

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 January 7, 2016, regarding Detailed Site Plan DSP-15026 for Patient First, Landover Hills, the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) is for the construction of an 8,190-square-foot medical clinic for Patient First, with associated parking and other site improvements.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	C-S-C/D-D-O	C-S-C/D-D-O
Use(s)	Bank	Medical Clinic
Acreage	1.33	1.33
Building Square Footage/GFA	2,220 (to be razed)	8,190 (proposed)

OTHER DEVELOPMENT DATA

Parking Requirements per the Sector Plan

	Spaces Required
Medical Clinic per Section 27-568(a)	
1 space/ 200 square feet of GFA = 41 spaces	21 – 51*
Total Parking Approved	45**
	43 standard @ 9 feet x 18 feet 2 van-accessible handicapped
Total Loading Spaces Required***	0
Total Loading Spaces Approved	1 (15 feet x 33 feet)

Notes: *The number of parking spaces required is per the D-D-O standard IV.C.2. on page 166 of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (Central Annapolis Road Sector Plan and SMA). This standard sets the minimum required on-site parking for all uses to be 50 percent of the required minimum as determined by the Zoning Ordinance, Section 27-568(a), and the maximum to be 125 percent of the Zoning Ordinance requirement.

**Per the D-D-O standards, bicycle parking is not required for nonresidential uses under 10,000 square feet of GFA in the Retail Town Center character area.

***The D-D-O Zone does not have a standard for required loading spaces. The DSP proposes one loading space, behind the building. However, none is required by the Zoning Ordinance since the use is less than 10,000 square feet.

3. **Location:** The subject property is located on the south side of Annapolis Road (MD 450), in the southeast quadrant of the intersection of MD 450 and 62nd Avenue. It is located in Council District 5, Planning Area 69, and in the municipality of Landover Hills. The address is 3911 62nd Avenue, Hyattsville, Maryland.
4. **Surrounding Uses:** The subject property is bounded on three sides by public rights-of-way. Annapolis Road (MD 450) abuts the site to the north with commercial uses in the Commercial Shopping Center (C-S-C) Zone beyond; 62nd Avenue abuts the site to the west with a gas station and hotel in the C-S-C Zone beyond; and the platted, but undeveloped, Columbia Avenue abuts the site to the south with vacant land in the One-Family Detached Residential (R-80) Zone beyond. To the east, the property abuts a hotel in the C-S-C Zone.
5. **Previous Approvals:** The subject property is located on Tax Map 51 in Grid A-3 and is composed of Lots 1 and 18, Block F – Oaklyn, recorded in Plat BDS 1-12 which was enrolled into the Prince George’s County Land Records on July 5, 1906. The site was completely developed with the existing structure, a former bank, and pavement in 1966. The Central Annapolis Road Sector Plan and SMA retained the property in the C-S-C Zone. On June 11, 2015, the Planning Board approved Preliminary Plan of Subdivision 4-14017 (PGCPB Resolution No. 15-56) for the proposed development on the subject property.
6. **Design Features:** The subject application proposes to completely raze the existing bank building on the rectangular property and construct a one-story, 30.67-foot-high, 8,190-square-foot medical clinic building for Patient First. The building will be located in the northeast corner of the property, within 40 feet of Annapolis Road (MD 450). The proposed 45-space parking compound is located to the east and south of the building, with two access driveways off 62nd Avenue. A loading space and concrete block dumpster enclosure are located to the south, behind the building, and stormwater is being accommodated in bioretention facilities at the east side of the property, between the parking lot and 62nd Avenue. Bike racks are proposed near the front entrance and a three-foot-high concrete block screen wall is proposed between the parking lot and MD 450. A single internally-illuminated freestanding sign is proposed in the northwest corner of the property, nearest the intersection. The applicant presented a new design for the freestanding sign at the Planning Board hearing, as seen in Applicant’s Exhibit 2.

The proposed one-story building is rectangular in shape. The shorter northern elevation, facing MD 450, will have a dark gray split-faced concrete block base with white split-faced concrete block on the upper portion and a large amount of full-height clear glass storefront windows. This

portion has a gabled, green, standing-seam metal roof with a large cupola, which also has a gabled, green, standing-seam metal roof. The top of the cupola measures 30.67 feet in height. The southern portion of the building has a flat roof, without the cupola, and has a maximum height of 18 feet. The main building entrance, which is a double glass door, is located in the angled northwest corner of the building, with a sidewalk that leads to the sidewalk along MD 450. The northern third of the western elevation, which faces the parking compound, continues the same material and fenestration pattern as the northern elevation. The southern two-thirds of the western elevation have the same dark gray split-faced concrete block base with white split-faced concrete block on the upper portion, a flat roof with a green metal and white Exterior Insulation Finishing System (EIFS) cornice, evenly spaced standard-size windows, and a gray metal access door at the southern end. The southern elevation, facing the parking lot, continues the same material pattern as the western elevation, with evenly-spaced standard-size windows and a grey metal access door. The eastern elevation is similar to the western elevation in terms of materials and roof design, but has a different window and access door arrangement. The northern, western, and eastern elevations of the cupola feature have the same 29.5-square-foot building-mounted sign, which is internally-illuminated with individual white raceway channel letters.

COMPLIANCE WITH EVALUATION CRITERIA

- 2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment and Development District Overlay Zone (D-D-O):** The subject site is located within the Retail Town Center area of the 2010 *Central Annapolis Road Sector Plan and Sectional Map Amendment* (Central Annapolis Road Sector Plan and SMA). The character area is intended to create a pedestrian-friendly retail center oriented toward Annapolis Road (MD 450). The center should accommodate a mix of regional-serving retailers and neighborhood-oriented businesses. The Development District Overlay Zone (D-D-O) Zone imposes urban design standards to implement the plan's vision for the corridor and this character area.

The subject property is currently occupied by a vacant bank, and the applicant proposes to completely raze the existing development and build a new medical clinic. Since a site plan has been submitted, the entire development is required to comply with the intent and the development district standards of the Central Annapolis Road Sector Plan. Compliance with the applicable standards has been evaluated as a part of the DSP process.

Requests to Amend Development District Standards

The submitted application and justification materials indicate the need to deviate from a number of development district standards to accommodate the proposed development on the subject property. Per Section 27-548.25 of the Prince George's County Zoning Ordinance, these alternate standards may be approved if they can be found to benefit the development and the development district, and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. These alternate standard requests, along with other standards, warrant discussion as follows (all page numbers reference the sector plan):

a. **Retail Town Center Bulk Table (Standard IV.A.)**

The development district standards identify the minimum and maximum building placement line as 65 and 75 feet, measured from the existing centerline of the eastbound MD 450 travel lanes, and zero and 30 feet from 62nd Avenue.

Technically, the submitted site plan does not meet either of these requirements, as the proposed building is set back approximately 63 feet from the center line of the eastbound MD 450 travel lanes and 88 to approximately 110 feet from the right-of-way of 62nd Avenue.

The applicant stated that the large setback is necessary to accommodate the vehicular access and parking on the site along 62nd Avenue since access is restricted along MD 450.

The proposed building has been moved closer to MD 450 than the existing bank on the subject site. Given the small size of the site and proposed building and the fact that 62nd Avenue is a dead end street, the Planning Board found that the building location is a reasonable response to the site constraints, as MD 450 is the primary frontage. Therefore, the Planning Board approved these amendment requests.

b. **Parking and access management (Standard IV.C.1.)**

a. **No parking shall be located in the front yard or corner side yard.**

Due to the lot configuration, proposed building size, and the necessary access points, this development application shows part of the parking lot in the corner side yard. Although the master plan recommends that 62nd Avenue become a continuous street to the south, there are no current plans to connect it, and the existing development along 62nd Avenue is not retail-oriented. Consequently, locating the building further back from the roadway for parking is an appropriate arrangement that is consistent with the existing development pattern. The Planning Board approved this amendment request.

c. **Monument/Freestanding Signs (Standard V.E.2.)**

Prior to the Planning Board hearing, the applicant revised the freestanding signage design to meet all of the development district standards, except for the one requiring external illumination, and presented it to the Board in Applicant's Exhibit 2. The Planning Board found that, given the proposed sign was directly mounted to a masonry base, was constructed of high-quality materials, and was compatible in design, scale, color, and material with the new building, using internal illumination was acceptable. The Planning Board approved this amendment request.

d. **Parking Lot Requirements (Standard VI.D.2.)**

- a. **A landscaped strip consisting of a minimum four-foot wide landscaped strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between three and four feet in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with a mixture of evergreen groundcover and low shrubs planted between the shade trees.**

The submitted site plan only provides the required wall along the MD 450 frontage and the applicant justifies that none is provided along 62nd Avenue because the proposed landscape strip is a minimum of ten feet wide. Additionally, ornamental trees are used, instead of shade trees, along this frontage due to overhead utility wires.

The Planning Board found that providing no wall and ornamental trees along 62nd Avenue is acceptable, given the utility location, widened landscape strip, and the fact that this road is a dead end street and will most likely remain. Therefore, the Planning Board approved this amendment.

e. **Streetscape Elements (Standard VI.I.)**

All streetscape elements shall be required for all streets and shall include information of location, spacing, quantity, construction details, and method of illumination in accordance with the plan's recommended streetscape sections and public realm elements.

Streetscape elements shall include:

- **Street furniture (benches, trash receptacles, lighting, and bus shelters)**
- **Landscaping and planters**
- **Decorative paving**

The applicant submitted that these features were not provided on the plan, given the limited public space within the existing right-of-way. However, the Planning Board found that the applicant should include some of these elements, such as benches, trash receptacles, decorative landscaping, and decorative paving, at the pedestrian entrance to the site and building to meet the intent of the plan.

The Retail Town Center character area serves as an attractive gateway to Annapolis Road from the Baltimore-Washington Parkway (MD 295). The site is located approximately 500 feet east of the MD 295 and MD 450 interchange. Since the parking lot will be on the front side of the building, decorative paving and street furniture would be appropriate at

this location with adjacency to MD 450, which should, in the long run, be transformed into a pedestrian-friendly boulevard. Therefore, a condition has been included in this approval requiring the addition of these elements.

f. **Streetscape Paving (Standard VI.J.)**

All primary walkways shall be constructed using decorative paving materials. Crosswalks may be constructed with tinted and stamped asphalt. Sidewalk and crosswalk paving materials may include concrete.

The applicant submitted that concrete sidewalks are proposed along the public rights-of-way in accordance with the public agency's specifications, which is acceptable. However, some decorative paving should be provided along the primary walkway into the site from MD 450. Therefore, the Planning Board approved this amendment for the roadway frontages only.

8. **Zoning Ordinance:** The subject site plan has been reviewed for conformance with the requirements of the C-S-C and D-D-O Zones. The following discussion is offered regarding these requirements.

a. **Requirements of the C-S-C-Zone:**

Section 27-548.21. Relationship to other zones.

The Development District Overlay Zone shall be placed over other zones on the Zoning Map, and may modify specific requirements of those underlying zones. Only those requirements of the underlying zones specifically noted in this Subdivision and elsewhere in this Subtitle are modified. All other requirements of the underlying zones are unaffected by the Development District Overlay Zone...

The applicable D-D-O Zone contains requirements regarding uses and setbacks that modify the requirements of the C-S-C Zone.

b. **Development District Overlay Zone Required Findings**

Section 27-548.25 Site Plan Approval

- (a) **Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt**

from site plan review or limit the review of specific types of development or areas of the Development District.

The DSP has been submitted in fulfillment of the above requirement.

- (b) In approving the Detailed Site Plan, the Planning Board shall find that the site plan meets applicable Development District Standards.**
- (c) If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.**

In response to Section 27-548.25(b) and (c) of the Zoning Ordinance, the applicant requests that the Planning Board apply development standards which differ from the development district standards. The Planning Board found that the alternate development district standards will benefit the development and will not substantially impair implementation of the Central Annapolis Road Sector Plan and SMA, given the property's location and site constraints.

- (d) Special Exception procedures shall apply to uses within a Development District as provided herein. Uses which would normally require a Special Exception in the underlying zone shall be permitted uses only if the Development District Standards so provide within a table of uses, and such uses shall instead be subject to site plan review by the Planning Board. Development District Standards may restrict or prohibit any such uses. The Planning Board shall find in its approval of the site plan that the use complies with all applicable Development District Standards, meets the general Special Exception standards in Section 27-317 (a)(1), (4), (5), and (6), and conforms to the recommendations in the Master Plan, Master Plan Amendment, or Sector Plan.**

No uses that would typically require special exception are proposed.

- (e) If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.**

A departure is required from the standard parking space size as discussed in Finding 8.c. below.

- c. The proposed parking space size is 9 feet by 18 feet, instead of the standard 9.5 feet by 19 feet required by the Zoning Ordinance. Therefore, the applicant seeks a departure from the parking space size requirement per Section 27-548.25(e) of the Zoning Ordinance, which does not require a separate application for such departures, but requires that the Planning Board find that the departure conforms to all of the applicable development district standards. The location and screening of the parking spaces conforms to all of the applicable D-D-O Zone standards. The reduced size of the parking spaces will contribute to the development district vision of pedestrian-friendly concentrated development in this area. Therefore, the Planning Board approved this departure.

9. **Preliminary Plan of Subdivision 4-14017:** Preliminary Plan of Subdivision 4-14017 for Patient First, Landover Hills was approved by the Planning Board on June 11, 2015, and was formalized in PGCPB Resolution No. 15-56, containing ten conditions, adopted by the Planning Board on July 2, 2015. The relevant requirements of that approval are indicated in **boldface** type below, followed by comment:

2. **Development of this site shall be in conformance with an approved stormwater management concept plan and any subsequent revisions.**

In a memorandum dated November 20, 2015, the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) confirmed that the DSP is consistent with approved Stormwater Management Concept Plan 45574-2014.

3. **At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a ten-foot-wide public utility easement (PUE) along all public rights-of-way. In addition, the existing pole-mounted overhead utilities crossing the subject site along its frontage on Annapolis Road (MD 450) and 62nd Avenue, shall be placed in an appropriately-sized PUE only if located outside of the standard ten-foot-wide PUE, if to remain.**

The submitted DSP shows a ten-foot-wide public utility easement (PUE) along all adjoining public rights-of-way, which will also need to be reflected on the final plat.

4. **Total development shall be limited to uses that would generate no more than 23 AM and 31 PM peak hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The Planning Board found that the trip cap is not being exceeded, as the same amount of development is being proposed.

- 5. Prior to approval of the detailed site plan (DSP), copies of the approved stormwater management concept letter and associated plan shall be submitted for review with the DSP.**

A copy of the approved stormwater management concept letter and associated plan were submitted for review with the DSP. DPIE confirmed that the DSP is consistent with the approved Stormwater Management Concept Plan, 45574-2014.

- 7. Prior to approval of building permits, in conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:**

- a. A standard sidewalk along the subject site's entire frontage within the Annapolis Road (MD 450) right-of-way, unless modified by the Maryland State Highway Administration (SHA).**
- b. A standard sidewalk along the subject site's entire frontage within the 62nd Avenue right of-way, unless modified by the Prince George's County Department of Public Works and Transportation (DPW&T) or the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).**
- c. A bike rack(s) accommodating a minimum of five bicycles at a location convenient to the building entrance.**

The Planning Board found that the sidewalks required above are adequately reflected on the submitted DSP. The DSP was revised to show the required bicycle parking on the plans and a detail for the type of proposed rack was also included.

- 8. 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, 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. A designated crosswalk along the south side of Annapolis Road (MD 450) at 65th Avenue.**

If at the time of building permit the applicant provides either a cost estimate verified by SHA demonstrating that the conditioned improvement would exceed the cost cap specified in Section 24-124.01, or evidence that SHA declines the conditioned improvement, the conditioned improvement is not required.

The requirement for off-site bicycle and pedestrian improvements and the concurrent finding of adequacy is made at the time of preliminary plan. This was done for the subject site via Preliminary Plan 4-14017, and Condition 8 requires the provision of an off-site sidewalk. However, Section 24-124.01(f) of the Subdivision Regulations requires that, if a DSP is required, appropriate details be provided for all on- and off-site bicycle and pedestrian facilities. The revised site plan shows the proposed on-site pedestrian facilities, including the required bike racks. Also, in keeping with Section 24-124.01(f), a separate exhibit showing the location of the off-site improvements required by this condition was provided. However, the exhibit did not show the relation of the improvement to the public right-of-way and no details or specifications for the crosswalk were provided. A condition has been included in this approval regarding this requirement.

9. Pursuant to Section 27-270(a)(5) of the Prince George's County Zoning Ordinance, the detailed site plan is required prior to building permit, not final plat.

The subject application was submitted in fulfillment of this requirement.

10. The final plat shall reflect that no access is granted along the property's entire frontage of Annapolis Road (MD 450).

The submitted DSP does not show any access along the property's entire frontage of Annapolis Road (MD 450).

10. **2010 Prince George's County Landscape Manual:** The development district standards contained in the Central Annapolis Road Sector Plan and SMA modify those contained in the 2010 *Prince George's County Landscape Manual*. Discussion of the DSP's conformance with the landscape-related development district standards is provided in Finding 7 above. The SMA does not include any standards that modify Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The submitted plans demonstrate conformance to this section by providing the appropriate schedule and notes. A condition has been included in this approval requiring that the other non-applicable Landscape Manual schedules be removed from the landscape plan.
11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The property is exempt from the Woodland and Wildlife Habitat Conservation Ordinance because the property contains less than 10,000 square feet of woodland on-site, and does not have a previously approved tree conservation plan. The site has received a Woodland Conservation Exemption Letter (S-168-14) dated December 9, 2014, which remains valid until December 9, 2016. A Type 2 tree conservation plan is not required.

12. **Prince George's County Tree Canopy Coverage Ordinance:** The site is subject to the Tree Canopy Coverage Ordinance because it proposes more than 5,000 square feet of building. The Ordinance requires that, based on the zoning of the site, ten percent of the site is to be covered in tree canopy. The overall site measures 1.33 acres and therefore it requires 0.13 acre, or 5,793 square feet, of the site to be in tree canopy. The site plan provides the appropriate schedule indicating that this requirement is being met on-site with a small amount of existing non-woodland conservation trees and proposed tree plantings.

13. **Further Planning Board Findings and Comments from Other Entities:**

- a. **Community Planning**—The Planning Board reviewed an analysis of the subject DSP's conformance with the D-D-O Zone, as discussed in Finding 7 above.

2014 Plan Prince George's 2035 Approved General Plan: This site is located within the Established Communities policy area. The plan recommends maintaining and enhancing existing public services (police and fire/EMS), facilities such as libraries and schools, and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.

- b. **Transportation Planning**—The site is subject to the general requirements of site plan review, which include attention to parking, loading, on-site circulation, lighting, views, public amenities, grading, architecture, and the placement and design of green areas, service areas, and public areas. No traffic-related findings are required. There are no special review requirements for the use. There were no underlying traffic conditions on the site prior to approval of the preliminary plan.

The Planning Board approved Preliminary Plan 4-14017 for the site in June 2015 (PGCPG Resolution No. 15-56), and conformance to the conditions of that approval are discussed in Finding 9 above.

The site is subject to the recommendations and development district standards found in the Central Annapolis Road Sector Plan and SMA. The site is within the Retail Town Center area of the plan. Most of these standards are met. Those standards that need amendments are discussed further in Finding 7 above.

Annapolis Road (MD 450) is a master plan arterial roadway in the sector plan. The sector plan contains a recommendation to reduce curb cuts on MD 450 between 65th Avenue and the Baltimore-Washington Parkway (MD 295). It is noted that the existing curb cut on MD 450 for the site will be removed and two new access points will be provided from 62nd Avenue. The sector plan labels MD 450 as a town center arterial between Cooper Lane and 65th Avenue, but retains it as a six-lane arterial between 65th Avenue and MD 295. The existing right-of-way of MD 450 at 62nd Avenue is 120 feet; no further dedication is required. No structures are shown within the right-of-way.

The site is also bounded by 62nd Avenue, a 40-foot-wide right-of-way, and Columbia Avenue, an unimproved 50-foot-wide right-of-way. No further dedication was required at the preliminary plan stage.

Sidewalks are shown along 62nd Avenue and MD 450, in addition a sidewalk is shown parallel to the front of the proposed building. Parking, circulation, and vehicular and pedestrian access are deemed acceptable.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a DSP, as described in Section 27-285 of the Zoning Ordinance.

- c. **Subdivision Review**—The subject property is composed of Lots 1 and 18, Block F – Oaklyn, recorded in Plat BDS 1-12, which was enrolled into the County Land Records on July 5, 1906. The property is located on Tax Map 51 in Grid A-3, and is approximately 1.33 acres in size. The site is currently developed with 2,220 square feet of GFA for a bank (no longer in operation), which is to be razed. The DSP proposes the development of 8,190 square feet of GFA for a medical clinic.

The site is the subject of Preliminary Plan of Subdivision 4-14017 for Patient First, Landover Hills. The Planning Board adopted the resolution of approval (PGCPB Resolution No. 15-56) on July 2, 2015. This approval is valid for two years and ends on July 2, 2017. The preliminary plan has not been signature approved yet and should be completed prior to approval of the DSP. A final plat for the subject property must be accepted by The Maryland-National Capital Park and Planning Commission (M-NCPPC) before the approved preliminary plan expires, or a new preliminary plan is required. Conformance with the applicable conditions of the preliminary plan is discussed in Finding 9 above.

Subdivision comments are as follows:

- (1) Prior to certification of the DSP, the following corrections should be required:
 - (a) Revise Sheet C200 of the DSP to show “No Access Granted” along the property’s entire frontage of Annapolis Road (MD 450).
 - (b) Remove General Note 8.
- (2) Prior to approval of the DSP, the preliminary plan should be signature approved.

Detailed Site Plan DSP-15026 is in substantial conformance with approved Preliminary Plan 4-14017, if the above comments have been addressed. Failure of the site plan and record plat to match (including bearings, distances, and lot sizes) will result in permits

being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

The above comments have been addressed through revisions to the DSP and the submittal of the preliminary plan for signature approval.

- d. **Trails**—The Planning Board reviewed an analysis of the DSP’s conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Central Annapolis Road Sector Plan and SMA, as well as the requirements of the prior approvals, including the Bicycle and Pedestrian Impact Statement (BPIS), which was submitted in January 2015 as part of the preliminary plan application.

One master plan trail issue impacts the subject property with Annapolis Road (MD 450) being designated as a trail/bikeway corridor in the MPOT, and the area master plan further recommending that future development accommodate a multi-way boulevard. The MPOT includes the following recommendations for each road:

MD 450 Standard or Wide Sidewalks with On-Road Bicycle Facilities: Provide continuous sidewalks and on-road bicycle facilities along this heavily traveled corridor. These sidewalks will improve access to the New Carrollton Metro Station, as well as several commercial areas. Areas of high pedestrian traffic may warrant wide sidewalks. Pedestrian amenities and safety features are also warranted in some areas. On-road bicycle facilities should be provided. Although right-of-way constraints may not allow full bicycle lanes, wide outside curb lanes are recommended. (MPOT, page 20)

The area master plan includes the following strategies related to bicycle and pedestrian improvements along MD 450:

- **Install continuous roadway lighting to improve the visibility of pedestrians and bicyclists along Annapolis Road.**
- **Install street trees to provide shade and a buffer for pedestrians.**
- **Install continuous ADA-accessible sidewalks along both sides of Annapolis Road.**
- **In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-volume neighborhood streets. The bike route should be designed to meet three key objectives: (1) giving priority to bicycle mobility and comfort; (2) preserving auto access to all local land uses; and (3) discouraging cut-through auto traffic. Install wayfinding signs designating it as a preferred bicycle route.**

- **In the mid-term (by 2025), replace the curb lane in each direction between 65th Avenue and Gallatin Street with an at-grade bike track with paint-stripped buffer separating it from the two remaining travel lanes.**
- **Over the long term (2026 and beyond), develop the multi-way boulevard concept with bike lanes. Carefully design curb radii, medians, and refuge islands to ensure safe pedestrian crossings.** (area master plan, page 51)

The MPOT also contains a section on complete streets which provides guidance on accommodating all modes of transportation as new roads are constructed or frontage improvements are made. It also 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.

Due to the site's location within the Central Annapolis Road corridor (per the Adequate Public Facility Review Map of the *Plan Prince George's 2035 Approved General Plan*), the application is subject to the requirements of Prince George's County Council Bill CB-2-2012 and the associated "Transportation Review Guidelines, Part 2." The required finding of adequacy and appropriate off-site improvements were required at the time of preliminary plan. The Planning Board reviewed a discussion of the DSP's conformance to the preliminary plan conditions regarding both on- and off-site pedestrian improvements that is included in Finding 9 above.

- e. **Permit Review**—Comments have either been addressed by revisions to the plans or are addressed in conditions included in this approval.
- f. **Environmental Planning**—The subject property is located on the southern side of Annapolis Road (MD 450), just east of the Baltimore-Washington Parkway (MD 295) interchange. The site is relatively flat sloping to the south and contains no woodlands. The site is located within two watershed basins, Lower Beaverdam Creek and Upper Anacostia River, but the site slopes to the Upper Anacostia River watershed that drains into the Anacostia River basin. The predominant soils found to occur according to the U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Web Soil Survey, are Russett-Christiana-Urban land complex, and Urban land-Russett-

Christiana complex. According to available information, Marlboro clay is not identified on the property, but Christiana complex, which contains clay deposits, is found to occur on this property. According to the Sensitive Species Project Review Area (SSPRA) map prepared by the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. There are no floodplains, streams, waters of the U.S., or wetlands associated with the site. No forest interior dwelling species (FIDS) or FIDS buffer are mapped on-site. The site has frontage on MD 450, a master-planned arterial roadway that is a traffic noise generator; however, due to the proposed commercial use, traffic-generated noise is not regulated in relation to the subject application. Annapolis Road is also not identified as a historic or scenic roadway. The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by Plan Prince George's 2035. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site is not mapped within the network.

An approved Natural Resources Inventory Equivalence Letter (NRI-196-14) was submitted with the review package which was approved on December 9, 2014. The NRI verifies that no regulated environmental features or woodlands occur on the subject property.

A Stormwater Management Concept Approval Letter (45574-2014-00) and associated plan were submitted with the application for this site. The approval was issued on August 13, 2015 with this project by DPIE. Since this property already contains impervious areas, the plan proposes to construct a new on-site bioretention pond with infiltration. A stormwater management fee of \$4,373.00 for on-site attenuation/quality control measures is required.

In accordance with the Prince George's County Code, Section 24-152, there are no scenic or historic roads located on or adjacent to the subject property. The subject property is located adjacent to MD 450.

- g. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not offer comments on the subject application.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated November 20, 2015, DPIE offered the following comments on the subject application:
 - (1) The property is located at the 62nd Avenue and Annapolis Road (MD 450) intersection. MD 450 is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) is required. 62nd Avenue is a county road. Coordination with the county for frontage requirements on 62nd Avenue is required. Roadway frontage improvements and right-of-way

dedication are required. A fee-in-lieu of improving Quincy Street in the amount of \$13,100 is to be paid prior to issuance of the grading permit.

- (2) A portion of the site is located within the municipality of Landover Hills; therefore, coordination with Landover Hills' officials is necessary.
- (3) Compliance with the Department of Public Works and Transportation's (DPW&T) utility policy is required. Roadway repairs are to be in accordance with the established DPW&T's policy and specification for utility installation.
- (4) Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.
- (5) All storm drainage systems and facilities are to be in accordance with DPW&T's specifications and standards.
- (6) The detailed site plan is consistent with approved DPIE Site Development Concept Plan No. 45574-2014.
- (7) This memorandum incorporates the site development plan review pertaining to stormwater management (Section 32-182(b) of the Prince George's County Code). The following comments are provided pertaining to this approval phase:
 - (a) Final site layout, exact impervious area locations are shown on plans.
 - (b) Exact acreage of impervious area has not been provided.
 - (c) Proposed grading is shown on the plans.
 - (d) Delineated drainage areas at all points of discharge from the site have been provided.
 - (e) Stormwater volume computations have been provided on the concept.
 - (f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and location of ESD devices and erosion and sediment control practices are not included in the submittal.
 - (g) A narrative in accordance with the County Code has been provided.
 - (h) Applicant shall provide items (a-g) at the time of filing final site permits.

The majority of DPIE's comments are either factual or are required to be addressed prior to issuance of permits or at the time of technical plan approvals. It should be noted that DPIE has stated that the plans are consistent with the approved stormwater management concept plan.

i. **Prince George's County Police Department**—In a memorandum dated October 22, 2015, the Police Department indicated that there are no Crime Prevention Through Environmental Design (CPTED) issues with the subject DSP.

j. **Prince George's County Health Department**—In a memorandum dated November 5, 2015, the Health Department provided the following comments:

(1) The demolition of the existing structure must be preceded by a raze inspection performed by the designated Environmental Health Specialist at the Department of Permits, Inspections and Enforcement (DPIE) to assure the proper remediation of any asbestos containing materials on-site.

DPIE will be responsible for enforcing such a requirement prior to permits.

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

A note has been provided on the DSP indicating the applicant's intent to conform to the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control requirements.

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

A note has been provided on the DSP indicating the applicant's intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

k. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated November 3, 2015, WSSC provided standard comments on the DSP regarding existing water and sewer systems in the area, along with requirements for service and connections, requirements for easements, spacing, work within easements, and meters. These issues must be addressed at the time of permits for site work.

- l. **Verizon**—Verizon did not offer comments on the subject application.
 - m. **Potomac Electric Power Company (PEPCO)**—PEPCO did not offer comments on the subject application.
 - n. **Town of Landover Hills**—The Town of Landover Hills did not provide any comments on the subject application.
 - o. **Town of Cheverly**—The Town of Cheverly did not provide any comments on the subject application.
 - p. **City of Bladensburg**—The City of Bladensburg did not provide any comments on the subject application.
14. Based on the foregoing and as required by Section 27-285(b)(1), the DSP 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.

As required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(5). In their memorandum dated November 12, 2015, the Environmental Planning Section noted that the site does not contain any regulated environmental features that are required to be protected.

The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Central Annapolis Road Sector Plan and SMA. The amendments to the development district standards required for this development would benefit the development and the development district as required by Section 27-548.25(c) of the Zoning Ordinance, and would not substantially impair implementation of the sector plan.

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 Detailed Site Plan DSP-15026, subject to the following conditions:

- A. The Planning Board APPROVED alternative development district standards for:
 1. **Standard IV.A.:** To allow for a building setback of 63 feet, measured from the existing centerline of the eastbound Annapolis Road (MD 450) travel lanes, and a building setback of 110 feet from 62nd Avenue.
 2. **Standard IV.C.1.a.:** To allow parking to be located in the front yard and corner side yard.

3. **Standard VI.D.2.a.:** To allow for no wall to be provided and ornamental trees, instead of shade trees, between the parking lot and 62nd Avenue.
 4. **Standard VI.J.:** To allow standard concrete paving to be used for the sidewalks along Annapolis Road (MD 450) and 62nd Avenue.
 5. **Standard V.E.2.:** To allow for internal illumination of the freestanding sign.
- B. The Planning Board APPROVED Detailed Site Plan DSP-15026 for Patient First, Landover Hills, including a departure from the standard parking space size, subject to the following conditions:
1. Prior to certification of the detailed site plan (DSP), the plans shall be revised as follows:
 - a. Indicate that the existing zoning is the Commercial Shopping Center (C-S-C) Zone and the Development District Overlay (D-D-O) Zone.
 - b. Show the off-site improvements, as required in Condition 8 of Preliminary Plan of Subdivision 4-14017 in relation to the public right-of-way, and provide specifications and details for said improvements.
 - c. Label the height and setback of the proposed dumpster enclosure, freestanding sign, and all retaining walls and fences on the site plan.
 - d. Label the zoning categories and property description for the surrounding properties on the site plan.
 - e. Label the color of the proposed parking lot screen wall on the detail sheet.
 - f. Provide directional arrows within the parking compound and site entrances.
 - g. Provide spot grades to demonstrate accessibility from the handicapped parking spaces to the building.
 - h. Correct the parking space labels on the site plan.
 - i. Revise the DSP to correctly identify and demonstrate all of the approved development district standard amendments and departures.
 - j. Revise the freestanding sign, consistent with Applicant's Exhibit 2, to conform to the development district standards on page 181 of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*, to be reviewed and approved by the Urban Design Section as the designee of the Prince George's County Planning Board.

- k. Remove the 2010 *Prince George's County Landscape Manual* schedules for Sections 4.2 and 4.3, and replace, where needed, with notes regarding conformance to the applicable Development District Overlay (D-D-O) Zone standards.
- l. Revise the site plan to indicate benches, trash receptacles, decorative landscaping, and decorative paving at the pedestrian entrance to the site and building and provide details for such elements.
- m. Preliminary Plan of Subdivision 4-14017 shall be signature approved.

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, Geraldo, and Hewlett voting in favor of the motion, and with Commissioner Shoaff absent at its regular meeting held on Thursday, January 7, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of January 2016.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator