding Detailed Site Plan DSP-16037-01 for Brooks Drive Property, the Planning Board finds:

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

2. **Development Data Summary:**

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

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

Other Development Data

Parking Requirements

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

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

3. **Location:** The subject site is located in the northwest quadrant of the intersection of Brooks Drive and MD 4 (Pennsylvania Avenue). The project is also located in Planning Area 75A and Council District 7.

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

5. **Previous Approvals:** The site is the subject of multiple previous approvals. Two council bills also impact development regulations applicable to the site. The 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* retained the property in the R-10 Zone.

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

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

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

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

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

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

A shared access easement enters the site from Brooks Drive and continues through the property to serve Parcel 2, the consolidated storage facility on Parcel 1 to the west, and Parcel 3 for future development to the north, all comprising the Brooks Drive Property. The access will be 32 feet wide at its connection to Brooks Drive and reduces to 26 feet wide after the first entrance into Parcel 2. Two points of entry are provided from the accessway into Parcel 2. A sidewalk is provided that transitions from the eastern to western side of the accessway, to serve the subject

site. A sidewalk connection to MD 4, near the existing bus stop, is also provided, with a switch-back to accommodate the change in elevation between the site and MD 4.

The proposed food and beverage store and gas station are centrally located within the subject site, with the gas station situated south of the store. A sidewalk is located adjacent to the northern, western, and southern facades of the store, with parking wrapping these sides of the building as well. A drive aisle and loading space are on the east side of the store. Additional parking is provided on portions of the northern, eastern, and western periphery of Parcel 2. As detailed in Finding 2, the proposed development provides 65 total parking spaces, which exceeds the requirement of 38 spaces. Site lighting is provided by 13 pole-mounted fixtures located around the periphery of the site. The lighting plan lacked photometric information and Planning Board has conditioned the submission and approval of photometric details prior to certification of this DSP.

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

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

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

COMPLIANCE WITH EVALUATION CRITERIA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(b) Other Requirements.

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

(2) All Business Advancement and Food Access Infill development shall be subject to detailed site plan approval process in accordance with Division 9, Part 3 of this Subtitle.

(3) The detailed site plan review shall include review and approval of architectural elements, including building materials, typical building elevations, signs, and outdoor lighting.

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

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

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

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

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

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

(1) General.

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

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

(2) Parking, loading, and circulation.

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

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

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

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

(3) Lighting.

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

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

(4) Views.

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

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

(5) Green area.

(A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.

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

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.

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

(7) Grading.

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

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

(8) Service areas.

(A) Service areas should be accessible, but unobtrusive

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

(9) Public spaces.

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

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

(10) Architecture.

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

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

(C) These guidelines may be modified in accordance with Section 27-277.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10. **2010 Prince George's County Landscape Manual:** This DSP amendment is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) for Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscape Requirements of the Landscape Manual. The Planning Board has reviewed the submitted landscape plans and finds that they conform with the requirements of these sections.

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

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

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

13. **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, and are incorporated herein by reference:

    a. **Historic**—The Planning Board adopts, herein by reference, a memorandum dated March 13, 2020 (Stabler to Bush), which noted that the proposed DSP amendment will not impact any historic sites or resources, or known archeological sites.

    b. **Community Planning**—The Planning Board adopts, herein by reference, a memorandum dated March 16, 2020 (Tariq to Hurlbutt), which indicated that master plan conformance is not required for this application.

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

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

    e. **Trails**— The Planning Board adopts, herein by reference, a memorandum dated April 6, 2020 (Ryan to Bossi), in which a shared-use path and sidewalks are proposed as

recommended by Planning Department staff and the State Highway Administration. Plans are acceptable from the standpoint of pedestrian and bicycle transportation. U style bicycle racks should be provided.

f. **Environmental Planning**— The Planning Board adopts, herein by reference, a memorandum dated April 6, 2020 (Schneider to Bossi), which noted that all prior conditions of approval associated with environmental issues were previously addressed.

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

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

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

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

g. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not offer any comments on the subject application.

h. **Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE)**— The Planning Board adopts, herein by reference, a memorandum dated March 26, 2020 (Giles to Bush), in which DPIE offered a series of requirements the proposed project must conform with, including but not limited to the provision of frontage improvements, sidewalks, road dedication, traffic study and improvements, and obtaining applicable DPIE permits.

i. **Prince George's County Police Department**— The Planning Board adopts, herein by reference, a memorandum dated March 17,2020 (Contic to Planner Coordinator, Urban Design), in which the Police Department offered no comments on the DSP amendment.

j. **Prince George's County Health Department**—The Health Department did not offer any comments on the subject application.

k. **Maryland State Highway Administration (SHA)**— The Planning Board adopts, herein by reference, an email dated March 2, 2020 (Woodroffe to Bush), in which SHA indicated that the applicant should provide an eight-foot shared use path along their MD 4 property frontage from Brooks Drive to the bus stop. Such work could be done as a District Permit and coordinated through SHA's Utility Section.

l. **Washington Suburban Sanitary Commission (WSSC)**— The Planning Board adopts, herein by reference, comments dated March 12 and 13, 2020, in which WSSC provided standard comments regarding water and sewer service for the site.

14. As required by Section 27-285(b) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

15. Per Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:

(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.

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

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 Type 2 Tree Conservation Plan TCP2-005-2016-02, and further APPROVED Detailed Site Plan DSP-16037-01 for the above described land, subject to the following conditions:

1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:

a. Add an approval sheet to the detailed site plan set.

b. Show the height of the monument/pylon sign for Parcel 2 to be no more than 15 feet.

c. Provide a complete lighting plan showing photometrics to be reviewed for adequacy and approved by the Urban Design Section of the Development Review Division as designee of the Planning Board.

d. Submit a revised and approved stormwater management concept plan and letter for the current development proposal and correctly reference the new approval on the Type 2 tree conservation plan and detailed site plan.

e. Revise the plan to provide two inverted U-style bicycle racks to replace the proposed bicycle racks on the submitted plans.

f. Revise the plans to remove all linework, labeling and notes for Parcels 2A and 2B, and revise notes and labels to indicate Parcel 2 as platted.

2. All prior conditions of approval of Detailed Site Plan DSP-16037 remain in effect unless modified herein by this amendment.

3. Prior to approval of a building permit, the Section 24-128(b)(9) of the Prince George's County Subdivision Regulations access easement will be rerecorded in land records to match the detailed site plan. The liber and folio of that recording shall be reflected on a revised record plat.

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 Geraldo, with Commissioners Washington, Geraldo, Doerner and Hewlett voting in favor of the motion, and with Commissioner Bailey absent at its regular meeting held on Thursday, May 7, 2020, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 21st day of May 2020.

Elizabeth M. Hewlett
Chairman

Jessica Jones

By Jessica Jones
Planning Board Administrator

EMH:JJ:AB:nz

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner /s/
M-NCPPC Legal Department

Date: May 12, 2020

PGCPB No. 2021-105 File No. 4-20031

R E S O L U T I O N

WHEREAS, Oakcrest West, LLC is the owner of a 3.46-acre parcel of land known as Parcel 2 of the Brooks Drive South subdivision, said property being in the 6th Election District of Prince George's County, Maryland, and being zoned Multifamily High Density Residential (R-10); and

WHEREAS, on May 27, 2021, Oakcrest West, LLC filed an application for approval of a Preliminary Plan of Subdivision for 2 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-20031 for Brooks Drive South was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on July 29, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on July 29, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-001-13-02, and further APPROVED Preliminary Plan of Subdivision 4-20031, for 2 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to remove the cross sections.

2. Any proposed residential development shall require the approval of a new preliminary plan of subdivision, prior to approval of any building permits.

3. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (No. 61317-2016-02) and any subsequent revisions.

4. Prior to approval of a final plat:

    a. The applicant and the applicant's heirs, successors, and/or assignees shall grant a 10-foot-wide public utility easement along all public rights-of-way.

b. The following note shall be placed on the plat:

"Access is denied along the frontage of Pennsylvania Avenue (MD 4) and Brooks Drive, with the exception of one access driveway along Brooks Drive."

c. A draft Amended Declaration of Restrictive Covenants over the approved shared access for the subject property, pursuant to Section 24-128(b)(9) of the Prince George's County Subdivision Regulations, shall be submitted to The Maryland-National Capital Park and Planning Commission for review and approval. The limits of the shared access shall be reflected on the final plat, consistent with the approved preliminary plan of subdivision (and detailed site plan). Prior to recordation of the final plat, the Declaration of Restrictive Covenants shall be recorded in the Prince George's County Land Records, and the liber/folio of the document shall be indicated on the final plat with the limits of the shared access.

5. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-001-13-02). The following note shall be placed on the final plat of subdivision:

"Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-001-13-02), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

6. Prior to the issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."

7. Total development within the subject property shall be limited to uses that would generate no more than 190 AM and 151 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision (PPS) with a new determination of the adequacy of transportation facilities. A portion of this cap is part of the original trip cap for Brooks Drive Property, PPS 4-16018. While this application is creating an additional entitlement for the overall Brooks Drive Property in the AM peak hour, this cap is in no way represents an additional entitlement for the area covered by PPS 4-16018 in the PM peak hour.

8. The applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities and show these facilities within the limits of this PPS on any submitted detailed site plan prior to its acceptance:

   a. Standard bicycle lane along the property frontage of Pennsylvania Avenue, unless modified by the Maryland State Highway Administration, with written correspondence.

   b. Standard bicycle lane along the property frontage of Brooks Drive, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.

   c. All widths of sidewalks to be dimensioned on all plan sheets.

   d. Minimum five-foot-wide sidewalks along the entire ingress/egress easement, except that sidewalk may be omitted where approved sidewalk exists or will exist along the easement outside the limits of this PPS. Whether any sidewalk may be omitted shall be determined at the time of detailed site plan, based on a finding of whether the proposed development will have sufficient pedestrian access to sidewalk along the easement and a continuous sidewalk connection to Brooks Drive.

   e. Minimum five-foot-wide sidewalks, crosswalks, and Americans with Disabilities Act curb ramps throughout the subject property to provide connections from the sidewalk along the ingress/egress easement and the entrances of the proposed uses as well as to adjacent parcels.

   f. A minimum of two inverted U-style bicycle racks, or rack of a similar style that provide two points of contact for supporting and securing a parked bicycle at a location convenient to entrance of each proposed use.

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

   a. Bicycle Fix-it Station within County right-of-way on Brooks Drive. Location approved by the Prince George's County Department of Permitting, Inspections and Enforcement in coordination with the Transportation Planning Section.

   Should the applicant be unable to obtain a permit for the above listed Required Off-Site Facility, through no fault of the applicant's, the applicant shall provide alternative facilities ("Alternative Off-Site Facilities") that provide a level of adequacy equal to the Required Off-Site

Facility that could not be constructed from the below list of facilities and chosen by the Prince George's County Department of Permitting, Inspections and Enforcement prior to the approval of the first building permit. The requirements of Section 24-124.01(g) shall also apply to all Alternative Off-Site Facilities, which are:

b. Continental style crosswalk at Brooks Drive and Oakcrest Towers Southern driveway.

c. Continental style crosswalk at Brooks Drive and Oakcrest Towers northern driveway.

d. Continental style crosswalk at Brooks Drive and Oakcrest Towers Southern driveway.

e. Continental style crosswalk at Brooks Drive and Oakcrest Towers northern driveway.

f. Continental style crosswalk at Brooks Drive and Ridley Street.

g. Continental style crosswalk at Brooks Drive and Oakcrest Towers.

10. At the time of detailed site plan, the plan shall include cross sections of the ingress/egress easement which show the travel lanes and any adjacent sidewalks.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

2. **Background—**The site is located at the northwest quadrant of the intersection of MD 4 (Pennsylvania Avenue) and Brooks Drive. The site consists of one parcel known as Parcel 2 of the Brooks Drive South subdivision, which was recorded in Plat Book SJH 248 page 59, in November 2017. The property has an address of 2151 Brooks Drive. The 3.46-acre property is in the Multifamily High Density Residential (R-10) Zone, and it is subject to the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (sector plan). The subject site is currently vacant, but is improved with previously approved driveway infrastructure meant to support the development.

   This PPS is for approval to subdivide the property into two parcels, Parcels 4 and 5, for the development of 8,619 square feet of commercial development. Parcel 5 is to be developed with a 5,619-square-foot food and beverage (convenience) store and gas station; this development is subject to a previously approved Detailed Site Plan, DSP-16037-01. Parcel 4 is conceptually proposed to be developed with a 3,000-square-foot fast-food restaurant with drive-through service, or an automated car wash of the same size. A future DSP amendment will be required for development on Parcel 4.

The property has been the subject of two previously approved Preliminary Plans of Subdivision (PPS), 4-12002 and 4-16018. The lotting pattern of the overall Brooks Drive South subdivision was established pursuant to PPS 4-16018, which entirely superseded PPS 4-12002. PPS 4-16018 covers 11.04 acres and approved four parcels for a 36,253-square-foot food and beverage (grocery) store, 114,912 square feet of consolidated storage, and 20,000 square feet of medical office. The subject PPS is required in order to further subdivide one of the four parcels (Parcel 2) into two new parcels (Parcels 4 and 5). This PPS supersedes PPS 4-16018 for the area of the subject site only. The other parcels of the Brooks Drive South subdivision remain subject to PPS 4-16018.

The project benefits from Prince George's County Council Bills CB-62-2015 and CB-83-2018, which were adopted by the Prince George's County Council on November 17, 2015 and October 23, 2018, respectively. CB-62-2015 defined a new use known as Business Advancement and Food Access Infill, and it specified that the use is permitted in the R-10 Zone. A Business Advancement and Food Access Infill use combines several commercial uses not ordinarily permitted in the R-10 Zone, including a food and beverage store and a consolidated storage facility. CB-83-2018 amended the definition of the use to allow additional kinds of contributing uses, including gas stations. Business Advancement and Food Access Infill is the use proposed for the overall Brooks Drive South subdivision; a consolidated storage facility was previously built on Parcel 1, and the additional uses proposed for Parcels 4 and 5 will contribute to the overall use. The specific requirements for this use will be evaluated with any future DSPs.

3. **Setting—**The site is located on Tax Map 80, Grid F-1, and is within Planning Area 75A. North, northeast, and northwest of the site are the other parcels of the Brooks Drive South subdivision. Parcel 1, to the northwest, is the site of a consolidated storage facility. Parcel 3, to the northeast, is vacant. Parcel A, to the north, is used for stormwater management (SWM) facilities and woodland conservation area. All three parcels are zoned R-10. Further north and northeast, the Oxon Run stream runs between the overall subdivision and several multifamily buildings in the R-10 Zone. Further northwest, again beyond the stream, are single family detached and townhouse neighborhoods in the One-Family Detached Residential (R-55) Zone. Southwest of the site across Pennsylvania Avenue are multifamily buildings in the Multifamily Medium Density Residential (R-18) Zone. Southeast of the site across Pennsylvania Avenue are multifamily buildings in the R-10 Zone. Directly south of the site, across the intersection of the two roads, are multifamily buildings in the R-18 Zone.

4. **Development Data Summary**—The following information relates to the subject PPS and the approved development.

	EXISTING	APPROVED
Zone	R-10	R-10
Use(s)	Vacant	Commercial
Acreage	3.46	3.46
Gross Floor Area	0	8,619
Dwelling Units	0	0
Parcels	1	2
Lots	0	0
Outlots	0	0
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Prince George's County Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on June 11, 2021.

5. **Previous Approvals**—Prior to the proposal for the Business Advancement and Food Access Infill use, the overall 11.04-acre Brooks Drive South site was proposed to be developed with 300 multifamily dwelling units. Applications related to this prior proposal include PPS 4-12002, which was approved in July 2013 for five parcels; DSP-15038, which was approved in May 2016 for infrastructure to support the dwelling units; and Final Plat of Subdivision 5-16117, which was approved in November 2016 to plat five outlots. Development never commenced, and these previous approvals have been superseded by more recent ones related to the currently proposed use.

On December 8, 2016, the Prince George's County Planning Board approved PPS 4-16018, for the overall 11.04-acre site. This PPS approved four parcels to support development of a 36,253-square-foot food and beverage store, 114,912 square feet of consolidated storage, and 20,000 square feet of medical office. This PPS made specific findings related to access, which are being carried forward. The PPS found that all vehicular access to the site from Pennsylvania Avenue should be denied, and that all vehicular access to the site from Brooks Drive should be denied except for a single access driveway to serve the lots. To ensure all parcels in the development would still have access to a public street despite these restrictions, the PPS approved a 26 to 32-foot-wide shared access easement providing interparcel connections, ensuring that each parcel in the development would have access to the single entrance onto Brooks Drive. The easement was approved, pursuant to Section 24-128(b)(9) of the Subdivision Regulations. The current PPS includes a relocated easement consistent with DSP-16037-01, which is approved under the same finding.

On July 13, 2017, the Planning Board approved DSP-16037, again for the overall 11.04-acre site. This DSP approved a 36,185-square-foot food and beverage store on Parcel 2 of the subdivision, and a 130,000-square-foot consolidated storage facility on Parcel 1. No development was proposed on Parcel 3 at the time. The proposed development was found to conform to the adequacy findings of PPS 4-16018. A companion case, Departure from Parking and Loading Standards DPLS-449, reduced the total number of required parking spaces by 32.

On November 17, 2017, a final plat was recorded to plat the overall site (Final Plat of Subdivision 5-17128; recorded in Plat Book SJH 248 page 59). This plat established the lotting pattern of the overall site in general conformance with PPS 4-16018. The plat also delineated the previously approved and recorded shared access easement.

On May 7, 2020, the Planning Board approved DSP-16037-01. This DSP amendment covered the overall site, but the area of changes was limited to Parcel 2 and those areas of Parcels 3 and A encumbered by the proposed access easement. The amendment revised the proposed development on Parcel 2 from a 36,185-square-foot food and beverage store using a grocery store model to a 5,619-square-foot store using a convenience store model. A gas station was also added to the proposal, and the access easement was relocated so that it would be located entirely on Parcel 2, but still provide access to all the parcels. The newly proposed development occupied the eastern two thirds of Parcel 2, leaving the western third available for future development. The subject PPS allows development on the western third to have its own parcel.

Specific conditions of approval from DSP-16037 and DSP-16037-01 that are relevant to the review of this PPS are addressed in the Urban Design and Bicycle/Pedestrian sections of this resolution.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the sector plan are evaluated, as follows:

Plan 2035
This PPS is in the Established Communities area of Plan 2035. The vision for the Established Communities is that they are most appropriate for context-sensitive infill and low- to medium-density development (page 20).

Sector Plan
The sector plan recommends multifamily residential, high density uses on the subject property. Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, the Prince George's County District Council has approved Section 27-445.15, Business Advancement Food Access Infill, of the Prince George's County Zoning Ordinance, as a permitted use in the R-10 Zone rendering the land use recommendations of the sector plan no longer applicable.

7. **Stormwater Management**—A SWM Concept Approval Letter (No. 61317-2016-02) and associated plan were submitted with the subject PPS for this site. The approval was issued on June 5, 2020 by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The overall concept plan proposes to construct grass swales,

two submerged gravel wetland systems, and five micro-bioretention facilities. A fee of $35,307.00 has been paid for on-site attenuation/quality control measures. Submission of an approved SWM concept plan satisfies the requirements of Section 24-121(a)(15).

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the SWM concept approvals and any subsequent revisions to ensure no on-site or downstream flooding occurs.

8. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the subject subdivision is exempt from Mandatory Dedication of Parkland requirements because it consists of non-residential development.

9. **Bicycle/Pedestrian**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the sector plan, and Subtitle 24 of the Prince George's County Code to provide the appropriate bicycle and pedestrian transportation recommendations.

Development Proposal and Existing Conditions
The subject PPS allows subdivision of Parcel 2 into two parcels, Parcels 4 and 5. The submitted traffic impact study (TIS) indicates that Parcel 5 will have a gas station with convenience store (which also has an approved DSP-16037-01), and Parcel 4 is proposed as either an automatic car wash or a fast-food restaurant. The subject site has begun construction. This PPS is part of a larger development that includes additional commercial uses.

Previous Conditions of Approval
The site is subject to the following prior approvals, including conditions relevant to the pedestrian bicycle infrastructure applicable to the subject PPS:

PPS 4-16018:

15. Prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities as designated below, or as modified by the Prince George's County Department of Public Works and Transportation/Prince George's County Department of Permitting, Inspections and Enforcement/Prince George's County Department of Parks and Recreation, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:

a. One crosswalk (with associated curb ramp and sidewalk improvements) at the site's entrance on Brooks Drive, as shown on the Pedestrian Crosswalk Exhibit.

b. Reconstruct the existing standard sidewalk along Brooks Drive to an eight-foot-width between the site entrance and the existing crosswalk north of the site access.

c. Replace the existing sidewalk along Pennsylvania Avenue (MD 4) with a shared-use side path from Brooks Drive to the existing bus stop, unless modified or not required by the Maryland State Highway Administration.

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

The prior PPS (4-16018) approved a consolidated storage use on Parcel 1, a medical office use on Parcel 3, and a 36,253-square-foot food or beverage store on Parcel 2, which was subsequently redesigned as a gas station with convenience store (DSP-16037-01). The above conditions contain the required off-site pedestrian and adequacy facilities. The replacement sidewalk along Brooks Drive and Pennsylvania Avenue have been constructed. However, the proposed crosswalk at the subject site's entrance was removed by DPIE. It is noted that developments on Parcels 1 and 3 of PPS 4-16018 are subject to the existing conditions of approval of that PPS and are not subject to findings or conditions of this PPS.

DSP-16037-01:

1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:

e. Revise the plan to provide two inverted U-style bicycle racks to replace the proposed bicycle racks on the submitted plans.

A bicycle rack is shown on the certified plans near the entrance of the convenience store.

Review of Proposed On-Site Facilities

The subject site plan includes the existing sidewalk along the property frontage of Brooks Drive and Pennsylvania Avenue. Due to the nature of the plan, pedestrian and bicycle facilities are not required to be displayed on the PPS. However, the on-site improvements for Parcel 5 (identified as Parcel 2 on DSP-16037-01) are included with the prior approved DSP-16037-01. These facilities include sidewalks along the north side of the access driveway (partly on Parcel 3) from Brooks Drive and associated crosswalks connecting to the building on Parcel 5. Bicycle racks are also provided near the convenience store, along with an additional crosswalk and sidewalk connection to Pennsylvania Avenue and the existing bus stop.

Review of Connectivity to Adjacent/Nearby Properties
The subject site is surrounded by residential uses connected via sidewalk along the property frontage of Brooks Drive and Pennsylvania Avenue. The sidewalk north of the subject site's entrance along Brooks Drive is eight feet wide. The sidewalk south of the subject site's entrance along Brooks Drive is five feet wide. Crosswalks and refuge islands were also constructed at the intersection of Brooks Drive and Pennsylvania Avenue.

Review of Master Plan of Transportation (MPOT) Compliance
Three master plan trail facilities impact the subject site, including a planned side path and bicycle lane along Pennsylvania Avenue, and a planned bicycle lane along Brooks Drive. The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists
(MPOT, pages 9-10):

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

The planned bicycle lanes along Pennsylvania Avenue and Brooks Drive shall be striped along the property frontage, unless modified by the operating agencies with written correspondence. The side path that is along the property frontage of Pennsylvania Avenue and Brooks Drive has been constructed and was included in the proffered off-site improvements, pursuant to Section 24-124.01(c) of the Subdivision Regulations. During the prior development application, the Maryland State Highway Administration (SHA) had modified a recommendation for the shared-use path to be provided along the full extent of the subject site's Pennsylvania Avenue frontage in favor of an eight-foot-wide sidewalk between the bus stop and Brooks Drive.

In addition, inverted U-style bicycle racks are to be provided at the approved gas station convenience store from DSP-16037-01. An additional two inverted U-style bicycle racks, or racks of a similar style that provide two points of contact to support and secure parked bicycles, shall be provided on Parcel 4 at a location convenient to the pedestrian entrance of the proposed use. The provided and required facilities support the intent of the recommended master plan facilities and the Complete Streets Policies.

Review of Sector Plan Compliance
The site is also subject to the sector plan, which includes the following recommendations regarding the accommodations of pedestrian and bicycle facilities (page 61):

POLICY 1: Incorporate appropriate pedestrian-oriented and transit-oriented development features in all new development within the study area.

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

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

POLICY 4: Provide standard sidewalks along both sides of all new road construction within the developed and developing tiers.

POLICY 5: All road frontage improvements and road capital improvement projects within the developed and developing tiers shall be designed to accommodate all modes of transportation.

Sidewalks, crosswalks, and Americans with Disabilities Act accessible curb ramps shall be provided for continuous connections within the subject site and to the adjacent developments. These required facilities fulfill the intent of the policies and are in compliance with the sector plan, pursuant to Section 24-121(a)(5).

Adequate Public Pedestrian and Bikeway Facilities Required
The subject site is in the Pennsylvania Avenue Corridor and is subject to Section 24-124.01 and the "Transportation Review Guidelines - Part 2".

Adequacy of Off-Site Facilities
The applicant originally requested that the underlying adequacy improvements of PPS 4-16018 be carried forward to this PPS. While this approach is generally acceptable, Condition 15a of the prior PPS, which was for the crosswalk at the site's entrance along Brooks Drive, was removed by DPIE. This crosswalk facility was used to make a finding of pedestrian and bikeway adequacy, consistent with Section 24-124.01. From PGCPB Resolution No.16-150:

> *The applicant is proffering one additional crossing that will link the subject site with the apartment complex on the opposite side of the road. This connection will provide direct pedestrian access to the site from the existing residences directly across the street from the proposed grocery store and medical office building.*
>
> *The proffered crosswalk, enhanced streetscape along Brooks Drive, and internal sidewalk improvements provided to the proposed grocery store and office building meet the intent of Section 24-124.01 and will provide for adequate pedestrian facilities in the vicinity of the subject site consistent with the elements noted above.*

Since this facility is no longer feasible, the pedestrian and bikeway adequacy findings from PGCPB Resolution No. 16-150 (PPS 4-16018) shall not be carried forward. The applicant instead proffered the following list of facilities that are within one-half mile of the subject site and within the cost cap for the subject site:

1. Bicycle Fix-it Station within County right-of-way on Brooks Drive. Location to be approved by DPIE in coordination with the Transportation Planning Section.

2. Continental style crosswalk at Brooks Drive and Oakcrest Towers Southern driveway. As shown on "Location of Potential BPIS Improvements" exhibit.

3. Continental style crosswalk at Brooks Drive and Oakcrest Towers northern driveway. As shown on "Location of Potential BPIS Improvements" exhibit.

4. Continental style crosswalk at Brooks Drive and Oakcrest Towers Southern driveway. As shown on "Location of Potential BPIS Improvements" exhibit.

5. Continental style crosswalk at Brooks Drive and Oakcrest Towers northern driveway. As shown on "Location of Potential BPIS Improvements" exhibit.

6. Continental style crosswalk at Brooks Drive and Ridley Street. As shown on "Location of Potential BPIS Improvements" exhibit.

7. Continental style crosswalk at Brooks Drive and Oakcrest Towers. As shown on "Location of Potential BPIS Improvements" exhibit.

The submitted required off-site facilities list also included an additional item for share-the-road signage along Brooks Drive. However, Brooks Drive includes a master plan bicycle lane facility, not a shared-roadway facility. The bicycle lane shall not be replaced with a shared-roadway facility.

The alternative facilities shall be provided to fulfill the adequacy requirement per Section 24-124.01. These facilities are consistent with the requirements of Section 24-124.01 and will contribute to pedestrian and bikeway adequacy for the area surrounding the subject site.

Should item No. 1, the Bicycle Fix-it Station, be deemed infeasible by DPIE for any reason, the subsequent items of the provided list shall be implemented until the cost cap of the development is reached. The cost cap for the development's off-site facilities, adjusted for inflation, is $3,477.74. No combination of facilities shall be constructed if it exceeds the cost cap. The alternative facilities will also contribute to pedestrian and bikeway adequacy for the area surrounding the subject site.

Adequacy of On-Site Improvements

Pedestrian and bikeway adequacy within the subject subdivision is also required, pursuant to Section 24-124.01(b). The applicant has provided details of the improvements within Parcel 5 to

include sidewalk and crosswalk connections and bicycle parking. The applicant shall provide sidewalks along the entirety of the ingress/egress easement, a separated and marked pedestrian connection between the easement sidewalk and the entrance to each proposed use, and bicycle parking (discussed above). These facilities shall be shown on subsequently submitted DSP applications. Sidewalk along the entire easement is needed in order to ensure all parcels within the overall Brooks Drive South subdivision have pedestrian access to the shared entrance on Brooks Drive. However, not all of this sidewalk route needs to be located within the limits of the subject PPS, so long as the route is continuous. At the time of DSP, sidewalk may be omitted along the easement within the limits of this PPS, if approved sidewalk exists or will exist along the other side of the easement, outside the limits of this PPS. Such an omission shall only be permitted if it is found that the development proposed under the DSP will have sufficient pedestrian access to sidewalk along the easement and a continuous sidewalk connection to Brooks Drive.

Since DSP-16037-01 has already been approved and certified, it will not be required to be revised retroactively. However, should Parcel 5 be redeveloped and require a new DSP amendment, it will be subject to the findings and conditions of this PPS. A sidewalk should at that time be required along the south side of the easement on Parcel 5, unless the DSP amendment can demonstrate a new that sidewalk on the north side of the easement on Parcel 3 will provide the new development with sufficient pedestrian access.

Demonstrated Nexus Finding
The required off-site facilities proffered by the applicant include a Bicycle Fix-it Station and crosswalk construction/restriping, which can be used by future visitors or employees of the subject site. Pursuant to Section 24-124.01, there is a demonstrated nexus between the proffered required off-site facilities for the development and nearby destinations. The off-site facilities are within the cost cap for this development.

Based on the findings presented above, adequate pedestrian and bicycle transportation facilities will exist to serve the subdivision, as required under Subtitle 24, and will conform to the MPOT and the sector plan.

10. **Transportation—**Transportation-related findings related to adequacy are made with this PPS, along with any determinations related to dedication, access, and general subdivision layout. Access and circulation are by means of a single driveway/easement reflected on the plan.

The site is in the R-10 Zone; the commercial uses are proposed pursuant to CB-62-2015, which allows certain commercial uses as a Business Advancement and Food Access Infill use. The easement shown on this plan is slightly different in alignment and location than the easement approved on PPS 4-16018, and is reviewed as part of this plan.

Because the development is expected to generate more than 50 peak-hour trips, a TIS was submitted. The TIS was referred to the Prince George's County Department of Public Works and Transportation and DPIE, as well as SHA. The TIS was prepared primarily to add AM peak-hour trips to the trip cap condition approved under PPS 4-16018.

The subject property is located within Transportation Service Area 1, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

> **Links and Signalized Intersections:** Level of Service (LOS) E, with signalized intersections operating at a critical lane volume of 1,600 or better.
>
> **Unsignalized Intersections:** The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted.
>
> For two-way stop-controlled intersections a three-part process is employed:
>
> (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed.

Analysis of Traffic Impacts

This PPS is a plan that includes commercial uses. The trip generation is estimated using trip rates and requirements in the "Transportation Review Guidelines, Part 1" (Guidelines) and *Trip Generation* (Institute of Transportation Engineers). The table below summarizes trip generation in each peak hour that will be used in reviewing traffic for the site:

Trip Generation Summary, 4-20031, Brooks Drive Property								
			AM Peak Hour			PM Peak Hour		
Land Use	**Use Quantity**	**Metric**	**In**	**Out**	**Tot**	**In**	**Out**	**Tot**
Food and Beverage Store/Gas Station (approved by DSP-16037-01)	5,619	Square feet	266	267	533	212	212	424
	16	Fueling positions						
Less Pass-By (76 percent AM and PM)			-202	-203	-405	-161	-161	-322
Net Gas/Food and Beverage Store Trips			**64**	**64**	**128**	**51**	**51**	**102**
Consolidated Storage (approved by DSP-16037)	129,515	Square feet	**8**	**5**	**13**	**10**	**12**	**22**
Fast Food Restaurant (future)	3,000	Square feet	62	59	121	51	47	98
Less Pass-By (49 percent AM; 50 percent PM)			-30	-29	-59	-25	-24	-50
Fast Food Restaurant Trips			**32**	**30**	**62**	**26**	**23**	**49**
Medical Office (future)	20,000	Square feet	**46**	**11**	**57**	**24**	**52**	**76**
Total Trips Utilized by Proposal (add bold numbers)			**150**	**110**	**260**	**111**	**138**	**249**
Trip Cap from 4-16018					**147**			**327**
Trips associated with Parcels 1 and 3 (consolidated storage and medical office)					**70**			**98**
Trips associated with proposed Parcels 4 and 5 (food/beverage/gas and fast food)					**190**			**151**
Recommended Trip Cap for 4-20031					**190**			**151**

A January 2021 TIS with counts taken in December 2020 was submitted and accepted as part of this PPS. The following tables represent results of the analyses of critical intersections under existing, background and total traffic conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	**Critical Lane Volume (AM and PM)**		**Level of Service (LOS, AM and PM)**	
MD 4 and Brooks Drive	649	1,065	A	B
Marlboro Pike and Brooks Drive	564	1,136	A	B
Marlboro Pike and Capitol Heights Boulevard	290	600	A	A
Brooks Drive and site access	future	future	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Background traffic was developed for the study area using a listing of five approved developments in the area and a growth rate of 0.5 percent per year over six years. A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	**Critical Lane Volume (AM and PM)**		**Level of Service (LOS, AM and PM)**	
MD 4 and Brooks Drive	918	1,406	A	D
Marlboro Pike and Brooks Drive	732	1,363	A	D
Marlboro Pike and Capitol Heights Boulevard	366	716	A	A
Brooks Drive and site access	future	future	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

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

TOTAL TRAFFIC CONDITIONS				
Intersection	**Critical Lane Volume (AM and PM)**		**Level of Service (LOS, AM and PM)**	
MD 4 and Brooks Drive	966	1,429	A	D
Marlboro Pike and Brooks Drive	774	1,396	A	D
Marlboro Pike and Capitol Heights Boulevard	385	733	A	A
Brooks Drive and site access				
Delay Test (50 seconds or fewer)	69.9*	101.9*	No pass	No pass
Minor Street Volume Test (100 or fewer)	342*	323*	No pass	No pass
Critical Lane Volume Test (1,150 or fewer)	877*	916*	Pass	Pass
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.				

It is found that all critical intersections operate acceptably under total traffic in both peak hours.

A trip cap consistent with the trip generation assumed for the site, 190 AM and 151 PM peak-hour vehicle trips, is required. It is furthermore noted that a portion of this cap is part of the original trip cap for Brooks Drive Property, PPS 4-16018. While this PPS is creating an additional entitlement for the overall Brooks Drive Property in the AM peak hour, this cap is in no way intended to represent an additional entitlement for the area covered by PPS 4-16018 in the PM peak hour.

Access and circulation are acceptable. The main feature of access to the site and circulation within the site is an ingress/egress easement from Brooks Drive to serve all the parcels. This easement is approved pursuant to Section 24-128(b)(9), and by definition, is treated as a driveway for setback and zoning purposes. Although the easement is shown in a slightly different location than was approved on PPS 4-16018, the new location is deemed acceptable. The rationale for the easement has not changed since the approval of PPS 4-16018, at which time the easement was to be designed as follows:

> **The access easement shall be designed as a unifying element for the commercial component and should create an identifiable route through the development, and be designed not only for vehicles but for pedestrians and bicyclists. The route will be reviewed for a level of comfort for all users, and not be reduced to a circuitous route through the parking lot.**
>
> **To address this issue, the applicant filed a cross section with the PPS identified as "Brooks Drive South – Private Ingress/Egress Easements Plan View" which includes landscaping (shade), lighting, and space for pedestrians and bicyclists. The cross section shall be further refined with the review of the DSP, where the interaction between the building face and parking shall be evaluated.**

The easement cross section design approved with PPS 4-16018 and DSP-16037 is maintained by this PPS, and the cross sections are shown on the plans. However, the cross sections shall be removed from the PPS and, as indicated by the finding above, be further refined with the DSP and subsequent revisions to ensure continuous sidewalk connections along with the other elements described.

Master Plan Rights-of-Way – MD 4
The site is adjacent to Pennsylvania Avenue, a current expressway facility. No additional right-of-way is required in support of current or planned functions of Pennsylvania Avenue.

Master Plan Rights-of-Way – Brooks Drive
The site is adjacent to Brooks Drive. While this roadway was constructed as an arterial, the most recent master plan in this area left this roadway undesignated.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required in accordance with Section 24-124.

11. **Schools**—Pursuant to Section 24-122.02 of the Subdivision Regulations, this PPS is exempt from review for impact on school facilities because the proposal consists of nonresidential development.

12 **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated June 10, 2021, (Perry to Diaz-Campbell), incorporated herein by reference.

13. **Use Conversion**—As set forth in the PPS, the total development included in this PPS is to be 8,619 square feet of commercial development in the R-10 Zone. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and reflected on the PPS, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits. If any residential development is proposed that proposal shall require approval of a new PPS prior to approval of any building permits.

14. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a), when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

> "Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748."

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The property abuts Pennsylvania Avenue to the southwest and Brooks Drive to the southeast. Ten-foot-wide PUEs were provided along both these roads with the prior PPS. The PUEs will be re-recorded with the subject PPS and subsequent plat.

15. **Historic**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not required.

16. **Environmental**—The subject PPS 4-20031 and a Type 1 Tree Conservation Plan (TCP1-001-13-02) were received on May 27, 2021. Verbal and written comments were provided in a SDRC meeting on June 11, 2021. Revised information was received on June 17, 2021.

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site applicable to this case:

Development Review Case Number	Associated Tree Conservation Plan Number	Authority	Status	Action Date	Resolution Number
NRI-027-12	N/A	Staff	Approved	12/17/2012	N/A
4-12002	TCP1-001-13	Planning Board	Approved	07/11/2013	13-81(C)
DSP-15038	TCP2-005-16	Planning Board	Approved	05/05/2016	16-59
4-16018	TCP1-001-13-01	Planning Board	Approved	12/8/2016	16-150
NRI-027-12-01	N/A	Staff	Approved	12/29/2016	N/A
DSP-16037	TCP2-005-16-01	Planning Board	Approved	7/13/2017	17-110
DSP-16037-01	TCP2-005-16-02	Planning Board	Approved	5/7/2020	2020-73
4-20031	TCP1-001-13-02	Planning Board	Pending	Pending	Pending

Grandfathering
The project is subject to the environmental regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012, because it is a new PPS.

Site Description
The overall 11.01-acre site for the TCP1 is located at the northwest quadrant of the intersection of Pennsylvania Avenue and Brooks Drive. The portion subject to PPS 4-20031 is 3.46 acres and is located in the southern corner of the site. Based on available information, the site contains a stream, steep slopes, and 100-year floodplain. The site is in the Oxon Run watershed of the Middle Potomac River basin. The predominant soils found to occur, according to the

US Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include the Croom gravelly sandy loan, Potomac-Issue complex and Udorthents, and reclaimed gravel pits (5-15 percent slopes). Based on available information, Marlboro clay and Christiana complexes are not found to occur in the vicinity of this property. The county may require a soil report in conformance with CB-94-2004 during the building permit process review. According to the 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan), the property contains Regulated and Evaluation Areas. The subject PPS area is located within a graded and cleared Evaluation Area. The site is located within the Established Communities, as shown on the Growth Policy Map, and Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map, as designated by Plan 2035.

Sector Plan Conformance

The sector plan for this area is the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*. In the sector plan, the Environmental Infrastructure section contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from the master plan and the plain text provides comments on plan conformance.

Green Infrastructure

POLICY: Preserve, protect, enhance, or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the Marlboro Pike sector plan.

The overall site has previously approved Preliminary Plans of Subdivision (4-12002 and 4-16018) and DSPs (DSP-15038, DSP-16037 and 01 revision). These plans were approved with woodland clearing and regulated environmental feature impacts.
The entire site is located within the Green Infrastructure Plan containing Regulated and Evaluation Areas. Currently, the Regulated Area is located along the northeast boundary of the site, which contains a stream and floodplain, and remains as undisturbed woodland preservation. The remaining site area is within the Evaluation Area, where the land has already been cleared and graded. No new woodland clearing or regulated environmental feature impacts are included with this PPS.

POLICY: Preserve and expand the green infrastructure network and promote community connectivity with the environment.

The overall site has been cleared of woodlands while leaving the Regulated Area along the northeast boundary as woodland preservation. The overall development area goes right up to the Regulated Area with no room for woodland expansion. Due to previous applications at this location, the applicant has already met their woodland requirement with on-site preservation and off-site woodland credits.

POLICY: Increase the vegetated cover throughout the sector plan area.

The PPS will preserve on-site woodlands and plant landscape vegetation to increase the vegetative cover within the sector.

Water Quality and Stormwater Management

POLICY: Utilize best management practices and environmentally sensitive design techniques throughout the study area.

A SWM Concept Approval Letter (No. 61317-2016-02) and associated plan were submitted with the PPS for this site. The approval was issued on June 5, 2020 by DPIE. The overall concept plan proposes to construct environmental site design structures on-site, including grass swales, two submerged gravel wetland systems, and five micro-bioretention facilities. A fee of $35,307.00 has been paid for on-site attenuation/quality control measures.

Countywide Green Infrastructure Plan Conformance

The overall site has previously approved preliminary plans of subdivision and DSPs. These plans were approved with woodland clearing and regulated environmental feature impacts. The entire site is within the designated network of the Green Infrastructure Plan, containing Regulated and Evaluation areas. The Regulated area is primarily located along the northeast boundary of the overall subdivision and is associated with on-site stream and floodplain. This Regulated Area will remain in woodland preservation. The remaining site area is within the Evaluation Area where the land has already been cleared and graded. No new woodland clear or regulated environmental feature impacts are included with this PPS.

The conceptual design, as reflected on the TCP1, is in keeping with the goals of the Green Infrastructure Plan and focuses preservation on the most sensitive areas of the site.

Review of Previously Approved Conditions

This PPS (4-20031) supersedes the previous PPS (4-16018). The overall site has been cleared and graded per the previous approvals. There was a specimen tree removed as requested with an approved variance with PPS 4-16018. Regulated environmental features were requested for impact and these impacts have been completed for the on-site development as approved with PPS 4-16018. The subject PPS (4-20031) area is cleared and graded with no trees, woodlands, or regulated environmental features on-site. No additional woodland clearing or regulated environmental feature impacts are included with this PPS.

There is no change to the on-site woodland preservation limits shown on the previous Type 2 Tree Conservation Plan TCP2-005-16-02 and to the primary management area (PMA) within the conservation easement on the plat. The TCP2 shall be updated to reflect the current development proposal with a future DSP.

Environmental Review

Natural Resources Inventory/Existing Conditions
The Natural Resources Inventory NRI-027-12 was originally approved on December 17, 2012. The wetlands shown on the NRI, the TCP1, and prior PPS 4-12002 are not regulated wetlands, and are the result of the previous mining and grading operation on the property. The NRI was updated and approved on December 29, 2016. TCP1-001-13-02 is in conformance with the updated 2018 Environmental Technical Manual.

Woodland Conservation
The overall subdivision is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. A TCP1 has been submitted for review with this PPS.

This PPS (4-20031) supersedes the previous PPS, and the submitted TCP1 (TCP1-001-13-02) supersedes the previous TCP1s. The overall site has been cleared and graded per previous approvals. There were specimen trees removed as requested with a previously approved variance. Regulated environmental feature were requested for impact and these impacts have been completed for the on-site development. The required off-site woodland mitigation was purchased with the previous application and permit.

The subject PPS 4-20031 area is cleared and graded in conformance with prior approvals with no trees, woodlands, or regulated environmental features on-site. No woodland clearing or regulated environmental feature impacts are included with this PPS.

Specimen Trees
The overall TCP1 shows the removal of one specimen tree (37-inch American Beech). This tree was approved for removal with a Subtitle 25 Variance Application and statement of justification in support of a variance with PPS 4-16018. This tree has been removed with previously approved on-site grading activities. The required findings of Section 25-119(d) of the WCO were previously addressed for the removal of one specimen tree with the approval of TCP1-001-13-01. The area specific to this PPS contains no specimen trees.

Preservation of Regulated Environmental Features/Primary Management Area (PMA)
The current PPS does not include any additional PMA impacts to the those previously approved with PPS 4-16018. The previously approved impacts shown on the overall TCP1 includes several SWM outfalls, installation of a retaining wall, and a connection to an existing sewer line. These 0.15 acre of PMA impacts are constructed and are in place in conformance with the overall development. The area specific to this PPS contains no regulated environmental features. The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the tree conservation plan.

17. **Urban Design**—The development of 8,619 square feet of commercial/industrial floor area is subject to DSP approval.

Conformance with the Requirements of the Prince George's County Zoning Ordinance
This PPS allows subdivision of Parcel 2 to accommodate additional commercial uses consistent with a Business Advancement and Food Access Infill use, as provided by CB-62-2015 and CB-83-2018. All Business Advancement and Food Access Infill uses are subject to DSP approval. The development will be required to demonstrate conformance with the appliable requirements of the Zoning Ordinance, at the time of DSP review, including but not limited to, the following:

- Section 27-445.15 Business Advancement and Food Access Infill Use
- Part 11 Off-Street Parking and Loading, and
- Part 12 Signs.

Conformance with Prior Approvals
The parcel subject to this PPS**,** known as Parcel 2**,** has been part of several prior approvals, including two PPSs and two DSPs. This PPS will supersede all prior PPSs for this parcel. Of the two conditions attached to the approval of DSP-16037, Condition 2 is relevant to this site as follows:

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

The Planning Board approved the amendment DSP-16037-01 on May 21, 2020 with three conditions. This approval is valid through May 21, 2023. Of the three conditions attached to the approval of DSP-16037-01, Condition 3 is relevant to this site as follows:

3. Prior to approval of a building permit, the Section 24-128(b)(9) of the Prince George's County Subdivision Regulations access easement will be rerecorded in land records to match the detailed site plan. The liber and folio of that recording shall be reflected on a revised record plat.

These conditions remain valid. A new final plat will be required following this PPS in order to subdivide Parcel 2 into Parcels 4 and 5, and these conditions may be met at that time. However, any final plat application submitted to both achieve the subdivision and re-record the access easement will need to include all parcels affected by the relocation of the access easement, rather than just Parcel 2.

Conformance with the 2010 Prince George's County Landscape Manual
This development is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Specifically, the site is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; and Section 4.9, Sustainable Landscaping Requirements. Conformance with the requirements of the Landscape Manual will be reviewed at the time of DSP.

Conformance with the Tree Canopy Coverage Ordinance
Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned R-10 are required to provide a minimum of 15 percent of the gross tract area in TCC. The subject site is 3.46 acres and will be required to provide a minimum 22,607 square feet of the tract area in TCC. Conformance with this requirement will be evaluated at the time of DSP.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, July 29, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 9th day of September 2021.

Elizabeth M. Hewlett
Chairman

Jessica Jones

By Jessica Jones
Planning Board Administrator

EMH:JJ:EDC:nz

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department
Date: August 5, 2021

DETAILED SITE PLAN #DSP-16037-03

BROOKS DRIVE PROPERTY

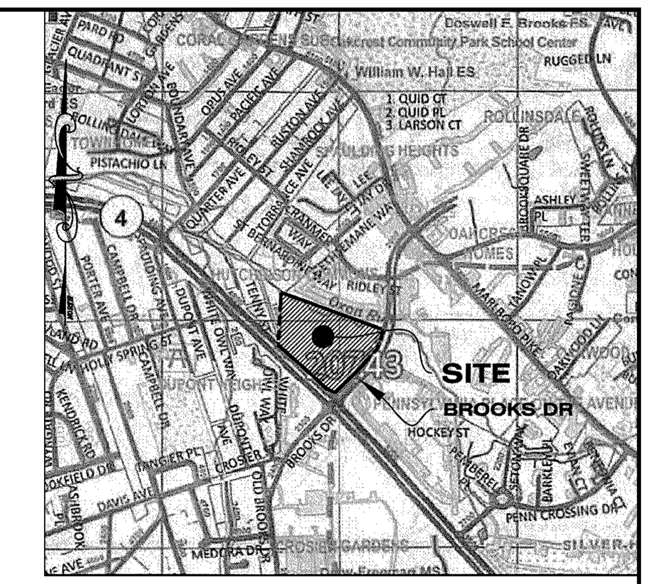
6th ELECTION DISTRICT - SPAULDINGS
PRINCE GEORGE'S COUNTY, MARYLAND

PRELIMINARY NOT FOR CONSTRUCTION

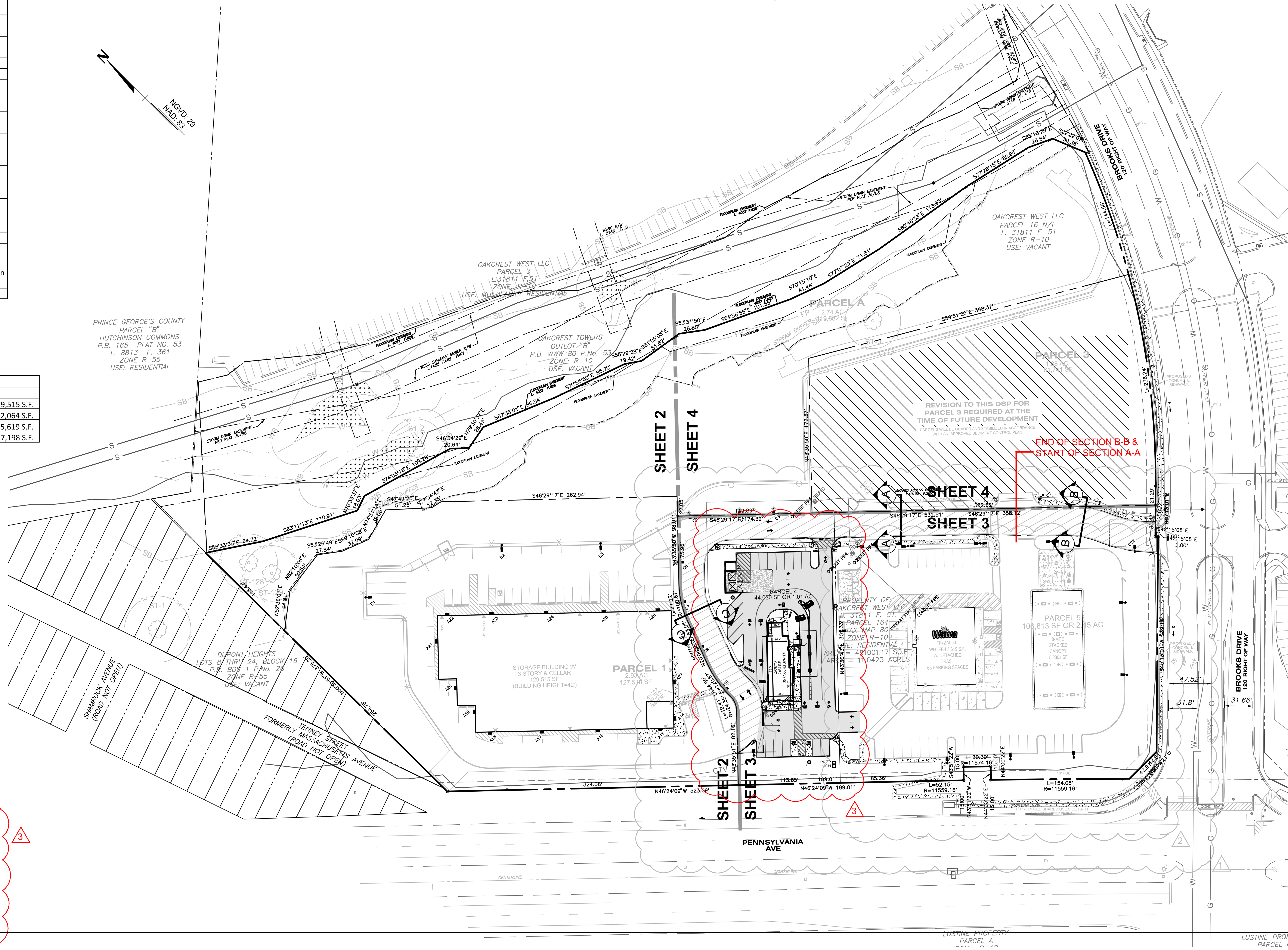
GENERAL NOTES		
1	The proposed project is named:	Brooks Drive South
2	The subject property consists of the following	Parcels 1, 3, 4, 5, A (L.31811 F.051, L.47242 F. 530, L.49738 F.028)
3	The prior approvals are as listed:	DSP-15038; DSP-16037; NRI-027-12; 4-12002, 4-16018; TCP1-001-13; TCP1-001-13-01; TCP2-005-2016; 4-20031, DSP-16037-01, DSP-16037-02
4	The subject property proposes:	11.04 Acres
5	The subject property is currently zoned:	RMF-48 (Formerly R-10 Multifamily High Density Residential)
6	The proposed use of this property is:	Business Advancement and food Access Infill
7	This subdivision proposes:	5 Parcels
8	Breakdown of proposed dwelling units by type:	None
9	200 foot map reference number:	203SE05
10	Tax map number and grid:	Tax map 80, grid F1
11	Aviation Policy Area:	NO
12	Existing Water/Sewer Designation:	W-3 / S-3
13	Proposed Water/Sewer Designation:	W-3 / S-3
14	Stormwater Management concept plan number:	#61317-2016-02 Approval Date: 09/06/2024
15	10- foot public utility easement along all rights-of-way:	YES - Along all public right of ways
16	Mandatory park dedication:	N/A
17	Cemeteries on or contiguous to the property:	NO
18	Historic sites in or in the vicinity of the property:	NO
19	Type Two Conservation Plan:	TCP2-005-2016-03
20	Wetlands:	YES. As shown on NRI-027-12
21	Streams:	YES. As shown on NRI-027-12
22	100-year floodplain:	YES. Existing - 0.20 Acres, Proposed - 0.20 Acres
23	Within Chesapeake Critical Bay Area (CBCA):	NO
24	Source of topography:	The topography shown on this plan heron from aerial topography survey, March 2011.
25	Applicant:	ALMA M&L 2 INC. is the applicant for the -03 revision to Parcel 4.
26	The 65dBA falls within the limits of this application	Yes, the 65dBA contour shown is from MNCPPC data and is 330' from the centerline of Pennsylvania Ave MD-4
27	In or adjacent to an easement held by the Maryland Environmental Trust, The Maryland Agricultural Land Preservation Foundation, or any land trust organization	NO
28	During demolition/contruction phases of the project, no dust shall be allowed to cross over property lines and impact adjacent properties. The applicant shall conform to construction activity dust control requirements specified in 2011 Maryland Standards and Specifications for soil erosion and sediment control.	
29	The following noise control procedures are to be implemented during the construction phase of the project: no construction noise shall be allowed to adversely impact activities on adjecent properties. The Applicant shall conform to the construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County code.	
30	This plan is for entitlement purposes only and shall not be utilized for construction.	
31	Parcel 3 is required to provide a revised dsp application at the time of future development. Parcel 3 has been graded and stabilized in accordance with an approved Sediment Control Plan.	
32	Per Prince George's County Planning Board Resolution No. 17-111, departure from and loading standards No. DPLS-449 to allow a reduction of 32 parking spaces was approved on July 13, 2017, however this departure is no longer needed.	
33	No deliveries will occur during hours of operation of the eating and drinking establishment.	

SITE STATISTICS	
GROSS TRACT AREA	11.04 AC
EXISTING 100-YEAR FLOODPLAN	0.18 AC
NET TRACT AREA	10.86 AC
EXISTING WOODLAND IN THE FLOODPLAIN	0.18 AC
EXISTING WOODLAND NET TRACT	10.86 AC
EXISTING PMA	1.67 AC
REGULATED STREAMS (LINEAR FEET OF CENTERLINE)	0.00 LF

GROSS FLOOR AREA	
PARCEL 1 (SELF STORAGE)	129,515 S.F.
PARCEL 4 (ZAXBYS)	2,064 S.F.
PARCEL 5 (WAWA)	5,619 S.F.
TOTAL GROSS FLOOR AREA	137,198 S.F.


VICINITY MAP
1" = 2000'

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



LEGEND:

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

PARKING SCHEDULE

PARCEL	USE	BUILDING SF	PARKING RATE	REQUIRED	PROPOSED
1	CONSOLIDATED STORAGE	129,515 SF (1,450 INTERNAL UNITS) (900 SF OFFICE)	1.0 PER 50 UNITS HAVING DIRECT ACCESS ONLY FROM WITHIN A BUILIDNG.	29	29
			4.0 PER 1,000 SF OF OFFICE SPACE	4	4
			2.0 PER RESIDENT MANAGER	2	2
			TOTAL FOR PARCEL:	35	35
			ACCESSIBLE SPACE REQUIREMENT:	2.0 PER 26-50 SPACES	**2
5	CONVENIENCE STORE	5,619 SF	1.0 PER 150 SF UP TO 3,000 SF	20	
			1.0 PER 200 SF ABOVE 3,000 SF	13.1	
	GAS STATION (SELF SERVE)	N/A	1.0 PER EMPLOYEE	4	65
			TOTAL FOR PARCEL:	37.1	65
			ACCESSIBLE SPACE REQUIREMENT:	3.0 PER 51-75 SPACES	**3
4	EATING/ DRINKING ESTABLISHMENT	2,064 SF	1.0 PER 3 SEATS (6.67 SPACES REQUIRED FOR 20 SEATS)	6.67	-
			+1.0 PER 50 SF OF GFA (EXCLUDING STORAGE OR SEATING) (562 SF GFA = 11.25 SPACES REQUIRED)	11.25	-
			TOTAL FOR PARCEL:	18	-
			ACCESSIBLE SPACE REQUIREMENT:	1.0 PER 1-25 SPACES	**2
			90-degree standard nonparallel (9.5'x19')	-	13
			90-degree standard nonparallel (9.5'x19') ADA	-	2
			45-degree compact nonparallel (8'x16.5')	-	4
			Total Provided		19

**NUMBER OF ACCESSIBLE PARKING SPACES IS INCLUDED IN TOTAL NUMBER OF PARKING SPACES PROPOSED PER PARCEL

3

LOADING SCHEDULE

PARCEL	USE	BUILDING SF	RATE REQUIRED	SIZE	REQUIRED	PROPOSED
1	CONSOLIDATED STORAGE	129,515 SF	2.0 PER 10,000 SF	12'X33'	2	2
			1.0 PER 40,000 SF	12'X33'	3	3
			TOTAL FOR PARCEL:		5	5
5	CONVENIENCE STORE	5,619 SF	1.0 PER 2,000 - 10,000 SF OF GFA	15'X33'	1	1
			TOTAL FOR PARCEL:		1	1
4	EATING/ DRINKING ESTABLISHMENT	2,064SF	1.0 PER 2,000 - 10,000 SF OF GFA	12'X33'	1	1 (16'x33')
			TOTAL FOR PARCEL:		1	1

3

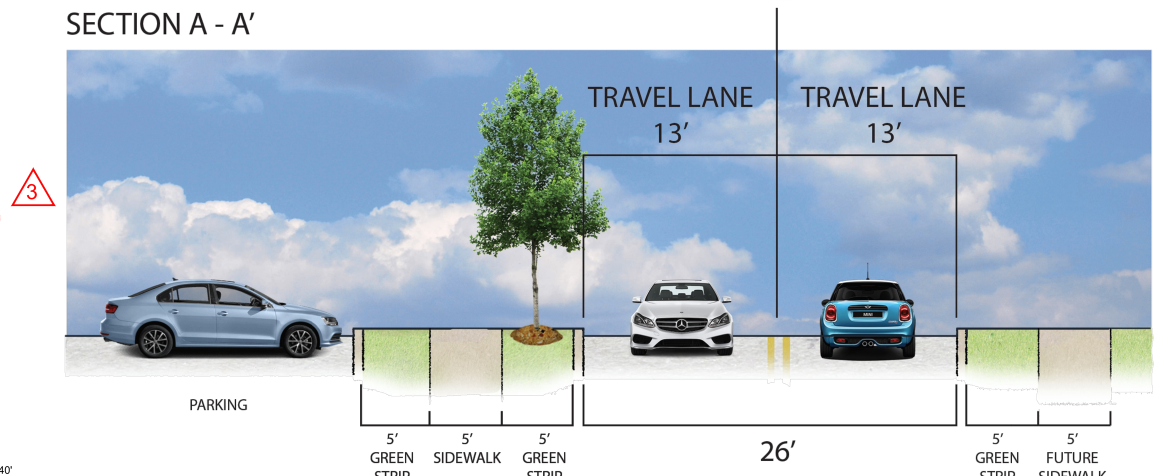
LOADING FOR THE EATING/DRINKING ESTABLISHMENT SHALL OCCUR OUTSIDE OF THE HOURS OF OPERATION OF THE ESTABLISHMENT. NO DELIVERIES WILL OCCUR DURING THE HOURS OF OPERATION.

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

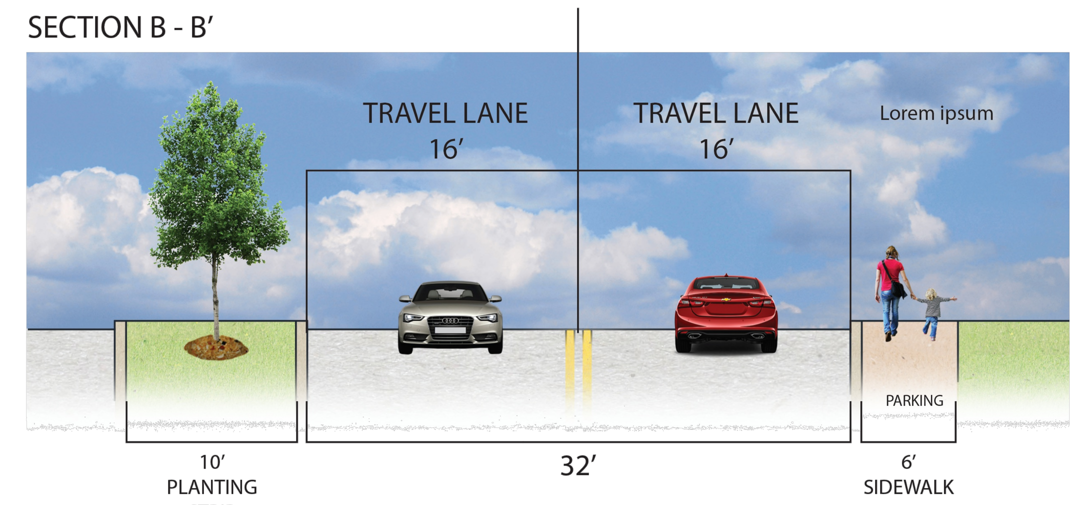
CALL "MISS UTILITY" AT 1-800-257-7777
48 Hours Before Start Of Construction

GRAPHIC SCALE
60' 0 30' 60' 120' 240'
1 INCH = 60 FT

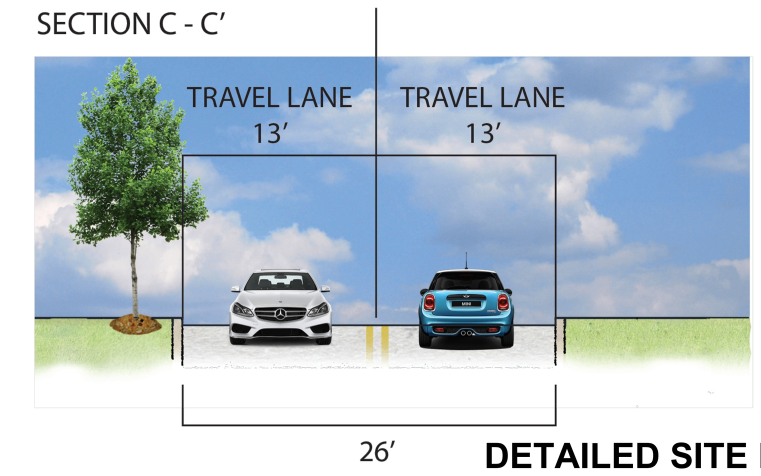
SECTION A - A'



SECTION B - B'



SECTION C - C'



REVISION KEY

1. DSP-19037-01 REVISION TO ADD WAWA.
2. DSP-16307-02 REVISION TO WAWA TO ADD TESLA SUPERCHARGERS.
3. DSP-16037-03 REVISION TO ADD ZAXBY'S TO PARCEL 4.

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

PROFESSIONAL CERTIFICATION

"I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND."

LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

STATE OF MARYLAND · CHARLES W. HOWE · No. 32490 REGISTERED · PROFESSIONAL ENGINEER

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. ADD WAWA.	05/2020				
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022				
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24				

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

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

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

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

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

RELEASE FOR ____
BY____ DATE ____

DETAILED SITE PLAN
#DSP-16037-03
COVER SHEET

SCALE: 1" = 60'
JOB No. 1390A
DATE: DEC 2024
SHEET No. 1 OF 12

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PRELIMINARY NOT FOR CONSTRUCTION

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WSSC MAP 203SE05
TAX MAP 80, GRID F1

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LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

STATE OF MARYLAND · NATHAN S. W. · PROFESSIONAL ENGINEER

REVISION	DATE
1. ADD WAWA.	05/2020
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3. ADD ZAXBY'S TO PARCEL 4.	12/13/24

REVISION	DATE	REVISION	DATE

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BROOKS DRIVE PROPERTY

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

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

	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD

RELEASE FOR
BY_____ DATE ____

DETAILED SITE PLAN #DSP-16037-03
APPROVALS

SCALE:
JOB No. 1390A
DATE: DEC 2024
SHEET No. 2 OF 12

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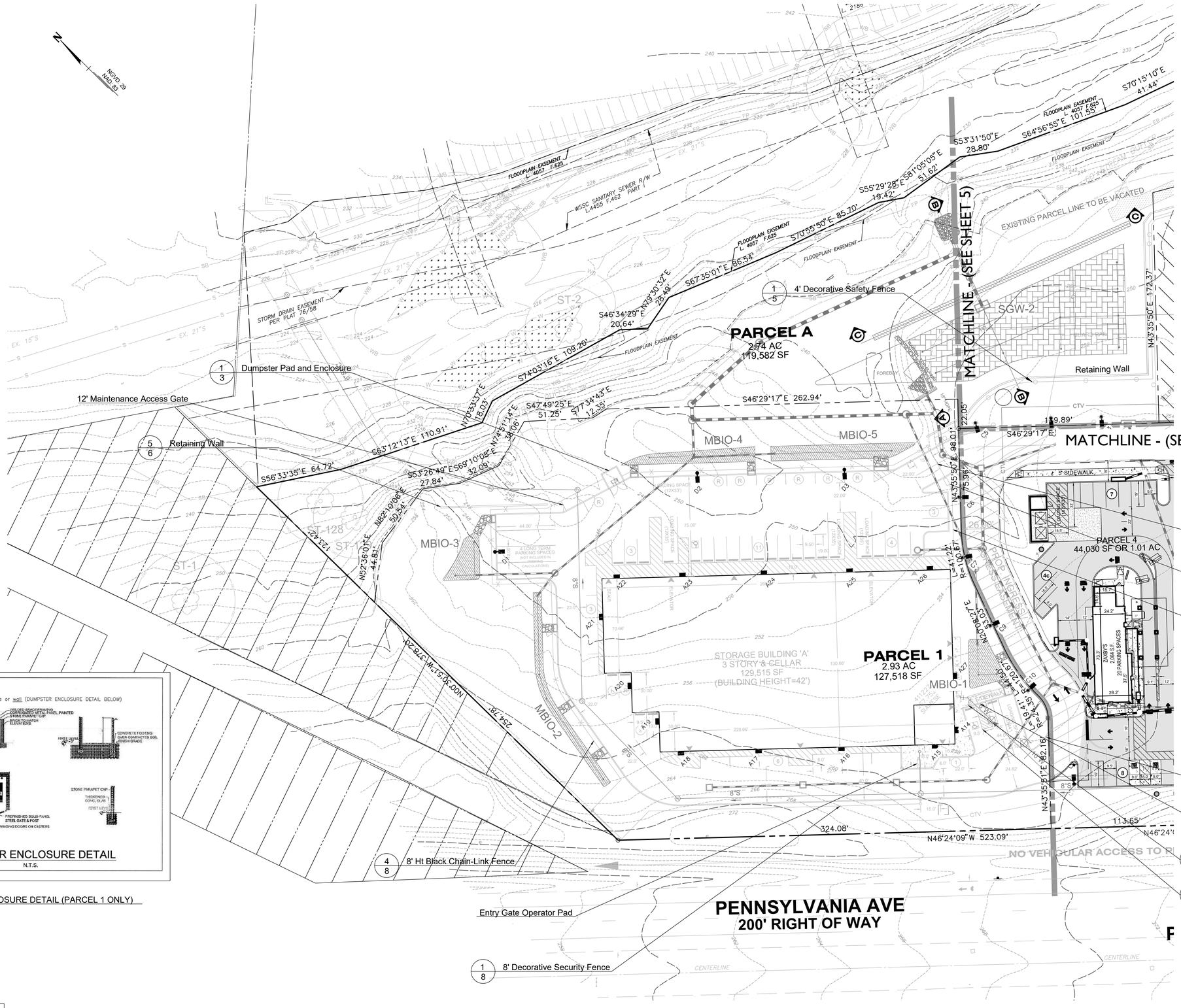
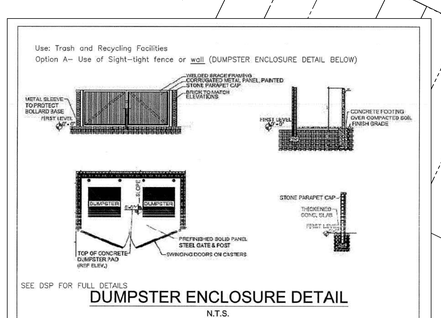
DSP-16037-03_Backup 225 of 248

PRELIMINARY NOT FOR CONSTRUCTION





1/3 DUMPSTER ENCLOSURE DETAIL (PARCEL 1 ONLY)
SCALE: NTS

LEGEND:

- EX. BOUNDARY LINE
- EX. LOT LINE
- EX. ESMT
- EX. BLDG
- EX. SIDEWALK
- EX. PARKING STRIPING
- EX. 10' CONTOUR LINE
- EX. 2' CONTOUR LINE
- EX. TREES
- EX. WATER
- EX. SEWER
- EX. STORM DRAIN
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- PR. ORNAMENTAL FENCE
- REQUIRED LOT DEPTH
- WETLAND
- X — SPECIMEN TREE TO BE REMOVED

GRAPHIC SCALE
1 INCH = 30 FT

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

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

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

PROFESSIONAL CERTIFICATION

"I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND."

LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. ADD WAWA.	05/2020				
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022				
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24				

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

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

BROOKS DRIVE PROPERTY

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

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

	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD
RELEASE FOR
BY_____ DATE _____

DETAILED SITE PLAN
#DSP-16037-03
SITE PLAN

SCALE: 1" = 30'
JOB No. 1390A
DATE: DEC 2024
SHEET No. 3 OF 12

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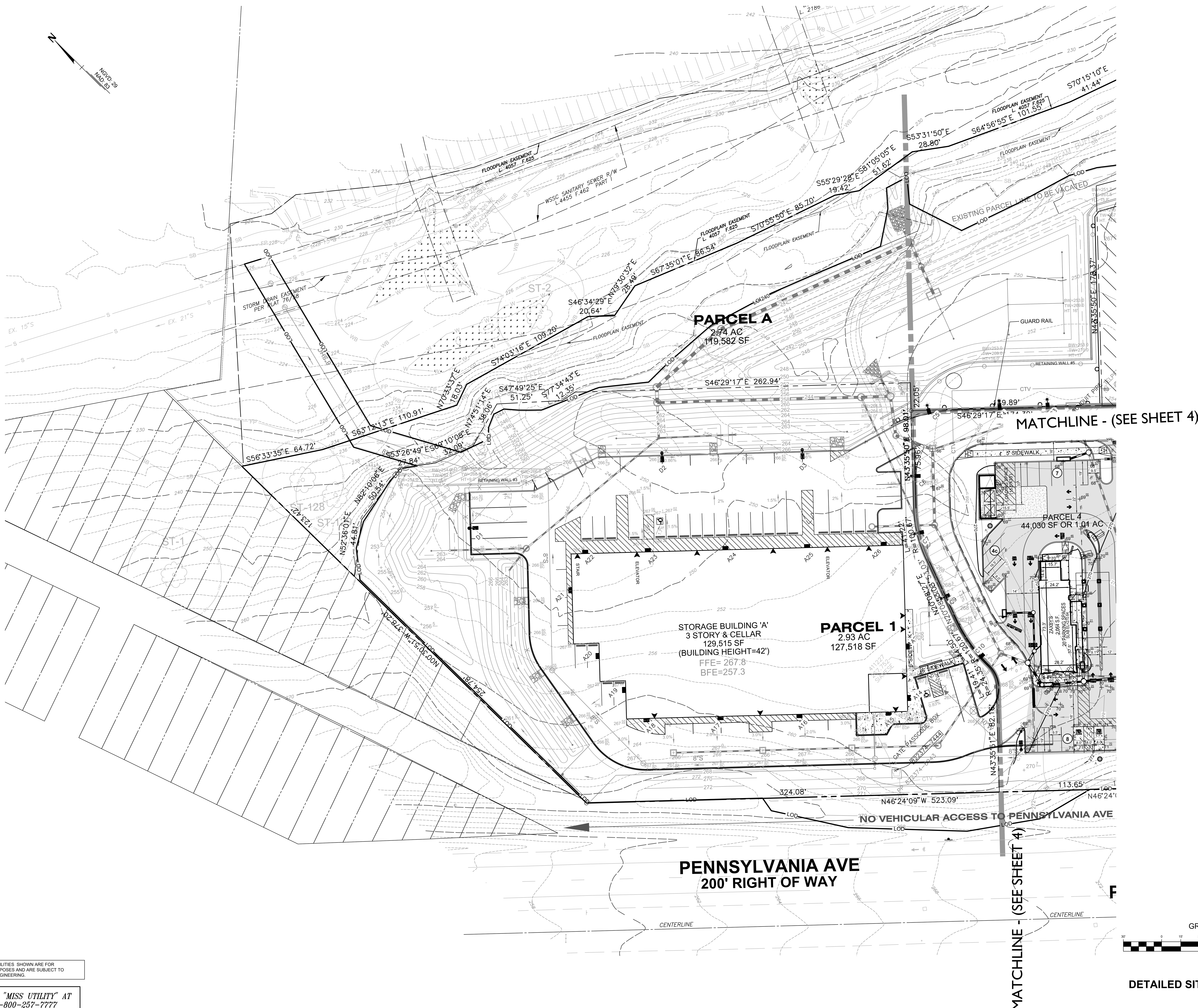
DSP-16037-03_Backup 226 of 252



LEGEND:

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

PRELIMINARY NOT FOR CONSTRUCTION

GRAPHIC SCALE

1 INCH = 30 FT

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DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

PROFESSIONAL CERTIFICATION

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BROOKS DRIVE PROPERTY

TAX MAP 80 GRID F1
200 FOOT MAP 203SE05
ELECTION DISTRICT No. 6
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	BY	DATE
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DESIGNED		
DRAWN		
REVIEWED		
RODGERS CONTACT:	NAT BALLARD	

RELEASE FOR
BY ___ DATE ___

DETAILED SITE PLAN #DSP-16037-03 GRADING PLAN

SCALE: 1" = 30'
JOB No. 1390A
DATE: DEC 2024
SHEET No. 3A OF 12

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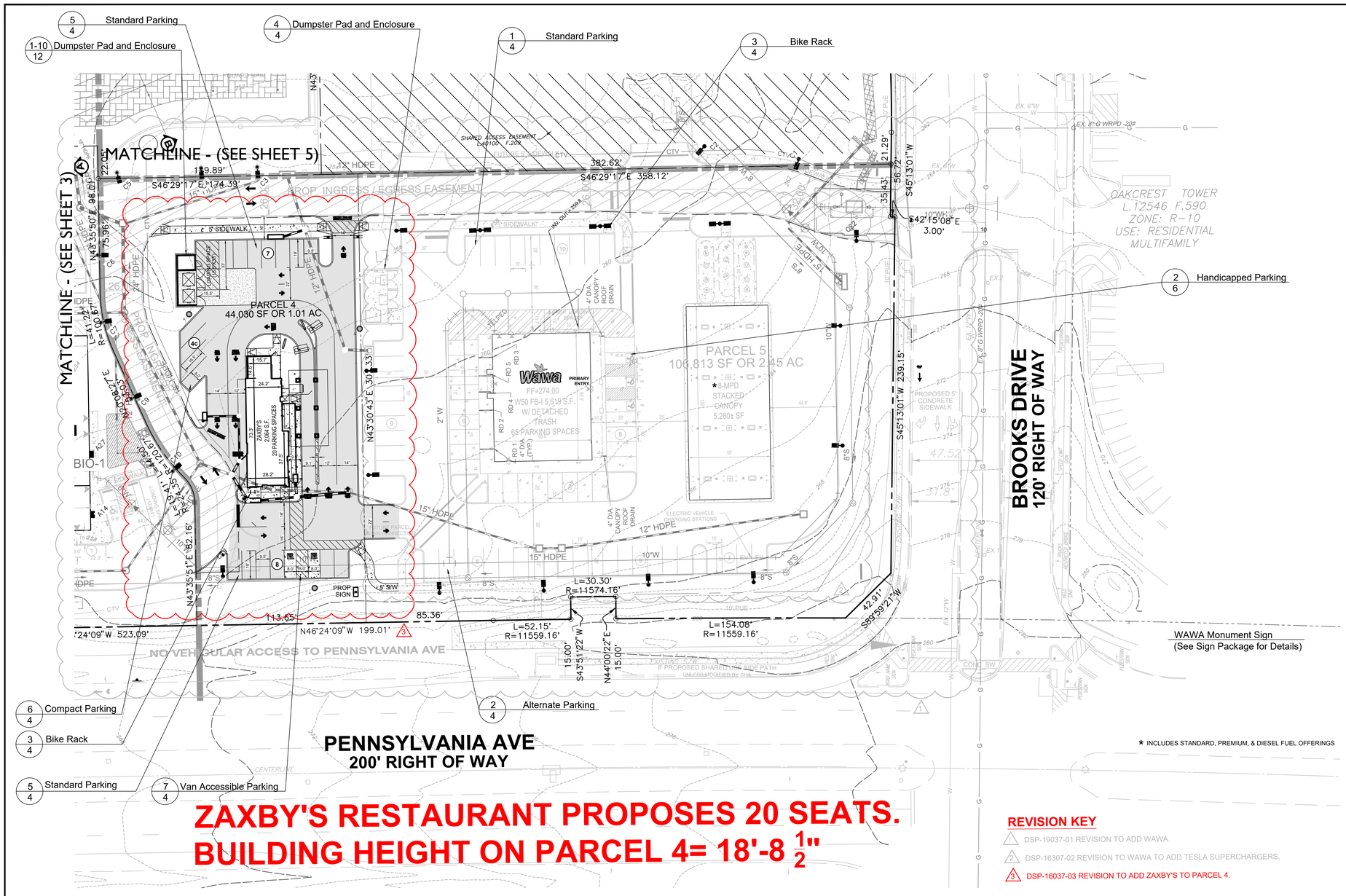
DSP-16037-03_Backup 227 of 252



REVISION KEY

1. DSP-19037-01 REVISION TO ADD WAWA.
2. DSP-16307-02 REVISION TO WAWA TO ADD TESLA SUPERCHARGERS.
3. DSP-16037-03 REVISION TO ADD ZAXBY'S TO PARCEL 4.

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- EX. BLDG
- EX. SIDEWALK
- EX. PARKING STRIPING
- EX. 10' CONTOUR LINE
- EX. 2' CONTOUR LINE
- EX. TREES
- W — EX. WATER
- S — EX. SEWER
- SD — EX. STORM DRAIN
- EX. WETLAND
- WB — EX. WETLAND BUFFER
- PMA/SB PMA/SS — EX. PRIMARY MGMT AREA/STREAM BUFFER
- SB — STREAM BUFFER
- EX. STREAM
- FP — EX. FLOODPLAIN
- PMA/FP — EX. PRIMARY MGMT AREA/FLOODPLAIN
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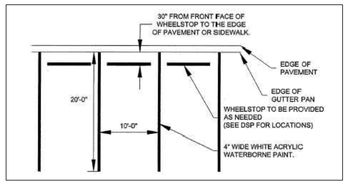
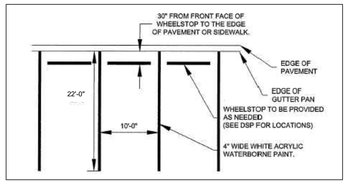
- PR. PUE
- PR. EASEMENT
- PR. WOOD FENCE
- PR. ORNAMENTAL FENCE
- REQUIRED LOT DEPTH
- WETLAND
- X — SPECIMEN TREE TO BE REMOVED

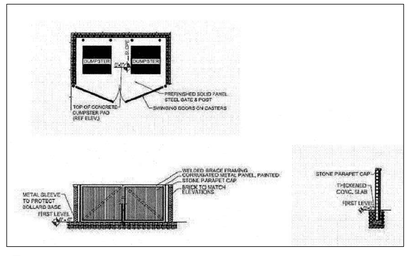


1/4 PROPOSED PARKING SPACE FOR WAWA STORE (STANDARD)
SCALE: NTS

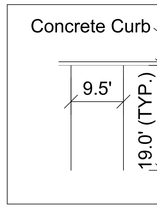


2/4 PROPOSED PARKING SPACE FOR WAWA STORE (ALTERNATE)
SCALE: NTS

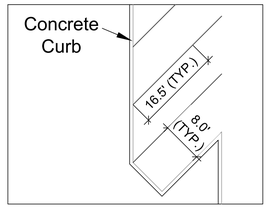
3/4 INVERTED-U BICYCLE RACK
SCALE: NTS



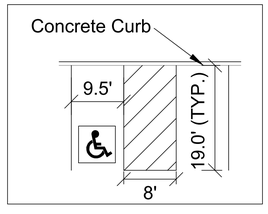
4/4 DUMPSTER ENCLOSURE DETAIL (FOR WAWA)
SCALE: NTS
NOTE:
1. INSTALLATION PER MANUFACTURERS SPECIFICATIONS.
2. SHOP DRAWING SHALL BE SUBMITTED AND APPROVED BY PRINCE GEORGE'S COUNTY, OWNER OR OWNERS AGENT, PRIOR TO CONSTRUCTION.
3. SUBJECT TO GEOTECHNICAL AND STRUCTURAL RECOMMENDATIONS BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND.
4. OR APPROVED EQUIVALENT EQUAL.



5/4 STANDARD PARKING SPACE DETAIL
SCALE: NTS



6/4 COMPACT PARKING SPACE DETAIL
SCALE: NTS



7/4 VAN ACCESSIBLE PARKING SPACE DETAIL
SCALE: NTS

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48 Hours Before Start Of Construction

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

PROFESSIONAL CERTIFICATION
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LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

REVISION	DATE
1. ADD WAWA.	05/2020
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24

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

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

BROOKS DRIVE PROPERTY

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

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	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD
RELEASE FOR
BY_____ DATE _____

DETAILED SITE PLAN
#DSP-16037-03
SITE PLAN

SCALE: 1" = 30'
JOB No. 1390A
DATE: DEC 2024
SHEET No. 4 OF 12

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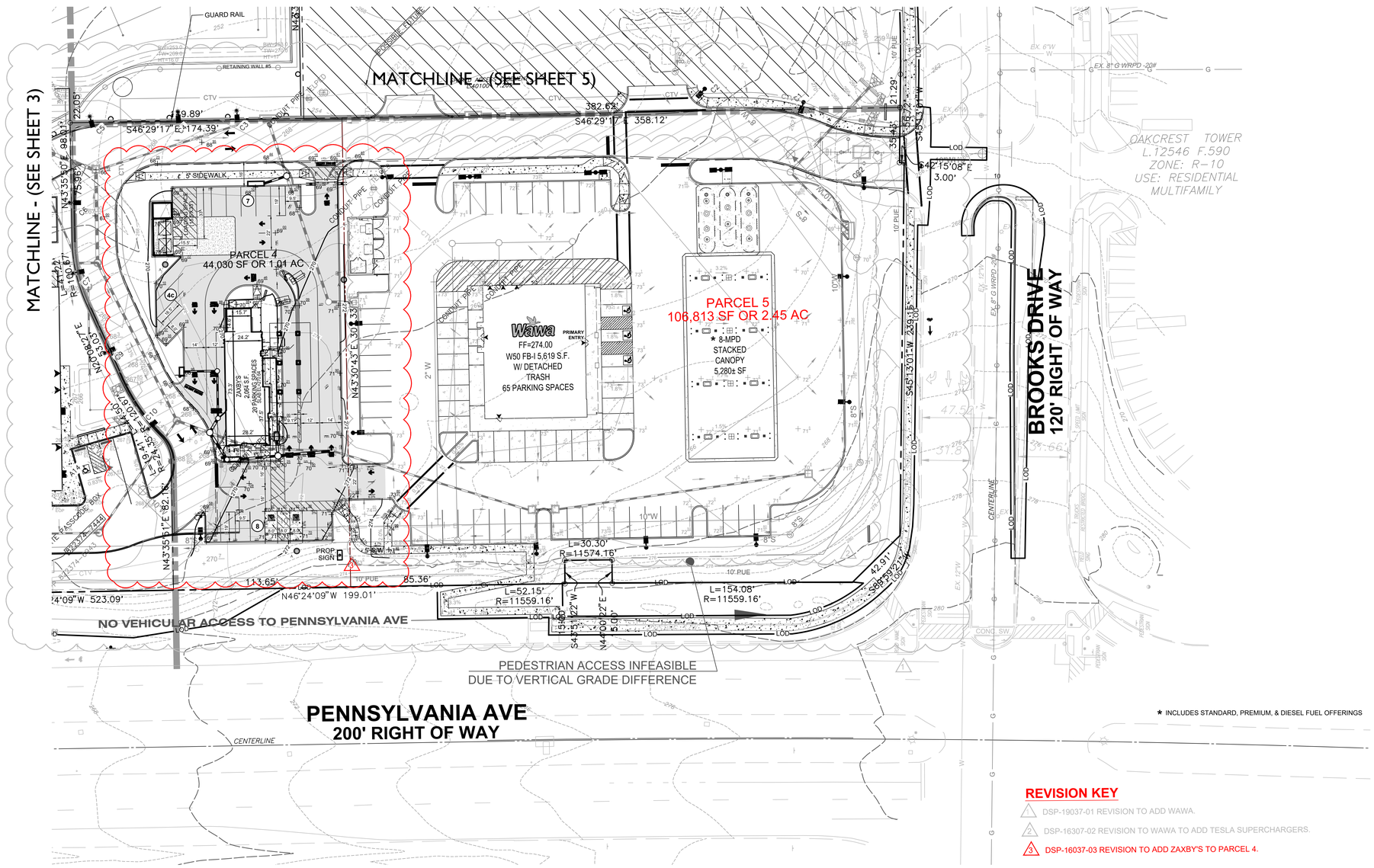
PRELIMINARY NOT FOR CONSTRUCTION

PRELIMINARY NOT FOR CONSTRUCTION



* INCLUDES STANDARD, PREMIUM, & DIESEL FUEL OFFERINGS

LEGEND:

- EX. BOUNDARY LINE
- EX. LOT LINE
- EX. ESMT
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- EX. SIDEWALK
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REVISION KEY

1. DSP-19037-01 REVISION TO ADD WAWA.
2. DSP-16307-02 REVISION TO WAWA TO ADD TESLA SUPERCHARGERS.
3. DSP-16037-03 REVISION TO ADD ZAXBY'S TO PARCEL 4.

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48 Hours Before Start Of Construction

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

PROFESSIONAL CERTIFICATION

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LICENSE NO. 32460
EXPIRATION DATE: 6/06/26

STATE OF MARYLAND — JAMES E. RODGERS — LICENSE NO. 32460 — PROFESSIONAL ENGINEER

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. ADD WAWA.	05/2020				
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022				
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24				

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

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

BROOKS DRIVE PROPERTY

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

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	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD

RELEASE FOR
BY_____ DATE ____

DETAILED SITE PLAN
#DSP-16037-03
GRADING PLAN

SCALE: 1" = 30'
JOB No. 1390A
DATE: DEC 2024
SHEET No. 4A OF 12

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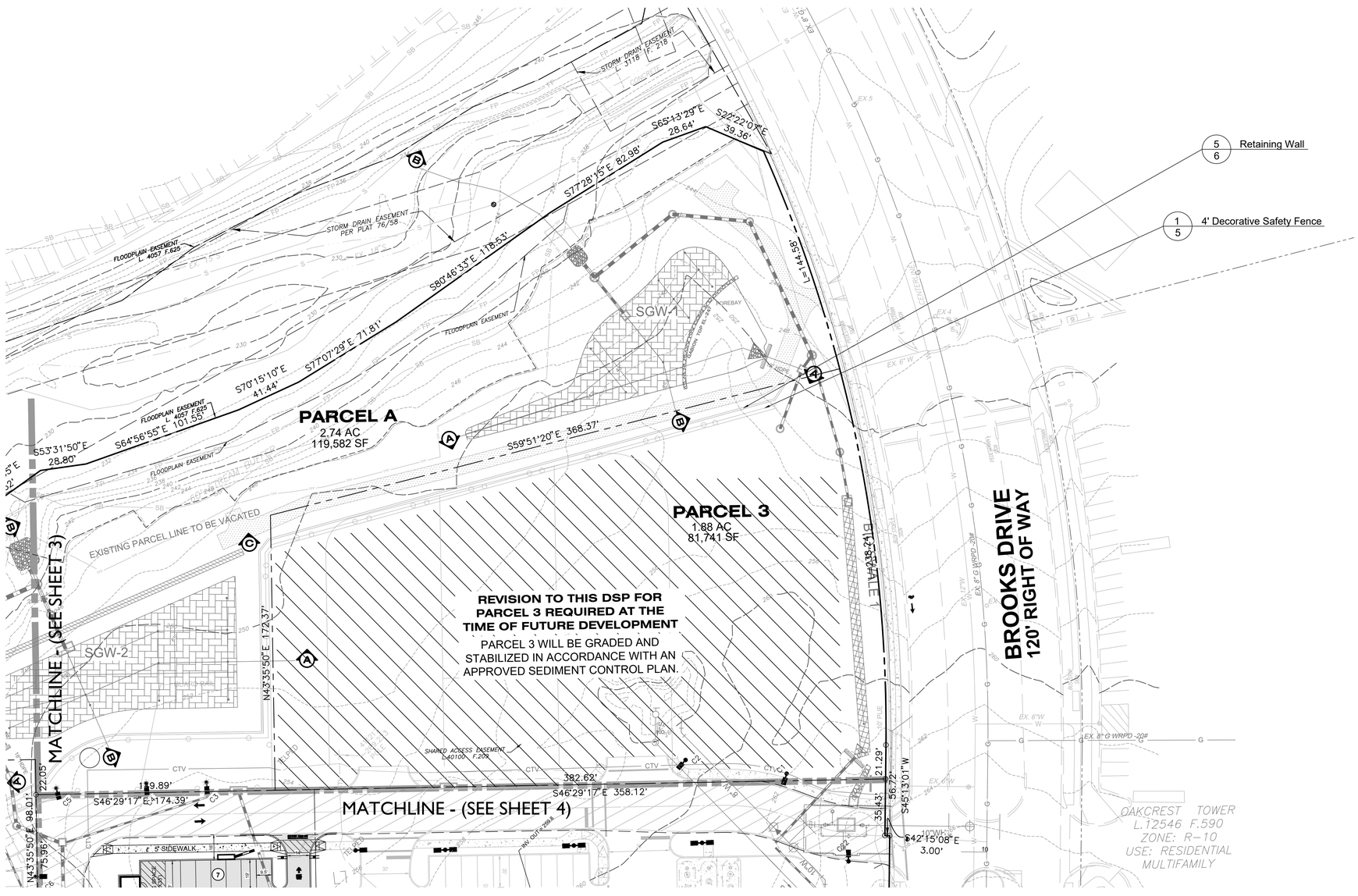
DSP-16037-03_Backup 229 of 252

PRELIMINARY NOT FOR CONSTRUCTION



LEGEND:

- EX. BOUNDARY LINE
- EX. LOT LINE
- EX. ESMT
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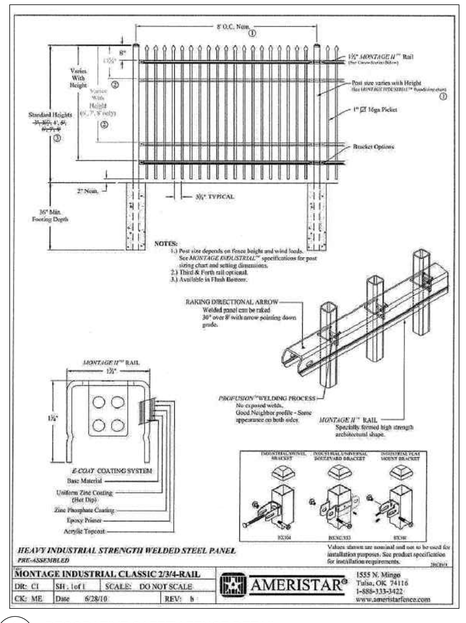

1/5 DECORATIVE SAFETY FENCE DETAIL

SCALE: NTS

NOTE:

1. COLOR: BLACK
2. INSTALLATION PER MANUFACTURERS SPECIFICATION
3. SHOP DRAWING SHALL BE SUBMITTED AND APPROVED BY PRINCE GEORGE'S COUNTY, OWNER, OR OWNERS AGENT, PRIOR TO CONSTRUCTION
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DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
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PROFESSIONAL CERTIFICATION

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LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

STATE OF MARYLAND — MICHAEL EUGENE LEWIS — PROFESSIONAL ENGINEER

REVISION	DATE	REVISION	DATE	REVISION	DATE
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RODGERS CONTACT: NAT BALLARD		

RELEASE FOR
BY_____ DATE ____

DETAILED SITE PLAN #DSP-16037-03
SITE PLAN

SCALE: 1" = 30'
JOB No. 1390A
DATE: DEC 2024
SHEET No. 5 OF 12

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DSP-16037-03_Backup 230 of 252

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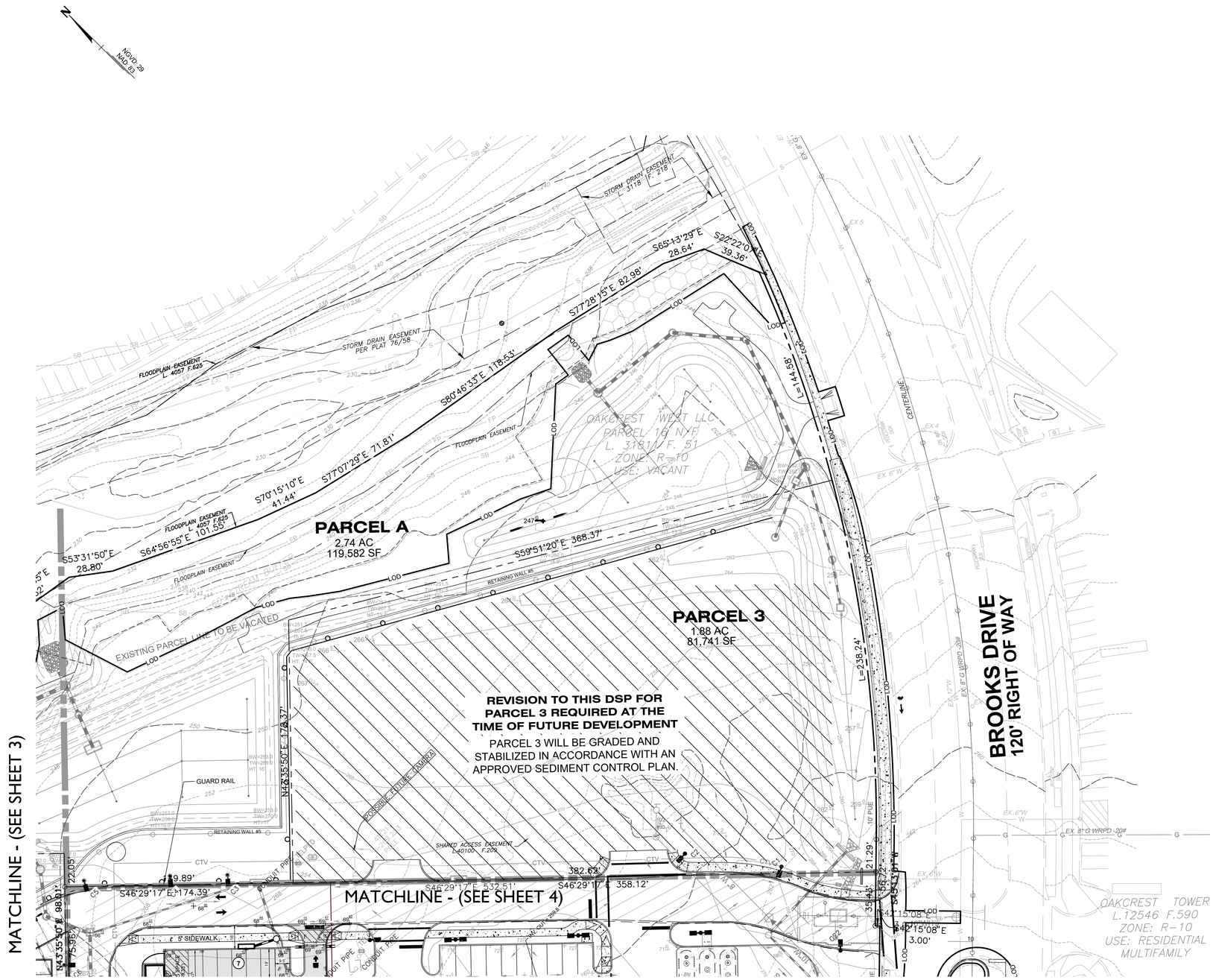

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BROOKS DRIVE PROPERTY

TAX MAP 80 GRID F1
200 FOOT MAP 203SE05
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DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

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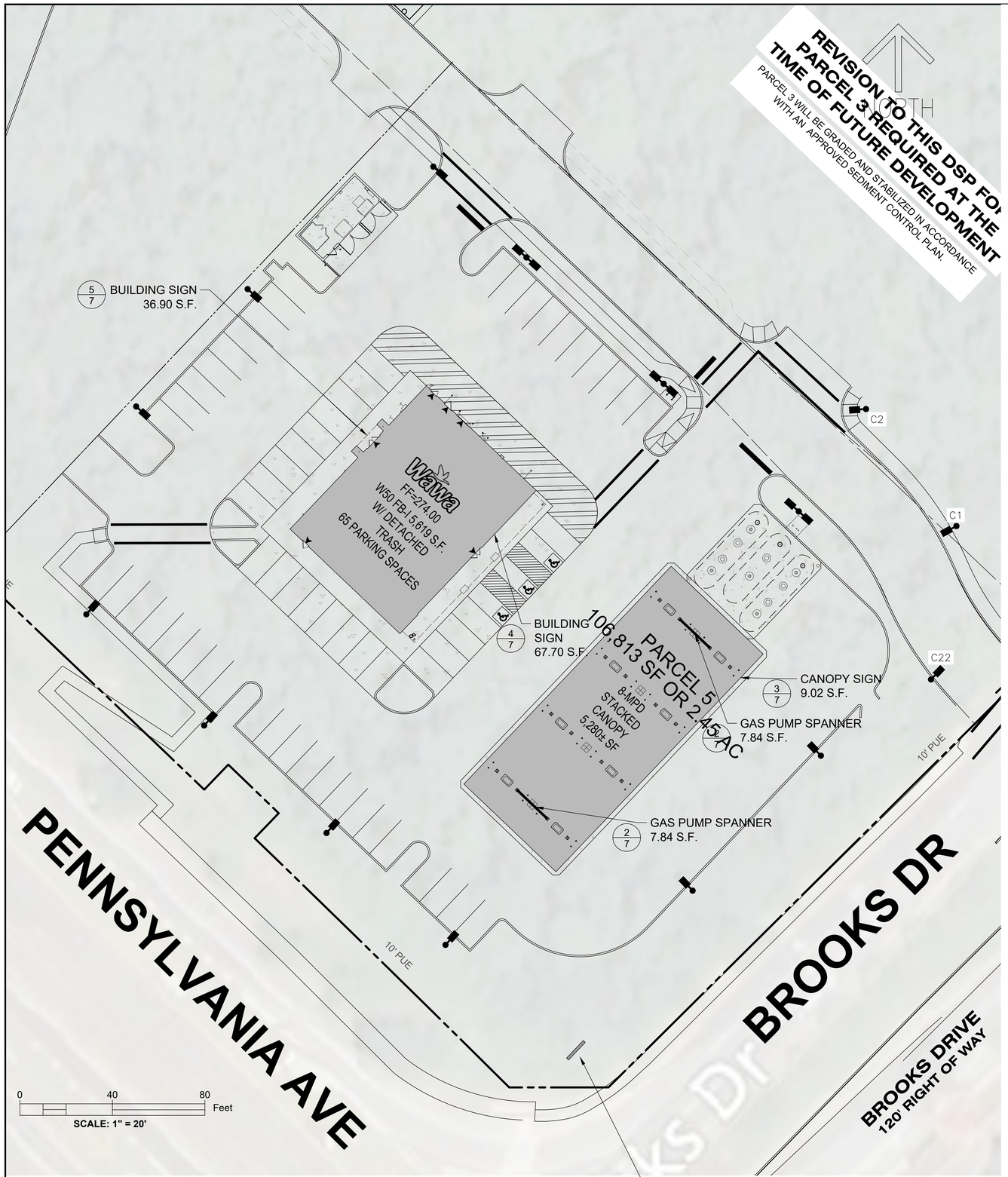
EXPIRATION DATE: 6/06/26

STATE OF MARYLAND · NATHAN A. BALLARD · PROFESSIONAL ENGINEER

DETAILED SITE PLAN #DSP-16037-03
GRADING PLAN

SCALE: 1" = 30'
JOB No. 1390A
DATE: DEC 2024
SHEET No. 5A OF 12

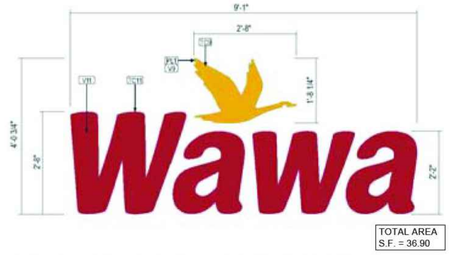
C:\ACC\ACCDocs\Rodgers Consulting\PG-Brooks Drive\Project Files\autocad\Plot Plans\DSP - Update\1-5 GP.dwg
DSP-16037-03_Backup 231 of 262



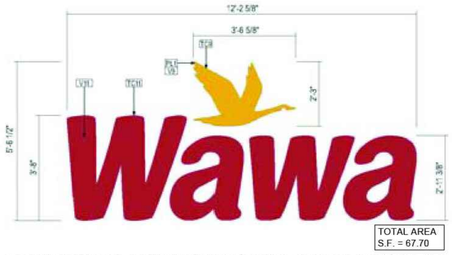
NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

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

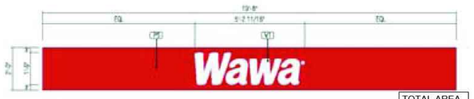
WAWA SIGNAGE CHART		
BUILDING MOUNTED SIGNS		
ON BUILDING		
QUANTITY	SIZE	TYPE
1	67.70 S.F.	Internally illuminated red translucent acrylic letters with gold goose logo above pinned off east wall above main entrance
1	36.90 S.F.	Internally illuminated red translucent acrylic letters with gold goose logo above pinned off west wall above rear entrance
ON GAS PUMP CANOPY		
QUANTITY	SIZE	TYPE
1	9.02 S.F.	Internally illuminated red translucent acrylic letters with internally illuminated white goose logo on eastern canopy face
UNDER GAS PUMP CANOPY		
QUANTITY	SIZE	TYPE
2 (Double-sided)	7.84 S.F.	Externally illuminated white Wawa logo painted on red aluminum panels mounted between canopy columns
FREE STANDING SIGNS		
QUANTITY	SIZE	TYPE
1	46.87 S.F.	Wawa Pylon Sign



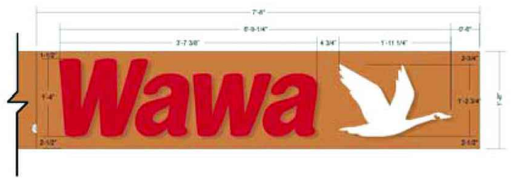
5/7 PROPOSED 32" INDIVIDUAL ILLUMINATED CHANNEL LETTERS & LOGO
N.T.S.



4/7 PROPOSED 44" INDIVIDUAL ILLUMINATED CHANNEL LETTERS & LOGO
N.T.S.

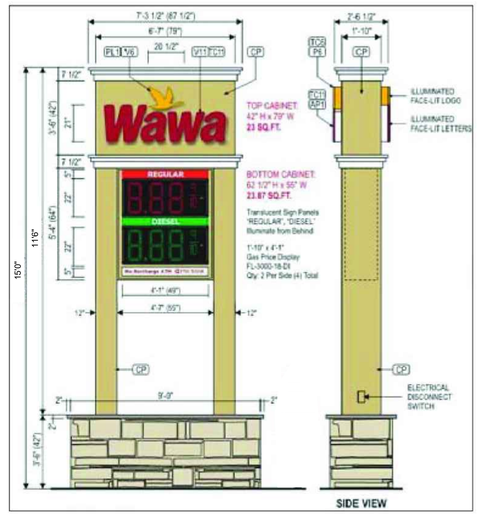


2/7 PROPOSED GAS PUMP SPANNER (STACKED PUMPS)
NTS



TOTAL AREA = 9.02 S.F.

3/7 PROPOSED SELF CONTAINED FLUSH MOUNT CANOPY SIGN
NTS



TOTAL AREA = 46.87 S.F.

(P-50)-2 PRODUCT-18"
PROPOSED DOUBLE FACED INTERNALLY ILLUMINATED WAWA FREESTANDING PYLON SIGN W/L.E.D. PRICE CHANGER
NTS

1/7 WAWA MONUMENT SIGN
SCALE: NTS

PROFESSIONAL CERTIFICATION

"I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND."

LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

STATE OF MARYLAND — CHRISTOPHER J. RODGERS — PROFESSIONAL ENGINEER

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

PRELIMINARY NOT FOR CONSTRUCTION

REVISION	DATE
1. ADD WAWA.	05/2020
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24

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

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

BROOKS DRIVE PROPERTY

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

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

	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD
RELEASE FOR
BY_____ DATE _____

DETAILED SITE PLAN #DSP-16037-03 NOTES AND DETAILS

SCALE: Varies
JOB No. 1390A
DATE: DEC 2024
SHEET No. 6 OF 12

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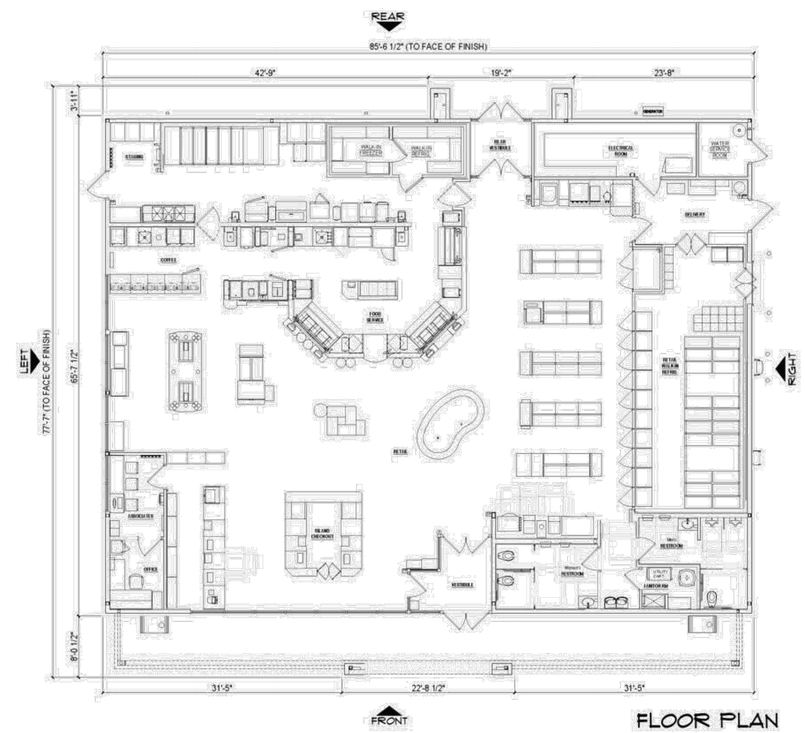
DSP-16037-02_SDAD02 2:28 M 2/24

RIGHT (NORTH) ELEVATION

FRONT (EAST) ELEVATION (BROOKS DR.)

REAR (WEST) ELEVATION

LEFT (SOUTH) ELEVATION (PENNSYLVANIA AVE.)



FLOOR PLAN

NOTE:
SIGNAGE IS SHOWN FOR REFERENCE ONLY
SEPARATE PERMIT REQUIRED.

Cuhaci & Peterson
Architects Engineers Planners

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

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

Pennsylvania Ave & Brooks Dr; Capitol Heights, MD
Exhibit B-2, sheet 1 of 2

PROFESSIONAL CERTIFICATION

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LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

STATE OF MARYLAND — JOSEPH M. CUHACI — No. 32490 — PROFESSIONAL ENGINEER

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

REVISION	DATE
1. ADD WAWA.	05/2020
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24

REVISION	DATE	REVISION	DATE

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

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

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

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

RELEASE FOR
BY_____ DATE ____

DETAILED SITE PLAN
#DSP-16037-03
NOTES AND DETAILS

SCALE: Varies
JOB No. 1390A
DATE: DEC 2024
SHEET No. 7 OF 12

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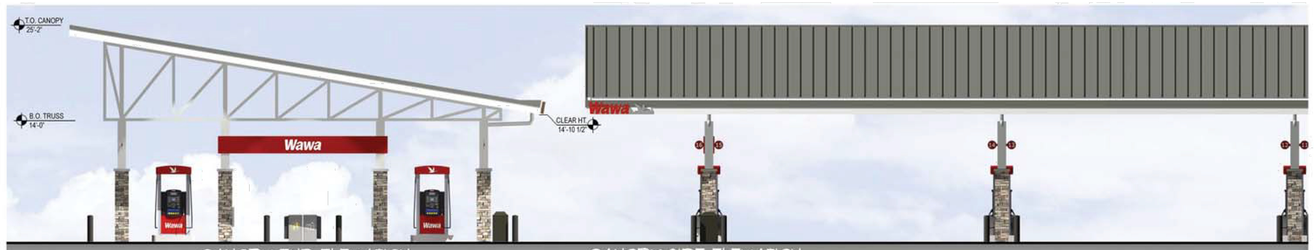
Plot Date: 12/18/2024 2:16:24PM

PRELIMINARY NOT FOR CONSTRUCTION

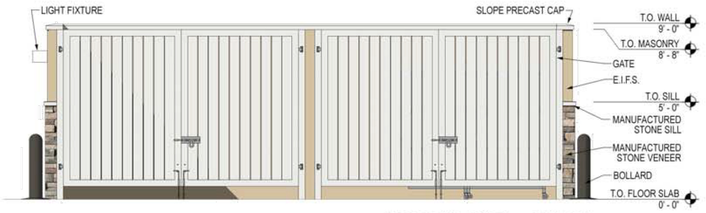


CANOPY END ELEVATION

CANOPY SIDE ELEVATION

CANOPY PERSPECTIVE VIEW

The Wawa fuel canopy is a registered service mark in the U.S. Patent and Trademark Office. The fuel canopy, as well as Wawa's brand names, slogans, logos, service marks, and other trademarks of Wawa's goods, services, and promotions belong exclusively to Wawa, Inc. and/or, Wild Goose Holding Co., Inc. and are protected from copying and simulation under national and international trademark and copyright laws and treaties throughout the world.



FRONT ELEVATION

RIGHT ELEVATION

LEFT ELEVATION

REAR ELEVATION

Metal Door	Trim	EIFS 'A'	Quality Stone
Benjamin Moore	James Hardie	Dryvit	Ohio Drystack
White Diamond	Arctic White	Wawa011030	Provence
BM 2121-60	JH10-20		

Cuhaci & Peterson
Architects Engineers Planners

Pennsylvania Ave & Brooks Dr; Capitol Heights, MD
Exhibit B-2, sheet 2 of 2

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48 Hours Before Start Of Construction

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

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EXPIRATION DATE: 6/06/26

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3. ADD ZAXBY'S TO PARCEL 4.	12/13/24				

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SUITE 200
Alexandria, VA 22314-2658

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

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

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

RELEASE FOR
BY _____ DATE _____

DETAILED SITE PLAN
#DSP-16037-03
NOTES AND DETAILS

SCALE: Varies
JOB No. 1390A
DATE: DEC 2024
SHEET No. 8 OF 12

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DSP-16037-03_BOA.pdf 23a of 252

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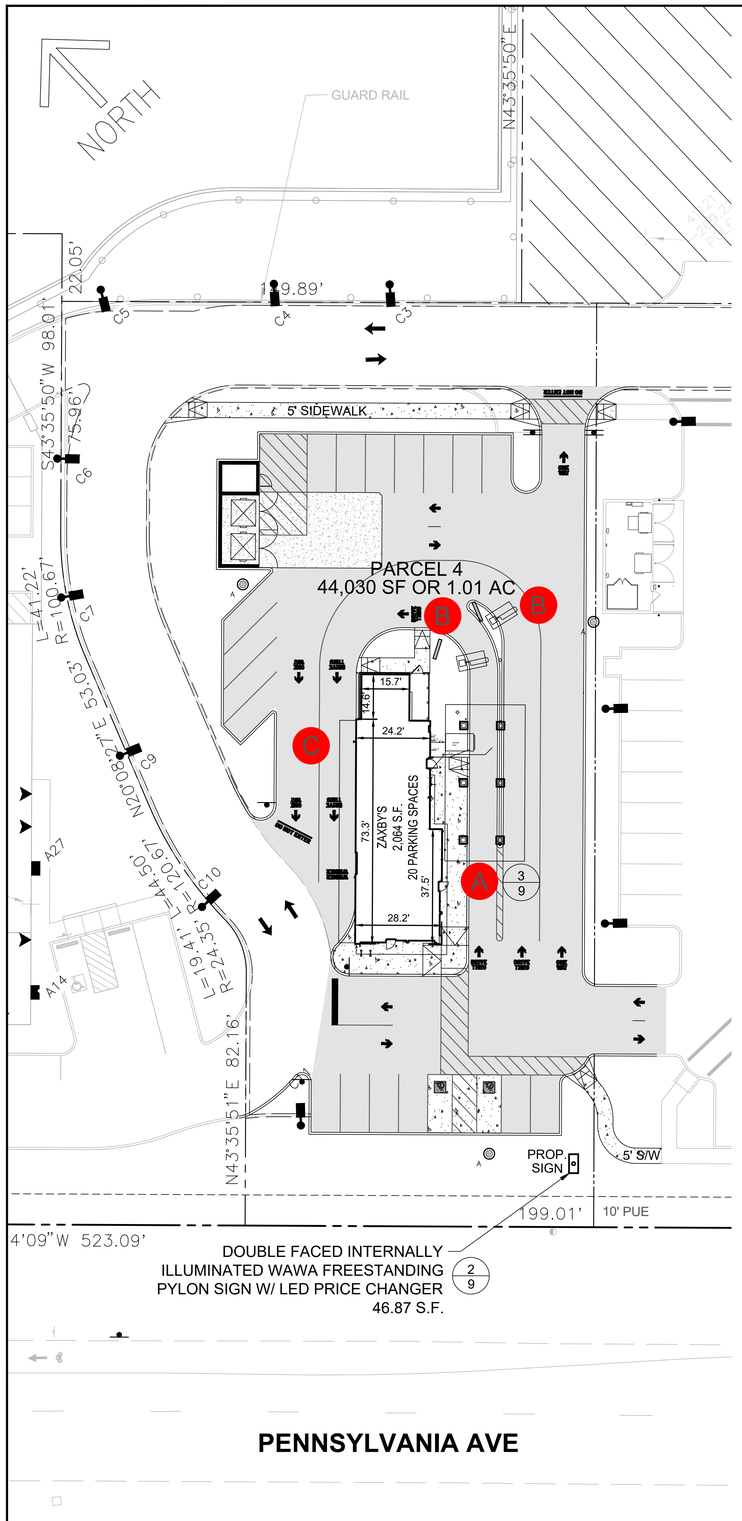


NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

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

0 40 80 Feet

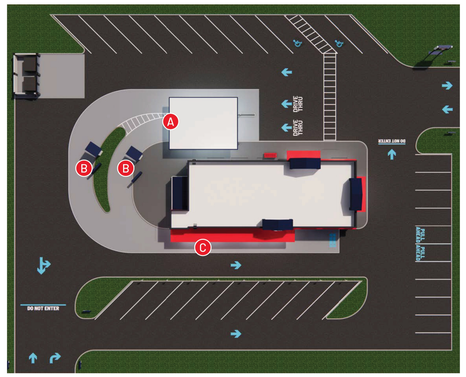
SCALE: 1" = 20'

CANOPY BEST PRACTICES

ZAXBYS

SITE KEY:

- A LINEBUSTING CANOPY
- B ORDER POINT CANOPIES
- C DRIVE-THRU EXTENDED CANOPY



A

LINEBUSTING CANOPY

B

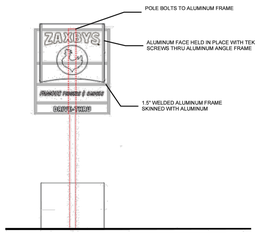
ORDER POINT CANOPIES

C

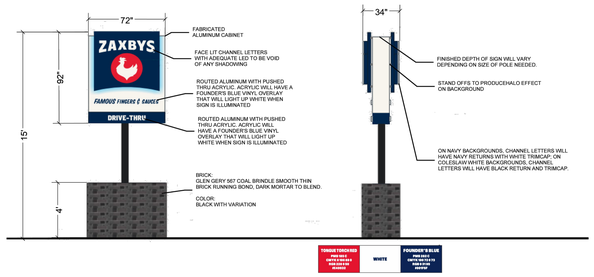
DRIVE-THRU EXTENDED CANOPY

ZAXBYS NEW BUILD GUIDELINES SITE PLAN SCOPE DETAILS 29

1/9 ZAXBYS DETAILS
SCALE: NTS



SIGN AREA= 46 SQUARE FEET PER SIDE



2/9 ZAXBYS DOUBLE SIDED MONUMENT SIGN
SCALE: NTS
Base Height= 4'-0"
Sign Height= 7'-8"
Total Height= 15'-0"
Lighting: Internal

CANOPY DETAILS

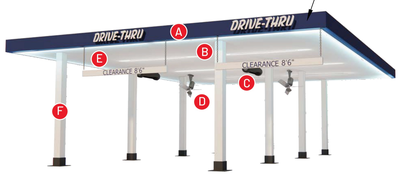
ZAXBYS

CANOPY ELEMENTS:

- A METAL FAUX I-BEAM FASCIA IN TONGUE TORCH RED WITH SCUPPERS
- B RECESSED LIGHTING
- C ELECTRIC EXTERIOR HEATER
- D MOUNTED FAN
- E ROOF DECKING
- F COLUMNS WITH EXTERIOR PAINT IN COLESLAW WHITE

DUAL LANE LINE BUSTING CANOPY:

2/10 DRIVE-THRU SIGN



ZAXBYS NEW BUILD GUIDELINES SITE PLAN SCOPE DETAILS 31

3/9 ZAXBYS DUAL CANOPY DETAILS
SCALE: NTS

ZAXBYS SIGNAGE CHART				
BUILDING MOUNTED SIGNS				
ON BUILDING				
QUANTITY	SIZE PER SIGN (SQ. FT.)	SIGN AREA (50% of SIZE) (SQ.FT.)	PROVIDED AREA TOTAL (SQ.FT.)	TYPE
1	115.11	57.56	57.56	Zaxbys "Z" (detail 1/10 A) Vinyl lettering
1	5	2.5	2.5	"Let's Get Saucy" (detail 1/10 B) Vinyl lettering
1	9.49	4.75	4.75	Zaxbys Drive-Thru (detail 2/10) Vinyl lettering
1	29	14.5	14.5	"Zaxbys" Building Mounted Signage (detail 3/10) Backlit
1	24.20	N/A	24.20	Zaxbys Rooster Building Mounted Signage (detail 4/10) Backlit
1	39.17	19.59	19.59	"Famous Fingerz & Sauces" Building Mounted Signage (detail 5/10) Backlit
FREE STANDING SIGNS				
QUANTITY	SIZE			TYPE
1	46 (each side)	N/A	92	Zaxbys Monument Sign (detail 2/9) Internally Lit
DIRECTIONAL SIGNS				
QUANTITY	SIZE			TYPE
3	2.083 each	N/A	6.25	Zaxbys Directional Sign E (detail 3/11) Internally Lit
4	3.125 eash	N/A	12.5	Zaxbys Directional Sign F (detail 3/11) Internally Lit

PRELIMINARY NOT FOR CONSTRUCTION

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LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

STATE OF MARYLAND · CHARLES W. RODGERS · No. 32490 · PROFESSIONAL ENGINEER

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. ADD WAWA.	05/2020				
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022				
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24				

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

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

BROOKS DRIVE PROPERTY

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

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

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

RELEASE FOR
BY_____ DATE _____

DETAILED SITE PLAN #DSP-16037-03 NOTES AND DETAILS

SCALE: Varies
JOB No. 1390A
DATE: DEC 2024
SHEET No. 9 OF 12

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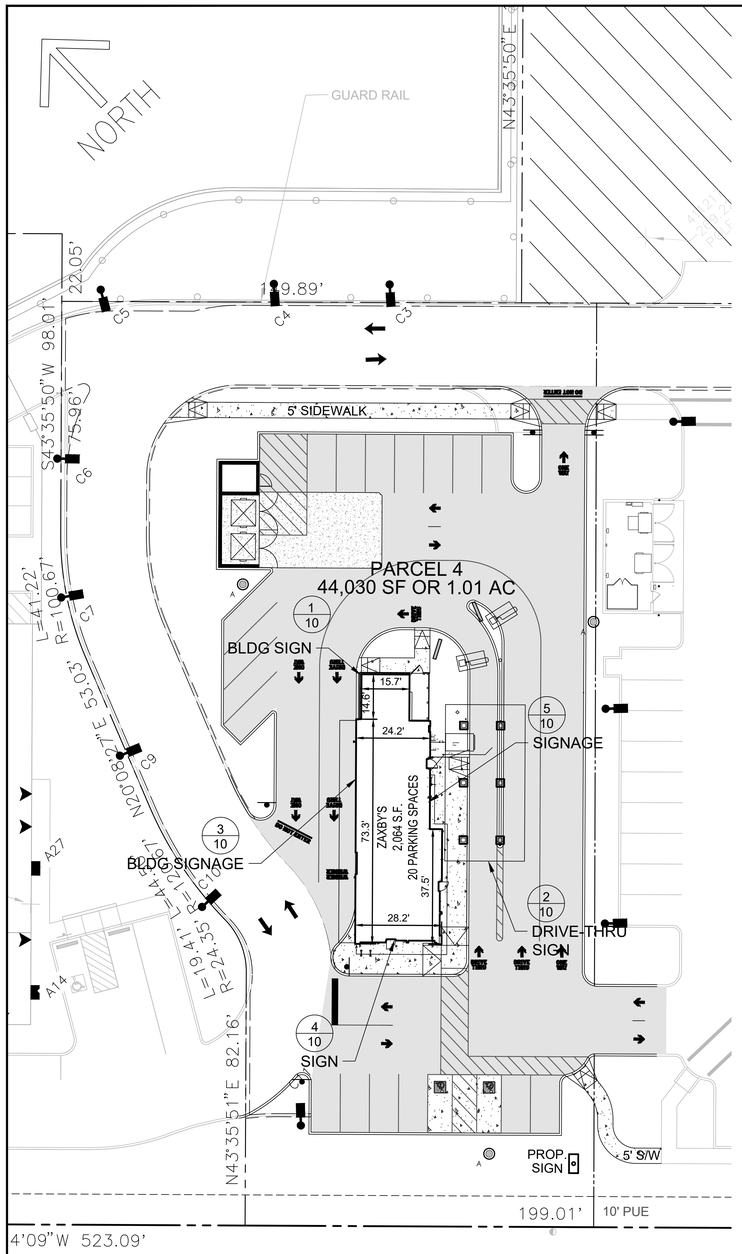


PENNSYLVANIA AVE

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

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

0 40 80 Feet

SCALE: 1" = 20'

SITE ELEMENTS

BUILDING SIGNAGE CONT'D.

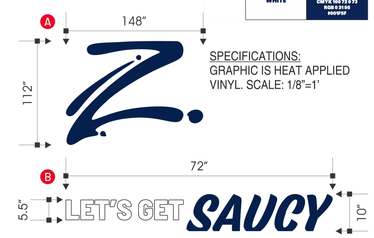
STANCHION MOUNTED SIGNAGE:

DRIVE-THRU ONLY

SIGNAGE LEGEND:

- A APPLIED TO STANDING SEAM METAL
- B APPLIED TO METAL CANOPY

WHITE	FOUNDER'S BLUE PMS 2935 C CMYK 91/52/0/13 RGB 0/85/169 #0055a9



SPECIFICATIONS:
GRAPHIC IS HEAT APPLIED VINYL. SCALE: 1/8"=1'

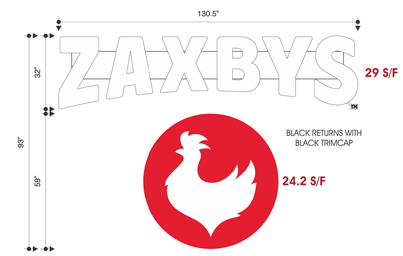
SPECIFICATIONS:
VINYL GRAPHICS

1/10 ZAXBYS BUILDING SIGNAGE
SCALE: NTS

SPECIFICATIONS:
WHITE VINYL GRAPHICS

2/10 ZAXBYS DRIVE THROUGH SIGN
SCALE: NTS

CHANNEL LETTERING SIGNAGE:



TONGUE TORCH RED PMS 185 C CMYK 0/100/81/0 RGB 255/0/45 #ff002d	WHITE

ELECTRICAL NOTES

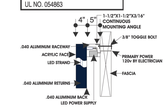
(81) MODULES WHITE LED -(56 WATT)

(1) 60W-12V LED DRIVER1.2 AMPS

120V/1.2 AMPS

INPUT: #12 WIRE / 20 AMP CIRCUIT / 120V ENCASED IN MC CABLE PER BUILDING ELECTRICAL PLANS

UL NO. 054863



MOUNTING DETAIL:
TBD UNTIL BUILDING PLANS HAVE BEEN REVIEWED

NOTES:
-RACEWAY IS COLESLAW WHITE
-LETTERING & LOGO WILL HAVE BLACK RETURNS AND BLACK TRIMCAP
-LOGO IS 59" INSTEAD OF 60" SO ONLY 1 PIECE OF MATERIAL IS NEEDED.

4/10 ZAXBYS SIGN
SCALE: NTS

SITE ELEMENTS

BACKLIT SPECIALTY SIGNAGE

MOUNTED SIGNAGE:

DRIVE-THRU ONLY

SIGNAGE LEGEND:

- A APPLIED TO APPLIED TO STANDING SEAM METAL, STUD MOUNTED TO FACADE

SPECIFICATIONS:
ROUTED SINTRA WITH PRINTED VINYL GRAPHICS. PANEL IS STUD MOUNTED TO FACADE.

SPECIFICATIONS:
ROUTED SINTRA WITH PRINTED VINYL GRAPHICS. PANELS ARE MOUNTED VIA STAND OFFS AND WILL HAVE HALO BACKLIGHTING

3/10 ZAXBYS MENU BOARD SIGNAGE (SAUCE FLAVORS)
SCALE: NTS

SPECIFICATIONS:
4" DEEP FABRICATED METAL LETTERS. FACES ARE PAINTED TONGUE TORCH RED AND FOUNDER'S BLUE, RETURNS ARE PAINTED FOUNDER'S BLUE.

5/10 ZAXBYS SIGNAGE
SCALE: NTS

PROFESSIONAL CERTIFICATION

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STATE OF MARYLAND — CHARLES A. RODGERS — No. 32490 — PROFESSIONAL ENGINEER

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

REVISION	DATE
1. ADD WAWA.	05/2020
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24

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ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

BROOKS DRIVE PROPERTY

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

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

	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD

RELEASE FOR
BY_____ DATE____

DETAILED SITE PLAN #DSP-16037-03 NOTES AND DETAILS

SCALE: Varies
JOB No. 1390A
DATE: DEC 2024
SHEET No. 10 OF 12

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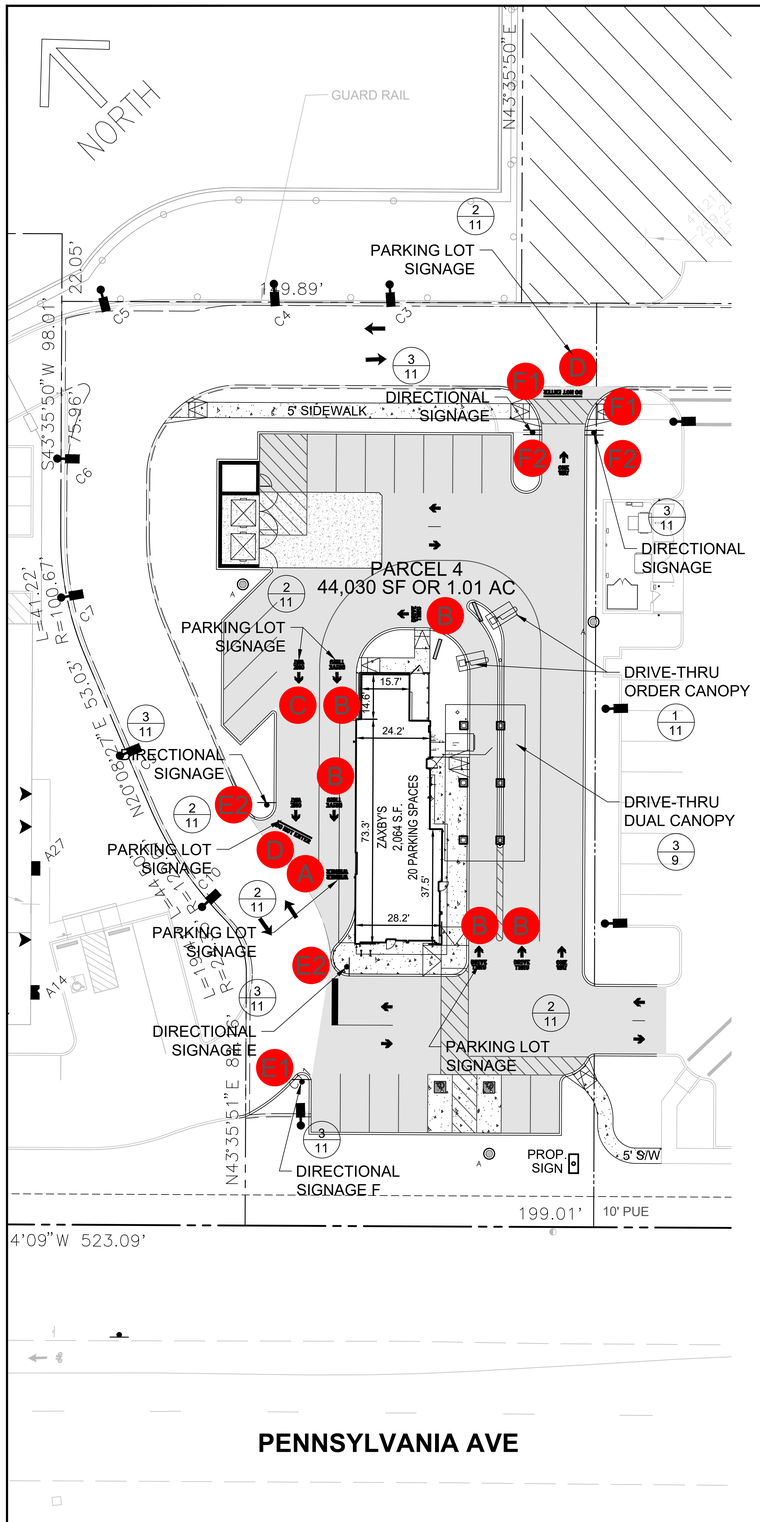

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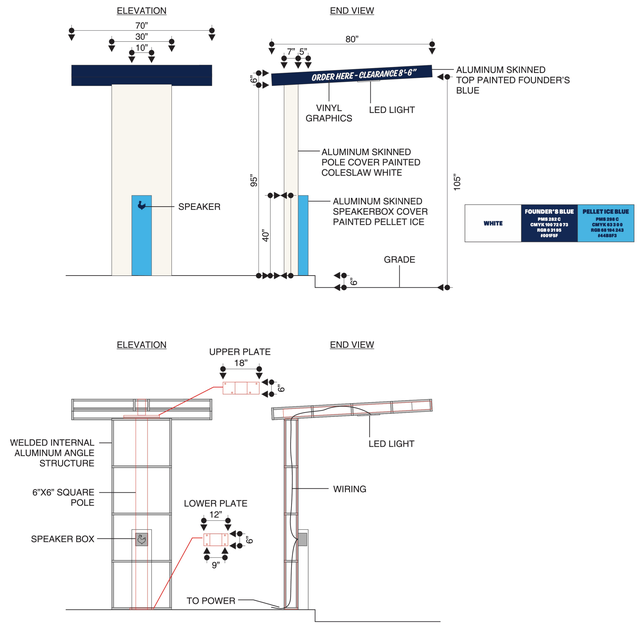
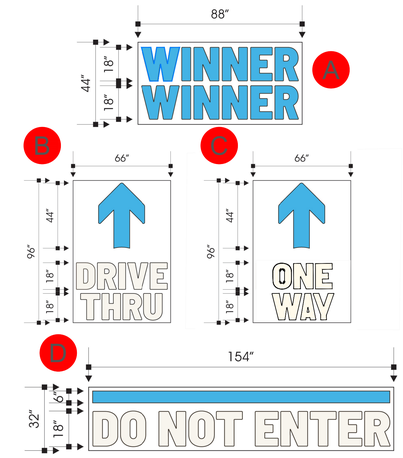


1/11 ZAXBYS DETAILS
SCALE: NTS

PARKING LOT STRIPING:



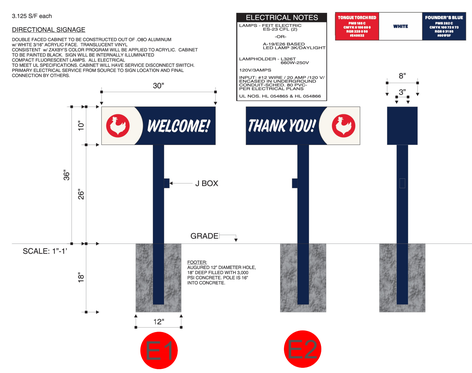
2/11 ZAXBYS PARKING LOT STRIPING
SCALE: NTS

SITE ELEMENTS

SITE SIGNAGE CONT'D.

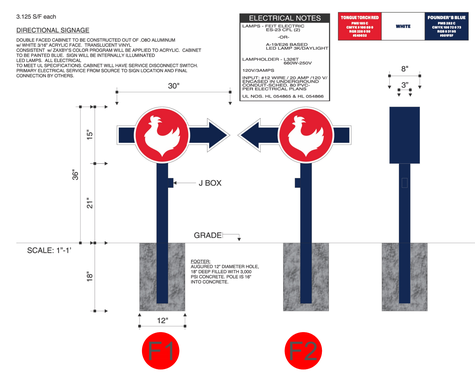
DIRECTIONAL SIGNAGE:

3.125 SQUARE FOOT



DIRECTIONAL SIGNAGE:

3.125 SQUARE FOOT



3/11 ZAXBYS DIRECTIONAL SIGNAGE
SCALE: NTS

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

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

0 40 80 Feet
SCALE: 1" = 20'

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

PROFESSIONAL CERTIFICATION
"I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND."
LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. ADD WAWA.	05/2020				
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022				
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24				

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

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

BROOKS DRIVE PROPERTY

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

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	BY	DATE
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DESIGNED		
DRAWN		
REVIEWED		
RODGERS CONTACT: NAT BALLARD		

RELEASE FOR
BY_____ DATE ____

DETAILED SITE PLAN #DSP-16037-03 NOTES AND DETAILS

SCALE: Varies
JOB No. 1390A
DATE: DEC 2024
SHEET No. 11 OF 12

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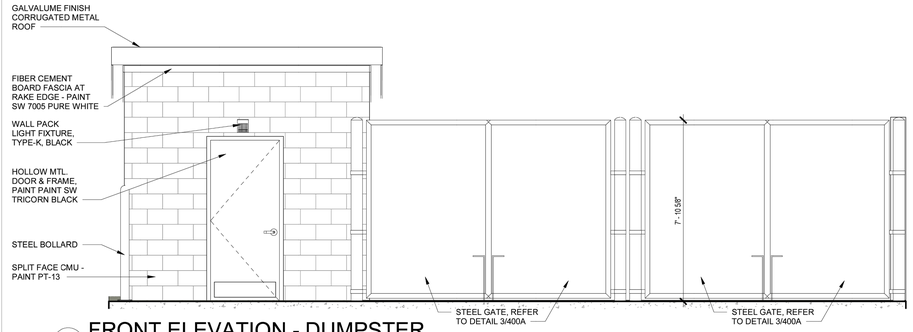
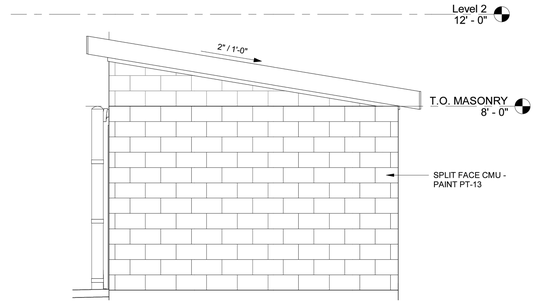
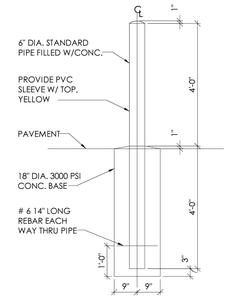
PRELIMINARY NOT FOR CONSTRUCTION



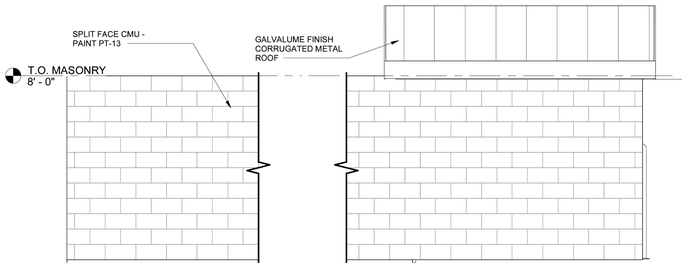
10 FRONT ELEVATION - DUMPSTER



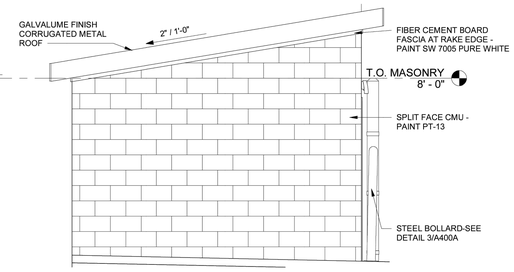
9 RIGHT ELEVATION - DUMPSTER



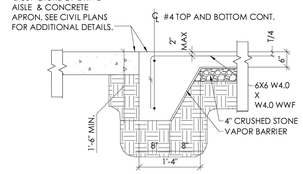
8 BOLLARD DETAIL



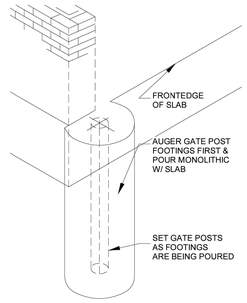
7 REAR ELEVATION - DUMPSTER



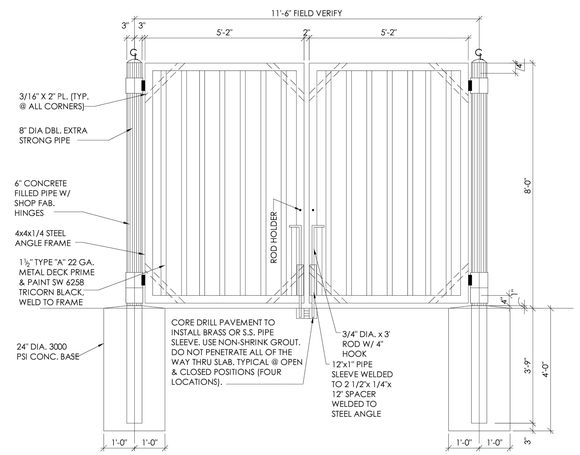
6 LEFT ELEVATION - DUMPSTER
SCALE: 3/8" = 1'-0"



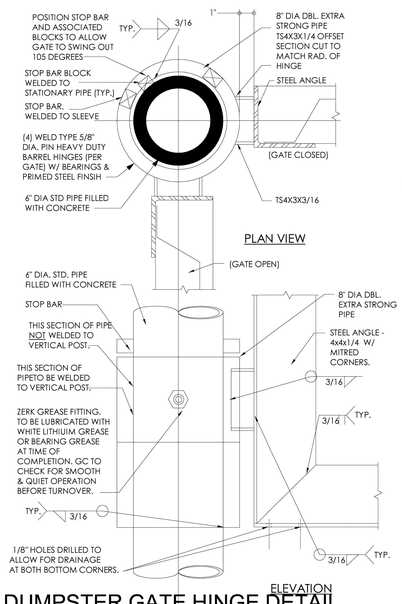
5 ENCLOSURE SLAB EDGE



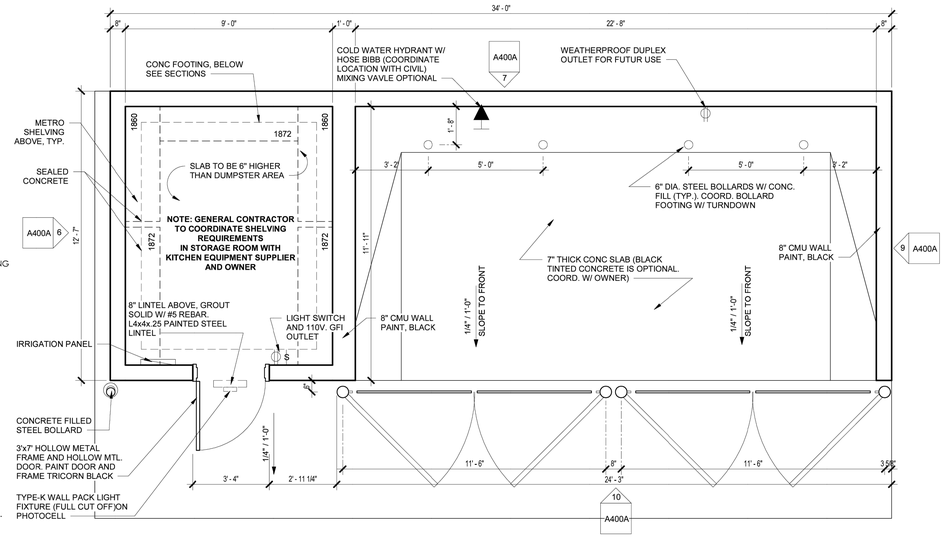
4 DUMPSTER GATE POST FOOTAGE



3 DUMPSTER ENCLOSURE GATE DETAIL



DUMPSTER GATE HINGE DETAIL
MENU BOARD SIGNAGE



1 Floor Plan - Trash Enlosure Alt
SCALE: 3/8" = 1'-0"

CORE STATES GROUP
1315 Walnut St
Suite 600
Philadelphia, PA 19107
215.609.4609
www.core-states.com

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PC #:
ENTITY #:
PROJECT #:

Zaxby's Franchising
ZAXBY'S PROTOTYPE
123 anyplace street
Anytown USA
30-SEAT WOOD

ZAXBYS

DRAWING ISSUE

NO	REVISION DESCRIPTION	DATE
3	PROTOTYPE ISSUANCE	04/23/2025
2	PROTOTYPE REVISIONS	03/10/2025
1	PROTOTYPE ISSUANCE	12/11/2024

Drawing Title
DUMPSTER ENCLOSURE WITH STORAGE

A400A

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

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

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LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

STATE OF MARYLAND — JOSEPH M. RODGERS — No. 32490 — PROFESSIONAL ENGINEER

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

REVISION	DATE
1. ADD WAWA.	05/2020
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24

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

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

BROOKS DRIVE PROPERTY

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

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

	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD
RELEASE FOR
BY_____ DATE _____

DETAILED SITE PLAN #DSP-16037-03 NOTES AND DETAILS

SCALE: As Shown
JOB No. 1390A
DATE: DEC 2024
SHEET No. 12 OF 12

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LANDSCAPE PLAN FOR DSP-16037-03

BROOKS DRIVE PROPERTY

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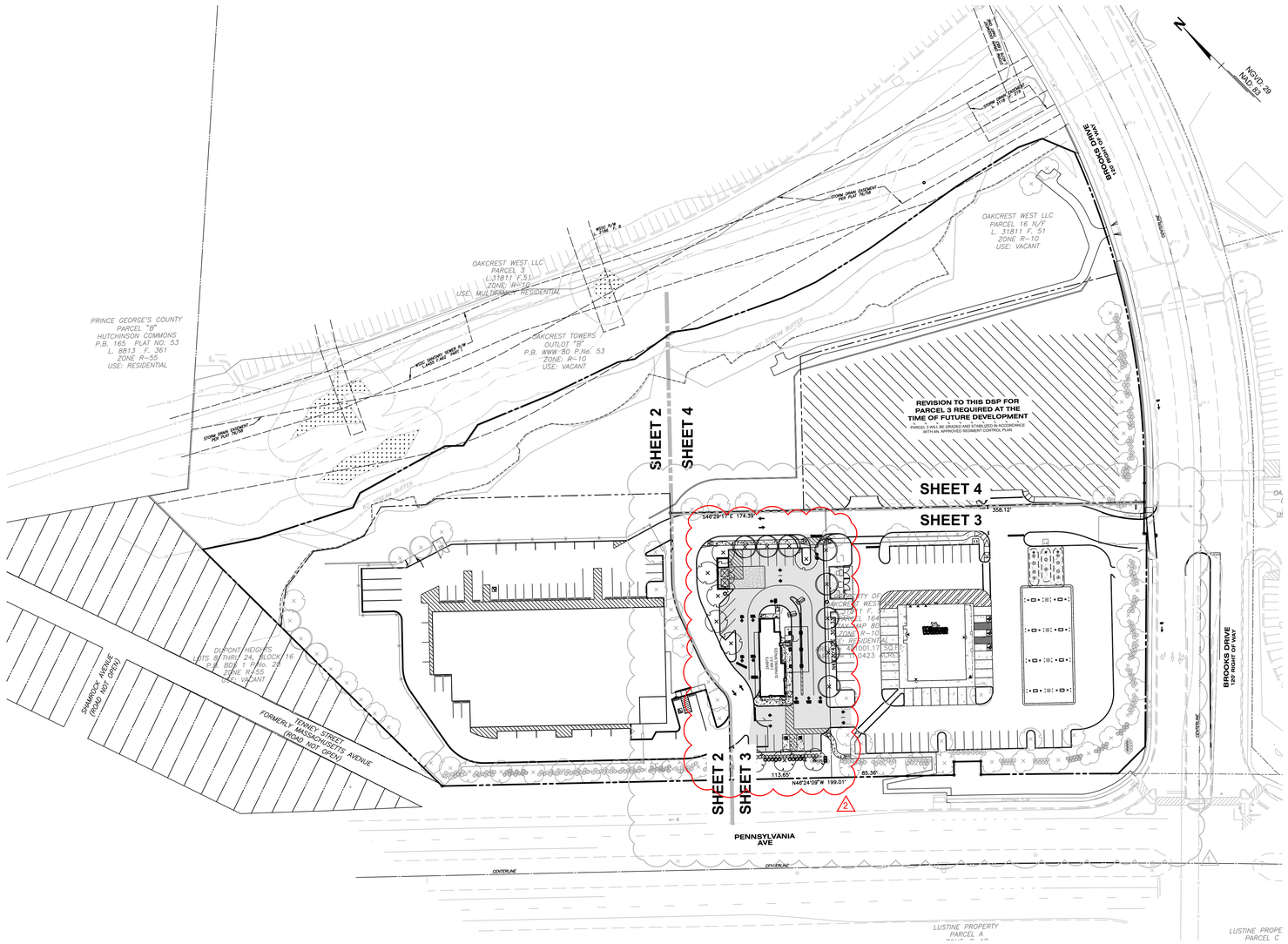

VICINITY MAP

1" = 2000'

Sheet Index

Sheet Number	Sheet Title
1	COVER SHEET
2	LSP
3	LSP
4	LSP
5	LANDSCAPE SCHEDULES
6	LANDSCAPE DETAILS
7	PHOTOMETRIC PLAN - ZAXBY'S
8	PHOTOMETRIC DETAILS - ZAXBY'S

LEGEND:

- EX. BOUNDARY LINE
- EX. LOT LINE
- EX. ESMT
- EX. BLDG
- EX. SIDEWALK
- EX. 10' CONTOUR LINE
- EX. 2' CONTOUR LINE
- EX. TREES
- EX. WATER
- EX. SEWER
- EX. STORM DRAIN
- EX. WETLAND
- EX. WETLAND BUFFER
- EX. STREAM
- EX. STREAM BUFFER
- EX. FLOODPLAIN
- EX. POND
- EX. PRIMARY MGMT AREA
- PR. R.O.W.
- PR. LOT LINE
- PR. BLDG
- PR. SIDEWALK
- PR. PARKING STRIPING
- PR. FACE OF CURB
- PR. BACK OF CURB
- PR. ROAD PAVEMENT
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- PR. PUE
- PR. WOOD FENCE
- PR. ORNAMENTAL FENCE
- WETLAND
- PR. SHADE TREE
- PR. EVERGREEN TREE
- PR. ORNAMENTAL TREE
- PR. SHRUBS

GRAPHIC SCALE

60' 0 30' 60' 120' 240'

1 INCH = 60 FT

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

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

REVISION KEY

△1 ADDED PARCEL LINE TO CREATE PARCELS 4 AND 5.

△2 ADDED ZAXBY'S DESIGN TO PARCEL 4.

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

PROFESSIONAL CERTIFICATION

"I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND."

LICENSE NO. 3662
EXPIRATION DATE: 04/08/26

STATE OF MARYLAND — STATE TECHNICAL MANUAL — LANDSCAPE ARCHITECT — 3662

June 18, 2025

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. ADD PARCEL LINE TO CREATE PARCELS 4 & 5.	1/24/23				
2. INCLUDE ZAXBY'S DESIGN TO PARCEL 4.	12/13/24				

Applicant:

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

BROOKS DRIVE PROPERTY

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

RODGERS CONSULTING

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Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD

RELEASE FOR

BY_____ DATE ____

LANDSCAPE PLAN
DSP-16037-03
COVER SHEET

SCALE: 1" = 60'
JOB No. 1390A
DATE: OCT 2019
SHEET No. 1 OF 8

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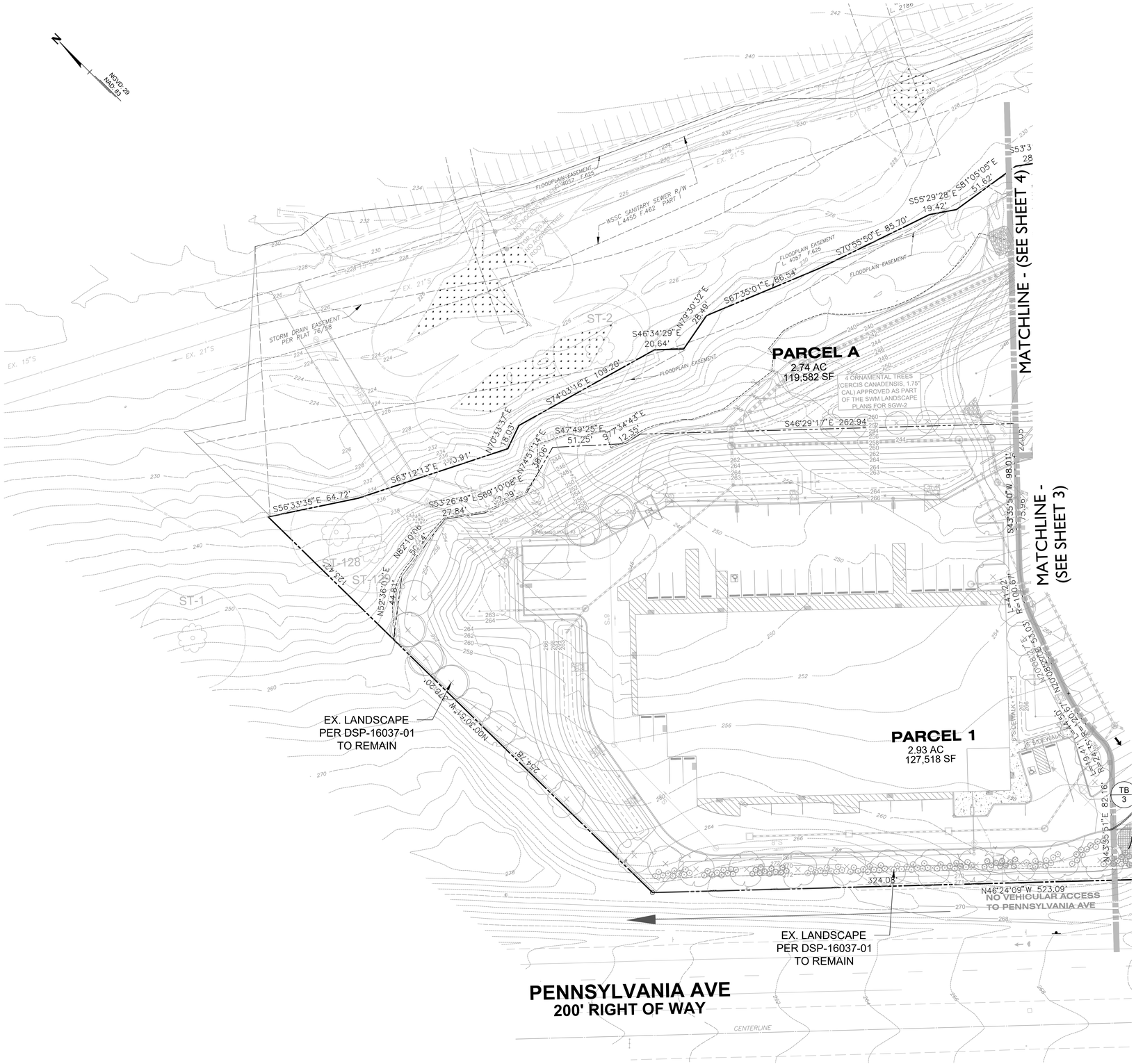

LEGEND:

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GRAPHIC SCALE

30' 0 15' 30' 60' 120'

1 INCH = 30 FT

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

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LICENSE NO. 3662
EXPIRATION DATE: 04/08/26

STATE OF MARYLAND — NATHAN BALLARD — LICENSED PROFESSIONAL LANDSCAPE ARCHITECT

June 18, 2025

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300 N Lee St
SUITE 200
Alexandria, VA 22314-2658

BROOKS DRIVE PROPERTY

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

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

RELEASE FOR
BY_____ DATE ____

LANDSCAPE PLAN
DSP-16037-03

SCALE: 1" = 30'
JOB No. 1390A
DATE: OCT 2019
SHEET No. 2 OF 8

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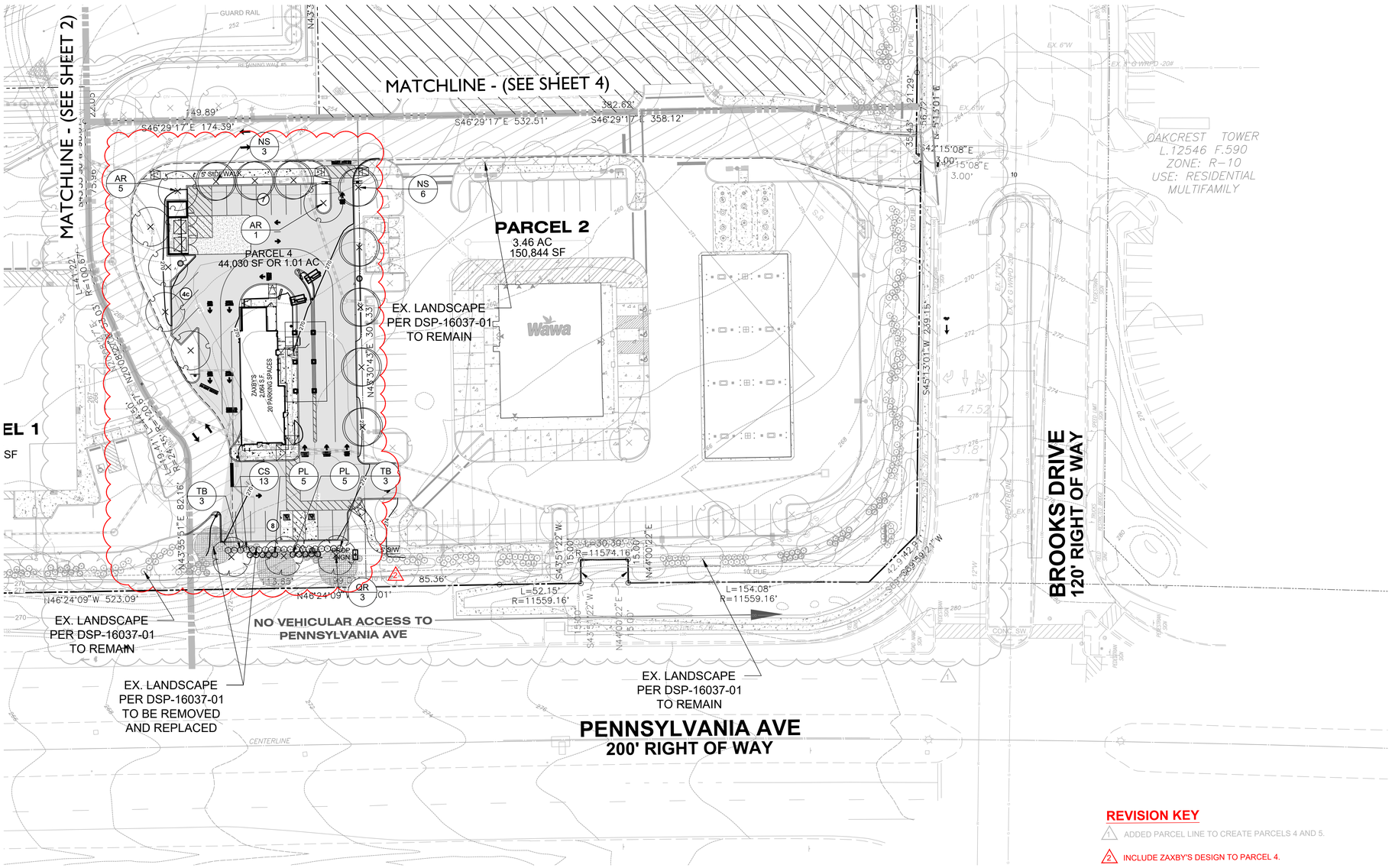

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- PR. SHRUBS

REVISION KEY

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2. INCLUDE ZAXBY'S DESIGN TO PARCEL 4.

GRAPHIC SCALE

30' 0 15' 30' 60' 120'

1 INCH = 30 FT

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LICENSE NO. 3662
EXPIRATION DATE: 04/08/26

STATE OF MARYLAND
NATHAN BACHE JOHNSON
3662
LANDSCAPE ARCHITECT

June 18, 2025

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

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REVISION	DATE	REVISION	DATE

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C/O Scott Management Inc.
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SUITE 200
Alexandria, VA 22314-2658

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200 FOOT MAP 203SE05
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SPAULDINGS, PRINCE GEORGE'S COUNTY, MARYLAND

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	BY	DATE
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RODGERS CONTACT: NAT BALLARD		

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BY_____ DATE _____

LANDSCAPE PLAN
DSP-16037-03

SCALE: 1" = 30'
JOB No. 1390A
DATE: OCT 2019
SHEET No. 3 OF 8

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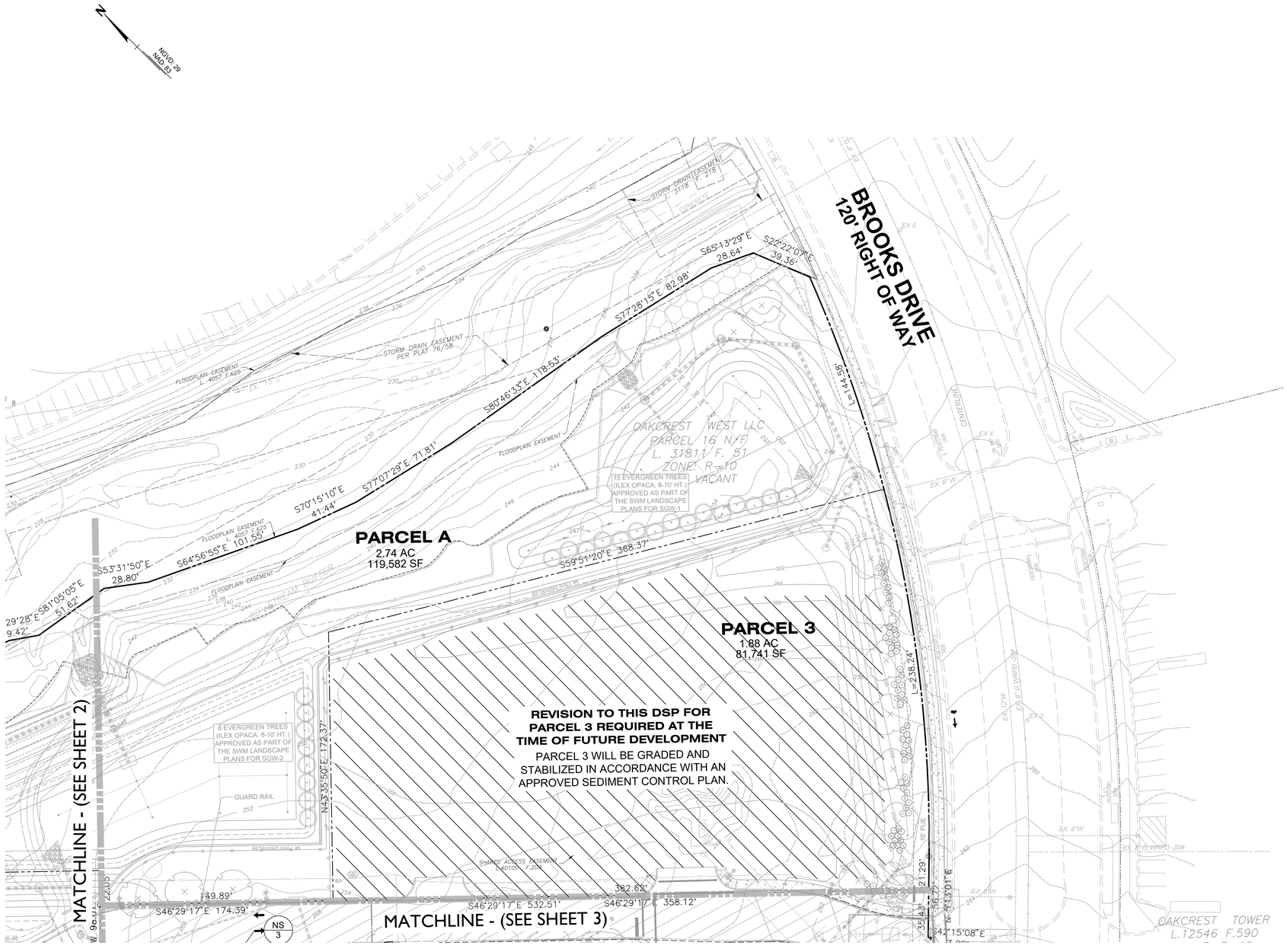

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- EX. BLDG
- EX. SIDEWALK
- EX. 10' CONTOUR LINE
- EX. 2' CONTOUR LINE
- EX. TREES
- EX. WATER
- EX. SEWER
- EX. STORM DRAIN
- EX. WETLAND
- EX. WETLAND BUFFER
- EX. STREAM
- EX. STREAM BUFFER
- EX. FLOODPLAIN
- EX. POND
- EX. PRIMARY MGMT AREA
- PR. R.O.W.
- PR. LOT LINE
- PR. BLDG
- PR. SIDEWALK
- PR. PARKING STRIPING
- PR. FACE OF CURB
- PR. BACK OF CURB
- PR. ROAD PAVEMENT
- PR. SEWER
- PR. WATER
- PR. STORM DRAIN
- PR. PUE
- PR. WOOD FENCE
- PR. ORNAMENTAL FENCE
- WETLAND
- PR. SHADE TREE
- PR. EVERGREEN TREE
- PR. ORNAMENTAL TREE
- PR. SHRUBS

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

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

GRAPHIC SCALE
30' 0 15' 30' 60' 120'
1 INCH = 30 FT

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

PROFESSIONAL CERTIFICATION

"I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND."

LICENSE NO. 3662
EXPIRATION DATE: 04/08/26

STATE OF MARYLAND
NAT BALLARD
No. 3662
LANDSCAPE ARCHITECT

June 18, 2025

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. ADD PARCEL LINE TO CREATE PARCELS 4 & 5.	1/24/23				
2. INCLUDE ZAXBY'S DESIGN TO PARCEL 4.	12/13/24				

Applicant:

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

BROOKS DRIVE PROPERTY

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

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

	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD

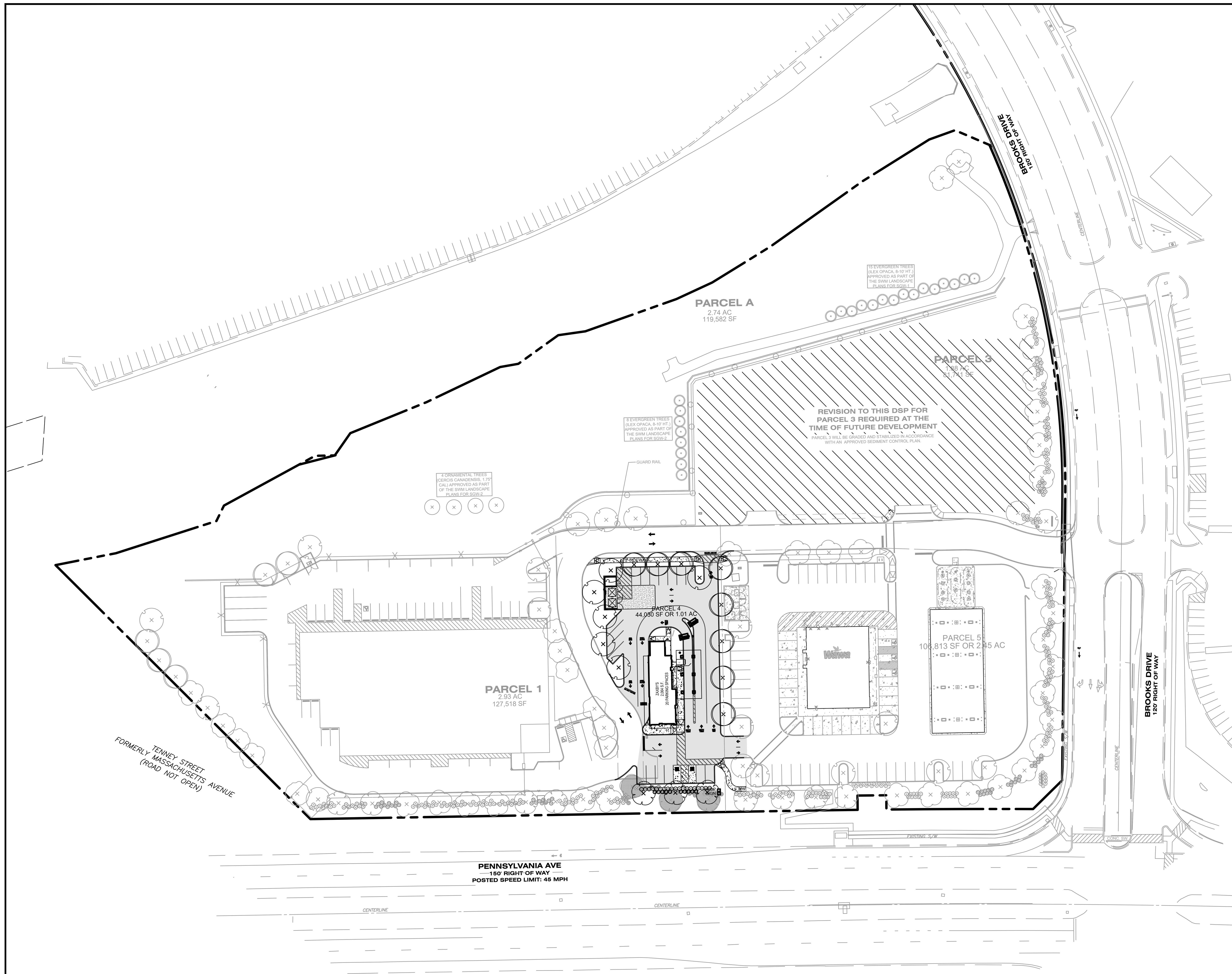
RELEASE FOR
BY_____ DATE ____

LANDSCAPE PLAN
DSP-16037-03

SCALE: 1" = 30'
JOB No. 1390A
DATE: OCT 2019
SHEET No. 4 OF 8

C:\ACC\ACCDocs\Rodgers Consulting\PG-Brooks Drive\Project Files\autocad\Plot Plans\LSP - Update\2-4 LSP.dwg
DSP-16037-03_Backup 242 of 252

PRELIMINARY NOT FOR CONSTRUCTION



Planting Schedule for Section 4.7-1 (A)
Buffering Incompatible Uses Requirements

1) General Plan designation: ___ Developed Tier, Corridor Node or Center; _X_ Developing or Rural Tier
2) Use of proposed development: **Commercial**
3) Impact of proposed development: **N/A**
4) Use of adjoining development: **Vacant**
5) Impact of adjoining development: **N/A**
6) Minimum required bufferyard (A, B, C, D, or E): **(NO BUFFER REQUIRED)** ___A ___B ___C ___D ___E
7) Minimum required building setback: **N/A** feet
8) Building setback provided: **N/A** feet
9) Minimum required width of landscape yard: **N/A** feet
10) Width of landscape yard provided: **N/A** feet
(The required setback and landscape yard may be reduced by fifty percent (50%) in the Developed Tier, Corridor Node or Center when a six (6) foot high fence or wall is provided.)
11) Linear feet of buffer strip required along property line and right-of-way: **1,079** linear feet
12) Percentage of required bufferyard occupied by existing trees: **100** %
13) Is a six (6) foot high fence or wall included in bufferyard? ___ yes _X_ no
14) Total number of plant units required in buffer strip: **N/A** p.u.
15) Total number of plant units provided:

shade trees	0	x	10 p.u.	0	p.u.
evergreen trees	0	x	5 p.u.	0	p.u.
ornamental trees	0	x	5 p.u.	0	p.u.
shrubs	0	x	1 p.u.	0	p.u.
			Total:	0	p.u.

***PROPERTY IS ADJACENT TO VACANT LOT. THE PROPERTY MAINTAINS A WOODLAND PRESERVATION STRIP OF NO LESS THAN 55' ALONG THE PROPERTY LINE.**

Planting Schedule for Section 4.7-1 (B)
Buffering Incompatible Uses Requirements

1) General Plan designation: ___ Developed Tier, Corridor Node or Center; _X_ Developing or Rural Tier
2) Use of proposed development: **Commercial**
3) Impact of proposed development: **N/A**
4) Use of adjoining development: **Vacant**
5) Impact of adjoining development: **N/A**
6) Minimum required bufferyard (A, B, C, D, or E): **(NO BUFFER REQUIRED)** ___A ___B ___C ___D ___E
7) Minimum required building setback: **N/A** feet
8) Building setback provided: **N/A** feet
9) Minimum required width of landscape yard: **N/A** feet
10) Width of landscape yard provided: **N/A** feet
(The required setback and landscape yard may be reduced by fifty percent (50%) in the Developed Tier, Corridor Node or Center when a six (6) foot high fence or wall is provided.)
11) Linear feet of buffer strip required along property line and right-of-way: **225** linear feet
12) Percentage of required bufferyard occupied by existing trees: **100** %
13) Is a zix (6) foot high fence or wall included in bufferyard? ___ yes _X_ no
14) Total number of plant units required in buffer strip: **N/A** p.u.
15) Total number of plant units provided:

shade trees	0	x	10 p.u.	0	p.u.
evergreen trees	0	x	5 p.u.	0	p.u.
ornamental trees	0	x	5 p.u.	0	p.u.
shrubs	0	x	1 p.u.	0	p.u.
			Total:	0	p.u.

***PROPERTY IS ADJACENT TO VACANT LOT.**

Planting Schedule for Section 4.3-2
Interior Planting for Parking Lots 7,000 Square Feet or Larger

1) Parking Lot Area: **6,140** square feet
2) Interior landscaped area required: **0** % **0** square feet
3) Interior landscape area provided: **0.0%** % **0** square feet
4) Minimum number of shade trees required: (1 per 300 square feet of interior planting area provided) **0** shade trees
5) Number of shade trees provided: **0** shade trees
6) Is a minimum of 160 square feet of contiguous pervious land area provided per shade tree? _X_ yes ___ no
7) Is there a planting island on average every 10 spaces? _X_ yes ___ no
8) Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area? _X_ yes ___ no
9) Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide? _X_ yes ___ no
10) Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide? _X_ yes ___ no
11) For parking lots 50,000 square feet or larger:
a) Is there a 9-foot-wide planting island perpendicular to parking for every 2 bays? _N/A_ yes ___ no
or
b) Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided)

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	TCP2#:	DRD Case #:	Area (acres)
Brooks Drive Property		DSP-16037-01	
Site Calculations:	Zone 1:	R-10	11.04
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		11.04
Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
11.04	15.0%	1.66	72135
A. TOTAL ON-SITE WC PROVIDED (acres) =	0.97	acres	42253.2
B. TOTAL AREA EXISTING TREES (non-WC acres) =	0.24	acres	10454.4
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			24000
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			76708
E. TOTAL SQUARE FOOTAGE REQUIRED =			72135
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50 ' or less height)	2 -1/2 - 3" = 65		0
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	1-1/2 - 1-3/4" = 75	4	300 *
	2 - 2 1/2" = 100		0
	2 -1/2 - 3" = 110		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	2 -1/2 - 3" = 160		0
	3 - 3 1/2" = 175		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	2 -1/2 - 3" = 225	90	20250
	3 - 3 1/2" = 250		0
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	6 - 8' = 40		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	6 - 8' = 75		0
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	6 - 8' = 125		0
	8 - 10' = 150	23	3450 *
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	6 - 8' = 150		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		117	24000
(Manually enter information/figures into shaded areas)			
Julie Soss, PLA		2/13/2025	
Prepared by		**Date**	

*27 TREES PROVIDED ON SITE AS SHOWN ON LANDSCAPE PLANS FROM STORMWATER MANAGEMENT CONCEPT PLAN #47628-2017-0 (APPROVED 5/2/2018).

2

Landscape Schedule 4.9–1

Sustainable Landscaping Requirements

1) Percentage of native plant material required in each category:
Shade Trees: total _90_ x 50% = _45_ total number required; total number provided _90_ = _100_ % native
Ornamental Trees: total _4_ x 50% = _2_ total number required; total number provided _4_ = _100_ % native
Evergreen Trees: total _23_ x 30% = _7_ total number required; total number provided _23_ = _100_ % native
Shrubs: total _365_ x 30% = _110_ total number required; total number provided _267_ = _73_ % native
2) Are invasive species proposed? ___ yes _X_ no
3) Are existing invasive species on–site in areas that are to remain undisturbed? ___ yes _X_ no
4) If "yes" is checked in numbers 2 or 3, is a note on the plan requiring removal of invasive species prior to certification in accordance with Section 1.5, Certification of Installation of Plant Materials? ___ yes _X_ no
5) Are trees proposed to be planted on slopes greater than 3:1? ___ yes _X_ no

Planting Schedule for Section 4.2-1 (A)
Requirements for Landscape Strips Along Streets

Linear feet of street frontage, excluding driveway entrances: **759.6**
1) General Plan Designation: _N_ Developing Tier; _Y_ Developed Tier, Corridor Node or Center; _N_ Rural Tier
2) Option Selected: 1-4 _1_ 1-2 ___
3) Is there a public utility easement along the frontage of the property? _X_ Yes ___ No
4) Number of plants required: _22_ Shade Trees; _217_ Shrubs; _n/a_ 25' wide strip of existing trees | _n/a_ Shade Trees; _n/a_ Shrubs; _n/a_ 25' wide strip of existing trees
5) Number of plants provided: _22_ Shade Trees; _0_ Ornamental/Evergreen; _217_ Shrubs; _n/a_ 25' wide strip of existing trees | _n/a_ Shade Trees; _n/a_ Ornamental/Evergreen; _n/a_ Shrubs; _n/a_ 25' wide strip of existing trees

Planting Schedule for Section 4.2-1 (B)
Requirements for Landscape Strips Along Streets

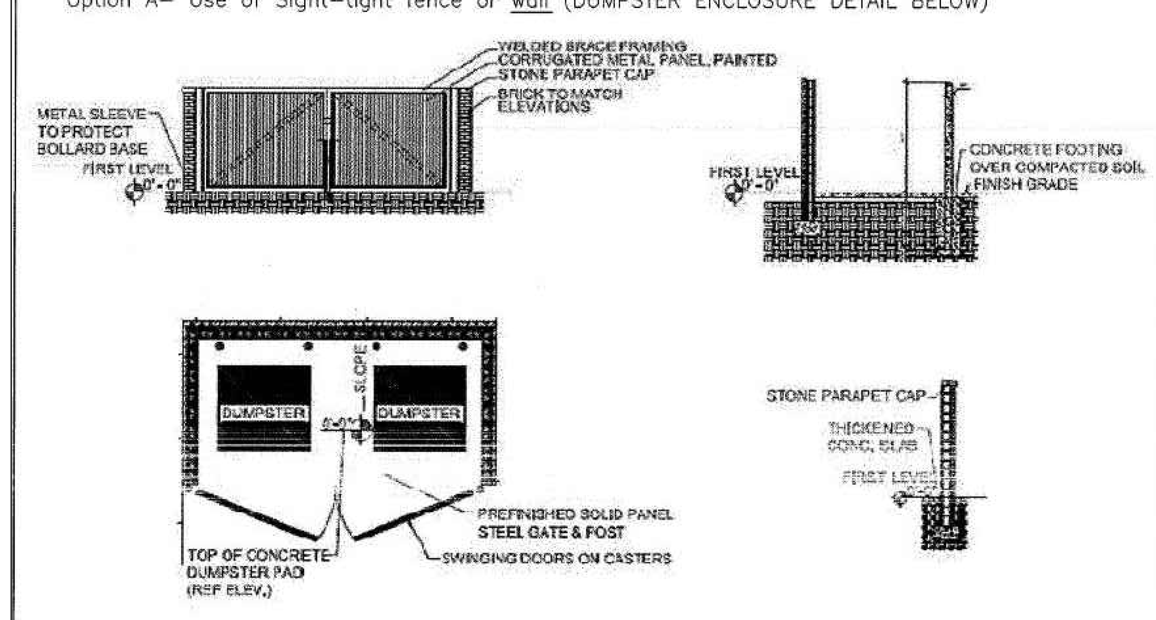
Linear feet of street frontage, excluding driveway entrances: **266**
1) General Plan Designation: _N_ Developing Tier; _Y_ Developed Tier, Corridor Node or Center; _N_ Rural Tier
2) Option Selected: 1-4 _1_ 1-2 ___
3) Is there a public utility easement along the frontage of the property? _X_ Yes ___ No
4) Number of plants required: _8_ Shade Trees; _76_ Shrubs; _n/a_ 25' wide strip of existing trees | _n/a_ Shade Trees; _n/a_ Shrubs; _n/a_ 25' wide strip of existing trees
5) Number of plants provided: _8_ Shade Trees; _0_ Ornamental/Evergreen; _76_ Shrubs; _n/a_ 25' wide strip of existing trees | _n/a_ Shade Trees; _n/a_ Ornamental/Evergreen; _n/a_ Shrubs; _n/a_ 25' wide strip of existing trees

Planting Schedule for Section 4.2-1 (C)
Requirements for Landscape Strips Along Streets

Linear feet of street frontage, excluding driveway entrances: **250.1**
1) General Plan Designation: _N_ Developing Tier; _Y_ Developed Tier, Corridor Node or Center; _N_ Rural Tier
2) Option Selected: 1-4 _1_ 1-2 ___
3) Is there a public utility easement along the frontage of the property? _X_ Yes ___ No
4) Number of plants required: _8_ Shade Trees; _72_ Shrubs; _n/a_ 25' wide strip of existing trees | _n/a_ Shade Trees; _n/a_ Shrubs; _n/a_ 25' wide strip of existing trees
5) Number of plants provided: _8_ Shade Trees; _0_ Ornamental/Evergreen; _72_ Shrubs; _n/a_ 25' wide strip of existing trees | _n/a_ Shade Trees; _n/a_ Ornamental/Evergreen; _n/a_ Shrubs; _n/a_ 25' wide strip of existing trees

Planting Schedule for Section 4.4 (Parcels 1 & 2)

Use: Trash and Recycling Facilities
Option A— Use of Sight-tight fence or wall (DUMPSTER ENCLOSURE DETAIL BELOW)



SEE DSP FOR FULL DETAILS

DUMPSTER ENCLOSURE DETAIL

FOR SELF STORAGE AND WAWA LOCATIONS ONLY N.T.S.

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

REVISION KEY

1 ADDED PARCEL LINE TO CREATE PARCELS 4 AND 5.

2 INCLUDE ZAXBY'S DESIGN TO PARCEL 4.

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

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. ADD PARCEL LINE TO CREATE PARCELS 4 & 5. / 1. Added 4.3 Schedule labels.	1/24/20				
2. INCLUDE ZAXBY'S DESIGN TO PARCEL 4.	12/13/24				

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

BROOKS DRIVE PROPERTY

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

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

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

RELEASE FOR ______ BY______ DATE ____

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

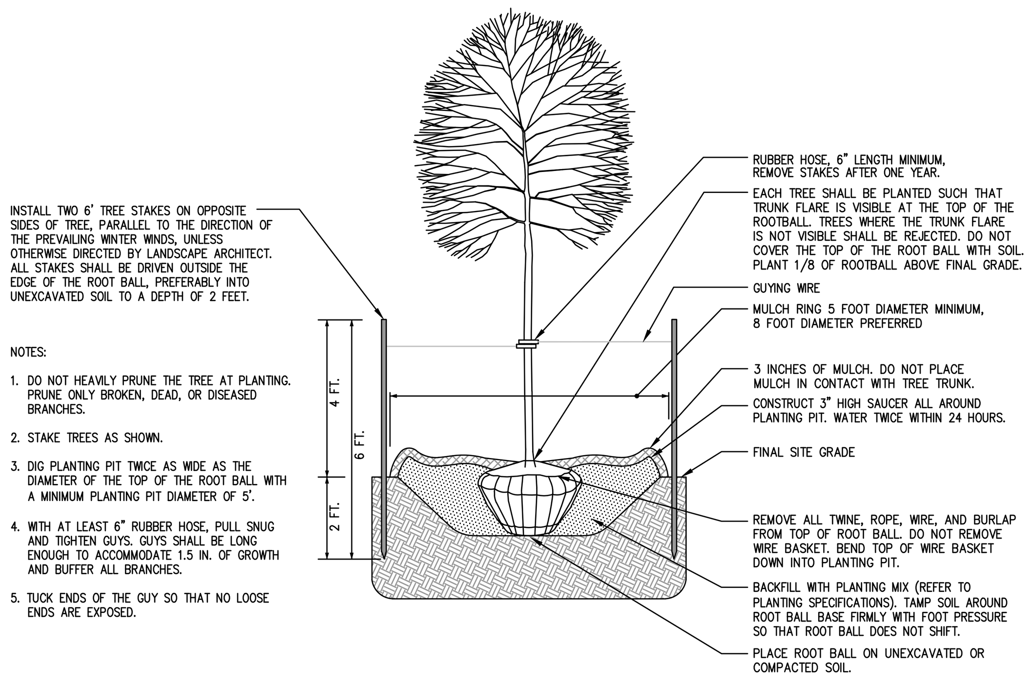
PROFESSIONAL CERTIFICATION
"I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND."
LICENSE NO. 3662
EXPIRATION DATE: 04/08/26

STATE OF MARYLAND JULIE RACHEL SOSS LANDSCAPE ARCHITECT 3662
June 18, 2025

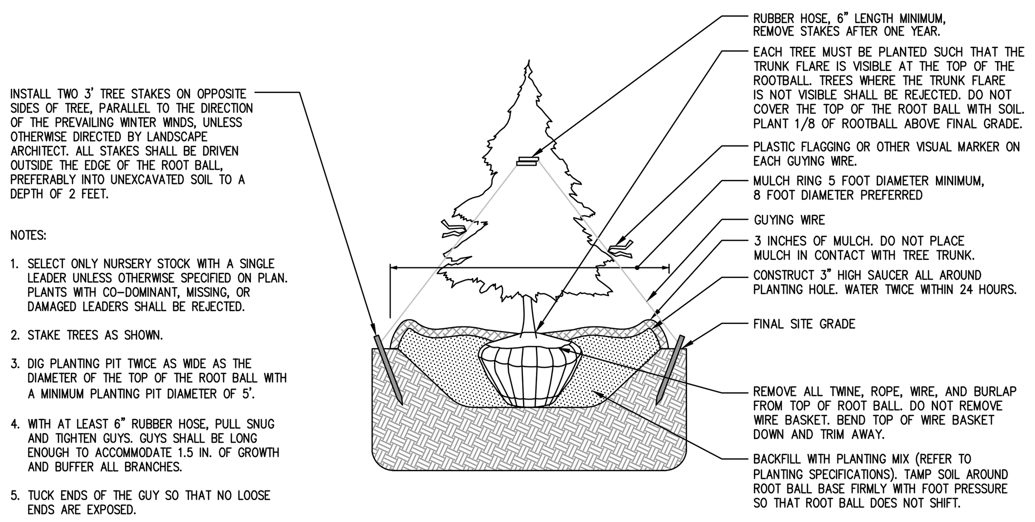
LANDSCAPE PLAN
DSP-16037-03
LANDSCAPE SCHEDULES

SCALE: Varies
JOB No. 1390A
DATE: OCT 2019
SHEET No. 5 OF 8

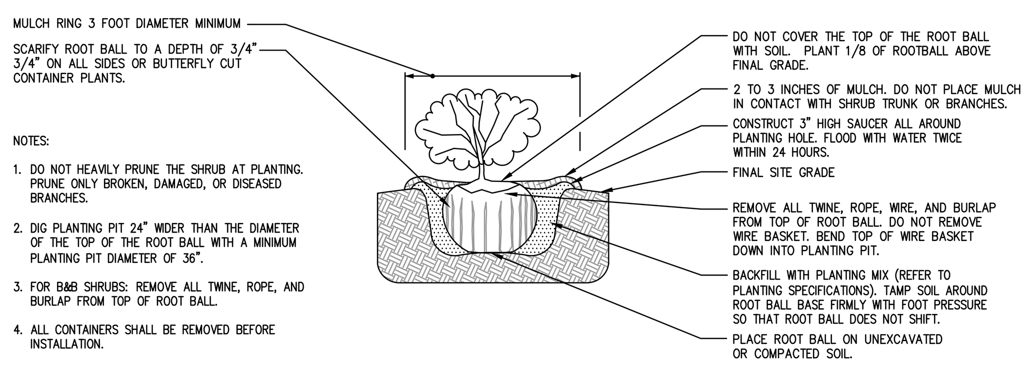
PRELIMINARY NOT FOR CONSTRUCTION



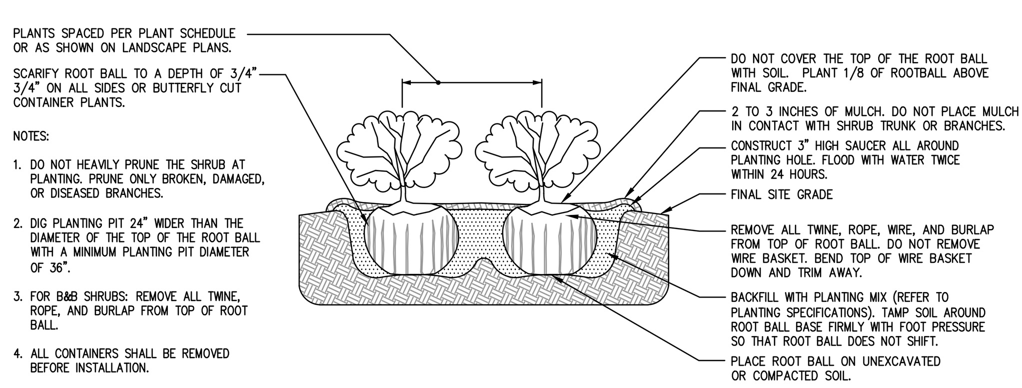
DECIDUOUS B&B TREE PLANTING DETAIL (TREES 3" CAL. OR SMALLER)
NOT TO SCALE



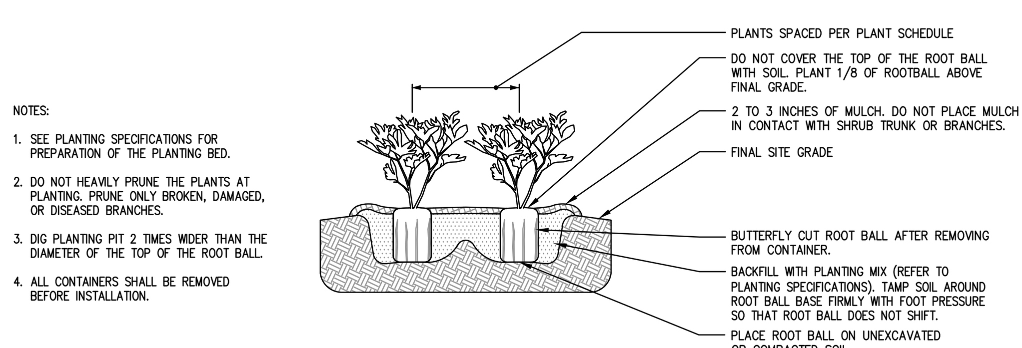
EVERGREEN B&B TREE PLANTING DETAIL
NOT TO SCALE



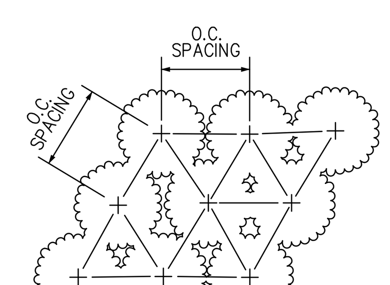
INDIVIDUAL SHRUB PLANTING DETAIL – B&B AND CONTAINER SHRUBS
NOT TO SCALE



SHRUB BED PLANTING DETAIL – B&B AND CONTAINER SHRUBS
NOT TO SCALE



PERENNIAL & ORNAMENTAL GRASS PLANTING DETAIL
NOT TO SCALE



TRIANGULAR SPACING PLANTING DETAIL
NOT TO SCALE

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

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

LANDSCAPE PLAN NOTES:

1. PLANTS, RELATED MATERIAL, AND OPERATIONS SHALL MEET THE DETAILED DESCRIPTION, AS GIVEN ON THE PLANS AND AS DESCRIBED HEREIN. WHERE DISCREPANCIES EXIST BETWEEN STANDARDS & GUIDELINES REFERENCED WITHIN THESE SPECIFICATIONS AND THE PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL, THE LATTER TAKES PRECEDENCE.
2. ALL PLANT MATERIAL, UNLESS OTHERWISE SPECIFIED, THAT IS NOT NURSERY GROWN, UNIFORMLY BRANCHED, DOES NOT HAVE A VIGOROUS ROOT SYSTEM, AND DOES NOT CONFORM TO THE MOST RECENT EDITION OF THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN) STANDARDS WILL BE REJECTED. PLANT MATERIAL THAT IS NOT HEALTHY, VIGOROUS, FREE FROM DEFECTS, DECAY, DISFIGURING ROOTS, SUNSCALD INJURIES, ABRASIONS OF THE BARK, PLANT DISEASE, INSECT PEST EGGS, BORERS, AND ALL FORMS OF INSECT INFESTATIONS OR OBJECTIONABLE DISFIGUREMENTS WILL BE REJECTED. PLANT MATERIAL THAT IS WEAK OR WHICH HAS BEEN CUT BACK FROM LARGER GRADES TO MEET SPECIFIED REQUIREMENTS WILL BE REJECTED. TREES WITH FORKED LEADERS WILL BE REJECTED. ALL B & B PLANTS SHALL BE FRESHLY DUG; NO HEALED-IN PLANTS OR PLANTS FROM COLD STORAGE WILL BE ACCEPTED.
3. UNLESS OTHERWISE SPECIFIED, ALL GENERAL CONDITIONS, PLANTING OPERATIONS, DETAILS AND PLANTING SPECIFICATIONS SHALL CONFORM TO THE MOST RECENT EDITION OF THE "LANDSCAPE SPECIFICATION GUIDELINES BY THE LANDSCAPE CONTRACTORS ASSOCIATION OF MD, DC, & VA", (HEREINAFTER "LANDSCAPE GUIDELINES") APPROVED BY THE LANDSCAPE CONTRACTORS ASSOCIATION OF METROPOLITAN WASHINGTON AND THE POTOMAC CHAPTER OF THE AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS.
4. CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF ONE (1) YEAR AFTER DATE OF ACCEPTANCE IN ACCORDANCE WITH THE APPROPRIATE SECTION ON THE LANDSCAPE GUIDELINES. CONTRACTOR'S ATTENTION IS DIRECTED TO THE MAINTENANCE REQUIREMENTS FOUND WITHIN THE ONE YEAR SPECIFICATIONS INCLUDING WATERING AND REPLACEMENT OF SPECIFIED PLANT MATERIAL.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL RELEVANT AND APPROPRIATE UTILITY COMPANIES, UTILITY CONTRACTORS, AND "MISS UTILITY" A MINIMUM OF 48 HOURS PRIOR TO THE BEGINNING OF ANY WORK. CONTRACTOR MAY MAKE MINOR FIELD ADJUSTMENTS IN SPACING AND LOCATION OF PLANT MATERIAL TO AVOID CONFLICTS WITH UNDERGROUND AND ABOVE GROUND UTILITIES. PLANT LOCATION MODIFICATIONS SHALL CONFORM WITH THE ORIGINAL INTENT OF THE PLAN AND ALL WORKSHEET CALCULATIONS. MAJOR CHANGES WILL REQUIRE THE APPROVAL OF THE LANDSCAPE ARCHITECT. DAMAGE TO EXISTING STRUCTURE AND UTILITIES SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR.
6. PLANT SPECIES SUBSTITUTIONS MUST BE REVIEWED AND APPROVED BY THE LANDSCAPE ARCHITECT PER M-NCPPC SUBSTITUTION POLICY PRIOR TO INSTALLATION.
7. PROTECTION OF EXISTING VEGETATION TO REMAIN SHALL BE ACCOMPLISHED AS SPECIFIED ON THE APPROVED FOREST/TREE CONSERVATION PLANS.
8. CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL MATERIAL IN THE PROPER PLANTING SEASON FOR EACH PLANT TYPE. LANDSCAPE PLANTS ARE NOT TO BE INSTALLED BEFORE SITE IS GRADED TO FINAL GRADE.
9. CONTRACTOR TO REGRADE, FINE GRADE, HYDROSEED OR SOD, AND STRAW MULCH ALL AREAS DISTURBED BY THEIR WORK IN ACCORDANCE WITH APPROVED EROSION AND SEDIMENT CONTROL PLAN AND PROJECT SPECIFICATIONS. ALL AREAS WITHIN CONTRACT LIMITS DISTURBED DURING OR PRIOR TO CONSTRUCTION WHICH ARE NOT DESIGNATED TO RECEIVE PLANTS AND MULCH SHALL BE FINE GRADED, SEEDED WITH THE APPROPRIATE GRASS MIX, AND COVERED WITH STRAW MULCH.
10. BID SHALL BE BASED ON ACTUAL SITE CONDITIONS. NO EXTRA PAYMENT SHALL BE MADE FOR WORK ARISING FROM ACTUAL SITE CONDITIONS DIFFERING FROM THOSE INDICATED ON DRAWINGS AND SPECIFICATIONS.
11. PLANT QUANTITIES ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. IF DISCREPANCIES EXIST BETWEEN QUANTITIES SHOWN ON PLAN AND THOSE SHOWN ON THE PLANT LIST, THE QUANTITIES GRAPHICALLY REPRESENTED ON THE PLAN TAKE PRECEDENCE. WHERE DISCREPANCIES ON THE PLAN EXIST BETWEEN THE PLANT SYMBOLS AND THE CALLOUT, THE QUANTITIES GRAPHICALLY REPRESENTED TAKE PRECEDENCE.
12. POSITIVE DRAINAGE SHALL BE MAINTAINED ON PLANTING BEDS (MINIMUM 2 PERCENT SURFACE SLOPE).
13. PLANTING MIX: FOR TREES NOT IN A PREPARED BED, MIX 50% COMPRO OR LEAFGRO WITH 50% SOIL FROM TREE HOLE TO USE AS BACKFILL, SEE TREE PLANTING DETAIL.
14. WEED & INSECT CONTROL: MAINTAIN MULCHED PLANTING BEDS FREE OF WEEDS AND ALL FORMS OF INSECT INFESTATIONS FOR THE EXTENT OF THE WARRANTY PERIOD.
15. WATER: ALL INSTALLED PLANT MATERIAL SHALL BE WATERED THOROUGHLY THE DAY OF PLANTING. ALL PLANT MATERIAL ON SITE NOT YET INSTALLED SHALL BE PROPERLY PROTECTED FROM DRYING OUT UNTIL PLANTED. AT A MINIMUM, WATER UNPLANTED PLANT MATERIAL DAILY AND THEN AS NECESSARY TO AVOID DESICCATION.
16. PRUNING: DO NOT HEAVILY PRUNE TREES AND SHRUBS AT TIME OF PLANTING. PRUNE ONLY BROKEN, DEAD, OR DISEASED BRANCHES FOLLOWING METHODS AS SHOWN IN THE LANDSCAPE GUIDELINES.

PLANT SCHEDULE

2

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	CALIPER	HEIGHT	STATUS	REMARKS
SHADE TREES									
	AR	6	Acer rubrum \`October Glory\`	October Glory Red Maple	B & B	2.5"-3" Cal	12'-14' HGT.	NATIVE	MIN. 6' BRANCH HEIGHT
	NS	8	Nyssa sylvatica	Sour Gum	B & B	2.5"-3" Cal	12'-14' HGT.	NATIVE	MIN. 6' BRANCH HEIGHT
	QR	3	Quercus rubra	Red Oak	B & B	2.5"-3" Cal	12'-14' HGT.	NATIVE	MIN. 6' BRANCH HEIGHT

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ORIGIN	REMARKS
SHRUBS							
	CS	13	Cornus sericea	Red Twig Dogwood	5 gal	NATIVE	MIN. 24" HEIGHT
	PL	10	Prunus laurocerasus \`Otto Luyken\`	Luykens Laurel	5 gal	NON-NATIVE	MIN. 24" HEIGHT
	TB	6	Taxus baccata \`Repandens\`	Spreading English Yew	5 gal	NON-NATIVE	MIN. 24" HEIGHT

REVISION KEY

1 ADDED PARCEL LINE TO CREATE PARCELS 4 AND 5.

2 INCLUDE ZAXBY'S DESIGN TO PARCEL 4.

PROFESSIONAL CERTIFICATION

"I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND."

LICENSE NO. 3662
EXPIRATION DATE: 04/08/26

State of Maryland Landscape Architect 3662
June 18, 2025

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. ADD PARCEL LINE TO CREATE PARCELS 4 & 5.	1/24/23				
2. INCLUDE ZAXBY'S DESIGN TO PARCEL 4.	12/13/24				

Applicant:

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

BROOKS DRIVE PROPERTY

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

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

	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD

RELEASE FOR
BY: DATE

LANDSCAPE PLAN
DSP-16037-03
LANDSCAPE DETAILS

SCALE: Varies
JOB No. 1390A
DATE: OCT 2019
SHEET No. 6 of 8

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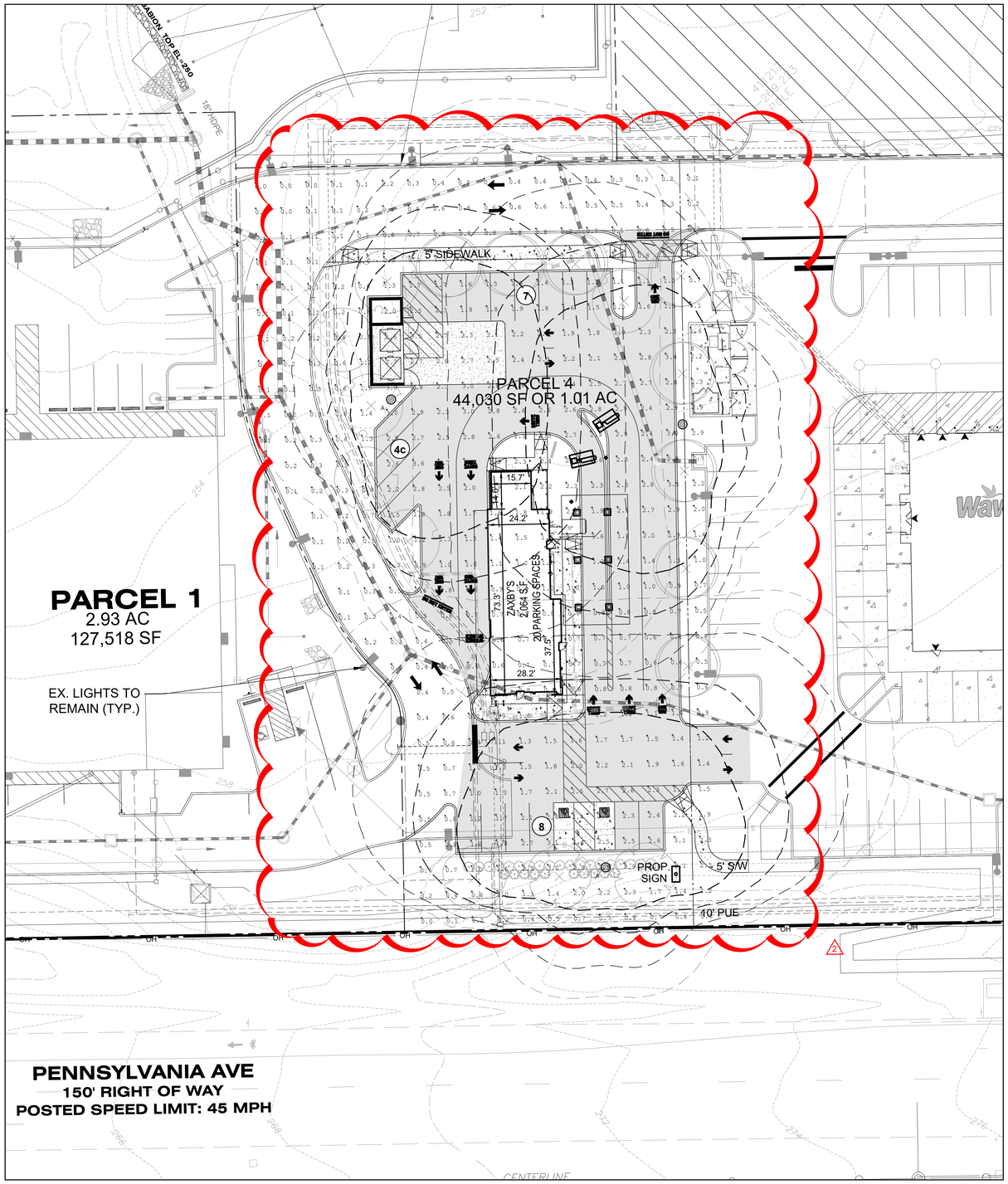
PRELIMINARY NOT FOR CONSTRUCTION



N

NGVD 29
NAD 83

LEGEND:

0.8 PROPOSED ISOMETRIC POINT LEVEL

PROPOSED ISOMETRIC LIGHT CONTOURS

A PROPOSED LIGHT POLES

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

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

REVISION KEY

1 ADDED PARCEL LINE TO CREATE PARCELS 4 AND 5.

2 INCLUDE ZAXBY'S DESIGN TO PARCEL 4.

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

REVISION	DATE
1. ADD PARCEL LINE TO CREATE PARCELS 4 & 5.	1/24/23
2. INCLUDE ZAXBY'S DESIGN TO PARCEL 4.	12/13/24

REVISION	DATE	REVISION	DATE

Applicant:

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BROOKS DRIVE PROPERTY

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

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1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
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	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD

RELEASE FOR
BY_____ DATE ____

LANDSCAPE PLAN
DSP-16037-03
PHOTOMETRIC PLAN - ZAXBY'S

SCALE: 1" = 20'
JOB No. 1390A
DATE: OCT 2019
SHEET No. 7 OF 8

PRELIMINARY NOT FOR CONSTRUCTION

Project		Catalog #		Type	
Prepared by		Notes		Date	

Lumark
Prevail LED
Area / Site Luminaire

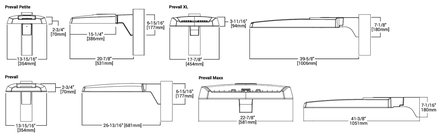
Product Features
LensOn Technology · BAA Buy American™ · Light Affinities™ · DLC Premium

Interactive Menu
- Ordering Information page 2
- Mounting Details page 3, 4
- Optical Configurations page 5
- Product Specifications page 5
- Energy and Performance Data page 6, 7
- Control Options page 8

Product Certifications
DSTI · Contact · DLC Lists · DLC Premium · FC Declared · RoHS · IP66 · HSS Rated · 5YEAR

Quick Facts
- Lumen packages range from 4,800 - 84,000 lumens (35W - 588W)
- Replaces 70W up to 1,000W HID equivalents
- Efficacies up to 160 lumens per watt
- Energy and maintenance savings up to 85% versus HID solutions
- Standard universal quick mount arm with universal drill pattern

Connected Systems
- WaveLinx PRO Wireless
- WaveLinx LITE Wireless

Dimensional Details


NOTES:
1. Visit https://www.designlights.org/qpl to confirm qualification. Not all product variations are DLC qualified.
2. JEA Certified for 4000K CCT and warmer only.

COOPER Lighting Solutions

Lumark Prevail LED

Ordering Information
SAMPLE NUMBER: **PRV-XL-C75-D-UNV-T4-SA-BZ**

Product Family [1, 2]	Light Engine [1]	Color Temperature	Driver	Voltage	Distribution	Mounting	Color
PRV-P=Prevail Petite **BAA-PRV-P**=Prevail Petite BAA Compliant [3] **TAA-PRV-P**=Prevail Petite TAA Compliant [3] **PRV**=Prevail **BAA-PRV**=Prevail BAA Compliant [3] **TAA-PRV**=Prevail TAA Compliant [3] **PRV-XL**=Prevail XL **BAA-PRV-XL**=Prevail XL BAA Compliant [3] **TAA-PRV-XL**=Prevail XL TAA Compliant [3] **PRV-M**=Prevail Maxx **BAA-PRV-M**=Prevail Maxx BAA Compliant[3] **TAA-PRV-M**=Prevail Maxx TAA Compliant [3]	**C10**=(1 LED) 4,900 Nominal Lumens **C15**=(1 LED) 6,900 Nominal Lumens **C20**=(1 LED) 9,000 Nominal Lumens **C25**=(1 LED) 11,800 Nominal Lumens **C15**=(1 LED) 7,100 Nominal Lumens **C25**=(2 LEDs) 13,100 Nominal Lumens **C40**=(2 LEDs) 19,000 Nominal Lumens **C60**=(2 LEDs) 26,000 Nominal Lumens **C75**=(4 LED) 26,100 Nominal Lumens **C105**=(4 LED) 35,000 Nominal Lumens **C140**=(4 LED) 42,000 Nominal Lumens **C175**=(4 LED) 49,100 Nominal Lumens **C475**=(6 LED) 48,600 Nominal Lumens **C200**=(8 LED) 48,000 Nominal Lumens **C325**=(8 LED) 56,000 Nominal Lumens **C350**=(8 LED) 65,000 Nominal Lumens **C275**=(8 LED) 73,000 Nominal Lumens **740**=70CRI, 4000K **727**=70CRI, 2700K **730**=70CRI, 3000K **750**=70CRI, 5000K **E540**=80CRI, 4000K	**D**=Dimming (0-10V)	**UNV**=Universal (120-277V) **H**=high Voltage, 347-480V **277**=277V **3**=347V **DV**=Dual-Volt (277-480V) [4,5]	**T2**=Type II **T3**=Type III **T4**=Type IV **T5**=Type V	**SA**=QM Standard Mounting Arm **MA**=QM Mast Arm **FMA**=Fixed Mast Arm [6] **WM**=QM Wall Mount Arm **ADJA-WM**=Adjustable Arm–Wall Mount [6] **ADJA**=Adjustable Arm–Pole Mount **SPFD**=Adjustable Arm–Slipfitter 2 vertical tenon [6] **SPD**=Adjustable Arm–Slipfitter, 2 3/8" vertical tenon [6, 7]	**BZ**=Bronze **BK**=Black **SV**=Silver **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White

Options (Add as Suffix)		Accessories (Order Separately) [8, 9]
7030=70 CRI / 3000K CCT [1] **7050**=70 CRI / 5000K CCT [1] **DDBXD**=Dark Bronze Finish [10] **HSS**=House Side Shield [1] **LNS**=Optics Rotated 90° Left **RNS**=Optics Rotated 90° Right **10K**=10kV/10kA UL 1449 Fused Surge Protective Device **20MXP**=20kV MOV Surge Protective Device **20K**=20kV UL 1449 Fused Surge Protective Device **HA**=50°C High Ambient Temperature [1] **PR**=NEMA 5-PIN Twistlock Photocontrol Receptacle [11] **PRCL**=NEMA 7-PIN Twistlock Photocontrol Receptacle [11] **FADC**=Field Adjustable Dimming Controller [12] **MSLDIM-LB**=Dimming Motion and Daylight Sensor, 8' Remote Programmable, 4' Mounting Height [13, 14] **MSLDIM-LBR**=Dimming Motion and Daylight Sensor, 8' Remote Programmable, 4' Mounting Height [13, 14] **MSLDIM-LHR**=Dimming Motion and Daylight Sensor, 8' Remote Programmable, 20' Mounting Height [13, 14] IR Remote Programmable, 21' - 40' Mounting [13, 14]	**SPB1**=Dimming Motion and Daylight Sensor, Bluetooth Programmable, 4' Mounting Height [13, 14] **SPB2**=Dimming Motion and Daylight Sensor, Bluetooth Programmable, 8' - 20' Mounting Height [13, 14] **SPB4**=Dimming Motion and Daylight Sensor, Bluetooth Programmable, 21' - 40' Mounting Height [13, 14] **WPXD2H**=WaveLinx Pro, DR Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 10' Mounting [13, 14, 15, 16] **WPXD2**=WaveLinx Pro, DR Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting [13, 14, 15, 16] **WLSXD**=WaveLinx Lite, DR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 40' Mounting [13, 14, 15, 16] **WLSAXD**=WaveLinx Lite, DR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 15' - 40' Mounting [13, 14, 15, 16] **(See Table Below)**=LumenSafe Integrated Network Security Camera [13, 14]	**PRVAA-XX**=Standard Arm Mounting Kit [6] **PRVMA-XX**=Mast Arm Mounting Kit [6] **PRV-AA-XX**=Adjustable Arm [6] **PRV-ADJA-XX**=Adjustable Arm - Pole Mount Kit [6] **PRV-AAJA-XX**=Adjustable Arm - Slipfitter Kit [6] **PRV-ADJA-WM-XX**=Adjustable Arm - Wall Mount Kit [6] **PRVLSA-XX**=Standard Arm Mounting Kit [6] **PRVLMA-XX**=Mast Arm Mounting Kit [6] **PRVLWM-XX**=Wall Mount Kit [6] **PRV-XL-ADA-XX**=Adjustable Arm - Pole Mount Kit [6] **PRV-XL-AAJA-XX**=Adjustable Arm - Slipfitter Kit [6] **PRV-XL-ADJA-WM-XX**=Adjustable Arm - Wall Mount Kit [6] **PRV-M-ADJA-XX**=Adjustable Arm - Pole Mount Kit [6] **PRV-M-AAJA-XX**=Adjustable Arm - Slipfitter Kit [6] **PRV-M-ADJA-WM-XX**=Adjustable Arm - Wall Mount Kit [6] **MA1017-XX**=Single Tenon Adapter for 2-3/8" O.D. Tenon **MA1018-XX**=2@180° Tenon Adapter for 2-3/8" O.D. Tenon **SRA238**=Tenon Adapter from 2" to 2-3/8" **PRVCOB-FDV**=Full Drop Visor [6] **PRVCLCOB-FDV**=Full Drop Visor [6] **VSS-FDV**=Vertical Glare Shield Kit, Front [6] **VSS-FTB**=Vertical Glare Shield Kit, Front/Back [6] **VSS-SIDE**=Vertical Glare Shield Kit, Side [6] **GA/SA1013**=Photocontrol Shorting Cap **GA/SA1014**=NEMA Photocontrol - 120V **GA/SA1016**=NEMA Photocontrol - Multi-Tap 105-285V **GA/SA1201**=NEMA Photocontrol - 347V **GA/SA1027**=NEMA Photocontrol - 480V **FSB-100**=Wireless Configuration Tool for Occupancy Sensors [17] **WSLC-7P-10A**=WaveLinx Outdoor Control Module (7-PIN) [6]

NOTES:
1. Designs qlite Crimsonform® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
2. Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to installation instructions BG500035EN and pole white paper WP210001EN for additional support information.
3. Only product configurations with these designated prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or Trade Agreements Act (TAA). Refer to www.cooperlighting.com/global/resources/compliance for more information. Components shipped separately may be separately analyzed under domestic preference requirements.
4. Standard 400K CCT and 70CRI.
5. 480V not to be used with ungrounded or impedance grounded systems.
6. Dual-volt drivers feature added protection from power quality issues such as loss of neutral, transients and voltage fluctuations. Refer to product specifications for further information.
7. Use dedicated ISS files on product website for non-standard CCTs.
8. House Side Shield not available with T5 distribution. Not available with PRV-C60 lumen package.
9. Not available with PRV-C60 lumen package. Not available with PRV-P-C25 lumen package.
10. Coastal construction finish salt spray tested to over 5,000 hours per ASTM B117, with a scribe rating of 9 per ASTM D1654 on a scale of 10 (10 being best). Not recommended for use in coastal environments.
11. Controls system is not available in combination with a photocontrol receptacle (PR & PRCT) or another controls system (MS or SPB). Option not available with Dual-Volt (DV) voltage option.
12. Utilizes the Watteredge sensor FSP-211. Sensor color white unless specified otherwise via PDR. To field-configure, order FSB-100 accessory separately.
13. Utilizes the Watteredge sensor FSP-343 series. Sensor color determined by product finish. See Sensor Color Reference Table. Field configure via mobile application. See Controls section for details.
15. Sensor passive infrared (PIR) may be overly sensitive when operating below -20°C (-4°F).
16. For the device to be field-configurable, requires WAC Gateway components WAC-PoE and WPOE-120 in appropriate quantities. Only compatible with WaveLinx system and software and requires system components to be installed for operation. See website for more WaveLinx application information.
17. Replace X3 with sensor color (WH, BZ, or BK).
18. Not available with T4W, T5W, T5VS, T5HO, T8, C105, C125, C150, or C175.
19. Not available with 347V, 480V, DV, or H options. Consult LumenSafe system product pages for additional details and compatibility information.
20. Replace X4 with paint color.
21. Available in TAA-compliant, Accessories sold separately will be separately analyzed under domestic preference requirements. See website for further information.
22. Not for use with PRV-XL or PRV-M configurations.
23. Only for use with PRV. Not applicable to PRV-M, PRV-XL, or PRV-P.
24. Only for use with PRV-XL configurations. Requires two mounting arms and hardware accessory (1, 2, 4, 6 or 9).
25. This tool enables adjustment to Motion Sensor (MS) parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative for more information.
26. Requires 7 PIN NEMA twistlock photocontrol receptacle (PR & PRCT) option. The MSLC-7 cannot be used in conjunction with other controls systems (MS or LNS). Operates on 120-347V input voltages.
27. Only for use with PRV-M configurations.
28. Only for use with PRV-XL configurations.
29. Fixed for PRV-M.
30. Cannot be used with PR7 or other motion response control options

COOPER Lighting Solutions

LumenSafe Integrated Network Security Camera Technology Options (Add as Suffix)

Product Family	Camera Type	Data Backhaul
L=LumenSafe Technology	W=Dome Camera, High Res Z=Dome Camera, Remote PTZ	E=Cellular, Customer Installed SIM Card A=Cellular, Factory Installed AT&T SIM Card V=Cellular, Factory Installed Verizon SIM Card S=Cellular, Factory Installed Sprint SIM Card E=Ethernet Networking

Stock Ordering Information

Product Family [1]	Light Engine	Voltage	Distribution
PRV=Prevail	**C15**=(1 LED) 7,100 Nominal Lumens **C25**=(2 LEDs) 13,100 Nominal Lumens **C40**=(2 LEDs) 17,100 Nominal Lumens **C60**=(2 LEDs) 20,000 Nominal Lumens	**UNV**=Universal (120-277V) **347**=347V	**T3**=Type III **T4**=Type IV
PRV-XL=Prevail XL	**C75**=(4 LED) 26,100 Nominal Lumens **C100**=(4 LED) 31,000 Nominal Lumens **C125**=(4 LED) 36,000 Nominal Lumens **C150**=(6 LED) 41,100 Nominal Lumens **C175**=(6 LED) 46,600 Nominal Lumens		

NOTES:
1. In stock configurations are standard 4000K/70CRI, bronze finish, and include the standard versatile mounting arm.
2. Only available in PRV5 configurations C15, C25, C40 or C60.

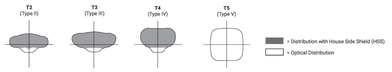
COOPER Lighting Solutions

Lumark Prevail LED

Mounting Details
Mounting Configurations and EPAs
NOTE: For 2 PRV's mounted at 90°, requires minimum 5' square or 4" round pole for fixture clearance. For 2 PRV-XL's mounted at 90°, requires minimum 4' square or round pole for fixture clearance. Customer is responsible for engineering analysis to confirm pole and fixture compatibility for applications.

Housing Size	Tilt Angle (degrees)	Arm Mount Single	Arm Mount 2 @ 180°	Arm Mount 2 @ 90°	Arm Mount 3 @ 90°	Arm Mount 4 @ 90°
Prevail Petite	0°	0.54	1.08	0.84	1.38	1.38
	60°	1.68	1.85	2.42	3.15	3.38
Prevail	0°	0.92	1.35	1.42	1.63	1.63
	60°	2.20	2.40	3.05	3.88	4.07
	60° + Full Drop Visor	2.20	2.40	3.35	4.28	4.47
Prevail XL	0°	1.12	2.25	2.13	2.52	2.52
	60°	3.99	4.50	5.26	6.51	6.79
	60° + Full Drop Visor	3.99	4.50	5.59	7.17	7.49
Prevail Maxx	0°	1.28	2.56	1.7	2.69	2.69
	60°	5.09	5.52	6.34	7.49	7.81

Optical Configurations

Optical Distributions


Product Specifications
Construction
- Single-piece die-cast aluminum housing
- Tethered die-cast aluminum door

Optics
- Dark Sky Approved (3000K CCT and warmer only)
- Precision molded polycarbonate optics

Electrical
- -40°C minimum operating temperature
- 40°C maximum operating temperature
- >.9 power factor
- <20% total harmonic distortion
- Class 1 electronic drivers have expected life of 100,000 hours with <1% failure rate
- 0-10V dimming driver is standard with leads external to the fixture
- Standard MOV surge protective device designed to withstand 10kV of transient line surge
- Luminaire available with the field adjustable dimming controller (FADC) to manually adjust wattage and reduce the total lumen output and light levels. Comes pre-set to the highest position at the lumen output selected.

Mounting
- Versatile, patented, standard mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4" (Type M drilling recommended for new installations)
- A knock-out on the standard mounting arm enables round pole mounting
- Adjustable pole and wall mount arms adjust in 5° increments from 0° to 60°. Downward facing orientation only (Type N drilling required for ADJA mount)
- Adjustable slipfitter arm adjusts in 5° increments from -5° to 85°. Downward facing orientation only
- Adjustable Arms: 1.5G vibration rated
- Prevail and Prevail Petite: 3G vibration rated
- Prevail XL Mast Arm: 3G vibration rated
- Prevail XL Standard Arm: 1.5G vibration rated

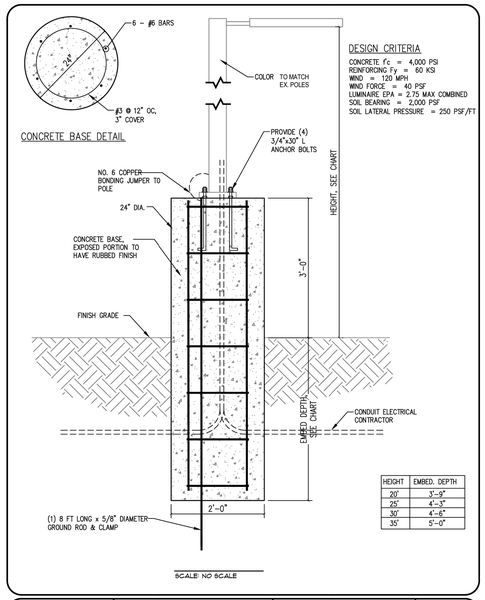
Typical Applications
- Parking lots, Walkways, Roadways and Building Areas

Finish
- Five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness
- Finish is compliant to 3,000 hour salt spray standard (per ASTM B117)

Shipping Data
- Prevail Petite: 18 lbs. (7.94 kgs.)
- Prevail: 20 lbs. (9.09 kgs.)
- Prevail XL: 45 lbs. (20.41 kgs.)
- Prevail Maxx: 49 lbs. (22.23 kgs.)

Warranty
- Five year limited warranty, consult website for details. www.cooperlighting.com/legal

COOPER Lighting Solutions



DESIGN CRITERIA
CONCRETE f'c = 4,000 PSI
REINFORCING Fy = 60 KSI
WIND = 120 MPH
WIND FORCE = 40 PSF
LUMINARE EPA = 2.75 MAX COMBINED
SOIL BEARING = 2,000 PSF
SOIL LATERAL PRESSURE = 250 PSF/FT

HEIGHT	EMBED. DEPTH
20'	3'-0"
25'	4'-3"
30'	4'-6"
35'	5'-0"

DATE	BY	DESCRIPTION

REVISIONS

Convenience Architecture and Design P.C.
351 Sheetz Way, Clarsburg, PA 16625 (814)239-6013

POLE LIGHT DETAIL

SCALE: -
JOB No. 1390A
DATE: OCT 2019
DRAWN BY: Dakin
FILENAME: DETAIL 35

LIGHT FIXTURE SCHEDULE

SYMBOL	ID	QTY	DESCRIPTION	MODEL	MANUFACTURER	MT HT.	TEMP	ARRANGEMENT	DISTRIBUTION	LUM. LUMNENS	LUM. WATTS	LLF	NOTES
A	A	3	LUMARK PREVAIL XL LED	PRV-XL-C75-D-UNV-T4-BK	COOPER	28'-0"	3000K	SINGLE	TYPE 4	2036	20.00	0.90	25' POLE WITH A 3' TALL BASE

NOTES:

1. PROPOSED LIGHTING MAY BE REPLACED WITH M-NCPPC APPROVED EQUAL.
2. COMPLY WITH CURRENT CODE REQUIREMENTS

2

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

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

REVISION KEY
1 ADDED PARCEL LINE TO CREATE PARCELS 4 AND 5.
2 INCLUDE ZAXBY'S DESIGN TO PARCEL 4.

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. ADD PARCEL LINE TO CREATE PARCELS 4 & 5.	1/24/23				
2. INCLUDE ZAXBY'S DESIGN TO PARCEL 4.	12/13/24				

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

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

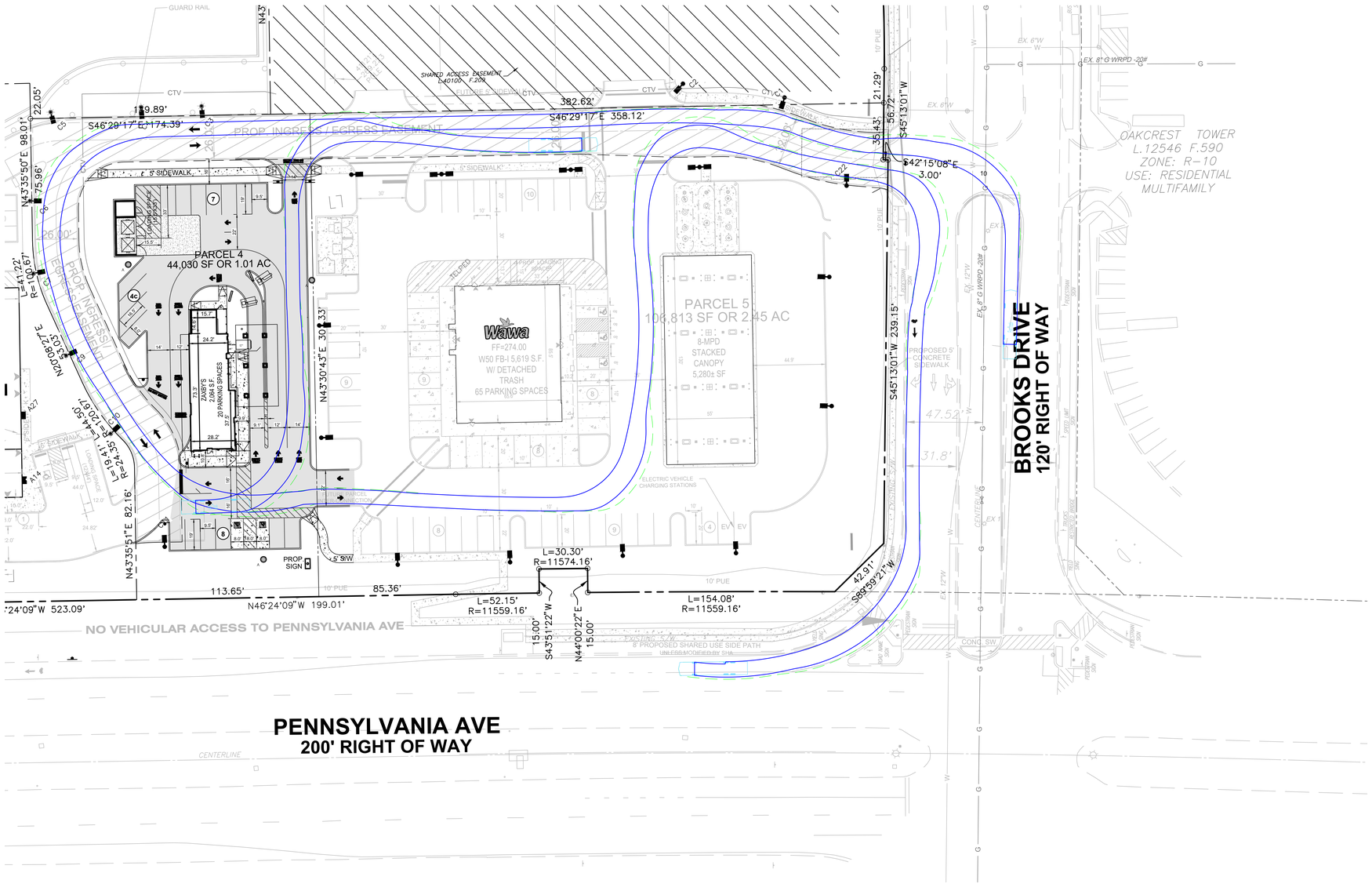
RODGERS CONSULTING
1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

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

RELEASE FOR
BY_____ DATE _____

LANDSCAPE PLAN
DSP-16037-03
PHOTOMETRIC DETAILS - ZAXBY'S

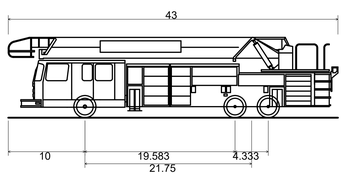
SCALE: -
JOB No. 1390A
DATE: OCT 2019
SHEET No. 8 OF 8



LEGEND:

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

PRELIMINARY NOT FOR CONSTRUCTION



Fire Truck	
Overall Length	43.000ft
Overall Width	8.250ft
Overall Body Height	10.475ft
Min Body Ground Clearance	0.906ft
Track Width	8.250ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	33.20°

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

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

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

PROFESSIONAL CERTIFICATION

"I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND."

LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

STATE OF MARYLAND — NATHAN E. BALLARD — PROFESSIONAL ENGINEER

REVISION	DATE	REVISION	DATE	REVISION	DATE
1. ADD WAWA.	05/2020				
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022				
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24				

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

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

BROOKS DRIVE PROPERTY

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

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

	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD
RELEASE FOR
BY_____ DATE ____

TRUCK TURNING EXHIBIT
FIRE TRUCK

SCALE: 1" = 30'
JOB No. 1390A
DATE: JUNE 2025
SHEET No. 1 OF 1

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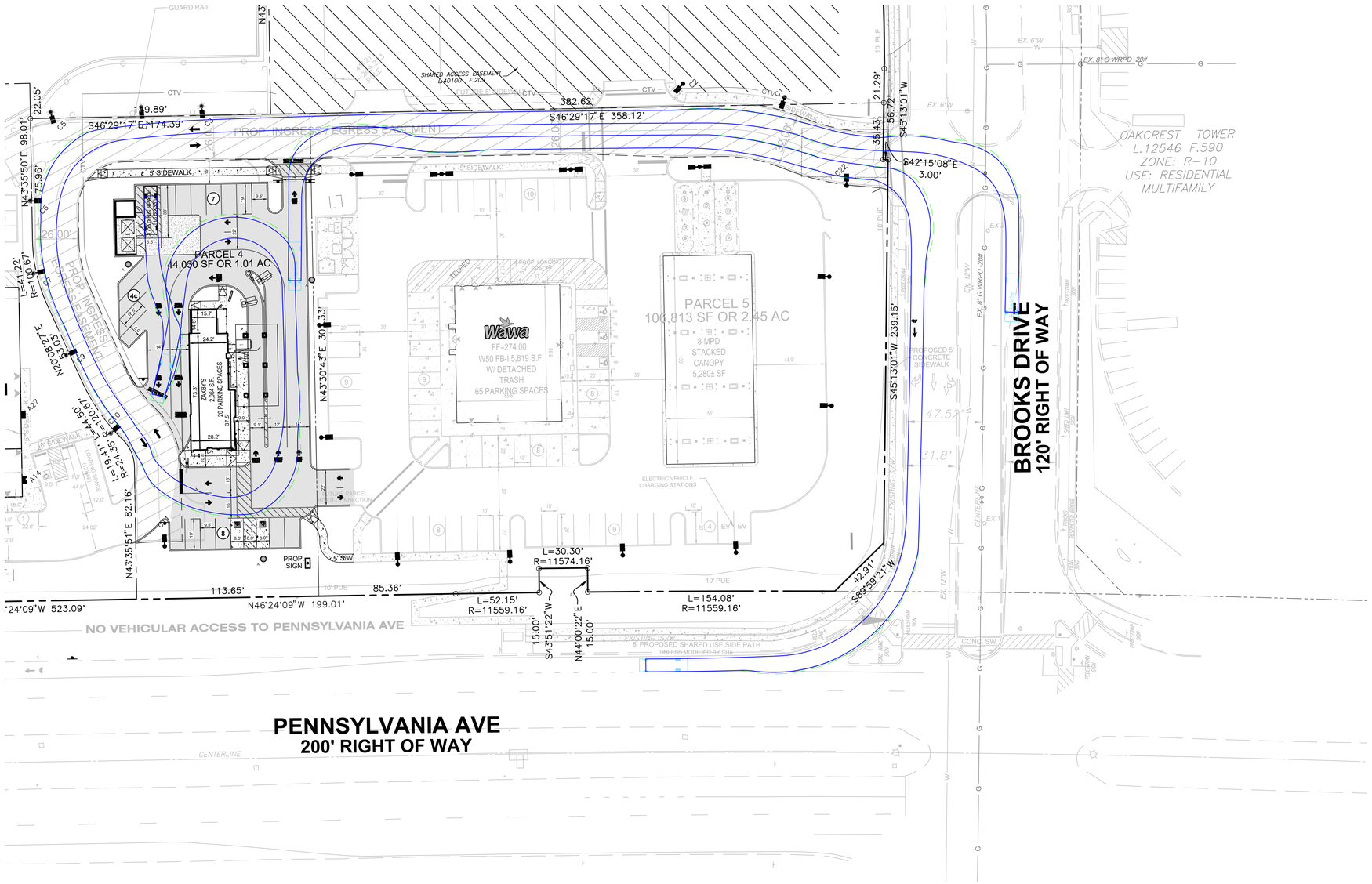
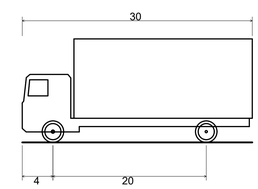


LEGEND:

- EX. BOUNDARY LINE
- EX. LOT LINE
- EX. ESMT
- EX. BLDG
- EX. SIDEWALK
- EX. PARKING STRIPING
- EX. 10' CONTOUR LINE
- EX. 2' CONTOUR LINE
- EX. TREES
- W — EX. WATER
- S — EX. SEWER
- SD — EX. STORM DRAIN
- EX. WETLAND
- WB — EX. WETLAND BUFFER
- PMA/SB PMA/SS — EX. PRIMARY MGMT AREA/STREAM BUFFER
- SB — STREAM BUFFER
- EX. STREAM
- FP — EX. FLOODPLAIN
- PMA/FP — EX. PRIMARY MGMT AREA/FLOODPLAIN
- EX. FLOODPLAIN BRL
- EX.POND
- EX. UNMITIGATED 65 DB LINE
- PR. R.O.W.
- PR. LOT LINE
- PR. BLDG
- PR. SIDEWALK
- PR. PARKING STRIPING
- PR. FACE OF CURB
- PR. BACK OF CURB
- PR. ROAD PAVEMENT
- PR. SEWER
- PR. WATER
- PR. STORM DRAIN
- PR. PUE
- PR. EASEMENT
- PR. WOOD FENCE
- x — PR. ORNAMENTAL FENCE
- REQUIRED LOT DEPTH
- WETLAND

X — SPECIMEN TREE TO BE REMOVED

PRELIMINARY NOT FOR CONSTRUCTION



SU-30 - Single Unit Truck

Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°

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

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

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

PROFESSIONAL CERTIFICATION

"I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND."

LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

STATE OF MARYLAND — CHRISTOPHER M. RODGERS — LICENSED — PROFESSIONAL ENGINEER

REVISION	DATE
1. ADD WAWA.	05/2020
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24

REVISION	DATE	REVISION	DATE

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

Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

BROOKS DRIVE PROPERTY

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

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

	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD

RELEASE FOR
BY_____ DATE _____

TRUCK TURNING EXHIBIT LOADING

SCALE: 1" = 30'
JOB No. 1390A
DATE: JUNE 2025
SHEET No. 1 OF 1

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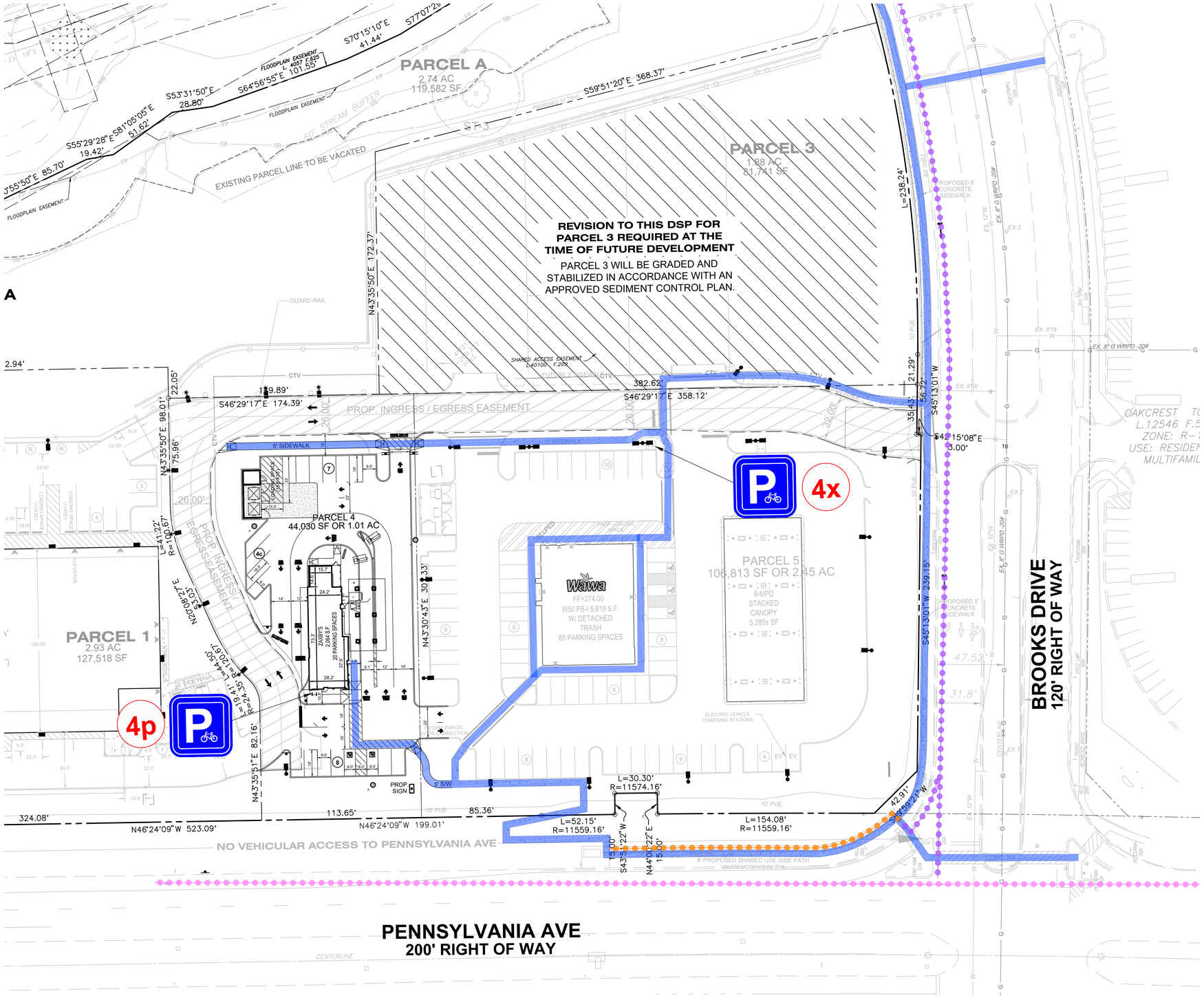
DSP-16037-03_Backup 248 of 252



LEGEND:

- EX. BOUNDARY LINE
- EX. LOT LINE
- EX. ESMT
- EX. BLDG
- EX. SIDEWALK
- EX. PARKING STRIPING
- EX. 10' CONTOUR LINE
- EX. 2' CONTOUR LINE
- EX. TREES
- W — EX. WATER
- S — EX. SEWER
- SD — EX. STORM DRAIN
- EX. WETLAND
- WB — EX. WETLAND BUFFER
- PMA/SB — PMA/SB — EX. PRIMARY MGMT AREA/STREAM BUFFER
- SB — SB — STREAM BUFFER
- EX. STREAM
- FP — FP — EX. FLOODPLAIN
- PMA/FP — PMA/FP — EX. PRIMARY MGMT AREA/FLOODPLAIN
- EX. FLOODPLAIN BRL
- EX.POND
- EX. UNMITIGATED 65 DB LINE
- PR. R.O.W.
- PR. LOT LINE
- PR. BLDG
- PR. SIDEWALK
- PR. PARKING STRIPING
- PR. FACE OF CURB
- PR. BACK OF CURB
- PR. ROAD PAVEMENT
- PR. SEWER
- PR. WATER
- PR. STORM DRAIN
- PR. PUE
- PR. EASEMENT
- PR. WOOD FENCE
- x — x — PR. ORNAMENTAL FENCE
- REQUIRED LOT DEPTH
- WETLAND
- X — SPECIMEN TREE TO BE REMOVED
- EXISTING BIKE LANE
- EXISTING SHARED USE SIDE PATH
- PEDESTRIAN ACCESS (EXISTING & PROPOSED SIDEWALKS)
- PROPOSED BIKE LANE
- P 4 — BIKE PARKING LOCATIONS & NUMBER OF EX. OR PR. SPACES

PRELIMINARY NOT FOR CONSTRUCTION

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

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

DETAILED SITE PLAN DSP-16037-03
WSSC MAP 203SE05
TAX MAP 80, GRID F1

PROFESSIONAL CERTIFICATION

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LICENSE NO. 32490
EXPIRATION DATE: 6/06/26

STATE OF MARYLAND — NATHAN BALLARD — LICENSED PROFESSIONAL ENGINEER

REVISION	DATE
1. ADD WAWA.	05/2020
2. ADD TESLA SUPERCHARGERS TO WAWA.	05/2022
3. ADD ZAXBY'S TO PARCEL 4.	12/13/24

REVISION	DATE	REVISION	DATE

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Applicant:
ALMA M&L 2 INC.
10411 Marlboro Pike
Upper Marlboro, MD 20772

BROOKS DRIVE PROPERTY

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

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

	BY	DATE
BASE DATA	CADD	
DESIGNED		
DRAWN		
REVIEWED		

RODGERS CONTACT: NAT BALLARD

RELEASE FOR
BY_____ DATE ____

PEDESTRIAN AND BIKE FACILITIES EXHIBIT

SCALE: 1" = 30'
JOB No. 1390A
DATE: JUNE 2025
SHEET No. 1 OF 1

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DSP-16037-03_Backup 249 of 252

EXTERIOR FINISH SCHEDULE

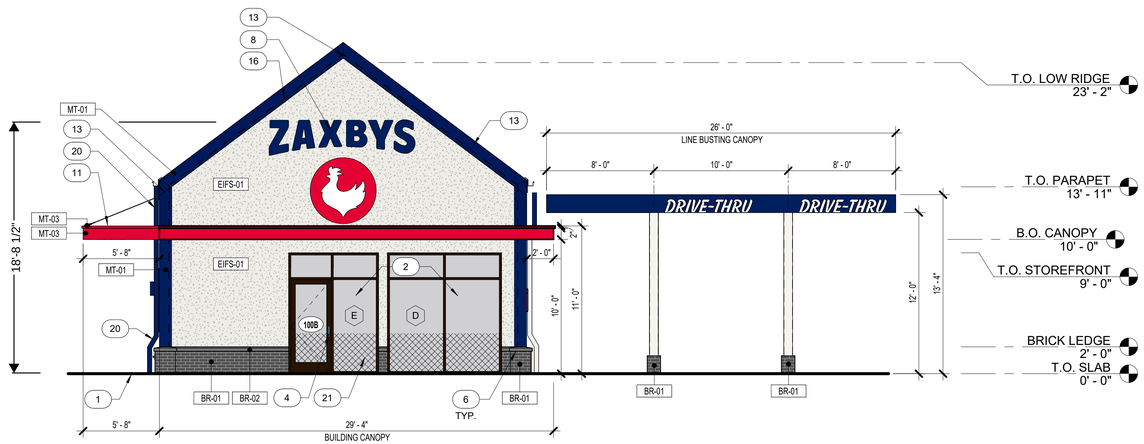
KEY	DESCRIPTION	MANUFACTURER	SPECIFICATIONS	NOTES	CONTACT
EXTERIOR WALL FINISH					
BR-01	BRICK	GLEN GERY	CHARCOAL KLAYCOAT, MODULAR BRICK	BRICK MORTAR TO BE GLEN GERY G-602	
BR-02	BRICK ROWLOCK	GLEN GERY	UTILZE SAME MATERIAL AS BR-01		
EIFS-01	EIFS STUCCO	PAREX	WATERMASTER	PAINTED PT-12	
EIFS-02	EIFS STUCCO	PAREX	WATERMASTER	PAINTED PT-10	
MP-01	METAL PANEL	PAC CLAD	SNAP CLAD - STANDING SEAM METAL ROOFING PANELS - FACTORY PAINTED FOUNDERS BLUE	SMOOTH PANEL FINISH / PROFILE 16" O/C	CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
MP-03	METAL PANEL	PAC CLAD	SNAP CLAD - STANDING SEAM METAL ROOFING PANELS - FACTORY PAINTED TONGUE TORCH RED	SMOOTH PANEL FINISH / PROFILE 16" O/C	CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
PT-10	PAINT	SHERWIN WILLIAMS	CUSTOM PAINT COLOR - ZAXBYS FOUNDERS BLUE - MATTE FINISH	PRIMER: PREPRITE PROBLOCK INTERIOR/EXTERIOR	CONTACT: KATRINA PARTEE - PHONE (404) 323 2263 EMAIL: KATRINA.D.PARTEE@SHERWIN.COM
PT-11	PAINT	SHERWIN WILLIAMS	CUSTOM PAINT COLOR - ZAXBYS TONGUE TORCH RED - SATIN FINISH	PRIMER: PREPRITE PROBLOCK INTERIOR/EXTERIOR	CONTACT: KATRINA PARTEE - PHONE (404) 323 2263 EMAIL: KATRINA.D.PARTEE@SHERWIN.COM
PT-12	PAINT	SHERWIN WILLIAMS	SW 7005 PURE WHITE. SATIN FINISH	PRIMER: PREPRITE PROBLOCK INTERIOR/EXTERIOR	CONTACT: KATRINA PARTEE - PHONE (404) 323 2263 EMAIL: KATRINA.D.PARTEE@SHERWIN.COM
PT-13	PAINT	SHERWIN WILLIAMS	SW 7069 IRON ORE - SATIN FINISH	PRIMER: PREPRITE PROBLOCK INTERIOR/EXTERIOR	CONTACT: KATRINA PARTEE - PHONE (404) 323 2263 EMAIL: KATRINA.D.PARTEE@SHERWIN.COM
MECHANICAL ROOF SCREEN					
SC-01	METAL SCREEN	CITADEL	CR-AX6 - HORIZONTAL REVEAL MOLDINGS FACTORY PAINTED FOUNDERS BLUE		CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
ROOFING					
MP-02	METAL PANEL	PAC CLAD	SNAP CLAD -STANDING SEAM METAL ROOFING PANELS - FACTORY PAINTED FOUNDERS BLUE	GC TO PROVIDE MATCHING RIDGE VENT AND SNOW/ICE GUARDS AS SHOWN TO BE PAINTED PT-10.	CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
MT-01	COPING	METAL ERA	METAL COPING AND TRIM. PERMA TITE FACTORY PAINTED FOUNDERS BLUE OR TONGUE TORCH RED		CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
MT-02	GUTTER	BY G.C.	METAL SCUPPER AND DOWNSPOUTS - FACTORY PAINTED FOUNDERS BLUE		CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
MT-03	METAL TRIM	METAL ERA	METAL AWNINGS/EYEBROW - ANCHOR TITE 8.5"	FACTORY PAINTED TONGUE TORCH RED U.N.O. CANOPY SUPPLIER TO PURCHASE ACM FROM METAL ERA PER ZAXBYS DESIGN STANDARDS.	CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
PVC	ROOFING MEMBRANE	VERSICO	60 MIL WHITE VERSIFLEX PVC		
STOREFRONT					
SF-01	STOREFRONT	KAWNEER	TRIFAB VERSAGLAZE 451T - ALUMINUM DARK BRONZE ANODIZED	CONTACT: QUALITY GLASS - PHONE (706) 548-4481	CONTACT: QUALITY GLASS - PHONE (706) 548-4481

EXTERIOR ELEVATION GENEARL NOTES

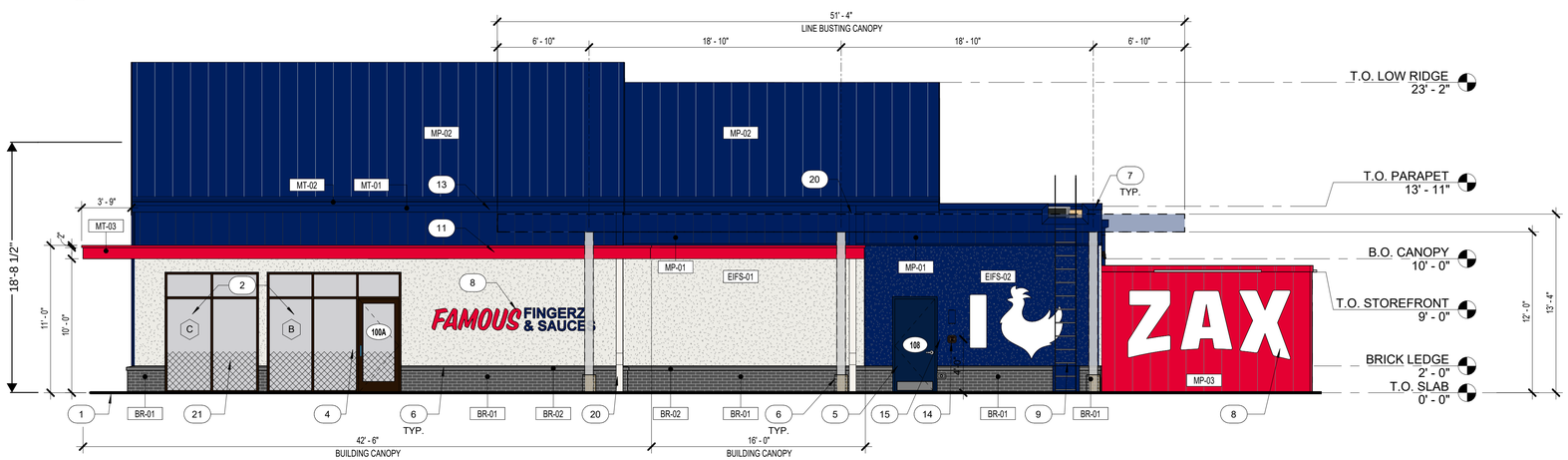
A. PER MANUFACTURERS REQUIREMENTS, IF REQUIRED, PROVIDE HORIZONTAL AND VERTICAL REVEALS IN EIFS SYSTEM. IF REQUIRED, GC TO VERIFY LOCATION OF REVEALS WITH ARCHITECT PRIOR TO LOCATING.
B. REFER TO A001-A003 FOR ALL EXTERIOR PRODUCTS AND MATERIAL SPECIFICATIONS. CONSULT AOR PRIOR TO REPLACING SPECIFIED PRODUCT.

EXTERIOR ELEVATION KEYNOTES

1. LINE INDICATES PROPOSED GRADE/SIDEWALK ELEVATION - GENERAL CONTRACTOR TO PROVIDE ADEQUATE AND CODE COMPLIANT POSITIVE DRAINAGE AWAY FROM FACE OF PROPOSED BUILDING AS REQUIRED.
2. THERMALLY BROKEN ANODIZED ALUMINUM STOREFRONT SYSTEM WITH 1" INSULATED GLAZING - ROD AND CAULK AROUND ENTIRE PERIMETER OF OPENING - REFER TO SHEET A501 FOR INSTALLATION REQUIREMENTS OF CHICKEN FILM GRAPHICS PER CLIENTS DESIGN DIRECTIVE.
3. **NOT USED**
4. DOOR HANDLES TO BE PELLET ICE BLUE.
5. INSULATED HOLLOW METAL DOOR AND FRAME - ROD AND CAULK AROUND ENTIRE PERIMETER OF OPENING - REFER TO DOOR SCHEDULE FOR FINISH REQUIREMENTS.
6. GENERAL CONTRACTOR TO PROVIDE CONTROL JOINTS ALONG BRICK INSTALLATION BASED ON MANUFACTURERS RECOMMENDATIONS.
7. PREFINISHED METAL CAP FLASHING.
8. BUILDING SIGNAGE IS FOR REFERENCE PURPOSES ONLY AND ARE TO BE SUBMITTED, REVIEWED, INSTALLED AND INSPECTED UNDER A SEPARATE PERMIT SUBMITTAL.
9. EXTERIOR SHIPS ROOF LADDER.
10. ELECTRICAL METER , MDP AND PANEL LOCATION - REFER TO ELECTRICAL FOR ADDITIONAL INFORMATION.
11. PREFINISHED METAL CANOPIES WITH INTEGRAL LIGHTING.
12. PREFINISHED ALUMINUM PASS-THRU WINDOW WITH INTEGRATED INTERIOR AIR CURTAIN - ROD AND CAULK AROUND ENTIRE PERIMETER OF OPENINGS.
13. ALL GABLE CORNERS MUST BE MITERED TO CREATE APPEARANCE OF CONTINUOUS FASCIA. REFER TO DETAILS AND TO MANUFACTURERS SUPPLIED DETAILS FOR PROPER JOINING. CAULK AND SEAL ALL JOINTS WITH SMOOTH FOUNDERS BLUE SEALANT FINISH.
14. KNOX BOX LOCATION - MOUNT @ 5'-0" AFF 0 VERIFY EXACT LOCATION WITH LOCAL AUTHORITIES PRIOR TO INSTALLATION.
15. DOOR BELL LOCATION - GENERAL CONTRACTOR TO PROVIDE: EDWARDS SIGNALING, MODEL #AC 340-4N5.
16. DASHED LINED INDICATED LOCATION OF CONCEALED BLUE LIGHTING TRIM AT GABLE AND DOWN SIDE OF BUILDING. REFER TO ELECTRICAL FOR ADDITIONAL INFORMATION.
17. **NOT USED**
18. PREFINISHED ALUMINUM WALK-OUT DOOR WITH INTEGRATED AIR CURTAIN - ROD AND CAULK AROUND ENTIRE PERIMETER OF OPENING.
19. **NOT USED**
20. PREFINISHED METAL DOWNSPOUT AND GUTTER SYSTEM - FINISH OF METAL TO MATCH ADJACENT FINISH.
21. CHICKEN WINDOW VINYL GRAPHIC BY SIGNAGE VENDOR. VERIFY PROPER INSTALLATION WITH NO BUBBLING.
22. ALL CANOPY TIEBACKS ARE TO BE PAINTED THE MATERIAL IN WHICH IT IS BEING MOUNTED TO.



2 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



1 EAST ELEVATION
SCALE: 3/16" = 1'-0"

Seal

NOT FOR CONSTRUCTION

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615 Fairport Road
Victor, NY 14564
(585) 742-2222
www.apd.com

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APD ENGINEERING ARCHITECTURE
615 Fairport Run Victor NY 14564
585.742.2222 - www.apd.com

Issued:

Revisions:

DRAWN BY: VAM
CHK'D BY: SPH

ZAXBYS

2131 Brooks Dr.
District Heights, MD
20747

SHEET TITLE

EXTERIOR ELEVATIONS

PROJECT NO: 24-0504

A201A

PLOTTED: 6/11/2025 1:03:37 PM

EXTERIOR FINISH SCHEDULE

KEY	DESCRIPTION	MANUFACTURER	SPECIFICATIONS	NOTES	CONTACT
EXTERIOR WALL FINISH					
BR-01	BRICK	GLEN GERY	CHARCOAL KLAYCOAT, MODULAR BRICK	BRICK MORTAR TO BE GLEN GERY G-602	
BR-02	BRICK ROWLOCK	GLEN GERY	UTILZE SAME MATERIAL AS BR-01		
EIFS-01	EIFS STUCCO	PAREX	WATERMASTER	PAINTED PT-12	
EIFS-02	EIFS STUCCO	PAREX	WATERMASTER	PAINTED PT-10	
MP-01	METAL PANEL	PAC CLAD	SNAP CLAD - STANDING SEAM METAL ROOFING PANELS - FACTORY PAINTED FOUNDERS BLUE	SMOOTH PANEL FINISH / PROFILE 16" O/C	CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
MP-03	METAL PANEL	PAC CLAD	SNAP CLAD - STANDING SEAM METAL ROOFING PANELS - FACTORY PAINTED TONGUE TORCH RED	SMOOTH PANEL FINISH / PROFILE 16" O/C	CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
PT-10	PAINT	SHERWIN WILLIAMS	CUSTOM PAINT COLOR - ZAXBYS FOUNDERS BLUE - MATTE FINISH	PRIMER: PREPRITE PROBLOCK INTERIOR/EXTERIOR	CONTACT: KATRINA PARTEE - PHONE (404) 323 2263 EMAIL: KATRINA.D.PARTEE@SHERWIN.COM
PT-11	PAINT	SHERWIN WILLIAMS	CUSTOM PAINT COLOR - ZAXBYS TONGUE TORCH RED - SATIN FINISH	PRIMER: PREPRITE PROBLOCK INTERIOR/EXTERIOR	CONTACT: KATRINA PARTEE - PHONE (404) 323 2263 EMAIL: KATRINA.D.PARTEE@SHERWIN.COM
PT-12	PAINT	SHERWIN WILLIAMS	SW 7005 PURE WHITE. SATIN FINISH	PRIMER: PREPRITE PROBLOCK INTERIOR/EXTERIOR	CONTACT: KATRINA PARTEE - PHONE (404) 323 2263 EMAIL: KATRINA.D.PARTEE@SHERWIN.COM
PT-13	PAINT	SHERWIN WILLIAMS	SW 7069 IRON ORE - SATIN FINISH	PRIMER: PREPRITE PROBLOCK INTERIOR/EXTERIOR	CONTACT: KATRINA PARTEE - PHONE (404) 323 2263 EMAIL: KATRINA.D.PARTEE@SHERWIN.COM
MECHANICAL ROOF SCREEN					
SC-01	METAL SCREEN	CITADEL	CR-AX6 - HORIZONTAL REVEAL MOLDINGS FACTORY PAINTED FOUNDERS BLUE		CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
ROOFING					
MP-02	METAL PANEL	PAC CLAD	SNAP CLAD -STANDING SEAM METAL ROOFING PANELS - FACTORY PAINTED FOUNDERS BLUE	GC TO PROVIDE MATCHING RIDGE VENT AND SNOW/ICE GUARDS AS SHOWN TO BE PAINTED PT-10.	CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
MT-01	COPING	METAL ERA	METAL COPING AND TRIM. PERMA TITE FACTORY PAINTED FOUNDERS BLUE OR TONGUE TORCH RED		CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
MT-02	GUTTER	BY G.C.	METAL SCUPPER AND DOWNSPOUTS - FACTORY PAINTED FOUNDERS BLUE		CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
MT-03	METAL TRIM	METAL ERA	METAL AWNINGS/EYEBROW - ANCHOR TITE 8.5"	FACTORY PAINTED TONGUE TORCH RED U.N.O. CANOPY SUPPLIER TO PURCHASE ACM FROM METAL ERA PER ZAXBYS DESIGN STANDARDS.	CONTACT: CARLISLE CONSTRUCTION MATERIALS - SARA GONZALES (262) 420-6975
PVC	ROOFING MEMBRANE	VERSICO	60 MIL WHITE VERSIFLEX PVC		
STOREFRONT					
SF-01	STOREFRONT	KAWNEER	TRIFAB VERSAGLAZE 451T - ALUMINUM DARK BRONZE ANODIZED	CONTACT: QUALITY GLASS - PHONE (706) 548-4481	CONTACT: QUALITY GLASS - PHONE (706) 548-4481

EXTERIOR ELEVATION GENEARL NOTES

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B. REFER TO A001-A003 FOR ALL EXTERIOR PRODUCTS AND MATERIAL SPECIFICATIONS. CONSULT AOR PRIOR TO REPLACING SPECIFIED PRODUCT.

EXTERIOR ELEVATION KEYNOTES

1. LINE INDICATES PROPOSED GRADE/SIDEWALK ELEVATION - GENERAL CONTRACTOR TO PROVIDE ADEQUATE AND CODE COMPLIANT POSITIVE DRAINAGE AWAY FROM FACE OF PROPOSED BUILDING AS REQUIRED.
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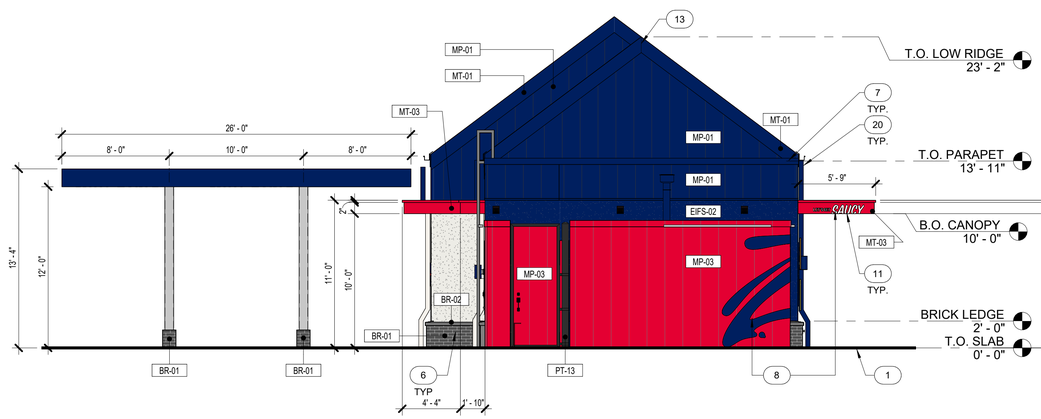
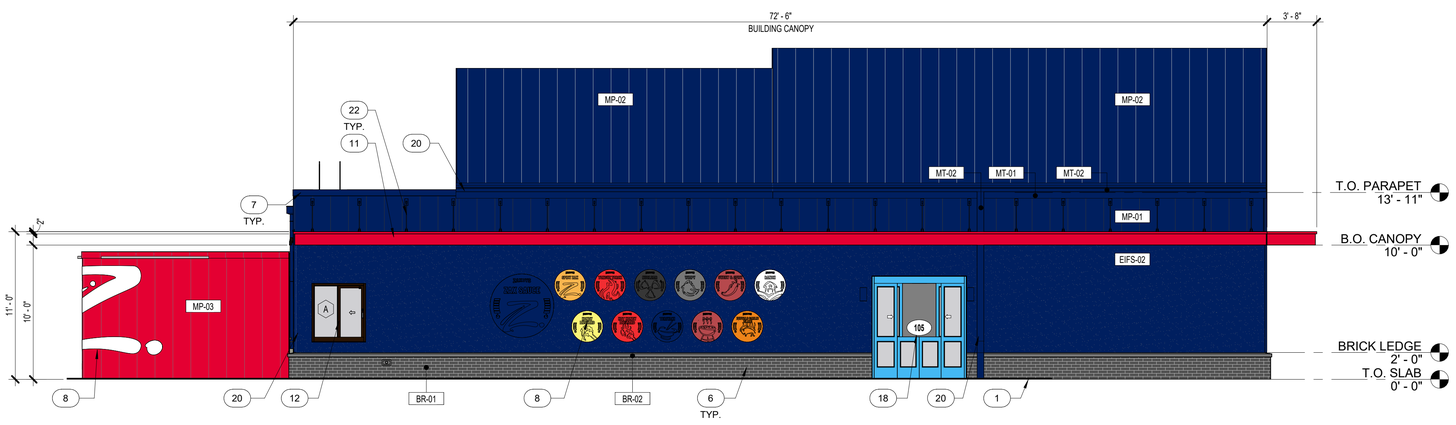
3. **NOT USED**
4. DOOR HANDLES TO BE PELLET ICE BLUE.
5. INSULATED HOLLOW METAL DOOR AND FRAME - ROD AND CAULK AROUND ENTIRE PERIMETER OF OPENING - REFER TO DOOR SCHEDULE FOR FINISH REQUIREMENTS.
6. GENERAL CONTRACTOR TO PROVIDE CONTROL JOINTS ALONG BRICK INSTALLATION BASED ON MANUFACTURERS RECOMMENDATIONS.
7. PREFINISHED METAL CAP FLASHING.
8. BUILDING SIGNAGE IS FOR REFERENCE PURPOSES ONLY AND ARE TO BE SUBMITTED, REVIEWED, INSTALLED AND INSPECTED UNDER A SEPARATE PERMIT SUBMITTAL.
9. EXTERIOR SHIPS ROOF LADDER.
10. ELECTRICAL METER , MDP AND PANEL LOCATION - REFER TO ELECTRICAL FOR ADDITIONAL INFORMATION.
11. PREFINISHED METAL CANOPIES WITH INTEGRAL LIGHTING.
12. PREFINISHED ALUMINUM PASS-THRU WINDOW WITH INTEGRATED INTERIOR AIR CURTAIN - ROD AND CAULK AROUND ENTIRE PERIMETER OF OPENINGS.
13. ALL GABLE CORNERS MUST BE MITERED TO CREATE APPEARANCE OF CONTINUOUS FASCIA. REFER TO DETAILS AND TO MANUFACTURERS SUPPLIED DETAILS FOR PROPER JOINING. CAULK AND SEAL ALL JOINTS WITH SMOOTH FOUNDERS BLUE SEALANT FINISH.
14. KNOX BOX LOCATION - MOUNT @ 5'-0" AFF 0 VERIFY EXACT LOCATION WITH LOCAL AUTHORITIES PRIOR TO INSTALLATION.
15. DOOR BELL LOCATION - GENERAL CONTRACTOR TO PROVIDE: EDWARDS SIGNALING, MODEL #AC 340-4N5.
16. DASHED LINED INDICATED LOCATION OF CONCEALED BLUE LIGHTING TRIM AT GABLE AND DOWN SIDE OF BUILDING. REFER TO ELECTRICAL FOR ADDITIONAL INFORMATION.
17. **NOT USED**
18. PREFINISHED ALUMINUM WALK-OUT DOOR WITH INTEGRATED AIR CURTAIN - ROD AND CAULK AROUND ENTIRE PERIMETER OF OPENING.
19. **NOT USED**
20. PREFINISHED METAL DOWNSPOUT AND GUTTER SYSTEM - FINISH OF METAL TO MATCH ADJACENT FINISH.
21. CHICKEN WINDOW VINYL GRAPHIC BY SIGNAGE VENDOR. VERIFY PROPER INSTALLATION WITH NO BUBBLING.
22. ALL CANOPY TIEBACKS ARE TO BE PAINTED THE MATERIAL IN WHICH IT IS BEING MOUNTED TO.



4 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



3 WEST ELEVATION
SCALE: 3/16" = 1'-0"

Seal

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Vol. 1977, Page 1
Folio 1977, Page 1
Drawing Alteration
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DRAWN BY: VAM
CHK'D BY: SPH

ZAXBYS

2131 Brooks Dr.
District Heights, MD
20747

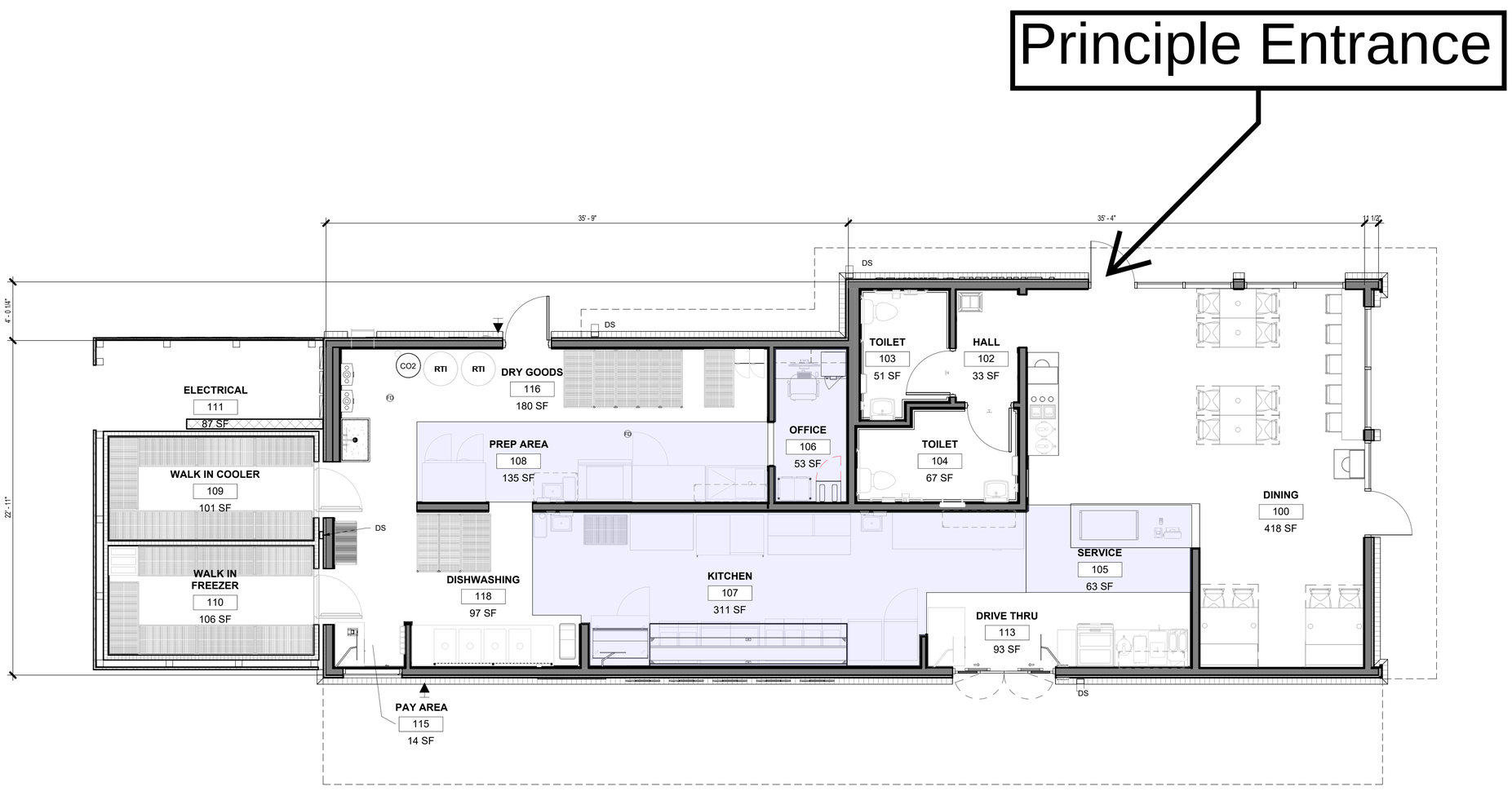
SHEET TITLE

EXTERIOR ELEVATIONS

PROJECT NO: 24-0504

A201B

PLOTTED: 6/11/2025 1:03:58 PM



1 SCHEMATIC FLOOR PLAN

Room Areas		
Name	Number	Area
BEVERAGE	101	48 SF
DINING	100	418 SF
DISHWASHING	118	97 SF
DRIVE THRU	113	93 SF
DRY GOODS	116	180 SF
ELECTRICAL	111	87 SF
HALL	102	33 SF
KITCHEN	107	311 SF
OFFICE	106	53 SF
PAY AREA	115	14 SF
PREP AREA	108	135 SF
SERVICE	105	63 SF
TOILET	103	51 SF
TOILET	104	67 SF
WALK IN COOLER	109	101 SF
WALK IN FREEZER	110	106 SF

SERVICE SQUARE FOOTAGE (OFFICE, KITCHEN, PREP, SERVICE): 562 SF

Seal

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Issued:

Revisions:

DRAWN BY: Author
CHK'D BY: Checker

ZAXBYS

2131 Brooks Dr.
District Heights, MD
20747

SHEET TITLE

FLOOR PLAN

PROJECT NO: 24-0504

DD-01

PLOTTED: 6/12/2025 2:18:35 PM

Additional Back-up

For

MRF-2025-008
City Of District Heights - Fiesta Place

Ford, Ronda

From: Cottage In The Court <cottageinthecourt@gmail.com>
Sent: Monday, July 28, 2025 10:55 AM
To: PPD-PGCPB
Cc: Laura Robinson; Fiesta Place; David Street; Rebecca Stack
Subject: Letter of Support for Fiesta Place Community Garden

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To the Members of the Planning Board,

My name is Teri Speight, and I am writing on behalf of the Fiesta Place gardening community in District Heights.
For more than a decade, our neighbors have tended garden beds at Fiesta Place and welcomed one another into a small, meaningful green space. Today, I am asking for your support as we expand that garden into a multigenerational, accessible, and inclusive community gathering place that serves District Heights residents of all ages and abilities.
This proposed expansion grew out of sustained, hands-on community engagement.
Working with the Neighborhood Design Center and the City of District Heights, residents participated in collaborative design sessions to define what our community most needs: safe, accessible paths and seating, flexible spaces for small and large gatherings, native planting areas that support local ecology, and amenities that enable outdoor learning and cultural expression.
The resulting concept reflects four core principles we heard again and again from neighbors: accessibility, togetherness, sustainability, and education—and it translates them into tangible features such as porous accessible walkways, an outdoor classroom, raised planters, and comfortable places to sit and connect.
Our intent is twofold. First, we want to ensure more people in District Heights can use and enjoy the space, regardless of age or ability. That is why access and flexible, welcoming seating are central to the plan. Second, we want Fiesta Place to remain a quiet respite for the neighborhood—a place to sit with a book, listen to the wind in the plantings, or watch children engage with nature. The expansion makes room for both calm reflection and small-scale community programming without compromising the garden's gentle character.
The benefits of approving this project are clear:

- Health and well-being: Access to nature, places to sit, and opportunities for creative expression and learning—all within walking distance—support mental and physical health for residents across generations.
- Belonging and safety: Clear paths, welcoming entrances, and varied seating signal that everyone belongs, while regular community presence increases natural surveillance and comfort.
- Environmental stewardship: Native plants and permeable surfaces support local biodiversity and help the landscape function more sustainably over time.

-
-
- Civic partnership: This is a community-led, City-supported initiative that demonstrates
- responsible public investment and local stewardship.
-

On behalf of the Fiesta Place gardening community, I respectfully urge the Planning Board to approve the necessary plans and permits for the Fiesta Place Gathering Space. Your approval will help transform an already cherished garden into a truly inclusive neighborhood destination and peaceful refuge—a place where our elders can rest, our children can learn, and our entire community can come together.
Thank you for your consideration and for all you do to support high-quality, community-driven public spaces in Prince George's County.
Sincerely,
Teri Speight
on behalf of The Fiesta Place Community Garden
District Heights, Maryland

Cottage in the Court

301-785-7507

Author/Garden Writer/Podcaster/Visionary/Coach

Co-Chair, Fiesta Place Community Garden

https://podcasters.spotify.com/pod/show/cottageinthecourt

https://www.cottageinthecourt.com

https://www.facebook.com/teresaspeight/

https://www.Instagram.com/cottageinthecourt/

@cottageinthecourt.bsky.social

Books:

Black Flora: Inspiring Profiles of Floriculture's New Vanguard

https://amzn.to/3VsQ59M

Co-Author – The Urban Garden: 101 Ways to Grow Food and Beauty in the City

https://www.amazon.com/gp/product/0760373019/ref=dbs_a_def_rwt_hsch_vapi_taft_p1_i0

Ukweli

https://evepostbooks.com/product/ukweli-searching-for-healing-truth/

Contributing Essayist

Enjoying all things beautiful…one day at a time.

Ford, Ronda

From: Lauren Cosby, PhD <cosby.lauren@gmail.com>
Sent: Monday, July 28, 2025 1:59 PM
To: PPD-PGCPB
Subject: Letter of Support – MRF-2025-008 – Fiesta Place Community Garden and Public Space Expansion
Attachments: Letter of Support Fiesta Place.pdf

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello Members of the Board,

I am writing in support of the application **MRF-2025-008** submitted by the **City of District Heights** to expand the outdoor community garden and construct a new community public space at **6716 Halleck Street**.

My full letter of support is provided below as an attachment to this email.

Sincerely,

Lauren Cosby, PhD

--
Lauren Cosby, PhD
LinkedIn
Calendly

Dear Prince George's County Planning Board,

I am writing to express my strong support for the application **MRF-2025-008** submitted by the **City of District Heights** to expand the outdoor community garden and construct a new community public space at **6716 Halleck Street**.

As a resident of District Heights, I have witnessed the positive impact the existing community garden has had on our neighborhood. It is more than just a green space—it is a hub for education, community building, and wellness. The proposed expansion will not only allow more residents to engage with sustainable gardening practices, but it will also provide a much-needed gathering space that fosters intergenerational connection, outdoor activity, and civic pride.

The project reflects the City's commitment to revitalizing and enhancing underutilized spaces in a thoughtful, inclusive, and environmentally conscious way. With this expansion, we can strengthen community resilience, improve access to green space in an established residential area, and continue nurturing a project that began under former Mayor Walls and remains a verified Master Gardener initiative.

I respectfully urge the Planning Board to approve this request and help move this meaningful project forward. Thank you for your time and consideration.

Sincerely,

Lauren Cosby, PhD
cosby.lauren@gmail.com
Resident, City of District Heights

Ford, Ronda

From: Laura Robinson <lrobinson@ndc-md.org>
Sent: Tuesday, July 29, 2025 6:58 AM
To: PPD-PGCPB
Subject: LOS for Fiesta Place - MRF-2025-008
Attachments: NDC_LOS_Fiesta Place - MRF-2025-008.pdf

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please find the attached Letter of Support for the Fiesta Place project on the Agenda for this Thursday's Planning Board Meeting.

Thank you,

Laura Robinson
(She/Her)
Programs Director of Landscape Design & Environmental Resilience
ISA Certified Arborist #MA-6443A
Neighborhood Design Center

(301) 850-6697
LRobinson@ndc-md.org
ndc-md.org
4002 34th St, Mt. Rainier, MD 20712

Be the first to know - sign up for the Neighborhood Design Center's newsletter!

the Neighborhood DesignCenter

www.ndc-md.org

Laura Robinson
The Neighborhood Design Center
4002 34th Street
Mt. Rainier, MD 20712

July 28, 2025

Prince George's County Planning Board
1616 McCormick Drive
Largo, MD 20774

RE: Fiesta Place Gathering Space Letter of Support (Case #MRF-2025-008)

Dear Mr. Chairman and members of the Prince George's County Planning Board,

On behalf of the Neighborhood Design Center, as the Program Director for Landscape and Environmental Resilience, I'm writing in strong support of the proposed improvements at Fiesta Place in District Heights.

About NDC's work in Prince George's County: For 30 years, NDC has connected Prince George's communities to pro bono design services and technical services. In that time, we have partnered on over 2,000 community projects across the County: planning new playgrounds, reclaiming vacant land, revitalizing commercial districts, creating community master plans, preserving cultural sites, and beautifying neighborhoods. We are the organization that community leaders call when they want to take on local improvements, build pride and participation in their neighborhood, and attract resources to support their community goals.

NDC has supported Fiesta Place from the very beginning. The project started in 2014 with our pro-bono Community Design Works (CDW) program with a focus on formalizing the community gardens. These community garden plots have become a

beloved resource for the community. As community aspirations grew, Fiesta Place returned to NDC in 2022 to translate neighbors' ideas into a plan to expand the space, improve accessibility, and welcome more people. Across these phases, we conducted numerous community engagement sessions, including listening sessions, on-site workshops, and design reviews, to ensure the design reflects community priorities. This visioning process resulted in a concept design that the City agreed to implement by hiring an engineering design/build team to turn the conceptual design into constructable plans.

In the current phase, DesignGreen LLC has completed the permitting and construction drawings. The City of District Heights and project team hosted a public meeting to share the more detailed plans based on the original concept vision and receive input; feedback was uniformly positive. NDC has continued to support the project with logistical and technical assistance to the City, because we believe in this project and the community's vision and want to help see it through implementation.

We also want to address site impacts and benefits directly:

- Only a few trees will be removed to address hazards and safety concerns.
- Existing mature trees will be protected through the use of a flexipave path to safeguard root zones.
- Invasive species that threaten neighboring properties will be removed, and the landscape will be restored with native plantings that support habitat and long-term resilience.
- Neighbors will be minimally impacted visually; planted buffers and screens are used strategically to maintain privacy and soften views.

The result will be a small, quiet, natural space that remains a neighborhood greenspace while being more inclusive and accessible for residents of all ages and abilities.

the Neighborhood DesignCenter

www.ndc-md.org

On behalf of NDC, I respectfully request the Planning Board to approve the plans for Fiesta Place. This community-driven project exemplifies thoughtful public investment: it strengthens everyday access to nature, supports intergenerational connections, and reflects a design shaped by the community of people who will use and care for it.

Thank you for your consideration and for your ongoing commitment to high-quality, community-led public spaces in Prince George's County.

Sincerely,

Laura Robinson
Programs Director
The Neighborhood Design Center
lrobinson@ndc-md.org
301-850-6697

To: pgcpb@mncppc.org
Subject: Letter of Support – MRF-2025-008 – Fiesta Place Community Garden and Public Space Expansion

Dear Prince George's County Planning Board,

I am writing to express my strong support for the application **MRF-2025-008** submitted by the **City of District Heights** to expand the outdoor community garden and construct a new community public space at **6716 Halleck Street**.

As a resident of District Heights, I have witnessed the positive impact the existing community garden has had on our neighborhood. It is more than just a green space—it is a hub for education, community building, and wellness. The proposed expansion will not only allow more residents to engage with sustainable gardening practices, but it will also provide a much-needed gathering space that fosters intergenerational connection, outdoor activity, and civic pride.

The project reflects the City's commitment to revitalizing and enhancing underutilized spaces in a thoughtful, inclusive, and environmentally conscious way. With this expansion, we can strengthen community resilience, improve access to green space in an established residential area, and continue nurturing a project that began under former Mayor Walls and remains a verified Master Gardener initiative.

I respectfully urge the Planning Board to approve this request and help move this meaningful project forward. Thank you for your time and consideration.

Sincerely,

Andrea Jefferson
Resident, City of District Heights

July 18, 2025

Dear Planning Board Members,

RE: Comments on Application Number: MRF-2025-008
Application Name: District Heights – Fiesta Place
Address or Location: 6716 Halleck Street, District Heights

My name is Gayle B. Branch. I am a Senior (62) and a resident of District Heights, Maryland. My home is located at 6711 Halleck Street, District Heights, Maryland, 20747.

I'm sending this second email in response to Application Number: MRF-2025-008 proposal to expand the existing outdoor community garden located between Gateway Boulevard and Halleck Street, District Heights, Maryland 20747. Proposed location:

6716 HALLECK STREET
DISTRICT HEIGHTS, MD 20747

On July 14, 2025, I emailed my comments on the proposal to extend the Fiesta Community Garden located on Gateway Boulevard. However, I discovered the Fiesta Place Gathering Space (Project No. 3909) on the Neighborhood Design Center website, which describes it as an arts park and gathering space for social gatherings, creative outlets, and celebrations of various durations. This information was not in the design plans I received. With these types of activities, food will be present, necessitating the need for public restrooms to prevent unsanitary practices. In addition to the burden of additional parking in our already limited street parking, increased foot traffic, and daily and nighttime noise pollution, there will be a need for public bathroom facilities.

Extending the community garden and building an arts park and gathering place will cause a disproportionate burden and negatively impact the environment, health, safety, property, and well-being of our neighborhood. It is not a benefit to our neighborhood, community, or the citizens of District Heights.

I also find it perplexing that the City of District Heights chose to enhance and increase the value of the homes along Kipling Parkway by planting trees and protecting the environment; however, a few blocks away, the city decides to cut down an established woodland and upheave a quiet cul-de-sac.

An expanded Community Garden and Arts Park/Gathering Space would better serve the citizens of District Heights, if it's on the grounds of the District Heights Municipal Center, which has established ADA accommodations, ample public parking, seating, access to public restrooms and running water, lighting, sound systems, equipped to serve/provide food services, trash and recycling removal, and is easily accessible by the police and fire department.

Sincerely,

Gayle B. Branch
Cell: 301-437-4566
Email: beenblessed@hotmail.com
6711 Halleck Street
District Heights, Maryland 20747
6716 HALLECK STREET
DISTRICT HEIGHTS, MD 20747

Dear Planning Board Members,

RE: Comments on Application Number: MRF-2025-008
Application Name: District Heights – Fiesta Place
Address or Location: 6716 Halleck Street, District Heights

My name is Gayle B. Branch. I am a Senior (62) and a resident of District Heights, Maryland. My home is located at 6711 Halleck Street in District Heights, Maryland, 20747.

I'm sending this email in response to Application Number: MRF-2025-008 proposal to expand the existing outdoor community garden located between Gateway Boulevard and Halleck Street in District Heights, Maryland 20747. Proposed location:

6716 HALLECK STREET
DISTRICT HEIGHTS, MD 20747

This plan proposes to remove and/or reduce a healthy, strong woodland that has been a flourishing mini ecosystem with many species of different ages and sizes of thriving trees and other shrubs. This area also supports a wide variety of wildlife.

I am requesting that the City of District Heights cancel this proposal for the following reasons.

Tree canopies intercept rainfall, slowing its descent to the ground and allowing water absorption by the soil. Tree roots are a natural anchor that holds soil together and prevents it from being washed away by rain and runoff. Cutting down the trees in this well-established woodland will disturb the natural process that has kept the soil in place and decreased water erosion. The combination of increased runoff and reduced water retention can and will eventually cause flooding, and that excess water will most likely flow onto Halleck Street, Gateway Boulevard, the yards of surrounding properties, and basements.

However, the City of District Heights applied for and received an exemption from erosion and sediment control under COMAR 26.17.01.05. Page two of the plan states, Stormwater Management Is Not Required As The Project Scope Meets The Following Criteria:

- Less than 500 SF
- Less than 100 CY of Cut/Fill
- Is not in the Chesapeake Bay Critical Area (CBCA)

Clearly showing that the city is aware of the permanent impact the project could have on the surrounding land, private properties, and homes.

Trees also play a significant role in purifying the air, absorbing pollutants, and releasing oxygen. However, the plan is to remove the trees, install a fire pit, and surround it with dried painted tree stumps. The fire pit will pose several dangers, such as fire hazards, air pollution, and health risks, especially for those with pre-existing conditions. Wood smoke contains harmful pollutants,

which can cause respiratory irritation, worsen conditions like asthma, and potentially contribute to heart and lung disease. Burning wood significantly impacts local air quality; however, the trees will be destroyed, which protects the surrounding community from such pollutants.

Sparks and embers can fly from the pit and ignite dry leaves, mulch, vegetation, and other combustible materials like dried tree stumps. The fire pit is located in an open area with no safeguards in place to prevent visitors from building fires and leaving fires unattended and unextinguished. Putting our homes at risk of fire.

This plan will attract not only foot traffic through our cul-de-sac but also additional vehicles parking in our already limited street parking. The park will attract visitors in all seasons during the day and night, especially since a fire pit is best experienced during colder months and after dark.

With increased foot traffic comes increased noise pollution, litter, reduced privacy, parking issues, illicit activities, vandalism, property damage, and other crimes, decreasing our safety and the appeal and value of our homes.

The park will require daily, weekly, monthly, and seasonal maintenance, trash and snow removal, and frequent policing to ensure it doesn't become a community blight.

The trees in this woodland reduce the noise pollution from air traffic and the surrounding PA systems, which I can hear inside my home with windows and doors closed. I can't imagine how loud it would be without the trees' natural ability to absorb sound.

The trees absorb harmful UV rays and provide shading, leading to decreased energy usage in surrounding homes.

What the city has proposed will negatively impact the environment, health, safety, property value, and well-being of our community. This is not a benefit to our neighborhood, community, or the citizens of District Heights.

The overall plan will replace a natural woodland located in the beautiful cul-de-sac of Halleck Street with toxic materials such as paint, asphalt, concrete, pavers, cisterns, steel planters, storage containers, a fire pit, and painted tree stumps. I will include in this list the **Public Trash Receptacles**, which will be necessary but not mentioned in the plans, that will attract nuisance disease-carrying rodents.

In closing, what I find most interesting about this proposal is that the City of District Heights chose to enhance and increase the value of the homes along Kipling Parkway by **planting trees and protecting the environment; however, a few blocks away, the city decides to cut down an established woodland.**

Sincerely,

Gayle B. Branch
Cell: 301-437-4566
Email: beenblessed@hotmail.com
6711 Halleck Street
District Heights, Maryland 20747