

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on November 30, 2017, regarding Detailed Site Plan DSP-99044-14 for Mall at Prince George's Plaza (Freestanding Restaurant Pad Site), the Planning Board finds:

1. **Request:** The subject application is for approval of an infrastructure-only detailed site plan (DSP) for the construction of a pad site for a future 7,718-square-foot freestanding restaurant at The Mall at Prince George's Plaza. No gross floor area is proposed at this time.
2. **Development Data Summary:**

Zone	EXISTING M-U-I/T-D-O	APPROVED M-U-I/T-D-O
Use(s)	Integrated Shopping Center	Integrated Shopping Center /Eating and drinking establishment without drive-through
Acreage	51.03	51.03
Building Square Footage/GFA	0	0
Total Square Footage/GFA	1,120,732	1,120,732

Parking

	MAX. PERMITTED	APPROVED
Prince George's Plaza – 1,120,732 sq. ft. (Preferred Ratio of <4.35 spaces/100 sq. ft.)*	4,909	3,347

***Note:** Per the TDDP, Mandatory Development Requirement page 7.

The total number of on-site parking spaces within Prince George's Plaza will be reduced with the subject application because the proposed pad site will be located in an area that is currently improved with parking spaces.

	REQUIRED	APPROVED
Loading Spaces for 984,010 gross leasable area (1 per 100,000 GLA + 1 each additional 100,000 GLA)	12	27**

****Note:** One new loading space is proposed for the eating and drinking establishment.

3. **Location:** The subject property is located in Council District 2 and Planning Area 68. More specifically, the project is located in the northwest quadrant of the intersection of MD 410 (East-West Highway) and Belcrest Road, approximately 1,600 feet west of the intersection of MD 410 and MD 500 (Queens Chapel Road), within the property known as the Mall at Prince George's.
4. **Surrounding Uses:** The subject site within, The Mall at Prince George's, is bounded to the south by MD 410, to the north by multifamily apartments in the Mixed Use–Infill (M-U-I) Zone, to the west by commercial office space in the M-U-I Zone, and to the east by Belcrest Road. Surrounding the property are a variety of retail and multifamily uses in the M-U-I, Multifamily High Density Residential (R-10), Mixed Use–Transportation Oriented (M-X-T), and Multifamily Medium Density Residential (R-18) Zones.
5. **Previous Approvals:** The original existing development on the site was an enclosed shopping mall that was developed in the late 1950s. The 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zone* (Prince George's Plaza TDDP/TDO Zones) retained the property in the M-U-I and Transit District Overlay (T-D-O) Zones. The original Detailed Site Plan (DSP-99044) and companion cases Primary Amendments TP-00001 and Secondary Amendments TS-99044A have been previously approved, and are discussed below. The property was also the subject of a Departure from Sign Design Standards (DSDS-440), approved in December 1991, and Departure from Design Standards DDS-515 was reviewed and approved by the Prince George's County District Council on July 10, 2001.

The original DSP was designed for Phase I of the redevelopment of the mall, and included the renovation of an existing pad site as an Outback Steakhouse, a portion of the streetscape improvements along MD 410 in front of Outback Steakhouse, and redesign of the area around the east end of the shopping center.

Detailed Site Plan DSP-99044-01 was for the purpose of constructing a new anchor store (Target) and the addition of two tenants at the rear of the shopping center. The Prince George's County Planning Board granted a further amendment to Standard S8 in 2003, in conjunction with DSP-99044/01. Departure from Design Standards DDS-515 was also approved for conformance with Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual*.

Detailed Site Plan DSP-99044-02 was for the purpose of renovating the rear (north side) of the shopping mall to improve access into the center, repaving, and incorporating additional green area, and was approved administratively.

Detailed Site Plan DSP-99044-03 was to allow two-way traffic in an existing drive aisle that was previously utilized for one-way traffic for loading purposes, and was approved administratively.

Detailed Site Plan DSP-99044-04 was for the purpose of adding a restaurant pad site (Olive Garden) of 7,685 square feet, and was approved by the Planning Board on June 21, 2005.

Detailed Site Plan DSP-99044-05 was for modification of the rear elevation on the east end of the structure to accommodate new tenants and to remove 19 parking spaces, and was approved administratively.

Detailed Site Plan DSP-99044-06 was for the purpose of constructing a pad site for a sit-down restaurant (Famous Dave's) of 6,574 square feet and was approved by the Planning Board on September 11, 2008. The approved Famous Dave's restaurant was never constructed.

Detailed Site Plan DSP-99044-07 was for the purpose for constructing a Chick-fil-A fast-food restaurant on Parcel A-1 and was approved by the Planning Board on October 3, 2013. The approved Chick-fil-A fast-food restaurant was appealed to the District Council on April 14, 2014. The District Council approved the use, but disapproved the drive-through service and the fast-food restaurant was not constructed.

Detailed Site Plan DSP-99044-08 was for the purpose of adding a T.J. Maxx, including signage to an existing tenant site, and was approved by the Planning Director.

Detailed Site Plan DSP-99044-10 was for the purpose of exterior renovations to Outback Steakhouse and changes to the entrance, and was approved by the Planning Director.

Detailed Site Plan DSP-99044-12 was for the purpose of amending the building-mounted signage sign criteria of the Prince George's Plaza TDDP/TDO Zones, to allow two 6.5-foot, building-mounted, internally-lit, channel letter signs.

Detailed Site Plan DSP-99044-13 was for the purpose of adding a building addition within the 15 percent threshold allowed by the TDDP, and is permitted. The application has been withdrawn and is proceeding through the permit process.

Detailed Site Plan DSP-99044-15 is currently under review and is for the purpose of amending the building-mounted signage criteria of the Prince George's Plaza TDDP/TDO Zones to allow a 6.5-foot, building-mounted, internally-lit, channel letter sign. The amendment was approved by the Planning Board on November 30, 2017.

6. **Design Features:** This application involves the construction of an infrastructure-only pad site for a future 7,718-square-foot freestanding restaurant, which will be part of a larger 51.03-acre development known as The Mall at Prince George's. The site is currently improved with a mall, which includes multiple retail stores and two freestanding restaurants. The site can be accessed from multiple locations; the main vehicular entrance at the center of the site or from a western access drive off MD 410 on the south of the site; Belcrest Road on the east; and from multiple locations along Toledo Terrace, which circumvents the mall on the site's northern and western boundaries. The existing parking compound fully encircles the mall. The proposed pad site is set

back approximately 50 feet from MD 410, and is located within the existing parking compound on the southwestern side of the site. The pad site is proposed near the western access road of the site and MD 410.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zone**—This development includes the infrastructure-only development of a pad site with the associated pedestrian and vehicular circulation for a future freestanding restaurant. The pad site is being located within the existing parking compound of the Mall at Prince George's Plaza and proposes to remove 115 parking spaces and construct 29 spaces including 5 Americans with Disabilities Act (ADA) handicapped-accessible spaces, as well as construct the required loading facilities and Environmental Site Design for stormwater management needed for the development.

This DSP is required pursuant to Exemption: E9, reads as follows:

Exemption: E9: All other development on the site of an integrated shopping center not attached to an existing integrated shopping center, including, but not limited to, pad sites, shall require the approval of a DSP and conformance to the Transit District Standards.

It should be noted that this DSP is subject to the requirements of the TDDP but does not propose any development that is subject to the Transit District Standards, because they are either inapplicable, or exemptions apply. The following exemptions apply to this application and warrant discussion:

Exemption: E3: Resurfacing, adding landscaping to parking facilities, and the retrofit of parking facilities with Environmental Site Design stormwater management features pursuant to Section 32-175 of the Water Resources Protection and Grading Code, are exempt from the Transit District Standards and DSP review if the parking facilities were lawful, legally nonconforming, or were made not nonconforming on July 19, 2016, and remain in conformance with all previously applicable regulations. New parking areas that result in the addition of five or fewer parking spaces are exempt from the Transit District Standards and DSP review but shall comply with any applicable parking and landscaping regulations of the Zoning Ordinance and the Landscape Manual.

The Planning Board notes that the existing parking lot, as modified, is not subject to the Standards, pursuant to Exemption E3, because the proposed resurfacing, and the retrofit of parking facilities with Environmental Site Design stormwater management, is permitted by right on sites that were legally established before July 19, 2016, such as the application under consideration.

Exemption: E4: Restriping of parking facilities to accommodate parking for the disabled, expectant mothers, car-sharing services, or emergency vehicle access and parking is exempt from the Transit District Standards and DSP review only if such restriping results in no net addition in the number of general purpose surface parking spaces. Restriping of surface parking facilities that results in an addition of general purpose parking spaces is prohibited.

The Planning Board notes the existing parking lot, as modified, is not subject to the Standards, pursuant to Exemption E4, because the proposed restriping, and the retrofit of parking facilities does not increase the surface parking on the property and is permitted by right.

Pursuant to page 198 of the TDDP, standards only apply to development related to "...additions, expansions, or extensions of buildings, structures, and uses not subject to an exemption." Therefore, standards only apply to the proposed improvements for the future freestanding restaurant. Due to the limited scope of work in this application no standards are applicable, or are exempt as stated above. However, future amendments related to this application will be subject to any relevant Standards of the TDDP beginning on page 201 for the construction of a future 7,718-square-foot freestanding restaurant.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I and T-D-O Zones of the Zoning Ordinance:
- a. The application is subject to the applicable requirements of the M-U-I and T-D-O Zones. See Finding 7 for a discussion of the applicable T-D-O Zone related standards.
 - b. Pursuant to Section 27-348-08(c), the following findings were made by the Planning Board when approving a DSP in the T-D-O Zone:

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

The DSP requests construction of infrastructure only for a future freestanding restaurant that has not been found to substantially impair the TDDP and implementation of this DSP and will benefit the development and the development district.

(B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;

The DSP is consistent with the TDDP and does not propose any development that is inconsistent with the guidelines and criteria of the Transit District. The subject site is currently being used for parking and the subject application is to reduce the number of parking spaces, to encourage metro ridership and the burdens to the surrounding road network, thereby, conforming with the purpose of the TDDP.

- (C) **The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;**

This DSP is not subject to any transit district standards because they are inapplicable, or exemptions apply as discussed.

- (D) **The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;**

The DSP will change site features with respect to landscaping, vehicular or pedestrian circulation systems and parking and loading. The application is for construction of an infrastructure-only pad site, and is designed to maximize safety and efficiency and is adequate, meeting the purposes of the Transit District Overlay Zone

- (E) **Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development; and**

The DSP does not include any proposed buildings and meets this required finding. The proposed use and future freestanding restaurant will be evaluated for compatibility with the surrounding development with an amendment to the DSP. The adjacent restaurants are “sit down style” restaurants and the future building will need to be attractively designed and compatible with these adjacent uses.

- (F) **Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 of the Zoning Ordinance, meets the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.**

The Transit District Overlay Zone has a maximum allowed parking requirement and the reduction in parking by constructing the freestanding restaurant pad meets the parking related requirements and does not require a Memorandum of Understanding (MOU).

9. **Conformance with Preliminary Plan of Subdivision 4-97084:** The property is the subject of Preliminary Plan of Subdivision 4-97084 and this DSP conforms to that approval. Preliminary Plan 4-97084 for Prince George’s Plaza was approved, and the resolution was adopted by the Planning Board on January 8, 1998 (PGCPB Resolution No. 97-355). The resolution for the

approved preliminary plan contains four conditions. The following two conditions in **boldface** type relate to the review of this application:

PGCPB Resolution No. 97-335

1. **There shall be no additional direct access to MD 410 or Be crest Road from either parcel within the subdivision.**

The DSP does not show any direct access to MD 410 (East-West Highway) from the proposed restaurant pad site.

4. **The following note shall be placed on the Final Plat of Subdivision:**

“Any additional physical development on this property shall require Detailed Site Plan approval.”

The property was recorded in Plat Book VJ 186-9 on April 2, 1999. The record plat contains a note reflecting Condition 4. The applicant has submitted this revised DSP for the subject property in part to address the requirement of Condition 4 above.

The condition for the DSP with the PPS was based on a finding (PGCPB Resolution No. 97-335), which reiterated the existing zoning requirement for DSP and was not independently required by the Planning Board pursuant to Subtitle 24. Subsequent to the approval of the PPS the zoning changed and therefore the independent requirement for a DSP by a condition of the PPS is no longer valid based on the findings contained in the resolution of approval of the PPS. The site is subject to a DSP based on the T-D-O Zone, and not by condition of the PPS.

10. **Detailed Site Plan DSP-99044 and its revisions:** Detailed Site Plan DSP-99044 was approved for construction of the Prince George’s Plaza Shopping Center on April 12, 2001 (PGCPB Resolution No. 1-77). The site plan was subsequently revised 13 times. None of the approvals have any conditions that are applicable to the review of this DSP.
11. **2010 Prince George’s County Landscape Manual:** Per Section 27-450 of the Zoning Ordinance, landscaping, screening, and buffering of all development in commercial zones shall be provided pursuant to the provisions of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual). Additionally, the TDDP (page 30) requires that all properties within the transit district satisfy the requirements of the Landscape Manual in addition to the mandatory development requirements and site design guidelines listed in the TDDP. The requirements apply as follows:
 - a. **Section 4.2, Requirements for Landscaped Strips along Streets**—Section 4.2 specifies that, for all nonresidential uses in any zone and for all parking lots, a landscape strip shall be provided on the property abutting all public and private streets. However, the TDDP contains a build-to-line and specific streetscape requirements that supersede the

requirements of Section 4.2 of the Landscape Manual. Along MD 410 (East-West Highway), a 28-foot-wide pedestrian zone is required (per TP-00001). A low, variable height, brick wall with shade trees, shrubs, and specialty paving have been implemented on the site.

- b. **Section 4.3, Parking Lot Requirements**—Section 4.3 specifies that proposed parking lots larger than 7,000 square feet provide planting islands and shade trees throughout the parking lot to reduce impervious area and the heat island effect. The DSP proposes the building in the location of an existing parking lot. County Council Bill CB-17-2013 reduces the parking lot interior planting requirement down from 15 percent to five percent and only within the limits of disturbance of any existing parking compound. The parking compound within the limit of disturbance of the subject application is 29,919 square feet. An interior planting area of 6.5 percent with 7 shade trees is proposed, which exceeds the minimum five percent requirements of Section 4.3 as amended by CB-17-2013.
- c. **Section 4.4, Screening Requirements**—Section 4.4 requires that all dumpsters, loading spaces, and mechanical areas be screened from adjoining existing residential uses, land in any residential zone, and constructed public streets. The loading area is proposed on the rear of the future freestanding restaurant and will not be visible from East-West Highway, meeting the requirements of this section.
- d. **Section 4.7, Buffering Incompatible Uses**—A Departure from Design Standards, DDS-515, was approved from Section 4.7 along the northern property line adjacent to multifamily development and along the western property line adjacent to an office complex. This granted DDS remains valid. The DSP should provide a plan note that indicates the details of the granted departure from Section 4.7 of the Landscape Manual.
- e. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or cultivars is specified below:

Shade trees	50 percent
Ornamental trees	50 percent
Evergreen trees	30 percent
Shrubs	30 percent

The landscape plan indicates that the applicant has chosen 58 percent shade trees 100, no ornamental trees, 100 percent native evergreen trees, and 38 percent native shrubs, meeting these requirements.

- f. **Section 1.7 Certificate of Landscape Maintenance**—The Landscape Manual requires that all required landscaping, buffering, and screening be maintained in a healthy condition and in accordance with the approved landscape plan. The Planning Board noted the absence of some of the required shade trees and recommends that all dead, diseased, or otherwise absent shade trees required by Prince George’s Plaza be provided along East-West Highway. Prior to signature approval of the plans the applicant should submit a landscape plan for the entire frontage of East-West Highway, and indicate the disposition of the required trees. Prior to approval of use and occupancy permits for the freestanding restaurant the applicant should submit a Certificate of Landscape Maintenance in accordance with Section 1.7, which indicates that the required landscaping on site have been provided or replaced.
12. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The proposal is not subject to the requirements of the Woodland and Wildlife Habitat Conservation Ordinance because it will not affect the previously approved Type II tree conservation plan, TCPII-100-00.
13. **Prince George’s County Tree Canopy Coverage Ordinance:** The project is subject to the requirements of Subtitle 25, Division 3, The Tree Canopy Coverage Ordinance (TCC), because it will require a permit for more than 1,500 square feet of disturbance. County Council Bill CB-19-2013 modified Section 25-128, Tree Canopy Coverage Requirements, to state:

Permits for redevelopment of a previously developed site, which does not qualify for an exemption under subsection 25-127(b), shall be subject to the tree canopy coverage requirements based on the area within the limit of disturbance as shown on any Site Plan.

Prior to County Council Bill CB-19-2013, the subject application would have been required to demonstrate tree canopy coverage for the entire legally described property, which has a gross tract area of the entire 51.03-acre property, Prince George’s Plaza (Parcel A-1), and provide 10 percent (5.1 acres) of tree canopy on the developed property. The Mall at Prince George’s Plaza is a previously developed site, the requirement for the subject property, pursuant to CB-19-2013, is 10 percent of the limit of disturbance shown on the DSP.

Area of Disturbance = 1.32 acres (57,499sq. ft.)

	REQUIRED	PROPOSED
Tree Canopy	5,750 sq. ft.	6,131 sq. ft.

The 10 percent tree canopy coverage requirement is met on the subject site for the limit of disturbance of the proposed freestanding-restaurant pad, as required by Section 25-128.

13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning**—This application is located in the Prince George’s Plaza Regional Transit District. The vision for regional transit districts is to direct much of future employment and residential growth to the districts, and create medium- to high-density areas featuring high-quality urban design, a mix of complementary uses and public spaces, and a range of transportation options.

The 2016 Prince George’s Plaza TDDP/TDO Zones reclassified the subject property from the Commercial Shopping Center (C-S-C) Zone to the M-U-I Zone and superimposed a T-D-O Zone.

Transit District Mandatory Standards

Pursuant to Section 27-548.08(c)(2)(A) of the Zoning Ordinance, this application is in strict conformance with the mandatory requirements of the Prince George’s Plaza TDDP/TDO Zones as applicable at this stage of development.

Pursuant to Section 27-548.08(c)(2)(C), this application meets all of the requirements as applicable of the Prince George’s Plaza TDDP/TDO Zones. All other elements of this application meet the requirements of Section 27-548.08(c)(2)(A) and (C), and will be further evaluated for conformance when the amendment to the DSP is filed for the construction or the building.

Additional Information

The Prince George’s Plaza TDDP/TDO Zone envisions that the downtown core of the Prince George’s Plaza Transit District will be a central activity hub featuring pedestrian-friendly streets lined with cafés and stores. The TDDP specifies that the parking lot at the mall should redevelop “with new buildings that help reposition MD 410 (East West Highway) from a local commuter route to a true Main Street” (page 70). While in conformance with the TDDP standards, the proposed pad site would situate a future freestanding eating and drinking establishment on the mall parking lot in a position surrounded by surface parking on three sides.

Strategy TM2.1 calls for the formalization of the existing drive aisles, including pedestrian safety and navigation improvements on “Toledo Road Extended from Belcrest Road west to Toledo Terrace and then south to MD 410 (East West Highway)” (page 81). As proposed, the west side of the pad site’s parking area is adjacent to a mall drive aisle that connects to the planned future extension of Toledo Road and its intersection with MD 410. It would include four rows of parking between the drive aisle and any future structure on the site. As such, the proposed pad site does not support the TDDP’s vision for pedestrian-friendly streets lined with cafés and stores. In addition, the parking located to the east of the proposed pad site would result in a significant amount of surface parking

along MD 410 between the proposed pad site and the existing freestanding restaurant to the east. The freestanding nature of the proposed pad site surrounded by parking is characteristic of suburban design, and does not reflect the more compact Main Street character envisioned in the TDDP, which would include a consistent frontage of stores and cafés lining MD 410.

The subject property is known as Parcel A-1 on Tax Map 41 in Grid F-2, totals 51.03 acres, and is recorded in Plat Book VJ 186-9. Parcel A-1 is in the M-U-I Zone within the T-D-O Zone and is located within Prince George's Plaza. The site plan shows the entire property boundaries and acreage of Prince George's Plaza. This application proposes the addition of a concrete pad site and infrastructure within the existing shopping center to accommodate a future 7,718-square-foot eating and drinking establishment. No building or architecture is proposed at this time.

- b. **Transportation Planning**—As stated the property is located the downtown core of the 2016 *Approved Prince George's Plaza Transit Development Plan and Transit District Overlay Zoning Map Amendment* (TDDP). The TDDP guides the use and development of all properties within its boundaries by way of the detailed site plan review process. The findings outlined below are based upon the evaluation of the submitted site plan and the ways in which the proposed development conforms to the mandatory development requirements and guidelines outlined in the TDDP as applicable at this stage of development. The T-D00 Zone is a mapped zone, which is superimposed over other land use zones in a designated area around a metro rail station and, which may modify certain requirements for development within those underlying zones. As stated, the site plan is strictly for the creation of a pad site for a future restaurant. As such, no development is being proposed or approved with this plan.

During the preparation of the TDDP, an analysis of all road facilities in the vicinity of the T-D-O Zone was completed. This analysis was based on establishment of a transit district-wide cap on the number of additional parking spaces (preferred and premium) that can be constructed or provided in the transit district to accommodate any new development. Pursuant to this concept, the TDDP recommends implementing a system of developer contributions to insure adequacy of the transportation facilities, based on the number of additional surface parking spaces, as long as the authorized total parking limits and their attendant, respective, parking ratios (Tables 5 and 6 of the TDDP) are not exceeded. The collected fee will be applied toward the required number of transportation improvements as summarized in the TDDP. These improvements are needed to ensure that the critical roadways and intersections in the transit district will remain adequate and will be operating at or above Level of Service (E), as required by the TDDP.

While not applicable with the review of this DSP, the future amendment to the DSP for the addition of the 7,718-square-foot eating and drinking establishment will bring the proposed gross floor area at Prince George's Plaza to 1,128,450 square feet. Overall, there will be a reduction of 86 parking spaces with the construction of the proposed restaurant

bringing the surface parking total to 3,347 spaces. The maximum number of surface parking spaces allowed is 4,859. Since the proposed application does not propose to increase the number of surface parking spaces, which currently exist on the site, the proposed application, if approved, would not result in any reduction in the total number of available, preferred, and premium parking totals for retail uses within the transit district. Further, it is important to note that replacement or alterations to legally pre-existing parking spaces are exempt from meeting the TDDP transportation and parking mandatory requirements.

The plan modifications are limited to a small section of the site along MD 410 and to the east of Toledo Place; a private street. On-site vehicular and pedestrian circulation patterns as proposed are acceptable.

- c. **Trails**—The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the TDDP identify one master plan trail that impacts the subject site. Both the MPOT and the TDDP recommend continuous wide sidewalks and designated bike lanes along MD 410, as follows:

MD 410 Continuous Standard or Wide Sidewalks with On-Road Bicycle Facilities: Continuous facilities for pedestrians and bicyclists are needed along this corridor. Wide sidewalks are recommended within the Prince George's Plaza Transit District, and continuous sidewalk facilities are needed along the rest of the corridor. Bicycle compatible road striping should be considered, although right-of-way constraints may prohibit full bike lanes. (MPOT, page 28)

This facility has been partially implemented along the frontage of the subject site. In the immediate vicinity of the mall, a decorative eight-foot-wide sidewalk has been provided. This wide sidewalk and associated landscaping provides an attractive streetscape along the frontage of the site and accommodates pedestrians walking along MD 410. Regarding on-road bike accommodations, SHA is currently considering a road diet along MD 410, in the vicinity of the Mall at Prince George's Plaza, that would remove a travel lane in both directions and provide designated bike lanes. Prince George's County supports this road diet and has included the project on the most recent Joint Signature Letter for transportation improvements. No recommendations regarding the site's frontage of MD 410 are necessary at this time.

The MPOT also includes a Complete Streets element that contains several policies related to accommodations for bicyclists and pedestrians along new road construction. The Complete Streets section 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 subject DSP reflects seven-foot-wide sidewalks along three sides of the proposed building, with a five-foot wide sidewalk along the back of the building. A sidewalk connection is shown that connects the building entrance with the wide sidewalk along MD 410. No additional sidewalk connections are necessary to serve the use.

The TDDP includes the following strategies related to bike amenities in the transit district:

Strategy TM8.4: Require bicycle parking at all mixed-use commercial and multifamily residential buildings containing more than 10,000 square feet gross floor area or 20 dwelling units. Encourage the provision of bicycle parking at smaller buildings.

The Planning Board recommends a small amount of bicycle parking near the entrance to the proposed building.

Strategy TM8.1: Collaborate with WMATA and major property owners to bring Capital Bikeshare to the Transit District to facilitate “last-mile” connections and other short trips within the Transit District.

The Planning Department completed a feasibility study for the expansion of the Capital Bikeshare system into the area in 2015. The Prince George’s County Department of Public Works and Transportation (DPW&T) is in the process of implementing Phase 1, which includes the vicinity of the subject site. Bike share stations will be implemented in the Mall at Prince George’s Plaza area in the spring of 2018.

In conformance with the MPOT and the Prince George’s Plaza TDDP, prior to signature approval, the plans shall be revised to include bicycle parking accommodating a minimum of four bicycles at a location convenient to the building entrance.

- d. **Permit Review**—The permit-related issues have either been addressed through revisions to the plans or are included as conditions in this approval.
- e. **Prince George’s County Fire/EMS Department**—At the time of this approval, the Fire/EMS Department did not offer comments on the subject application.

- f. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this approval, DPIE did not offer comments on the subject application.
- g. **Prince George's County Police Department**—At the time of this approval, the Police Department did not offer comments on the subject application.
- h. **Prince George's County Health Department**—At the time of this approval, the Health Department did not offer comments on the subject application.
- i. **City of Hyattsville**—In an e-mail received November 8, 2017 (Grebe's to Bishop), the City of Hyattsville did not have any issues with the subject application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan DSP-99044-14 for the above described land, subject to the following conditions:

- 1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
 - a. A table needs to be added to the latest DSP and any future DSP to include a table for the endcap addition, as well as this pad site, and any future additions/pad sites that may be proposed at this location, to demonstrate that the allowed 15 percent increase of additions only is being met per the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zone*, Exemption E-8, and that no revision to the DSP is required. The table should include the address/unit, use, square footage, location, date, and permit number.
 - b. Include the number of parking spaces provided to make sure the parking requirement for 7,718 square feet for a freestanding restaurant is met.
 - c. Clearly label all current proposals to this site, including the endcap addition, to clarify the required table per Condition 1(a) above.
 - d. Include the height, dimensions, and square footage of the endcap addition, as well as this pad site.
 - e. Include bicycle parking to accommodate a minimum of four bicycles that are convenient to the building entrances.

2. Prior to the approval of the use and occupancy permits for the future freestanding restaurant, the applicant shall submit a certificate of landscape maintenance in accordance with Section 1.7, of the 2010 *Prince George's County Landscape Manual*, to indicate that the required landscaping on-site has been provided or replaced.

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.

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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 Bailey, seconded by Commissioner Geraldo, with Commissioners Bailey, Geraldo, Doerner, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, November 30, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of December 2017.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:NAB:rpg