



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2023-51

File No. DSP-21034

R E S O L U T I O N

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the applicant, Central Property Group, LLC, submitted an application for approval of a detailed site plan for the subject property; and

WHEREAS, the subject property is located within the Local Transit Oriented (LTO-E) and Commercial, General, and Office (CGO) Zones and the entire property is also subject to the Military Installation Overlay (MIO) Zone for height; and

WHEREAS, pursuant to Section 24-1903 of the Subdivision Regulations, once approved, development applications that utilize the prior Subdivision Regulations shall be considered "grandfathered" and subject to the provisions set forth in Section 24-1704 of the Subdivision Regulations; and

WHEREAS, pursuant to Section 24-1704(b) of the Subdivision Regulations, until and unless the period of time under which the subdivision approval remains valid expires, the project may proceed to the next steps in the approval process (including any zoning steps that may be necessary) and continue to be reviewed and decided under the Subdivision Regulations and Zoning Ordinance in effect immediately prior to the effective date of the County Subdivision Regulations and Zoning Ordinance; and

WHEREAS, on December 15, 2022, the Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-22042 for the subject property pursuant to an application filed under Section 24-1900 of the Subdivision Regulations; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on May 4, 2023, regarding Detailed Site Plan DSP-21034 for Advance Auto Parts, the Planning Board finds:

1. **Request:** The detailed site plan (DSP) approves construction of a one-story, 6,889-square-foot building for a vehicle parts or tire store.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	LTO-E/CGO/MIO	LTO-E/CGO/MIO*
Use(s)	Vacant	Proposed Commercial Retail
Gross Tract Acreage	1.14	1.14
Right-of-Way Dedication		0.034
Lots	4	0
Parcels	0	1
Square Footage/gross floor area	0 sq. ft.	6,889 sq. ft.
Dwelling Units	0	0

Note: *This DSP is reviewed pursuant to the prior Prince George's County Zoning Ordinance, and the prior Mixed Use-Infill (M-U-I), Military Installation Overlay (M-I-O), and Development District Overlay (D-D-O) zoning of the subject property.

Other Development Data

Parking Requirements (per the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (master plan) pages 554–555)

	Required	Provided
Total Retail	1 space per 150 sq. ft. of GFA of the first 3,000 sq. ft. 1 space per 200 sq. ft. of GFA above the first 3,000 sq. ft.	1 x (3,000/150) + 1 x (3,889/200) + = 40 parking spaces
Total Parking Required*	0.8 x 40 = 32	
Total Parking Provided		33
On-site standard spaces (9.5 feet x 19 feet)	-	12
On-site non-standard spaces** (9.5 feet x 20 feet)	-	10
Compact parking *** (9.5 feet by 16.5 feet)	-	9
Handicap Van-accessible (8 feet by 20 feet)	2	2

Notes: *The master plan and the applicable D-D-O Zone requires that the minimum required loading spaces shall be 80 percent of the minimum required by Section 27-568(a) of Part 11, of the prior Zoning Ordinance.

**Per Section 27-558(a) of the prior Zoning Ordinance, the minimum size of a standard car parking space is 9.5 feet by 19 feet. This DSP provides 10 parking spaces with a size of 9.5 feet by 20 feet.

***Per Section 27-558(a), the minimum size of a compact car parking space is 8.0 feet by 16.5 feet. This DSP provides compact parking spaces with a size of 9.5 feet by 16.5 feet.

The parking calculations require several technical corrections, which shall be made prior to signature approval.

Bicycle Parking (per the master plan, page 553)

	Required	Provided
Required	(1 space per 20 vehicular parking spaces)	(33 vehicular parking spaces/20)
Total Bicycle Parking Required	2	
Total Bicycle Parking Provided		6

Loading Spaces (per the master plan, pages 554–555)

	Required	Provided
Required	1 space (12 feet x 33 feet)*	
Provided		1 space (15 feet x 33 feet)

Note: *The master plan and the applicable D-D-O Zone requires that the minimum required loading spaces shall be 80 percent of the minimum required by Section 27-568(a) of Part 11, of the prior Zoning Ordinance. The subject site plan provides one loading space, in accordance with the requirements of Section 27-582(a) of the prior Zoning Ordinance, which lists the following requirement:

- One space per 2,000 to 10,000 square feet of gross floor area of retail sales and service (per store)

3. **Location:** The subject site is located at the northwest corner of the intersection of MD 214 (Central Avenue) and Norair Avenue. The property is located in the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones of the master plan. The subject property is located on Tax Map 67 in Grid B-4 and is within Planning Area 72 and Council District 5. The site is currently vacant.
4. **Surrounding Uses:** The property is bound to the west by various uses, including an office building and a gas station, in the Local Transit Oriented (LTO-E) Zone (formerly in the Commercial Office and Commercial Miscellaneous Zones). North of the property are single-family detached dwellings in the Rural Residential (RR) Zone. Northeast of the property is

a single-family detached dwelling in the Commercial, General, and Office (CGO) Zone (formerly in the M-U-I Zone). East of the property is Norair Avenue, with vacant land in the CGO Zone (formerly in the M-U-I Zone) beyond. South of the property is MD 214, with various uses including an auto repair shop, a church, and the Ridgely School historic site located in the RR and LTO-E Zones (formerly in the Light Industrial Zone) beyond.

5. **Previous Approvals:** The subject site is made up of four lots, recorded in the Prince George's County Land Records as Lots 11, 12, and 13 of Randolph Village in Plat Book BB 6 page 94, in 1939, and Lot 28 of Randolph Village in Plat Book WWW 22 page 66, in 1953.

On December 15, 2022, the Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-22042 (PGCPB Resolution No. 2022-132), for development of 6,889 square feet of commercial retail, on one consolidated parcel.

6. **Design Features:** The DSP includes construction of a 6,889-square-foot building, for a vehicle parts or tire store without installation facilities. The building is located at the intersection of MD 214 and Norair Avenue. The building is oriented towards and has pedestrian and vehicular access from MD 214. No vehicular or pedestrian access is provided from Norair Avenue, given the narrow frontage of the property along this street. The building is one-story and approximately 23 feet in height. While the building is oriented towards MD 214 to the south, the main pedestrian entrance and lobby are located on the east elevation of the building facing Norair Avenue.

The building is accessed by two driveways on MD 214, both of which are limited to right-in/right-out only since a median exists on MD 214 which controls the flow of traffic. Parking is provided to the side and rear of the retail building, with handicap accessible parking located close to the entrance door. Bicycle parking is also provided near the entrance door, easily accessible from both the public sidewalk along MD 214 and the internal parking lot.

The streetscape includes a 5-foot-wide sidewalk along the frontage of MD 214 and Norair Avenue, and a 5-foot-wide bicycle path along the frontage of MD 214, per the recommendations of the master plan. A 5-foot-wide lead walk connects the building entry way to the public sidewalk along MD 214. Stop signs and pavement markings are provided at both entrances, to ensure pedestrian safety at points of conflict with vehicular traffic. The crosswalks shall be designed with a contrasting material, color, or pattern, in addition to being striped to further accentuate the crosswalks.

The retail building is pushed as close to the build-to line as practicable, and the site frontage occupancy is extended using a 3-foot-high masonry wall in a complementary material. In addition, a landscape strip with planting, bicycle racks, and a trash receptacle are also provided along the street frontage of MD 214 and Norair Avenue, to activate and ensure a lively streetscape. Both facades of the building facing MD 214 and Norair Avenue are accented by an awning, storefront glass windows, and a building-mounted sign. The primary facades and rooflines are articulated with brick-faced bump-outs which add visual interest. The service areas are located in the rear and side of the site and screened from direct public view. These facilities and design elements help the development to achieve the intent of the master plan, to ensure the

creation of vibrant urban neighborhoods and an attractive, low-intensity functional employment area. The treatment of the street frontage also provides a pleasant and safe pedestrian experience.

Architecture

The architectural design of the one-story building is contemporary, with a flat roof, and presents a modern retail storefront. The building is finished with a mix of materials including brick veneer, concrete masonry unit (CMU) blocks, and glass elements. The materials are arranged in a geometric pattern and provide bands of color on the building. The facades facing MD 214 and Norair Avenue are articulated with color variations, projections, awnings, material changes, storefront glass and building openings. The eastern and southern building façade is a mix of brick and split face CMU blocks with a painted cornice. The northern and western facades use a mix of split face and smooth face CMU blocks with a painted cornice. All facades use a variety of colors and finishes to provide architectural interest.

Signage

The application includes two identical building-mounted signs mounted on the eastern and southern façades of the building, facing the public streets and oriented toward the pedestrian and vehicular access points. The sign is an internally lit, channel-letter, building-mounted marquee sign identifying the trade name of the retail business and its logo in a standard color scheme. The submitted sign details for the project include the square footage for each sign, and all the details required to fully evaluate conformance with the sign requirements of the D-D-O Zone (master plan, pages 549–550). The placement of signs is integrated into the overall architectural design of the building. The materials, color, style, and size of the signs are coordinated with the architectural features of the building.

The applicant also proposed a temporary “Coming Soon” sign, 6 feet in height, and 32 square feet in area. A note on the DSP indicates that this temporary sign will be located where the pylon sign will be installed. However, a pylon sign is neither shown on the site plan nor referenced in the applicant’s statement of justification (SOJ). Furthermore, per the standards of the D-D-O Zone, temporary signs are prohibited. A condition has been included herein, requiring that the applicant remove the detail of the temporary sign.

Lighting

The DSP integrates building-mounted and pole-mounted lighting throughout the site. The submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating site access, drive aisles, building entryways, and walking paths. Pedestrian-scaled light fixtures (14 feet in height) are located at even intervals around the site, and oriented into the property to avoid any light intrusion into abutting residential properties. The details of the proposed luminaires are included in the DSP.

Loading and Trash Facilities

One loading space is shown on the site, which is located on the western portion of the site, at the rear of the building. The loading space meets the required number of spaces and is appropriately screened from the public rights-of-way by the building and landscaping. Trash facilities and the loading space are screened by fencing and landscaping and is only visible from the access

driveway. The trash dumpster is enclosed, and evergreen trees and a masonry wall are provided to screen the loading area.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Subregion 4 Master Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The D-D-O Zone was superimposed over the five focus areas within the master plan, to ensure that development or redevelopment within the following areas will become vibrant, pedestrian-friendly, mixed-use environments. The D-D-O Zone established by the master plan only applies to certain segments of the Central Avenue Corridor. As stated in the master plan (page 536), “The new regulations are intended to ensure that new development and redevelopment in this area will result in an attractive, low-intensity functional employment area that provides a distinctive gateway on Central Avenue to the Subregion 4 Master Plan area.” Given the site constraints, the applicant has fulfilled this goal to the maximum extent practicable. The approved retail building will be attractive, the streetscape will be enhanced, jobs will be created, and the approved use will fulfill the needs of the local community in which it is located. The subject property is included within Opportunity Site 3 identified in the master plan (page 299). The vision for Opportunity Site 3 states that the north side of MD 214 will be redeveloped with mixed commercial uses. Among the policies referenced in achieving this vision is to “provide infill and redevelopment opportunities on Central Avenue that create a coherent street image” and “provide streetscape improvements that promote a pedestrian-friendly environment.” The master plan also recommends placing commercial mixed-use development on the corner of MD 214 and Norair Avenue. The approved development advances these policies.

Requests for Alternate Development District Standards

The submitted application and SOJ indicated the need to deviate from several development district standards. In accordance with Section 27-548.25(c), Site Plan Approval, of the prior Zoning Ordinance, if an applicant so requests, the Planning Board may apply development standards which differ from the approved development district standards. 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. This application generally meets the standards of the development district, such as the Site, Building Envelope, Street Type, Architectural, Signage, Landscape, and Parking and Loading Standards and Guidelines. However, the applicant requested the following alternate development district standards for the commercial section of the D-D-O Zone (all page numbers reference the master plan):

- a. **Building Orientation (page 538):** In addition to specific development district standards, there are certain general site standards and guidelines found on page 538 of the master plan. While several of these general site standards and guidelines are repeated in the specific development district standards set forth on pages 539–557, there is one general site standard that addresses building orientation and from which an alternate standard was requested.

The Building Orientation Standard states that the main entrance to a building must face the street. In addition, it states that in the case of buildings located on corner lots, main entrances must be oriented toward the primary, more heavily traveled, street. Secondary building entrances may be placed along the side or rear façades of a building. The proposed building is oriented such that the main entrance to the building faces east, toward Norair Avenue, not south toward MD 214. Therefore, the applicant requested this alternate development district standard, based upon several factors.

The subject property fronts on MD 214, which has a median. Thus, all customers driving to the business will be travelling westbound on MD 214. As they approach the site, they will see the front of the store. This will ensure that the business is easily identifiable to allow them to slow down and turn into the site. Second, in conformance with the master plan, all parking is located to the side and rear of the building, with most of the parking located along the east side of the building. Placing the main entrance facing east will facilitate access to the store from the parking lot. The applicant explored the feasibility of relocating the main entrance to the corner of the site, but the interior building layout does not allow for such a reconfiguration. To address the intent of the master plan, however, the applicant proposed to enhance the southern façade to look like a front façade, with storefront glass. A short, 40-foot-long sidewalk leads directly from MD 214 to the main entrance. Another design consideration is the fact that the subject property is shallow and oddly shaped, with existing residences abutting the property to the north and northeast. The orientation of the building allows the service areas to be located the furthest distance possible from the residences to the north and east. In conclusion, site constraints and the restriction on traffic caused by the median on MD 214 force the building to be oriented towards a secondary street instead of the primary street. However, the enhanced architecture along the southern façade mimics the front façade and supports a modified building orientation in this case.

The combination of these efforts substantially satisfies the intent of the master plan and will benefit the development and the development district.

In addition, this request will not substantially impair implementation of the master plan and, for these reasons, this alternate development district standard is **approved**.

- b. **Build-To Line and Setbacks (page 540):** The build-to line is the line to which buildings are required to be built on a lot (no setback is permitted from it, except as noted in the guidelines). Consequently, nonresidential buildings located within the D-D-O Zone must be located along a continuous street wall defined by the build-to line. The development district standards establish a build-to line of 18 feet from the back of curb. In addition, the standards allow for only a 10-foot side and rear yard setback. The development standards also require that the building shall occupy a minimum of 80 percent of the street frontage.

Due to the unique circumstances impacting the subject property, it is not possible to conform to these standards, necessitating a request for an alternate development district standard.

The proposed building is located 23.5 feet from the back of the curb. This setback requires an alternate development district standard. The setback is necessary to provide a 10-foot-wide public utility easement (PUE), which was not contemplated in the master plan, and does not permit any setbacks to the front build-to line. The PUE is required by Condition 3.a. of PPS 4-22042, which was approved for the subject property. Due to the requirement to establish the PUE, the applicant is not able to conform to the 18-foot build-to line requirement.

To the extent that the build-to line requirement also applies to Norair Avenue, the frontage along this street is limited to the extent that conforming to the build-to line on Norair Avenue is impossible. Also, the proposed building does not conform to the required 10-foot side and rear yard setbacks. The subject property is abutted by single-family detached homes. The 2010 *Prince George's County Landscape Manual* (Landscape Manual) requires a buffer yard which is wider than the setback required by the development standards, and the applicant provides a robust buffer abutting the residential properties. In addition, driveway connections to MD 214 and the traffic circulation movement around the building prevent the building from being located any closer to the abutting property to the west. Given that the property is located at a corner, irregularly shaped, shallow, and is abutted by existing residential homes, the proposed building conforms to the intent of the master plan by placing the building at the front build-to line while simultaneously providing adequate access and protecting abutting properties.

In addition to the build-to lines and setbacks, a frontage occupancy requirement of 80 percent is established. The proposed building occupies 27 percent of the property frontage. However, two circumstances support granting this request for alternate standards. First, as noted above, the property has a narrow frontage on Norair Avenue, which does not have sufficient width to locate a driveway, much less a building. This narrow depth extends for a third of the subject property's frontage on MD 214 and practically prevents compliance with this standard. Two access driveways are also provided, which account for another 16 percent of the property frontage. Thus, strict conformance with this standard is not possible. However, the master plan allows the use of a masonry wall to help meet the frontage occupancy requirement when attached to the primary building. The applicant provides a 3-foot-tall masonry wall, which extends from the east and west of the building to each of the driveway aisles. The wall then extends along the remaining frontage of MD 214 to Norair Avenue. A total of 97 linear feet of wall is provided. However, the wall is not attached to the building, to allow for pedestrian circulation to the sidewalk on MD 214. The total distance of the wall, combined with the width of the building, brings the frontage occupancy to 58 percent. The applicant should provide a site elevation of the property, as visible from MD 214 and Norair Avenue, to

demonstrate how the 3-foot-high wall, landscaping, and lighting will benefit the development and mitigate the impact of the requested alternate standards.

Based upon the above justification, the development complies with the intent and spirit of the requirement. The requested alternate standards will benefit the development and the development district and will not substantially impair implementation of the master plan. These modifications will not negatively impact the project or alter the intent of the standard to construct buildings close to the street. Therefore, these requested alternate development design standards are **approved**.

- c. **Primary Mixed-Use Street and Tertiary Residential Street Standards (pages 542 and 544):** The development district standards establish preferred street sections for various street classifications. MD 214 would be considered a typical primary mixed-use street and Norair Avenue would be considered a typical tertiary residential street. The DSP conforms to the requirement to the extent possible, given the existing conditions, but the two streets will not conform to the design standards upon development of the subject property. To the extent that the existing streets do not conform, alternate development design standards were requested.

Along MD 214, the master plan envisions a 6-foot tree pit area, a 4-foot to 6-foot clear walkway, and an 8-foot dooryard. The existing condition clearly does not conform to this vision. Currently, there is only a narrow (less than two feet) landscape strip between the curb and gutter, and the sidewalk is approximately 4 feet wide. There are existing electrical poles behind the sidewalk, impacting the placement of trees. Increasing the width of the tree pit area and moving the sidewalk back would not be possible due to the electrical poles, and a relocated sidewalk would then not connect with the sidewalk west of the subject property. Given these constraints, the applicant proposes to upgrade the streetscape, to the extent possible. The DSP shows the existing sidewalk along MD 214 upgraded to the current 5-foot standard. The sidewalk will not be relocated so that it can tie seamlessly into the existing sidewalk system. This wider sidewalk conforms to the D-D-O Zone standard, which requires a minimum 4-foot to 6-foot clear walkway. As noted above, no trees currently exist between the sidewalk on MD 214 and the curb, and currently, there is not sufficient width to do so. The D-D-O Zone envisions on-street parking to protect the tree pit area, which does not exist today. Due to the existence of electrical lines along the MD 214 frontage, the applicant provides street trees on-site. While this does not strictly conform to the D-D-O Zone standard, it meets the intent of the D-D-O Zone and adds vegetation along MD 214 that does not exist today. While the street frontage will be vastly improved by the development of the subject property, it will not identically conform to the development district standards. To the extent that it does not conform, an alternate standard is requested.

Similar to MD 214, Norair Avenue does not meet the standard shown in the D-D-O Zone. Currently, a 4-foot-wide sidewalk exists. The D-D-O Zone standard requires a 6-foot-wide sidewalk. The DSP reflects widening the sidewalk to six feet. However, as with MD 214, there is not sufficient room between the sidewalk and the existing road for

a tree pit area. Instead, the applicant proposed to install substantial landscaping behind the PUE along Norair Avenue and the fillet where it meets MD 214. Also, the D-D-O Zone calls for a parking lane on Norair Avenue, which does not exist along the frontage of the subject property, as it would be too close to the intersection. Thus, while the proposed development will vastly improve the streetscape at the corner of Norair Avenue and MD 214, it will not conform in all aspects of the D-D-O Zone development district standards. For that reason, an alternate standard was requested.

For the reasons provided above, the modified street sections will benefit the development and the development district, will not substantially impair implementation of the master plan, and the Planning Board, therefore, **approves** these alternate development design standards.

- d. **Architectural Standards and Guidelines, Fenestration (page 547):** The master plan requires that fenestrations shall comprise a minimum of 60 percent of the ground story façades of commercial buildings. The proposed building façade is 83 feet wide on all four sides. The facades facing MD 214 and Norair Avenue are articulated with color variations, projections, awnings, material changes, storefront glass, and building openings. The standard is not specific as to whether the rear fenestration requirement is applicable to all four facades of the building.

The building entrance is located along the eastern façade of the building, facing the westbound vehicles on MD 214. This façade is well articulated, and fenestration is provided on more than 60 percent of the façade. The façade facing MD 214 has also been well articulated and fenestration is provided on at least 60 percent of this façade. The northern façade does not contain the same level of articulation, but is oriented to the properties to the north. The northern property line is being heavily landscaped with evergreen trees and with the installation of a sight tight fence. Any additional articulation on this façade would not be visible. Similarly, the western façade is the service area of the building, and extensive landscaping is provided along the western property line to screen this façade. The prominent facades visible from the public realm have been articulated to conform to the development district standards, and the other facades are adequately screened.

As a result of these reasons, no modification is required to this standard.

- e. **Landscape Standards and Guidelines, Dooryard Area (pages 551 and 552):** The master plan requires that commercial private frontages shall be composed primarily of hardscape and may have planters and street furniture. In the DSP, the private frontage is occupied by a PUE. As discussed above, the D-D-O Zone does not consider PUEs and the need to avoid placing hardscape in these areas. Given the need for the PUE, this design standard cannot be met in this instance. The Planning Board **approves** this alternate development design standard, for this reason.

- f. **Landscape Standards and Guidelines, Ground Cover (page 552):** The master plan requires that a minimum of 15 percent of the green area of a commercial, office, retail, business, or industrial parcel or lot shall consist of planting beds with shrubs, flowers, or ground cover. The applicant's SOJ states that 1.35 percent of green area is provided. This percentage appears to be in error, since a note on Sheet DSP-4 regarding green area calculations lists the green area provided on the site as 35.1 percent. Furthermore, the applicant did not request a modification to this development standard. Based upon the landscape plan, which shows the site area proposed to be planted with trees, shrubs, and grass, the ground cover area appears to be approximately 25 percent. The applicant shall verify this percent area and correct the note on the site plan accordingly. No modification is required to this standard.
- g. **Lighting (page 554):** The master plan requires that the developer/property owner construct and maintain all the streetscape improvements of the proposed development. These improvements may include, but are not limited to, the installation of sidewalks, streetlights, street trees, and street furnishings (page 489). Regarding streetlights, the master plan does not permit the use of cobra head streetlights. While the applicant does not propose to add any cobra head streetlights, the existing streetlights located within the right-of-way of MD 214 are cobra head. The removal and replacement of the existing cobra head streetlights are subject to the approval of the operating agencies. Though the applicant has requested an alternative to this standard, it is not required since these existing lights are not located on the subject property.
- h. **Loading and Service Areas (page 556):** The master plan requires that dumpsters, truck loading areas, and other similar structures shall be screened from the view of neighboring properties and streets with walls made of the same materials, color, or style as the primary building on the parcel. Further, the development standards require that a separate pedestrian gate must also be provided, and do not permit wooden trash enclosures.

As shown on the DSP, the dumpster will be screened with a sight-tight fencing material. The gate will be made of a similar wood clad material, not a steel swing gate. There is also no side entrance for pedestrians, as that is not needed by the proposed tenant. The fencing material will be further screened with evergreen plantings, and in front of the landscaping material will be a 3-foot-tall masonry wall which extends along most of the property frontage to not only screen the dumpster area, but also the fencing around it. The intent of the development district standard is to appropriately screen the dumpster from the view of neighboring property and streets. As designed, the alternative design for screening accomplishes the intent of the master plan. The perimeter landscaping on-site will ensure that no neighboring property will see the dumpster, and the combination of the low masonry wall and landscaping will ensure that the dumpster and the fencing enclosing it are screened from the street.

For these reasons, the modification in this instance is justified, will benefit the development and the development district, and will not impair implementation of the master plan. Therefore, this alternate development design standard is **approved**.

8. **Prince George's County Zoning Ordinance:** The DSP application was reviewed for compliance with the requirements of the M-U-I and D-D-O Zones.

- a. Section 27-546.19(c), Site Plans for Mixed Uses, of the prior Zoning Ordinance, requires that:

(c) A Detailed Site Plan may not be approved unless the owner shows:

- (1) The site plan meets all approval requirements in Part 3, Division 9;**
- (2) All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

The site plan meets the site design guidelines and development district standards of the master plan, except those discussed in Finding 7 above.

- (3) Proposed uses on the property will be compatible with one another,**
- (4) Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and**

The DSP approves commercial/retail use on the property. The existing or recently approved uses along MD 214 are compatible with the proposed retail development, and are similar in height and density, as envisioned by the master plan. While the approved use is not compatible with the existing residential development located in the rear, adequate landscape planting and expanded building setbacks ensure appropriate buffering to minimize deleterious impact to existing residential development.

- (5) Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:**

- (A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;**

The property is bound to the west of the property by various uses including a one-story office building and a gas station. North and northeast of the property are two-story, single-family detached dwellings. East of the property is Norair Avenue, with vacant land beyond. South of the property is MD 214, with various uses including an auto repair shop and a church, both of which are one-story buildings.

The proposed building and use are in keeping with the vision and intent of the master plan and the development district, and is compatible in size, height, and massing to existing buildings on adjacent properties.

- (B) Primary façades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;**

The building's primary facades face MD 214 and Norair Avenue. While the building has pedestrian and vehicular access from MD 214 to the south, the main pedestrian entrance and lobby are located on the east elevation of the building facing Norair Avenue. A 5-foot-wide lead walk connects the building entry way to public sidewalk along MD 214. Pedestrians will cross the driveway aprons and a condition has been included herein, requiring pavement in these areas to include a different treatment to alert pedestrians to vehicular traffic at the crossings, subject to approval by the operating agency.

- (C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;**

The photometric plan provided with the DSP indicates that the lighting design will minimize glare, light, and visual intrusion onto nearby properties and buildings. In addition, it is noted that lighting is provided in locations that accentuate the building and provide well-lit areas, consistent with Crime Prevention Through Environmental Design practices.

- (D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**

The building materials and colors selected to face the proposed building are compatible with the materials and color on adjacent properties and in the surrounding neighborhood. The materials proposed include a mix of brick veneer and architectural concrete blocks. Extensive shopfront glazing facing MD 214 and Norair Avenue, and large, inviting, red awnings enhance the streetscape and pedestrian realm.

- (E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**

No outdoor storage areas and mechanical equipment are proposed with this development.

- (F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and**

The proposed building-mounted signs conform to the applicable development district standards. A condition has been included herein, requiring that the applicant remove the detail of a temporary sign, the location of which is not indicated on the site plan.

- (G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:**

- (i) Hours of operation or deliveries;**

The proposed vehicle parts store is part of a nationwide Advance Auto retail chain, which will regulate and limit the hours of operation and deliveries, as deemed necessary.

- (ii) Location of activities with potential adverse impacts;**

- (iii) Location and use of trash receptacles;**

- (iv) Location of loading and delivery spaces;**

The proposed development will have minimal impact on adjacent properties, as loading for any deliveries and trash facilities are located at the rear of the building, and adequately buffered with the use of evergreen planting, sight-tight fence, and trash enclosure.

- (v) Light intensity and hours of illumination; and**

The photometric plan submitted with the application shows on-site lighting, confirming that there are minimal adverse impacts on adjacent properties and the surrounding neighborhood, from the proposed building.

(vi) Location and use of outdoor vending machines.

The subject DSP does not include any outdoor vending machines.

- b. This application is located within the M-I-O Zone for height. Pursuant to Section 27-548.54(e)(2)(B), Maximum Height Requirement, of the prior Zoning Ordinance, the proposed structure in this application must comply with the requirements for height for properties located in Surface B App/Dep Clearance (50:1) - North End. The proposed retail building has a maximum height of approximately 23 feet. This is estimated to be well below the applicable requirement for height for the site. However, a condition has been included in the Recommendation section, for the applicant to submit calculations for certification, per Section 27-548.54(e)(2)(B).
9. **Preliminary Plan of Subdivision 4-22042:** PPS 4-22042 was approved by the Planning Board on December 15, 2022 (PGCPB Resolution No. 2022-132), subject to six conditions. The conditions applicable to the review of this DSP are, as follows:
 2. **Development of this site shall be in conformance with Stormwater Management Concept Plan 24072-2021-0, and any subsequent revisions.**

An approved SWM Concept Plan (24072-2021) and letter was submitted with this application and expires on October 20, 2024. The development shown on the subject DSP is in conformance with the SWM concept plan.
 3. **Prior to approval, the final plat of subdivision shall include:**
 - a. **The granting of public utility easements along the public rights-of-way.**

The DSP reflects a 10-foot-wide PUE along the MD 214 right-of-way, in conformance with Condition 3.a.
 - b. **Dedication of public right-of-way, in accordance with the approved preliminary plan of subdivision.**

The DSP reflects 1,496 square feet of dedication along the MD 214 right-of-way, in conformance with Condition 3.b. and the approved PPS.
 4. **The building permit plans shall show, and the applicant and the applicant's heirs, successors, and/or assignees shall construct, two right-in/right-out access driveways**

along MD 214 (Central Avenue), along the property's frontage, subject to approval of and modifications by the Maryland State Highway Administration, with written correspondence.

The DSP accurately reflects two right-in/right-out access driveways along the property frontage of MD 214, as required by the PPS. The applicant also provided correspondence from the Maryland State Highway Administration (SHA), indicating their approval of the access point design and location for the project.

5. **Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall include in the bicycle and pedestrian plan required by Certificate of Adequacy ADQ-2022-029 the details, location, and extent of a marked bicycle lane along the frontage of MD 214 (Central Avenue), subject to modification by the Maryland State Highway Administration, with written correspondence. If such correspondence indicates that the bicycle lane will not be permitted, a bicycle lane shall not be shown on the bicycle and pedestrian plan.**

The DSP accurately displays the bicycle lane along the site's frontage of MD 214, as required by PPS 4-22042. The applicant also provided correspondence with SHA, which discusses an SHA re-striping project along MD 214, between Addison Road and Hampton Park Boulevard. This re-striping project would include the addition of a bicycle lane along the site's frontage. This correspondence further indicates that if the re-striping occurs prior to building permit, the applicant would be responsible for ensuring the bicycle lane is not damaged and would be responsible for correcting it if any damage occurs. The Planning Board concurs with this finding.

6. **No less than 35 days prior to the Prince George's County Planning Board hearing for the detailed site plan, the applicant shall provide concurrence from the Maryland State Highway Administration for the design and location of the two proposed access driveways.**

As indicated above, the applicant also provided correspondence with SHA indicating their approval of the two proposed access driveways.

PPS 4-22042 and development of this site is supported by and subject to Certificate of Adequacy ADQ-2022-029, which was approved in November 2022, with four conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. An analysis of the project's conformance to the conditions follows each one, in plain text:

1. **Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses that generate no more than 17 AM peak-hour trips and 34 PM peak-hour vehicle trips.**

This DSP includes trip generation information which demonstrates conformance to the approved trip cap. The DSP considers a 6,889-square-foot automotive parts store, which results in 17 AM peak-hour trips and 34 PM peak-hour trips. The subject DSP is within the trip cap established with ADQ-2022-029.

2. **Prior to the acceptance of the site plan, the applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-029, consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations as part of the site plan submission.**

The DSP includes the bicycle and pedestrian impact statement (BPIS), which was approved with ADQ-2022-029. Additional bicycle and pedestrian improvements recommended with PPS 4-22042 are accurately displayed on the DSP.

3. **At the time of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall construct a network of on-site pedestrian facilities per Prince George's County design standards.**

Conformance to this condition will be evaluated at the time of building permit.

4. **Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:**

- a. **Installation of a thermoplastic crosswalk along the west approach of Fieldstone Way approximately 500 feet east of Garrett Morgan Boulevard as detailed in Exhibit B2 within the applicant's Bicycle and Pedestrian Impact Statement.**

The BPIS off-site improvements required per Condition 4 were shown in a bicycle and pedestrian facilities plan, as part of the DSP submission. Condition 4 will be further evaluated at the time of building permit.

10. **2010 Prince George's County Landscape Manual:** This DSP is subject to the provisions of the Landscape Manual. Conformance is required with the following sections of the Landscape Manual: Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Appropriate schedules have been

provided for these sections and the DSP is in conformance with the requirements, except for revisions that are needed and have been conditioned herein.

Alternative Compliance AC-23003 was filed with this DSP from the requirements of Section 4.7, Buffering Incompatible Uses, of the Landscape Manual, for the northern and northeastern property boundaries abutting single-family residential uses. Specifically, the applicant sought relief, as follows:

REQUIRED: Section 4.7(c), Buffering Incompatible Uses, Bufferyard 1, adjacent to single-family detached dwellings

Length of bufferyard	241 feet
Minimum building setback	40 feet
Minimum landscape yard	30 feet
Plant units (120 per 100 linear feet)	290

PROVIDED: Section 4.7(c), Buffering Incompatible Uses, Bufferyard 1, adjacent to single-family detached dwellings

Length of bufferyard	241 feet
Minimum building setback	72 feet
Minimum landscape yard	20 feet
Fence or wall	Yes, 6-foot-high, opaque
Plant units	approximately 661

Justification of Recommendation for Bufferyard 1

The applicant provides a minimum 20-foot-wide landscape buffer, instead of the required 30 feet. The applicant has cited the limited space available on the subject site. The property is flanked by residential development to the north, and MD 214 to the south. A looped drive aisle and parking are needed to accommodate the flow of traffic in and out of the property. As a result, the applicant proposed a smaller landscape buffer and, to offset this deficiency, the applicant proposed a minimum 72-foot building setback, which exceeds the minimum 40-foot requirement, providing a 6-foot-high opaque fence along the property boundary, and providing approximately 661 plant units, which is more than 2 times the requirement. The landscape plan indicates that the length of the landscape buffer is 403 feet, the required number of planting units is 484, and the provided number of plant units is 824. However, these numbers include the western property line where Section 4.7 is not applicable, as the adjacent use is a medical practitioner's office and compatible. The required length along the northern property line is 241 feet, and the required number of plant units should be 290, with approximately 661 provided. The schedule shall be revised, prior to signature approval of the DSP, to reflect the correct numbers for the northern property line only.

The Planning Board finds the applicant's proposal equally effective as normal compliance with Section 4.7, Buffering Incompatible Uses, as the proposed solution provides a larger building setback than what is required, a 6-foot-high opaque fence, and providing more than two times the plant units required.

REQUIRED: Section 4.7(c), Buffering Incompatible Uses, Bufferyard 2, adjacent to single-family detached dwellings

Length of bufferyard	191 feet
Minimum building setback	40 feet
Minimum landscape yard	30 feet
Plant units (120 per 100 linear feet)	237

PROVIDED: Section 4.7(c), Buffering Incompatible Uses, Bufferyard 2, adjacent to single-family detached dwellings

Length of bufferyard	191 feet
Minimum building setback	87 feet
Minimum landscape yard	8.7–19.4 feet
Fence or wall	Yes, 6-foot-high, opaque
Plant units	357

Justification of Recommendation

The applicant provides a landscape buffer, approximately 8-foot-wide to 20-foot-wide, along the property boundary adjacent to Lot 27, instead of the required 30 feet. As stated above, the applicant has cited the limited space available on the subject site. The property is flanked by residential development to the north, and MD 214 to the south. A looped drive aisle and parking are needed to accommodate the flow of traffic in and out of the property. To offset this deficiency, the applicant proposed an 87-foot building setback, which exceeds the minimum 40-foot requirement, providing a 6-foot-high opaque fence along the property boundary, and providing 357 plant units, exceeding the 229 required. The landscape plan indicates that the required length of the landscape buffer is 191 feet, and the required number of planting units is 229. However, the required length should be 197 feet, and the required number of units should be 237 units. The schedule shall be revised, prior to signature approval of the DSP.

The Planning Board finds the applicant's proposal equally effective as normal compliance with Section 4.7, Buffering Incompatible Uses, as the proposed solution provides a larger building setback than what is required, a 6-foot-high opaque fence, and approximately 1.5 times the plant units required.

The Planning Board APPROVES Alternative Compliance AC-23003 from the requirements of Section 4.7, Buffering Incompatible Uses, of the Landscape Manual, for the property lines abutting lots with single-family dwellings to the north and northeast, subject to the conditions incorporated herein.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the WCO because the property contains less than 10,000 square feet of woodland and has no previous tree conservation plan (TCP) approvals. A standard Letter of Exemption (S-110-2021) from the WCO was issued for this site and expires on June 11, 2023. No additional information is required regarding woodland conservation.
12. **Prince George's County Tree Canopy Coverage Ordinance:** The subject site is located in the M-U-I Zone, and a 10 percent tree canopy coverage (TCC) requirement applies, per Section 25-128(b) of the Prince George's County Code. This amounts to approximately 0.11 acre, or 4,966 square feet, to be provided in TCC. The subject DSP provides the appropriate schedule and shows an adequate number of plants on-site, in conformance with the requirements.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated January 18, 2023 (Stabler, Smith, and Chisholm to Gupta), the following comments were provided:
 - (1) The master plan contains goals and policies related to historic preservation (pages 287–296). However, these are not specific to the subject site or applicable to the proposed development.
 - (2) A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey is not required.
 - (3) The subject property is adjacent to a Prince George's County Historic Site, Ridgeley School (75A-028). The Historic Preservation Commission declined to review the previous plan and determined that the proposal would not affect the historic site.
 - b. **Community Planning**—In a memorandum dated April 3, 2023 (Nair to Gupta), an analysis was provided of the subject DSP's conformance with the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan* and the master plan and the requested alternative development district standards, which are discussed in Findings 7 and 8 above.

- c. **Transportation Planning**—In a memorandum dated March 31, 2023 (Ryan to Gupta), an analysis of the prior approvals was provided, which is incorporated into the findings above. This DSP was also evaluated in accordance with the prior Zoning Ordinance.

Master Plan Roads

The subject property has frontage on MD 214 (A-32), along the southern bounds of the site. Per the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the master plan, the portion of MD 214 that fronts the subject property is designated as a 6 to 8 lane arterial roadway, with an ultimate right-of-way of 120 to 150 feet. The DSP shows that the existing width of MD 214 along the property's frontage is 56 feet from the centerline, but also shows the dedication of 1,496 square feet of right-of-way. The proposed dedication is sufficient to meet the master plan's recommended right-of-way for MD 214 (A-32), along the property's frontage.

Master Plan Pedestrian and Bicycle Facilities

The subject property is subject to the MPOT, which recommends the following facilities:

- **Planned Bicycle Lane: MD 214.**

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9 and 10):

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

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

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

As detailed above, the DSP accurately displays the MPOT recommended bicycle lane along the site's frontage of MD 214. A continuous sidewalk facility is also shown along the site's frontage of MD 214. These facilities adequately serve the goals and policies as stated in the MPOT and the master plan and further bicycle and pedestrian movement within the site and its immediate surroundings.

Zoning Ordinance Compliance

Section 27-283 of the prior Zoning Ordinance provides guidance for DSPs. The section references the following design guidelines described in Section 27-274(a) of the prior Zoning Ordinance:

(2) Parking, loading, and circulation.

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

- (ix) Pedestrian and vehicular routes should generally be separate and clearly marked;**
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

The DSP provides two points of vehicular access along MD 214. As part of the PPS review, the Planning Board evaluated and approved a variation request granting direct access to the site along a roadway with a classification of arterial or higher. In examining the variation request, the applicant provided an operational analysis including truck turning plans, a weaving analysis examining vehicular movement along MD 214, and a queuing analysis to examine queues along MD 214 at the proposed access points. The operational analysis was used to evaluate access and circulation to the site, as well as examine alternative points of access. The applicant provided sufficient justification indicating that two points of access along MD 214 were necessary due to the inability of heavy vehicles to make full turn maneuvers within the site. The Planning Board concurred that an on-site loop was the safest way for heavy vehicles to navigate the site.

Site circulation is confined only to the site, thereby ensuring that no cut-through traffic will take place from any neighboring developments. The approved use results in a requirement of 32 on-site parking spaces. The DSP displays 33 parking spaces. It was found that the provided parking is in conformance with the Zoning Ordinance.

As part of the PPS review and subsequent Planning Board hearing, concerns were raised related to bicycle and pedestrian safety, as well as traffic along MD 214. The DSP features a buffered frontage with landscaping provided between the proposed building and the lot line. The site's frontage also features an enhanced sidewalk, bicycle lane, and Americans with Disabilities Act compliant ramps along both sides of the vehicular access points, ensuring safe pedestrian movement along the site's frontage of MD 214. Stop bars have also been added at the location where vehicles will depart from the site, providing

additional safety for pedestrians crossing the access points. It is also noted that the approved use generates a relatively low number of trips, thereby reducing the likelihood of conflicts involving bicyclists/pedestrians and motorists at the access points.

Based on the findings presented above, it was determined that the site access and circulation are acceptable, and consistent with the underlying conditions of approval. In addition, it was noted that the DSP meets the site design guidelines, pursuant to Section 27-283 and the findings required by Section 27-274(a).

- d. **Subdivision**—In a memorandum dated March 29, 2023 (Vatandoost to Gupta), an analysis of the subject DSP's conformance with the prior approvals was provided, as included in Finding 9 above. In addition, the following comments were offered:
- (1) Pursuant to Section 24-4503(a)(4) of the Prince George's County Subdivision Regulations, the site has a certificate of adequacy associated with PPS 4-22042 effective December 15, 2022, which is valid for 12 years.
 - (2) A final plat will be required for the subject property following approval of this DSP. PPS 4-22042 includes conditions which must be met prior to approval of the final plat.
- e. **Environmental Planning**—In a memorandum dated February 21, 2023 (Rea to Gupta), the following comments were offered:

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resource Inventory (NRI-090-2021-01) which was issued on September 27, 2022. This site is not associated with any regulated environmental features (REF) such as streams, wetlands, 100-year floodplain, or associated buffers. The site is not within the primary management area.

Specimen Trees

No specimen trees have been identified on the subject property.

Stormwater Management

An approved SWM Concept Plan (24072-2021) and letter was submitted with this DSP application and expires on October 20, 2024. Within the area of this DSP application, the approved SWM concept plan shows the use of six micro-bioretention stormwater devices and one underground storage facility for treatment and management of stormwater. No further information is required regarding SWM with this application.

- f. **Permit Review**—In a memorandum dated February 6, 2023 (Jacobs to Gupta), comments were provided regarding the proposed signage, which are incorporated as conditions of approval, as relevant.

- g. **Special Projects**—The Special Projects Section did not offer comments on this application.
- h. **Prince George’s County Department of Parks and Recreation (DPR)**—In an email dated January 5, 2023 (Holley to Gupta), DPR stated that the development proposed with the subject DSP will have no impact on existing or future parkland.
- i. **Prince George’s County Fire/EMS Department**—In an email dated January 19, 2023 (Reilly to Gupta), the Fire/EMS Department offered no comments regarding the subject project’s adequacy of fire access.
- j. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 7, 2023 (Giles to Gupta), DPIE provided no comments on the application except stating that the subject DSP is consistent with SWM Concept Plan 24072-2021.
- k. **Prince George’s County Police Department**—The Police Department did not offer comments on this application.
- l. **Prince George’s County Health Department**—In a memorandum dated January 9, 2023 (Adepoju to Gupta), a health impact assessment of the proposed development and numerous recommendations were offered, which are incorporated as conditions of approval, as relevant.
- m. **Prince George’s County Soil Conservation District (PGSCD)**—PGSCD did not offer comments on the subject application.
- n. **Maryland State Highway Administration (SHA)**—In an email dated February 28, 2023 (Woodroffe to Gupta), SHA offered the following comments on the subject application.
 - (1) Based upon preliminary review of the project, SHA finds the access points, design, and location acceptable.
 - (2) An access permit will be needed for the proposed improvements. The applicant should submit more detailed plans and supporting documents for SHA to perform a comprehensive review.
 - (3) A striped bicycle lane is required along the property’s frontage with MD 214. SHA has a restriping project along MD 214, from Addison Road to Hampton Park Boulevard, tentatively scheduled for 2023, which includes the project’s frontage. Therefore, it is likely that SHA’s project will begin before the improvements which are approved with the applicant’s access permit, and the bicycle lane striping would be in place before the applicant’s work starts. If the striping is damaged by the applicant’s work, they would be responsible for

correcting the damage. If, for some reason, the applicant's project begins before SHA's striping project, the applicant shall stripe the bicycle lanes along their frontage.

- o. **Washington Suburban Sanitary Commission (WSSC)**—WSSC offered comments dated October 25, 2022, for both PPS 4-22042 and the subject DSP, which indicated that public water and sewer facilities are available to serve the development.
 - p. **Washington Metropolitan Area Transit Authority (WMATA)**—WMATA did not offer comments on the subject DSP.
 - q. **City of Seat Pleasant**—The subject property is located within one mile of the geographical boundary of the City of Seat Pleasant. The DSP application was referred to the City for review and comments on January 3, 2023. No correspondence were received from the City.
 - r. **Public Utilities**—The subject DSP application was referred to Verizon, The Potomac Electric Power Company, Comcast, and Washington Gas for review and comments on January 3, 2023. No correspondence were received from these public utility companies. In an email dated March 29, 2023 (Shea to Townsend), AT&T stated that they have no existing utilities in the subject site area.
14. This DSP adequately takes into consideration the requirements of the D-D-O Zone and the master plan. The alternate development district standards required for this development would benefit the development and the development district, as required by Section 27-548.25(c), and would not substantially impair implementation of the master plan.
- Based on the foregoing, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, 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 approved development for its intended use.
15. Per Section 27-285(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**
- No REFs will be impacted by the proposed development, and it is determined that the REFs have been preserved and/or fully restored in a natural state, to the fullest extent possible, in accordance with the requirement.
16. **Planning Board Hearing:** During their presentation on May 4, 2023, the applicant informed the Planning Board regarding the outreach efforts and meetings they had with the residents of the

neighboring community, to address their concerns. As a result of these meetings and comments provided by the residents, the applicant proffered three revisions to the site plan, for the purpose of improving pedestrian and bicyclist safety along MD 214. The applicant's representative provided information regarding the purpose, location, and design for each of these revisions. The Planning Board reviewed the proposed revisions, and approved inclusion of three additional conditions of approval, reflecting these site plan revisions proffered by the applicant.

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:

- A. APPROVED alternative development district standards for:
1. **Building Orientation (page 538):** To allow the main entrance to the building to be oriented towards a secondary street instead of a primary street.
 2. **Build-To Line and Setbacks (page 540):** To allow the build-to line to be a maximum of 23.5 feet from the back of the curb; to allow side and rear setbacks of more than 10 feet; to allow a minimum frontage occupancy of 58 percent.
 3. **Primary Mixed-Use Street and Tertiary Residential Street Standards (pages 542 and 544):** To allow modified design standards for Primary Mixed-Use Street (MD 214) and Tertiary Residential Street (Norair Avenue).
 4. **Landscape Standards and Guidelines, Dooryard Area (pages 551 and 552):** To allow private frontage area between the public right-of-way and the build-to line to be composed of landscape.
 5. **Loading and Service Areas (page 556):** To allow the dumpster enclosure and gates to be constructed of wood and composite wood, without a separate pedestrian gate.
- B. APPROVED Detailed Site Plan DSP-21034 and Alternative Compliance AC-23003, for Advance Auto, subject to the following conditions:
1. Prior to certification, the applicant shall revise the detailed site plan (DSP) as follows, or provide the specified documentation:
 - a. Provide the Military Installation Overlay Zone height calculations to demonstrate conformance with Section 27-548.54(e)(2)(B) of the prior Prince George's County Zoning Ordinance.
 - b. Add a sheet to the set, listing the modifications requested from the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* Development District Overlay Zone design standards.

- c. Revise General Note 24 on Sheet DSP-1, to list the Standard Letter of Exemption (S-110-2021) from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- d. Revise General Note 25 on Sheet DSP-1, to list the hours of operations for the proposed retail use.
- e. Provide decorative paving (e.g., scored, or stamped concrete) to distinguish the crosswalk in front of the two entrance driveways, subject to approval of the operating agency.
- f. On Sheet DSP-4, add labels indicating the location where the detail can be found for various site features (such as bollards, dumpster enclosure, masonry wall).
- g. Show the location of awnings on the site plan.
- h. Label the dimensions of the building bump-outs on the southern and eastern facades.
- i. Extend the masonry wall along the south side of the subsurface planter box located near the intersection of MD 214 (Central Avenue) and Norair Avenue.
- j. On Sheet DSP-4, show the location of all on-site pole-mounted light fixtures.
- k. On Sheet DSP-4, revise the Site Requirements as follows:
 - (1) Revise the building setbacks to reflect the required setbacks, in accordance with the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*.
 - (2) Revise the Parking Requirements to include requirements for bicycle parking, in accordance with the 2010 *Subregion 4 Master Plan and Sectional Map Amendment*.
 - (3) Revise the Parking Requirements to reflect the minimum surface parking and loading spaces to be 80 percent of the minimum required parking and loading, as stated by Section 27-568(a) of Part 11 of the prior Prince George's County Zoning Ordinance, in accordance with the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*.
 - (4) Revise the parking space dimensions to provide the number for each type of parking space provided.
 - (5) Revise the Maximum Building Height provided, to list the building height as shown on the architectural elevations.

- (6) Verify the percent ground cover area listed on Sheet DSP-4 and revise the Green Area Calculations note accordingly.
- l. On Sheet DSP-4, revise the Sign Requirements as follows:
 - (1) Complete the “Provided” column.
 - (2) Correct the sign requirements to reflect the proposed use on the subject property.
 - (3) Delete the reference to the freestanding sign.
- m. Show the crosswalk striping, per the detail provided on Sheet DSP-8, on the site plan.
- n. Revise the color of the bicycle racks to red, to match the color of the building-mounted sign and awnings.
- o. Provide details for the proposed trash can located along the south side of the building.
- p. Provide details for the concrete pad located in front of the trash enclosure.
- q. On the Lighting Plan, correct the location of the building-mounted light fixtures to align with the building footprint and the location of doorways.
- r. Remove the details of the temporary sign.
- s. On Sheet DSP-14, add a note stating where the location of the building-mounted signs may be found.
- t. Provide dimensions from the property boundaries to the proposed building.
- u. Depict two speed bumps, one after the westernmost parking space near the north side of the building and one prior to the westernmost driveway exit.
- v. Add two directional signs at the western end of the northern parking area, directing customer traffic toward the eastern driveway exit onto MD 214 (Central Avenue).
- w. Increase the height of the diagonal portion of the landscape wall at the corner of MD 214 (Central Avenue) and Norair Avenue, from 3 feet in height to 4.5 feet in height (approximately 53 feet in length).

2. Prior to certification, the applicant shall revise the landscape plan as follows:
 - a. Correct the existing land use of adjoining Lot 14 to commercial.
 - b. Revise the width of planting islands perpendicular to parking spaces on both sides to be a minimum of nine feet. Revise the schedule for Section 4.3-2 of the 2010 *Prince George's County Landscape Manual* accordingly.
 - c. Revise the landscape plan and the associated schedules of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual*, to include the correct linear feet of buffer, required plant units, and proposed plant units for both Buffer Yards 1 and 2.
3. Prior to certification, the applicant shall revise the architectural plans and elevations as follows:
 - a. Show and label the building-mounted light fixtures.
 - b. Provide a legend for Paint P-1, P-2, and P-3.
 - c. Provide a signage detail for the street address located above the main entrance doorway.
 - d. Label the color and dimensions of the awnings.
 - e. Add a note to state that all glazing shall be at least 80 percent transparent.
 - f. Provide site elevations of the property, as visible from MD 214 (Central Avenue) and Norair Avenue, including the proposed 3-foot-high wall, landscaping, and site lighting.


BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, May 4, 2023, in Upper Marlboro, Maryland.

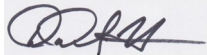
Adopted by the Prince George's County Planning Board this 18th day of May 2023.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:MG:jah

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: May 16, 2023