



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 15-56

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Upper Marlboro, Maryland 20772
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File No. 4-14017

RESOLUTION

WHEREAS, SunTrust Bank is the owner of a 1.32-acre parcel of land known as Tax Map 51 in Grid A-3 which is composed of Lots 1 and 18, Block F—Oaklyn, said property being in the 2nd Election District of Prince George's County, Maryland, and being zoned Commercial Shopping Center (C-S-C) and the Development District Overlay (D-D-O); and

WHEREAS, on April 14, 2015, SunTrust Bank filed an application for approval of a Preliminary Plan of Subdivision for the construction of 8,190 square feet of gross floor area for a medical clinic and consolidation of Lots 1 and 18 into one commercial parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-14017 for Patient First Landover Hills 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 June 11, 2015, 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 June 11, 2015, 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 Preliminary Plan of Subdivision 4-14017 for Patient First Landover Hills with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to make the following technical corrections:
 - a. Provide a ten-foot-wide public utility easement (PUE) along all public rights-of way, as well as an appropriately-sized PUE for the overhead electrical utilities located on the property, if necessary.
 - b. Reflect that no access is granted along the property frontage on Annapolis Road (MD 450).
 - c. Label the existing building and existing access to Annapolis Road (MD 450) as "To Be Removed."
 - d. Re-label Quincy Street as Columbia Avenue.

- e. Provide plat references for 62nd Avenue and Columbia Avenue.
 - f. Label the subject site as Parcel 1 and provide the site area with the label.
 - g. Provide a general note stating that the subject site is located within the municipal boundary of the Town of Landover Hills.
 - h. Remove the word "Route" from the label for Annapolis Road (MD 450).
 - i. Provide a general note stating that the subject site is located within the Retail Town Center character area of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*.
- 2. Development of this site shall be in conformance with an approved stormwater management concept plan and any subsequent revisions.
 - 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.
 - 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.
 - 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.
 - 6. Any residential development of the subject property shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.
 - 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.
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.

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

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 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 property consists of 1.32 acres within the Commercial Shopping Center (C-S-C) Zone and the Development District Overlay (D-D-O) Zone implemented through the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (Central Annapolis Road Sector Plan and SMA). The site is also located in the Retail Town Center character area of the sector plan.

The site is currently developed with 2,220 square feet of gross floor area (GFA) for a bank (no longer in operation), which is to be razed. This preliminary plan of subdivision (PPS) proposes the construction of 8,190 square feet of GFA for a medical clinic and the consolidation of Lots 1 and 18 into one commercial parcel. Pursuant to Section 24-111(c)(3) of the Subdivision Regulations, a final plat of subdivision approved prior to October 27, 1970 shall be resubdivided prior to issuance of a building permit, resulting in this application.

The subject site is bounded on three sides by public rights-of-way. Annapolis Road (MD 450), which is 120 feet wide at this location, abuts the site to the north; 62nd Avenue (a 40-foot-wide right-of-way) abuts the site to the east; and Columbia Avenue (an unimproved 50-foot-wide right-of-way) abuts the site to the south. Upon consolidation of the existing two lots into one commercial parcel, the site will be considered a through-lot (a corner lot with fronts on three streets, as defined by the Prince George's County Zoning Ordinance). Three existing driveways are located on the property; two driveways on 62nd Avenue and one on MD 450, which is to be removed consistent with the recommendations of the Central Annapolis Road Sector Plan and SMA and the design guidelines contained in Section 24-121(a)(3) of the Subdivision Regulations, which requires alternative access be provided to an arterial roadway.

The site is exempt from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance. A Standard Letter of Exemption (S 168 14) was issued on December 9, 2014, and a Natural Resources Inventory Equivalency Letter (NRI-196-14) was also reviewed and approved on December 9, 2014.

3. **Setting**—The subject site is located in the southeast quadrant of the intersection of Annapolis Road (MD 450) and 62nd Avenue. To the west, north, and east of the site is C-S-C/D-D-O zoned property currently developed with commercial uses. Capital Plaza is located north of the subject property, across MD 450. To the south of the site is property zoned One-Family Detached Residential (R-80) that is currently undeveloped.
4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

Zone Use(s)	EXISTING	APPROVED
	C-S-C/D-D-O 2,220 square feet of GFA to be razed	C-S-C/D-D-O 8,190 square feet of GFA for a medical clinic
Acreage	1.32	1.32
Lots	2	0
Outlots	0	0
Parcels	0	1
Dwelling Units:	0	0
Public Safety	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 April 24, 2015.

5. **Community Planning**—The subject property is located in the Established Communities area of the Prince George's County Growth Policy Map in the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). The vision for established communities in Prince George's County is to have context-sensitive infill and low- to medium-density development.

The site is also located in the Retail Town Center character area of the Central Annapolis Road Sector Plan and SMA. The Retail Town Center character area serves as a gateway to Annapolis Road (MD 450) from the historic Baltimore-Washington Parkway (MD 295). The vision for this area is to accommodate a mix of regional-serving retailers and neighborhood-oriented businesses. Relevant land use goals for the Retail Town Center character area include the creation of "a competitive, attractive, and pedestrian-friendly retail center with a diverse mix of neighborhood-oriented and large-scale national retailers." Strategies to achieve this pedestrian-friendly environment include retaining the existing commercial uses and incorporating new commercial uses oriented towards MD 450.

An infrastructure strategy to help the goal of transforming MD 450 from an auto-oriented roadway into a tree-lined multi-way boulevard that provides a parkway-like connection to historic MD 295 is to "reduce or eliminate curb cuts along Annapolis Road as redevelopment occurs, wherever feasible." Vehicular access to the medical clinic is provided from 62nd Avenue and the existing access to MD 450 is to be removed.

The D-D-O Zone is superimposed over the Central Annapolis Road Sector Plan area to ensure that development of the land meets the goals of the plan. The D-D-O Zone standards follow and implement the recommendations of the plan. The D-D-O Zone classifies each property as a development character and frontage type, and regulations are linked to this classification. In the D-D-O Zone, the property is classified in the Retail Town Center character area and as Commercial Corridor Arterial frontage type. A detailed site plan (DSP) is required in the D-D-O Zone for new development. At the time of DSP, bulk and yard requirements, setbacks, parking, and building massing will be reviewed and determined for conformance to the requirements of the sector plan.

The application, with its proposed use of an office of a medical practitioner or medical clinic, is consistent with the land use recommendations of Plan Prince George's 2035 and the sector plan.

6. **Town of Landover Hills**—The PPS is located within the municipal boundary of the Town of Landover Hills, and was referred to the Town for review and comments accordingly. Mayor Lee P. Walker of the Town of Landover Hills verbally expressed support of the proposed development with no recommended conditions. At the time of the writing of the technical staff report, a formal referral had not been received.

7. **Urban Design**—In accordance with Section 27-548.25 of the Zoning Ordinance, DSP approval is required for property within a D-D-O Zone. Pursuant to Section 27-270, Order of Approvals, of the Zoning Ordinance, a DSP is required prior to approval of the final plat of subdivision. However, in this case, approval of the DSP will have no bearing on the proposed parcel layout. Therefore, the DSP could occur prior to permits and not prior to final plat. Section 27-270(a)(5) allows for the modification of the Order of Approval if it is determined that the site plan approval will not affect the final plat approval. Prior to approval of the building permit, the applicant shall obtain DSP approval for the subject proposal.

The proposed development is within the Retail Town Center character area of the Central Annapolis Road Sector Plan and SMA, which contains the development standards for the subject site that modify pertinent regulations contained in the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Further conformance with the applicable D-D-O Zone standards, as included in the SMA, will be evaluated at the time of DSP review.

Conformance with the 2010 Prince George's County Landscape Manual

The sector plan contains landscape standards that amend the requirements within the Landscape Manual. Conformance with the landscaping requirements for the subject site will be evaluated at the time of DSP review.

Conformance with the Prince George's County Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for building or grading permits that propose 5,000 square feet or greater of GFA or disturbance. The subject site is zoned C-S-C/D-D-O and is required to provide a minimum of ten percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of DSP review.

8. **Environmental**—The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 of the Prince George's County Code that came into effect on September 1, 2010 because the application is for a new PPS. The site is exempt from the Woodland and Wildlife Habitat Conservation Ordinance (WCO). A Standard Letter of Exemption (S-168-14) was issued on December 9, 2014, and a Natural Resources Inventory Equivalency Letter (NRI-196-14) was also reviewed and approved on December 9, 2014.

No regulated environmental features are located on-site. 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 Urban land-Russett-Christiana complex and the Russett-Christiana-Urban land complex. According to available information, Marlboro clay is not mapped on or in the vicinity of the subject site; however, Christiana complexes are mapped on-site. According to the Sensitive Species Project Review Area (SSSPRA) map received from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or near this property. No forest interior dwelling species (FIDS) habitat or FIDS buffer are mapped on-site. The site is located

approximately 500 feet east of the Baltimore-Washington Parkway (MD 295), a master plan designated freeway, and fronts on Annapolis Road (MD 450), a master plan designated arterial roadway. Both roadways are regulated for noise; however, due to the proposed office use, noise is not an issue in relation to the subject application. The site does not front on any scenic or historic roadway. The site is 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.

Master Plan Conformance

The site is located within 2010 Central Annapolis Road Sector Plan and SMA area. The sector plan contains goals, policies, and strategies that should be implemented into the site design. There are no environmental policies or strategies that directly address the development of this property.

Conformance with the Countywide Green Infrastructure Plan

The subject property is not located within the designated Green Infrastructure network.

Environmental Review

Section 24-130(b)(5) of the Subdivision Regulations requires subdivision applications to demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible. There are no regulated environmental features on the subject property; therefore, no primary management area is located on the subject property and no findings with regard to Section 24-130(b)(5) are required.

9. **Stormwater Management**—Pursuant to Section 24-120 of the Subdivision Regulations, the applicant has provided evidence of the submittal of a stormwater management concept plan to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), who is currently reviewing the plan to ensure that development of this site does not result in on-site or downstream flooding. The plan shows the proposed use of one micro-bioretenment facility. Copies of the approved stormwater management concept letter and associated plan shall be submitted with the DSP. Development of this site will be required to conform to the stormwater management concept and technical plan once approved.

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection, and preservation of drinking water, stormwater, and wastewater systems within the County, on a countywide level. These policies are not intended to be implemented on individual properties, or projects, and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans; County ordinances for stormwater management, 100-year floodplain, and woodland conservation; and programs implemented by DPIE, the Prince George's County Health Department, the Prince George's County Department of the Environment, the Prince George's Soil Conservation District, the Maryland-National Capital Park and Planning Commission (M-NCPPC) Planning Department, and the Washington Suburban Sanitary Commission (WSSC) are also deemed to be consistent with this master plan.

10. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, mandatory dedication of parkland is not required for the subject site because it consists of nonresidential development.
11. **Trails**—This PPS has been reviewed for conformance with Sections 24-123 and 24-124.01 of the Subdivision Regulations, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the 2010 Central Annapolis Road Sector Plan and SMA in order to implement planned trails, bikeways, and pedestrian improvements. Due to the site's location within the Central Annapolis Road corridor (per the Adequate Public Facility Review Map of Plan Prince George's 2035), 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."

Conformance to the MPOT and Sector Plan

One master plan trail issue impacts the subject property. Annapolis Road (MD 450) is designated as trail/bikeway corridor in the MPOT, and the sector plan further recommends that future development accommodate a multiway 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 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.

The sector 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-striped buffer separating it from the two remaining travel lanes.**
- **Over the long term (2026 and beyond), develop the multiway boulevard concept with bike lanes. Carefully design curb radii, medians, and refuge islands to ensure safe pedestrian crossings (sector plan, page 51).**

The subject site currently includes no existing sidewalks along its frontages of either 62nd Avenue or MD 450. Currently, the existing sidewalk network along MD 450 is fragmented and there are many gaps in the vicinity of the subject site. However, within the limits of the relatively small (1.32-acre) site, the applicant is proposing numerous sidewalk improvements that will improve conditions for pedestrians on-site and along MD 450. These on-site improvements are supported and include:

- Standard sidewalk along MD 450
- Standard sidewalk along 62nd Avenue
- Sidewalk access from both MD 450 and 62nd Avenue rights-of-way to the building entrance via internal sidewalks

Conformance to Section 24-124.01 (Adequate Public Pedestrian and Bikeway Facilities)

The subject property is located within a designated center in Plan Prince George's 2035. This PPS is therefore subject to the adequate public facilities review procedures that are described in Section 24-124.01 of the Subdivision Regulations, which applies to any development project requiring the subdivision or re-subdivision of land within centers and corridors. The Prince George's County 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 biking distance of the subdivision if the Planning 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 public rights-of-way.

Section 24-124.01 includes the following guidance regarding pedestrian and bikeway improvements:

- (a) **Statement of Legislative Intent.** This Section establishes general criteria by which to ensure the adequacy of public pedestrian and bikeway facilities in County Centers and Corridors as designated by the General Plan (or as designated, defined, or amended by a subsequent master plan or sector plan). It also sets forth the requirements for those who establish subdivisions within Centers and Corridors to construct on-site and off-site pedestrian and bikeway facilities and other public streetscape improvements as part of any development project. The Approved 2002 General Plan states that the County should provide for a multimodal pedestrian-friendly transportation system at Centers and Corridors that is integrated with the desired development pattern. Accomplishing this requires the incorporation, to the maximum extent possible, of appropriate pedestrian, bicycle and transit-oriented design (TOD) and transit-supporting design (TSD) features in all new development within Centers and Corridors. Such features include integrated sidewalk, trail, and bikeway networks to divert as many trips as possible from automobile travel and increase the multimodal accessibility and attractiveness of trips to transit stops, schools, parks, libraries, stores, services and other destinations for all users. Pedestrian and bikeway facilities should be designed to increase safety, reduce travel time and offer the most direct routes to destinations for persons of all abilities. These concepts are further articulated in the "complete streets" principles and policies set forth in the 2009 Approved Countywide Master Plan of Transportation.
- (b) Except for applications for development projects 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, at a minimum, include 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.

The subject application fulfills the short-term recommendation of the sector plan by providing continuous sidewalks along the frontages of the subject site. Although sidewalk gaps remain along the south side of MD 450 in the vicinity of the subject site, upon its development, the frontage of the subject site will safely accommodate pedestrians along this busy road which serves as a major pedestrian route.

- (B) **The presence of elements that make it 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 markings, “bulb-out” curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage).**

The subject application includes standard sidewalks along both MD 450 and 62nd Avenue. The site also includes sidewalk access from both public rights-of-way to the building entrance. These facilities will safely and attractively accommodate pedestrians through and along the subject site. Along MD 450, the site also incorporates a landscape strip, or buffer, between the curb and the sidewalk which makes for a more comfortable pedestrian experience due to the buffer from the motor vehicle lanes.

- (2) **The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:**

- (A) **The degree to which the 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;**

Currently no bicycle facilities exist along this segment of MD 450. As a short-term measure, it is recommended that the road be striped and/or signed consistent with the Maryland Bicycle Policy and Design Guidelines (January 2015). The Planning Board staff is also working with the various operating agencies and elected officials on an on-road bicycle route between the WB&A Trail and the Anacostia Tributaries Trails Network which will serve the area of the subject site. The MPOT and subsequent work by consultants has developed a bicycle/trails route linking the WB&A Trails with Bladensburg Waterfront Park. Thirty percent of the design drawings have been drafted for these improvements

in the New Carrollton area. While this route is not a solution to all the roads in the area, it will provide a designated bike route with improvements at some locations from the established communities in the corridor to the two major trail systems in the northern portion of Prince George's County.

- (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;**

The current "curb to curb" space along MD 450 is insufficient to accommodate full bicycle lanes, unless the road diet envisioned in the area sector plan is implemented. Until such a time as more comprehensive bike facilities can be provided, it is recommended that the road be striped and/or signed consistent with the Maryland Bicycle Policy and Design Guidelines. This policy is based upon the available space in the outside curb lane, which dictates the type of facility provided. This guidance is summarized in general below:

- Bike lane if curb lane width greater than 15 feet
- Share the Road signage or shared-lane markings if the curb lane width is between 13 and 15 feet
- Bikes May Use Full Lane signage if the lane width is less than 13 feet

This will be determined by the Maryland State Highway Administration (SHA) for a segment of MD 450 much longer than the frontage of the subject site. Typically, these pavement markings and signage occur at the time the road is resurfaced.

- (C) **the degree to which protected bicycle 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**

Currently, full bike lanes cannot be provided along Annapolis Road (MD 450) within the existing curb-to-curb space. Annapolis Road should be marked and signed consistent with current SHA policy and design guidance. The area sector plan calls for additional improvements in the mid- and long-term.

- (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.

A small amount of bicycle parking is recommended for the subject site.

- (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 biking 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 public rights of way. 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.
- (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 submitted bicycle and pedestrian impact statement (BPIS) fulfills the requirements of the "Transportation Review Guidelines, Part 2" (Guidelines). The BPIS includes the following information, per the outlined review process on pages 9–13 of the Guidelines:

- Per Section 24-124.01(c), the calculation of the cost cap for the subject site is \$2,866 based on the cap of \$0.35 per gross floor area of the office space proposed.
- The pre-application meeting was held between the Transportation Planning Section and the applicant on November 24, 2014. The requirements of the Guidelines were reviewed, on- and off-site improvements were discussed, and the necessary finding of adequacy was reviewed. At the time of the pre-application meeting, crosswalk improvements along or across MD 450 were mentioned as possible options for off-site improvements in the vicinity of the subject site. The Wal-Mart on the north side of MD 450, other commercial shopping centers along MD 450, and bus stops were all listed as potential pedestrian trip generators in the vicinity of the subject site. Due to the limited amount of the cost cap, off-site improvements for the subject application are largely restricted to signage and/or pavement markings. Even short distances of sidewalk construction would exceed the cost cap.
- The required BPIS was submitted on January 2015. The BPIS summarizes the facilities being provided on-site, including the sidewalk network provided internal to the site and along the site's frontages. A crosswalk was proffered across 62nd Avenue. This crosswalk would connect the site to the adjacent gas station. However, no sidewalk exists along the south side of MD 450 to the west of the subject site, and it appears unlikely that sidewalk construction will occur in the near-term as the existing bridge over the Baltimore-Washington Parkway only includes a sidewalk on the north side.

After discussions with the Prince George's County Department of Public Works and Transportation (DPW&T), it was determined that the crosswalk across 62nd Avenue counts as an on-site, not off-site improvement. Furthermore, the lack of connecting sidewalks to the west of the site makes crosswalk striping unproductive in this location. After discussions with DPW&T/DPIE, it was determined that priority should be given to improving pedestrian access to the east along MD 450, where the current intersection of MD 450 and 65th Avenue has been retrofitted with pedestrian signals, pedestrian refuge, and striped crosswalk. This is the primary controlled intersection where pedestrians have access across MD 450. Curb cuts are also currently in place for a crosswalk along the south side of MD 450 at 65th Avenue. It is conditioned that crosswalk be provided at this location as it links existing segments of sidewalks, utilizes recently installed curb ramps, and provides access from the subject site to the signalized crossing of MD 450.

There is a strong nexus between the subject application and the proffered off-site improvement. Annapolis Road (MD 450) is the primary pedestrian route serving the subject property. Although facilities are currently fragmented along the state right-of-way, intersection and crossing improvements have been made at MD 450 and 65th Avenue. The proposed crosswalk location will

accommodate pedestrians walking to or from the subject site from the signalized pedestrian crossing of MD 450. While the on-site improvements will facilitate safe movement along the frontages of the subject site, the off-site crosswalk will accommodate pedestrians walking from the subject site to the closest signalized pedestrian crossing of MD 450.

The subject application will provide much needed sidewalk improvements along the subject site's frontage of MD 450 and 62nd Avenue, as well as a needed off-site crosswalk improvement, which will accommodate pedestrians walking along MD 450 to the existing signalized pedestrian crossing at 65th Avenue. In the short-term, bicycles should be accommodated along MD 450 consistent with state policies and guidelines. More comprehensive facilities are envisioned for all modes of transportation once the road is repurposed or reconstructed, per the recommendations of the area sector plan. Based on this evaluation, the PPS meets the required findings for adequate public pedestrian and bikeway, with conditions.

12. **Transportation**—The subject property is located within Transportation Service Area 1 (TSA 1), as defined in Plan Prince George's 2035. Pursuant to provisions in the "Transportation Review Guidelines, Part 1," the Planning Board may find that the traffic impact of small developments is de minimus. A de minimus development is defined as one that generates five new trips or fewer in any peak period.

Using trip generation rates from the Trip Generation, 9th Edition (Institute of Transportation Engineers), the existing bank generates 27 AM and 54 PM weekday peak-hour vehicle trips. Based on trip rates in the guidelines, the proposed development would generate 23 AM and 31 PM weekday peak-hour vehicle trips. As a result, there will be fewer net AM and PM weekday peak-hour vehicle trips. The Planning Board finds this to be a de minimus development since it generates five or fewer net new trips. A traffic count was not required to be submitted by the applicant as the result of the de minimus finding. A trip cap consistent with the applicant's proposed development is conditioned.

Annapolis Road (MD 450) is designated as a master plan arterial roadway (A-18) in the Central Annapolis Road Sector Plan and SMA. 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 curb cut on MD 450 at the site access will be removed, and two access points will be provided on 62nd Avenue, in accordance with Section 24-121(a)(3) of the Subdivision Regulations. As a result, access to MD 450 is not granted, which shall be reflected on the final plat. 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 on MD 450 at 62nd Avenue is 120 feet, which is sufficient. Therefore, no further dedication is required along MD 450, 62nd Avenue, or Columbia Avenue.

A conceptual layout plan was submitted by the applicant showing parking, commercial driveways, and the proposed buildings. As mentioned, the existing entrance on MD 450 is being removed and two two-way access points are shown on 62nd Avenue, improving traffic safety. One of the

existing entrances is being relocated and is subject to review by the permitting agency. Parking, circulation, and access are deemed acceptable.

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.

13. **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 it was concluded that the subdivision will have no impact on the school clusters because it is a nonresidential use.
14. **Fire and Rescue**—The PPS has been 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 Landover Hills Fire/EMS, Company 30. This first due response station, located at 6801 Webster Street, is within the maximum seven-minute travel time.

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.”

15. **Police Facilities**—The proposed development is within the service area of Police District II, Bowie. 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, 2013 (U.S. Census Bureau) county population estimate is 890,081. Using 141 square feet per 1,000 residents, it calculates to 125,501 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.
16. **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 preliminary or final plat approval.” The 2008 *Water and Sewer Plan* placed part of this property in water and sewer Category 3, Community System. The site will therefore be served by public water and sewer service.
17. **Health Department**—The PPS was referred to the Health Department for review. At the time of the writing of this report, comments have not been received from the Health Department.

18. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when public utility easements (PUEs) are required by a public utility company, the subdivider shall include the following statement 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 PPS does not delineate a ten-foot-wide PUE along the public right-of-way as required. Furthermore, overhead electrical utility lines are located on the property along the site’s frontage on Annapolis Road (MD 450) and 62nd Avenue. Prior to signature approval of the PPS, the ten-foot-wide PUE shall be provided on the plan and reflected on the final plat, as well as an appropriately-sized PUE for the overhead electrical utilities located on the property, if necessary.

19. **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 property has been previously graded and developed. This proposal will not impact any historic sites, historic resources, or known archeological sites.
20. **Use Conversion**—The subject application is not proposing any residential development; however, if a residential land use were proposed, a new subdivision is required. There exists different adequate public facility tests comparatively between residential and nonresidential uses, and there are other considerations for a residential subdivision not considered in the review of commercial, industrial, and mixed-use development including the recreational components, noise, and access.
21. At the hearing on June 11, 2015, the Planning Board approved staff’s revised Condition 8 to acknowledge that the that the implementation of the conditioned BPIS improvement (identified in Finding 8) may trigger additional improvements at the request of SHA to implement. Any additional improvements that would exceed the cost cap noted in Finding 8 are not permitted in Section 24-124.01. To address this scenario, the condition was revised to remove BPIS improvement as a condition of approval 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. This language is specific to this particular case because through review of the PPS it was determined that there is no alternative improvement that would meet the nexus requirement of the Section 24-124.01 and enhance the bicycle and pedestrian facilities within the study area.

The Planning Board also approved revised Conditions 1(a), 1(b), 3, 7(a), 7(b), and 10, per Applicant’s Exhibit No. 1. The applicant’s revised conditions were for the purposes of making technical clarifications pertaining to the granted of the public utility easement (PUE), provision of sidewalks within the public rights-of-way, and access to Annapolis Road (MD 450). These revised conditions have been incorporated into the conditions of approval for the PPS.

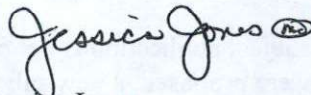
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

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 and Hewlett voting in favor of the motion, and with Commissioner Geraldo absent at its regular meeting held on Thursday, June 11, 2015 in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 2nd day of July 2015.

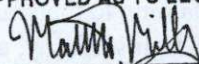
Patricia Colihan Barney
Executive Director



By Jessica Jones
Planning Board Administrator

PCB:JJ:WM:ydw

APPROVED AS TO LEGAL SUFFICIENCY.



M-NCPPC Legal Department

Date 6/16/15