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Detailed Site Plan Alternative Compliance Forestville Center

DSP-16039
AC-21014

REQUEST	STAFF RECOMMENDATION
<p>This case was continued from the Planning Board hearing date of May 8, 2025 to June 26, 2025.</p> <p>Development of an 8,674-square-foot commercial shopping center.</p>	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none">• APPROVAL of Detailed Site Plan DSP-16039• APPROVAL of Alternative Compliance AC-21014• APPROVAL of Type 2 Tree Conservation Plan TCP2-004-2025• APPROVAL of a Variance to Section 25-122(b)(1)(G)

Location: On the south side of Marlboro Pike, approximately 200 feet north of its intersection with Pumphrey Drive.

Gross Acreage: 1.37

Zone: CGO/MIO

Prior Zone: C-S-C/R-55/M-I-O

Reviewed per prior Zoning Ordinance: Section 27-1903(b)

Gross Floor Area: 8,674 sq. ft.

Planning Area: 75A

Council District: 06

Municipality: None

Applicant/Address:
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Greenbelt, MD 20770

Staff Reviewer: Meng Sun
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Planning Board Date:	06/26/2025
Planning Board Action Limit:	Indefinite
Staff Report Date:	06/12/2025
Date Accepted:	09/28/2023
Informational Mailing:	04/02/2021
Acceptance Mailing:	09/30/2022
Sign Posting Deadline:	04/01/2025

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at

http://www.mncppcapps.org/planning/Person_of_Record/.

Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-16039
Alternative Compliance AC-21014
Type 2 Tree Conservation Plan TCP2-004-2025
Variance to Section 25-122(b)(1)(G)
Forestville Center

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

EVALUATION CRITERIA

The subject property is located within the Commercial, General and Office (CGO)/Military Installation Overlay (MIO) Zones. It was previously located within the Commercial Shopping Center (C-S-C), One-Family Detached Residential (R-55), and Military Installation Overlay (M-I-O) Zones. Pursuant to Section 27-1900 *et. seq.* of the Prince George's County Zoning Ordinance, for property in the CGO/MIO Zones, an applicant may elect to apply for a detailed site plan (DSP) pursuant to the requirements of the prior Zoning Ordinance, provided that such application is accepted for review before the abrogation date of Section 27-1900 *et seq.*, April 1, 2025. The subject DSP was accepted for review prior to April 1, 2025, and therefore, qualifies for review under the prior Zoning Ordinance. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior C-S-C/R-55/M-I-O zoning. Pursuant to Section 27-285(c)(2) of the prior Zoning Ordinance, on March 26, 2025, the applicant requested an indefinite extension of the time for Planning Board review. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior C-S-C/R-55/M-I-O zoning. Staff considered the following in reviewing this DSP:

- a. The requirements of the prior Prince George's County Zoning Ordinance for the Commercial Shopping Center (C-S-C) Zone, One-Family Detached Residential (R-55) Zone, Military Installation Overlay (M-I-O) Zone, and site design guidelines;
- b. The requirements of Zoning Map Amendment (Basic Plan) A-9961-C;
- c. The requirements of Preliminary Plan of Subdivision 4-16029;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;

- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- g. Referral comments; and
- h. Community feedback.

FINDINGS

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

1. **Request:** This detailed site plan (DSP) is for development of an 8,674-square-foot commercial shopping center on the Commercial Shopping Center (C-S-C)-zoned portion of the site. The subject property is 1.37 acres and is currently undeveloped.
2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	CGO/MIO	C-S-C/R-55/MIO
	-	C-S-C (1.18 acres)
	-	R-55 (0.19 acre)
	-	M-I-O (1.37 acres)
Use	Vacant	Proposed commercial shopping center on the C-S-C portion, the R-55 portion remains vacant
Gross tract acreage	1.37	1.37
Net tract acreage	1.23	1.23*
Parcels	1	1
Gross floor area	0	8,674 sq. ft.

Note: *Final Plat 5-23102 for the subject property was approved by the Prince George's County Planning Board, on November 9, 2023. As part of this approval, 0.1423 acre of land was dedicated for public use. Accordingly, this dedicated area should be excluded from the total area considered in the application. A condition is included herein requesting the applicant to remove the 0.1423 acre of dedicated land from the application and adjust notes and charts accordingly.

Zoning Regulations for the C-S-C Zone (Per Section 27-462(a) of the prior Prince George's County Zoning Ordinance)

SETBACK (Min. in feet)		
	REQUIRED	EVALUATED
From Street		
Setback - Marlboro Pike	10	20.6
Setback - Pinevale Ave	10	64.7
Side yard		
North (Adjoining R-T Zone)	12	12
North (Adjoining R-55 Zone)	12*	12
South (Adjoining M-U-I/D-D-O Zone)	12	104.1
Rear yard- West (Adjoining R-55 Zone)	40**	147.1
Building height	N/A	16

Notes: *The use of a retail sales establishment which contains 60,000 square feet of gross floor area or less is considered a Medium Impact use. In accordance with Table 4.7-2, Minimum Bufferyard Requirements, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), the minimum bufferyard required between a Medium Impact use and a One-Family Detached use is Type C. The minimum building setback for a Type C bufferyard is 40 feet. However, the proposed building is not adjoining the R-55 Zone. Therefore, the 40-foot minimum building setback is not applicable.

**The use of a 40-foot sales establishment which contains 60,000 square feet of gross floor area or less is considered as a Medium Impact use. In accordance with Table 4.7-2 of the Landscape Manual, the minimum bufferyard required between a Medium Impact use and a One-Family Detached use is Type C. The minimum building setback for a Type C bufferyard is 40 feet.

Parking Requirements for the C-S-C Zone (Per Section 27-568(a)(5)(A) of the prior Zoning Ordinance)

	REQUIRED (min.)	EVALUATED
Commercial trade (generally retail)/services (Normal Parking Generation Group)** 1 space per 150 sq. ft. of the first 3,000 sq. ft. GFA 1 additional space per 200 sq. ft. of GFA above the first 3,000 sq. ft. (Total GFA 8,674 sq. ft.)	49*	49
90-degree standard nonparallel (9.5 feet x 19 feet)	31	31
90-degree compact nonparallel (8 feet x 16.5 feet)	16 Max.	16
Handicap-accessible space (including Van-accessible space)	2	2
Total	49	49

Notes: *Of which at least two shall be handicap-accessible (including one van accessible space), in accordance with Section 27-566(b) of the prior Zoning Ordinance. In addition, up to 16 (one third of the total required spaces) may be compact, in accordance with Section 27-559(a) of the prior Zoning Ordinance.

**Depending on the occupancy, this shopping center may not qualify as an integrated shopping center. Therefore, 'Commercial trade/services' are used to ensure minimum parking requirements can be met.

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

	Required	Provided
Loading spaces (12 feet x 33 feet)	0	1

In accordance with Section 27-582(a) of the prior Zoning Ordinance, loading space is not required for a retail sales and service establishment (per store) under 2,000 square feet. The proposed commercial shopping center includes seven individual retail stores, with sizes ranging from approximately 1,200 to 1,480 square feet, all of which are under 2,000 square feet. Since there is a possibility that some of the tenant spaces could be combined for larger than 2,000 square feet of retail space, the subject DSP includes one 12-foot by 38-foot loading space located internally within the subject property. The submitted loading truck turning exhibit and fire truck turning exhibit show both ingress and egress movements for both loading truck and fire truck. Staff find the truck turning movements to be sufficient.

Bicycle Spaces

This DSP includes six inverted U-shaped bicycle racks for 12 bike parking spaces, which are located adjacent to the building near Marlboro Pike, on a 6-foot by 12-foot concrete pad, supporting a multimodal system of service.

3. **Location:** The subject site is in Planning Area 75A and Council District 6. Geographically, it is located on the south side of Marlboro Pike, approximately 200 feet north of its intersection with Pumphrey Drive.
4. **Surrounding Uses:** The subject property is bounded to the east by Marlboro Pike, with a Bank of America and a BP Gas Station situated east of Marlboro Pike, in the Commercial, General and Office (CGO) (formerly C-S-C) Zone; to the north by a place of worship in the Residential, Single-Family-Attached (formerly Townhouse (R-T)) Zone, and single-family dwellings in the Residential, Single-Family-65 (RSF-65) (formerly One-Family Detached Residential (R-55)) Zone; to the west by a single-family dwelling in the RSF-65 (formerly R-55) Zone; and to the south by Pinevale Avenue and a commercial shopping center in the CGO (formerly Mixed Use-Infill and Development District Overlay) Zone.
5. **Previous Approvals:** The 1986 *Approved Sectional Map Amendment for Suitland, District Heights and Vicinity* rezoned the property from the Rural Residential Zone to the R-T Zone.

Zoning Map Amendment (Basic Plan) A-9961-C was approved by the Prince George's County District Council on September 12, 2005 (Zoning Ordinance No. 9-2005), to rezone the approximately 1.37-acre property from the R-T Zone to the C-S-C Zone (1.18 acres) in part, and the R-55 Zone (0.19 acre) in part, subject to three conditions. Specifically, page 2 of Zoning Ordinance No. 9-2005 indicates "The parcel lying south and west of the line between Parcel 15 (west of the subject property) and a point on the east side of the property, as indicated on Exhibit 41(c), shall be placed in the R-55 Zone. The remaining 1.18-acre portion of the subject property, abutting C-S-C land to the east and west, shall be placed in the C-S-C Zone."

Preliminary Plan of Subdivision (PPS) 4-16029 was approved by the Prince George's County Planning Board on February 14, 2019 (PGCPB Resolution No. 19-17), for the construction of an 8,960-square-foot commercial shopping center. A one-year extension of the validity period of PPS 4-16029 was approved by the Planning Board on February 9, 2023, which extended the validity period of the PPS to December 31, 2023. Subsequently, the final plat of subdivision known as Parcel 1 of Forestville Center, was approved by the Planning Board on November 9, 2023. The subject property was recorded as Parcel 1, Forestville Center, shown on a plat recorded in Plat Book ME 266 on page 38, in the Prince George's County Land Records, on January 18, 2024. The property measures 1.232 net acres and 1.37 gross acres.

A Natural Resources Inventory Plan (NRI-210-216) was approved by the Environmental Planning Section of the Prince George's County Planning Department of The Maryland-National Capital Park and Planning Commission on December 22, 2016, and has expired. NRI-210-216-01 was approved on February 16, 2024, and is valid until February 16, 2029. A revision to the approved NRI (NRI-210-216-02) was submitted with the subject DSP application.

6. **Design Features:** The proposed development of an 8,674-square-foot commercial shopping center will be located on the C-S-C-zoned portion of the property, set back approximately 20.6 feet from the Marlboro Pike right-of-way. The proposed commercial shopping center is a one-story building oriented to the southeast, facing the proposed parking area. The parking area is located along the front and side of the building.

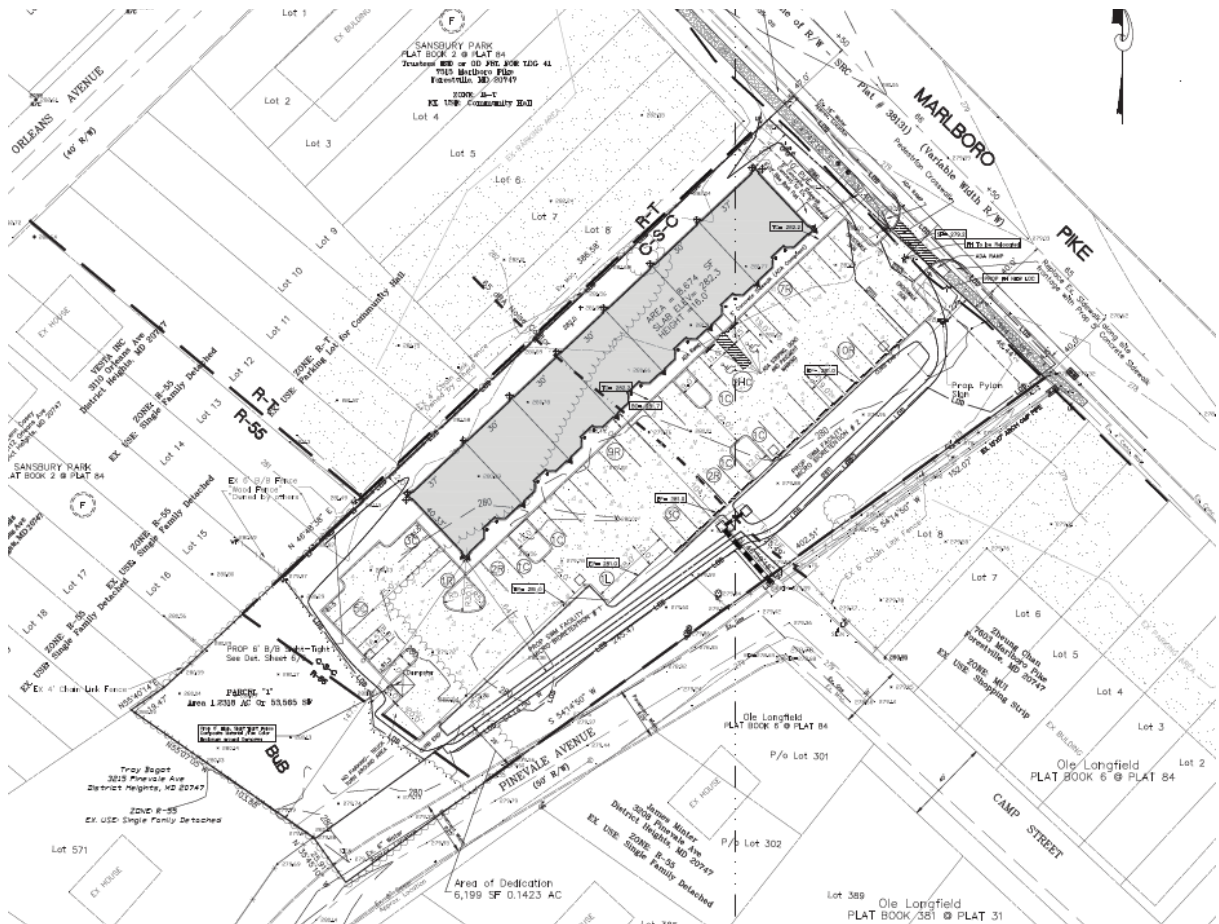


Figure 1: Detailed Site Plan

Architecture

Section 27-274(a)(10) of the prior Zoning Ordinance requires an analysis of architecture in terms of building forms, materials, and styles. The proposed commercial building is divided into bays by pilasters and awnings, to ensure that each tenant presents a generally consistent appearance to visitors. Mansard roofs over the central and outermost bays, with a decorative tower on the central roof, further provide a unified appearance to the building. The building is finished with a mix of materials, including manufactured stone veneer, brick veneer, aluminum gutter and fascia/storefront, and fabric awnings. Large glass windows and doors provide a modern commercial appearance. Architectural accents include brick columns, awnings to accent the store fronts, and a stone water table along the base of the facade. Wall-mounted light fixtures are placed between the storefronts for evening visibility.



Figure 2: Proposed Building Elevations

Signage

Section 27-454(d)(1) of the prior Zoning Ordinance requires an analysis of signs. The subject DSP includes seven building mounted signs and one freestanding monument sign.

The seven building mounted signs will be limited to approximately 57 square feet each. Those signs will be mounted in wall cabinets, or use individual channel letters, and be provided with junction boxes and raceways. Signs will be illuminated with energy-efficient light emitting diode backlighting. Sign details and notes are incorporated on Sheet 6 of the DSP, indicating size, style, mounting details, and illumination. The actual signage will be within the designated areas as shown on the DSP, and signage details will be ultimately determined at the time of permitting for individual tenants.

A single freestanding monument sign has an area of 30 square feet and is located at the site entrance, south of the proposed parking lot, approximately 12.6 feet from the Marlboro Pike right-of-way. Freestanding sign details are included on Sheet 6 of the DSP.

Staff find the signage proposal complies with the requirements of Part 12 of the prior Zoning Ordinance.

Lighting

Section 27-274(a)(3) of the prior Zoning Ordinance requires an analysis of lighting. A photometric plan was submitted with this application, including lighting specifications and a luminaire schedule. The plan proposes a lighting design for the site, which includes 20 wall-mounted lights, 4 overhead pole lights, and 14 door lights. Four different types of fixtures, including a light pole for the parking lot, a door light for the building entryway, a

wall-mounted light for the front of the building, and a wall-mounted light for the rear of the building, are proposed to ensure the quality of light is consistent in each of these areas. The four overhead pole lights will illuminate the parking lot, the wall-mounted lights will illuminate the sidewalk abutting the building and the rear of the building, and the door lights will illuminate the building entryways. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating drive aisles, building entryways, and walking paths, while preventing lighting from spilling over onto adjacent properties.

Loading and Trash Facilities

The one proposed loading space is located internally within the subject property, directly accessible from the proposed 22-foot-wide drive aisle that connects to Marlboro Pike. The loading space is bordered by the proposed parking lot and the proposed stormwater management (SWM) facilities. The existing trees and proposed landscaping will screen the loading space from surrounding residential uses and public streets, in accordance with Section 4.4(c)(2) of the Landscape Manual.

In accordance with Section 27-579(b) of the prior Zoning Ordinance, no portion of an exterior loading space, and no vehicular entrances to any loading space (including driveways and doorways), shall be located within 50 feet of any residential zone (or land proposed to be used for residential purposes on an approved basic plan for a comprehensive design zone, approved Official Plan for a Planned Community (R-P-C) Zone, or any approved conceptual site plan or DSP). The proposed loading area is approximately 105 feet from the residential zone situated on the west side of the property, approximately 100 feet from the residential zone to the north of the property, and approximately 66 feet from the residential zone to the south of the property. The proposed loading space location complies with the requirements of Section 27-579(b).

Per Section 4.4 of the Landscape Manual, all dumpsters, trash pads, and trash collection or storage areas, including recycling facilities, are required to be screened from all outdoor recreation areas, retail parking areas, and entrance drives. The submitted plans show the location of the proposed dumpster, with the details and dimensions of the dumpster enclosure that will wholly screen the dumpster from view.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the C-S-C Zone and the site design guidelines of the prior Zoning Ordinance:

- a. This application is subject to the requirements of Section 27-454, C-S-C Zone (Commercial Shopping Center), of the prior Zoning Ordinance, as follows:

(b) Landscaping and screening.

(1) Landscaping and screening shall be provided in accordance with Section 27-450.

In accordance with Section 27-450 of the prior Zoning Ordinance, "Landscaping, screening, and buffering of all development in the

Commercial Zones shall be in accordance with the provisions of the Landscape Manual.” Evaluation and compliance with the Landscape Manual has been addressed in Finding 10 below.

(c) Uses

(1) The uses allowed in the C-S-C Zone are as provided for in Table of Uses I (Division 3 of the Part 6. Commercial Zone).

The subject DSP proposes to develop a commercial shopping center, which meets the purpose of the C-S-C Zone. No specific commercial or retail uses within the commercial shopping center are proposed at this time. The specific type of use to be included in the shopping center tenant spaces will be reviewed at the time of permit review.

(d) Regulations.

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

The Regulations Table (Division 4 of Part 6), General (Part 2), Off-Street Parking and Loading (Part 11) and Signs (Part 12) are addressed in Finding 2 above. The Landscape Manual is addressed in Finding 11 below.

Division 1 of Part 6 provides general development standards for commercial zones. Of these standards, Section 27-447 (Fence and walls), Section 27-448.01 (Frontage), Section 27-449 (Extensions and projections), and Section 27-450 (Landscaping, screening, and buffering) are applicable. Section 27-450 is addressed above. Sections 27-447, 27-448.01, and 27-449 are addressed as follows:

Section 27-447. - Fences and walls.

- (a) Unless otherwise provided, fences and walls (including retaining walls) more than six (6) feet high shall not be located in any required yard, and shall meet the setback requirements for main buildings. (See Figure 42.)**
- (b) Walls and fences more than four (4) feet high (above the finished grade, measured from the top of the fence to grade on the side of the fence where the grade is the lowest) shall be considered structures requiring building permits.**

- (c) Stranded barbed and/or razor wire are prohibited on all fences and walls, except for land that is assessed for agricultural use, and land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility.**
- (d) Except for fences less than four (4) feet in height, fences not requiring a permit, and fences on land assessed as agricultural uses, all structural support (vertical posts and horizontal rails) shall face the interior of the subject lot. (See Figure 42.1).**

The proposed fence is 6 feet high, and it shall require building permits. No stranded barbed and/or razor wires are proposed, According to the fence details included on Sheet 6 of the DSP, the horizontal rails will have vertical boards attached to both sides, alternating the side on which they are attached. The boards are for opacity and are not structural support. The rails are also centered on the supporting vertical posts, so that the posts can be seen from both sides of the fence. In summary, the structural supports, both posts and rails, will face the interior of the lot and the exterior equally. Staff find that the fence design meets the above-listed requirements.

Section 27-448.01. - Frontage.

Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

The subject property has frontage on and direct vehicular access to Marlboro Pike, a public street.

Section 27-449. - Extensions and projections.

- (a) General projections. (See Figure 55.)**
 - (1) No projections from building walls (including show windows, but not including signs) shall extend beyond building lines. (See Figure 55.)**
 - (2) Notwithstanding any other requirement of this Subtitle, a tent that covers an approved patio that is affixed to the side building wall of an Eating or Drinking Establishment and used as accessory patron seating for the use shall be permitted, provided that the use is located within the boundaries of an incorporated municipality, a**

temporary permit was previously granted for the usage of an affixed tent for such purposes, the affixed tent is approved by the Department of Permitting, Inspections and Enforcement, and the usage of the affixed tent does not conflict with any applicable sector plan, master plan, or district development standards.

(b) Canopies. (See Figure 55.)

(1) Canopies may not extend beyond the building line along a street.

Pursuant to the definition of “Building Line” in the prior Zoning Ordinance, a “Building Line” is equivalent to the required “Setback”. The submitted architecture elevations indicate that canopies are proposed along the east, south, and west sides of the building, and the canopies do not extend beyond building lines. The detailed building lines requirement is addressed in Finding 2 above. No tent is proposed with this application.

- b. This application is subject to the requirements of Section 27-430, R-55 Zone (One-Family Detached Residential), of the prior Zoning Ordinance.

The subject DSP includes no development on the R-55 portion of the site. Thus, the regulations set forth for the R-55 Zone are not applicable.

- c. This application is subject to the requirements of prior Subtitle 27, Part 10C, Military Installation Overlay (M-I-O) Zone. The applicable provisions are discussed as follows:

Section 27-548.54(e)(2) – Requirements for Height.

(B) Surface B (Approach-Departure Clearance Surface): Structures shall not exceed a height (in feet) equivalent to the distance between Surface A and nearest boundary of the subject property, divided by 50.

The subject DSP is located in the M-I-O Zone for height (Area B - App/Dep Clearance 50:1 - North End). The distance between Surface A and the nearest boundary of the subject property is approximately 7,670 feet. Accordingly, the structure shall not exceed 153.4 feet in height. The proposed structure is 16 feet in height and does not exceed the height limit.

Section 27-548.56 – Requirements Part 10C.

(a) Prohibited Uses.

(b) Limited Permitted Uses.

The eastern portion of the subject property is located in the M-I-O Zone for accident potential (Accident Potential Zone 2). The proposed use on-site shall comply with Section 27-548.56 of the prior Zoning Ordinance. The specific type of retail use and size to be included in the shopping center will be reviewed at the time of permit review.

(c) Development applications within the Safety Zones shall include a lighting plan that demonstrates compliance with all of the following standards:

(1) All lighting shall be fully shielded with cut-off, non-glare fixtures directed only onto the site;

The submitted photometric plan includes lighting specifications and a luminaire schedule. Staff find that the submitted lighting plan meets the foregoing standards.

(2) All external lighting must be projected downward at an angle of no less than ten (10) degrees below horizontal;

The submitted photometric plan includes lighting specifications and a luminaire schedule. Staff find that the submitted lighting plan meets the foregoing standards.

(3) Buildings shall not use glass or other highly reflective materials on any surface angled above horizontal; and

(4) Structures three (3) stories or taller shall use non-reflective wall surfaces and windows.

The proposed building is a single-story building. Based on the submitted architectural elevations, the surfaces angled above horizontal include the mansard roofs, the cupola roofs, and canopies. The materials for the mansard roofs are indicated as fiberglass shingles, which are not a highly reflective material. The materials of cupola roofs are not specified. The proposed canopy materials are noted as either fabric or metal awnings. However, more detailed material descriptions are required to demonstrate conformance with requirements (3) and (4). To address this, a condition has been included herein requiring the applicant to specify the materials proposed for the cupola and canopy (Nos. 10 and 11), and to confirm that these materials are not highly reflective.

- d. Section 27-274(a) of the prior Zoning Ordinance provides site design guidelines for a DSP. The applicable design guidelines are described as the following:

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking

spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

- (i) Parking lots should generally be provided to the rear or sides of structures;**
- (ii) Parking spaces should be located as near as possible to the uses they serve;**
- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
- (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

The subject DSP proposes one full access point for motor vehicles along Marlboro Pike. The parking area is conveniently located along the side and rear of the building. The parking lot design features a single parking aisle with parking lanes on both sides, which will allow free flow of traffic through the parking lot and minimize the number of parking lanes crossed by pedestrians. Parking islands with trees are provided within the parking lot in accordance with Section 4.3 of the Landscape Manual. Based on the proposed landscaping and configuration of the parking lot, staff find that the parking requirements are met.

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

- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**
- (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

Although loading spaces are not required per Section 27-582(a), if units are individually tenanted, the subject DSP includes one loading space, located internally to the subject property to ensure flexibility should a tenant occupy more than one unit. The proposed loading area is positioned as far from Marlboro Pike as practicable, minimizing visibility from public view. Existing trees and proposed

landscaping will screen the loading space from Pinevale Avenue. The loading area is called out on the site plan, but not clearly marked. A condition is included herein to request the applicant to add strips to clearly mark the loading area. Due to the relatively small size of the parking area, physical separation between the loading area and adjacent parking spaces is not feasible. Staff find the requirements for loading area are met.

- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**
- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
 - (ii) Entrance drives should provide adequate space for queuing;**
 - (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
 - (iv) Parking areas should be designed to discourage their use as through-access drives;**
 - (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
 - (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
 - (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;**
 - (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
 - (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**

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

The parking lot has been designed to provide safe and efficient vehicular and pedestrian circulation within the site. The site is accessed via one full vehicular entry/exit pointed located on Marlboro Pike, minimizing conflict with off-site traffic. The parking lot is located near the use that it serves, and at the south-west end of the parking lot, a turnaround area is provided to facilitate free flow of vehicular traffic. These features will discourage driving at high speeds in the parking lot.

Sidewalks and Americans with Disabilities Act (ADA) curb ramps are provided along the frontage along Marlboro Pike, with a direct connection to the internal site. Pedestrian access is provided by means of a 5-foot-wide sidewalk abutting the proposed building, which connects to the parking lot and the sidewalk along Marlboro Pike. The pedestrian and vehicular circulation routes proposed on-site will be separated. ADA-accessible parking spaces are located immediately adjacent to the building, to ensure a barrier-free path between the spaces and the building. In addition, six inverted U-shaped bicycle racks for 12 bike parking spaces will also be provided on the north side of the building on a 6-foot by 12-foot concrete pad.

A fire truck turning exhibit and a loading truck turning exhibit, both including ingress and egress, were submitted with the appropriate design classification for the site. Staff find the truck turning movements shown on the exhibits to be sufficient. Evaluation of the loading truck turning movements has been addressed in Finding 2 above.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design character. To fulfill this goal, the following guidelines should be observed:**
 - (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**

- (ii) **Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
- (iii) **The pattern of light pooling should be directed on-site;**
- (iv) **Light fixtures fulfilling similar functions should provide a consistent quality of light;**
- (v) **Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**
- (vi) **If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

The subject DSP proposes the use of four overhead pole lights, 20 wall-mounted lights, and 14 door lights. The four overhead pole lights will illuminate the parking lot, the wall-mounted lights will illuminate the sidewalk abutting the building and the rear of the building, and the door lights will illuminate the building entryways. By ensuring all these features are lit, the lighting design will enhance user safety and minimize vehicular/pedestrian circulation conflicts.

Lighting is evenly distributed throughout the site to ensure that all important on-site elements are illuminated. Parking lot lighting will be directed inward to ensure illumination remains contained within the site boundaries. The rear side of the building, which faces abutting off-site property, is proposed to feature minimal lighting for safety purposes. The photometric plan shows that there will be no light spill over the property line.

Four different types of fixtures, including a light pole for the parking lot, a door light for the building entryways, a wall-mounted light for the front of the building, and a wall-mounted light for the rear of the building, are proposed in order to ensure the quality of light is consistent in each of these areas. The light fixtures are proposed to be durable and compatible with the scale, architecture, and use of the site. The architectural elevations provided show how light fixtures will be integrated into the building architecture. Staff find the requirements for lighting are met.

(4) Views.

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

The existing on-site woodland conservation, the proposed micro bioretention area, and the varied landscaping proposed along the property's perimeter create a scenic view for both drivers passing by and pedestrians using the sidewalk along public streets. Accordingly, staff find that the proposed site design techniques preserve, create, and emphasize scenic views from public areas.

(5) Green Area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**
- (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
 - (ii) Green area should link major site destinations such as buildings and parking areas;**
 - (iii) Green area should be well-defined and appropriately scaled to meet its intended use;**
 - (iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**
 - (v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**
 - (vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**
 - (vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

All proposed green areas are situated adjacent to either the parking lot or the sidewalk along the Marlboro Pike frontage, which will ensure their utility to visitors and simplify maintenance. Parking islands with trees are proposed immediately adjacent to the building to provide green links between the building and parking area. The green areas on-site are well-defined, including on-site woodland preservation area (0.18 acre), planting islands, landscaping areas, and SWM facility, and required landscape strip along Marlboro Pike. Those green areas are appropriately scaled based on the size of the

building. The green areas define the edges of the parking lot and provide screening between the property and abutting properties to ensure privacy. The on-site woodland preservation will serve as a visual focal point from the perspective of the building and the parking lot, enhancing the physical and visual character of the site.

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

The site does not feature regulated environmental features (REF). This requirement is not applicable.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**
- (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**
 - (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**
 - (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**
 - (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;**
 - (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;**
 - (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and**
 - (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.**

Amenities to be provided on-site include light fixtures on the building and in the parking lot, bicycle racks, trash receptacles and ADA parking spaces. The design of these amenities has been coordinated to be compatible with the overall building design, and to enhance the visual unity of the site. The majority of the amenities are located immediately adjacent to the sidewalk providing circulation around the building. The amenities are designed to be functional and will be constructed of durable, low-maintenance materials. The building-mounted light fixtures feature die-cast aluminum housings constructed from marine-grade, corrosion-resistant, heavy-gauge, high-pressure die-cast aluminum, ensuring durability and longevity. The parking lot lighting fixtures are made of rugged cast aluminum and include an integral, weather-tight, light emitting diode driver compartment, designed for long-term performance. Bicycle racks are constructed using Schedule 40 pipe, providing structural strength. Fencing around the trash receptacles and site-tight areas consists of cedar boards with a stained finish, offering both durability and visual appeal.

The bike racks will be located outside of the parking lot and will be screened by the landscape strip along Marlboro Pike, protecting them from vehicular intrusion. Light fixtures for the parking lot will be located behind curbs or wheel stops wherever feasible. ADA parking spaces are provided to accommodate disabled visitors and are designed to be appropriately scaled for user comfort.

(7) Grading.

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

- (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;**
- (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**
- (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;**

- (iv) **Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**
- (v) **Drainage devices should be located and designed so as to minimize the view from public areas.**

The site does not feature significant existing slopes and will be graded to be mostly flat. There will be no slopes or berms visible from the street. SWM is to be provided by two micro bioretention areas. These areas do not have drainage devices that would be highly visible from public areas.

(8) Service Areas.

- (A) **Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:**
 - (i) **Service areas should be located away from primary roads, when possible;**
 - (ii) **Service areas should be located conveniently to all buildings served;**
 - (iii) **Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**
 - (iv) **Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

Two service areas are proposed on-site: one to accommodate a dumpster and the other to serve as a loading space, both are positioned away from Marlboro Pike. The dumpster and loading space are located in areas conveniently accessible to the building. As shown in the site details sheet, a 6-foot-high sight-tight fence will be provided around the dumpster to screen it. The fence is made of materials that will be compatible with the building. The existing trees and proposed landscaping will screen the loading space from Pinevale Avenue and surrounding residential uses.

(9) Public Spaces.

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

- (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;
- (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;
- (iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;
- (iv) Public spaces should be readily accessible to potential users; and
- (v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

The subject DSP proposes small-scale commercial development, and the site is not large enough to support appreciable public space. This requirement is not applicable.

(10) Architecture.

- (A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.
- (C) These guidelines may be modified in accordance with Section 27-277.

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

(11) Townhouses and three-family dwellings.

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

- 8. **Zoning Map Amendment (Basic Plan) A-9961-C:** Zoning Map Amendment A-9961-C was approved by the Prince George's County District Council on September 12, 2005 (Zoning Ordinance No. 9-2005), to rezone the approximately 1.37-acre property from the Townhouse (R-T) Zone to the C-S-C Zone (1.18 acres) in part, and R-55 Zone (0.19 acre) in

part, subject to three conditions. The conditions relevant to this DSP are listed below, in **bold** text. Staff's analysis of the conditions follows each one in plain text:

1. **Before issuance of permits, the applicant or its successors or assigns shall submit a detailed site plan for review and approval, in accordance with Part 3, Subdivision 9, of the Zoning Ordinance.**

The DSP has been submitted for review and approval in accordance with Part 3, Subdivision 9, of the prior Zoning Ordinance.

2. **Detailed site plan review is to determine the adequacy of proposed landscaping, fencing, and buffering, and the location of proposed buildings, paving, and on-site parking, especially as between the internal portion of the site and residential uses of adjacent properties.**

All proposed landscaping, fencing, building area, paving, and parking are shown on the DSP. The fencing along the northern boundary of the site is existing fencing that belongs to each of the adjoining property owners. The proposed development meets most landscaping, fencing, and buffering requirements. The applicant requests alternative compliance under Section 1.3(a) of the Landscape Manual, for a minor portion of the site, where the proposed parking is approximately 15 feet from the rear of Lots 13 and 14, to the north of the subject property. Here, the applicant requests a 50 percent reduction in the width of the required landscape yard, separating Lots 13 and 14 from the proposed parking lot. A fire truck turning area is provided at the southwest corner of the C-S-C-zoned portion of the site, providing enough turnaround area for large trucks and emergency vehicles without having to back up onto Marlboro Pike. The fire truck turning area brings paving to the C-S-C and R-55 Zone division line, but no improvements were proposed within the R-55-zoned portion of the property. The R-55-zoned portion of the property provides sufficient buffer between the internal portion of the site and residential uses of adjacent properties.

3. **All future development on this site shall include a Phase I or Phase II Noise Study, as appropriate, to show locations of the 65 dBA Ldn noise contour (mitigated or unmitigated), and show that all State noise standards have been met, for interior areas.**

Upon review of the record for A-9961, staff find this condition originated from the Environmental Planning Section referral. In a memorandum dated March 15, 2004 (Metzger to Tesfaye), Environmental Planning staff stated that:

"Roadway noise is not an issue in the review of this application because Marlboro Pike is a collector roadway and not generally regulated for noise. However, noise impacts have been identified on this site, which should be addressed. Based on the most recent AICUZ Study for Andrews Air Force Base released in 1998, it was noted that this property is located partially within the APZ-1 (CUD-3). The designation of APZ-1 means that the parcel is situated in a zone where aircraft accidents could occur. The designation of CUD-3 means that because of noise intrusion between 65–70 dBA (Ldn) the property may not be suited for residential, high intensity employment, retail, commercial or

office uses without adequate noise mitigation. A noise level reduction of 30 decibel at the least should be incorporated into shells of buildings, in order to maintain an interior noise level of 45 dBA (Ldn) for residential structures, and a 23 decibel minimum reduction for commercial structures in order to maintain an acceptable interior noise level of 52 dBA (Ldn) for employment uses.

Recommended Condition: All future development applications on this site shall include a Phase I and/or Phase II Noise Study as appropriate. show the location of the 65 dBA Ldn noise contour (mitigated and unmitigated) and show that all state noise standards have been met for interior areas."

Condition 3 was imposed because the property was situated in Compatible Use District-3 (CUD-3) Zone of the Air Installation Compatible Use Zone Study released in 1998 (1998 AICUZ Study), where noise intrusion ranges between 65–70 a-weighted sound level measured in decibels (dBA) day-night average sound level (Ldn) due to operations at Andrews Air Force Base, currently known as Joint Base Andrews (JBA). At the time of A-9961, the property was considered not suitable for residential, high-intensity employment, retail, commercial, or office uses without adequate noise mitigation.

When A-9961 was approved with conditions, the 1998 version of the AICUZ Study was the most recent. Since 1998, the AICUZ Study was updated in 2007 and 2017. In the 2007 AICUZ Study, Figure 4.2 on page 4-5 clearly showed that the subject property was just outside of the 65–70 dBA Ldn Zone; Figure 4.4 on page 4-8 compared the noise contours between the 2007 and 1998 studies, and further demonstrated that the subject property was within the 65–70 dBA Ldn Zone in 1998, and outside the 65–70 dBA Ldn Zone in 2007. In the 2017 AICUZ Study, it was noted that JBA had undergone significant change in aircraft operations, including a decrease of projected operations, substantial reduction of large transient jet operations, changes in runway utilization and flight tracks, and elimination of older aircrafts that generate greater noise (page 3 of the 2017 AICUZ Study). As a result, Figure 4-3 on page 39 of the 2017 AICUZ Study further demonstrated that the 2017 noise impact area is even smaller than that of 2007. As of the most recent AICUZ Study (2017), the subject property remains outside of the 65–70 dBA Ldn Zone.

In 2015, the Official Impact Maps of the AICUZ Study, as amended from time to time, were adopted by the District Council through the Military Installation Overlay (M-I-O) Zone (Prince George's County Council Bill CB-42-2015). The M-I-O Zone establishes standards of use, design, and construction for development in the vicinity of JBA, impacted by air operations at the base. The M-I-O Zone is based on three areas of constraint: noise, height, and accident potential. The subject property is currently not in the M-I-O Zone for noise, though it is within the M-I-O Zone for height, and partially within the M-I-O Zone for accident potential. This means that the subject property is currently outside the area where noise intrusion is higher than 60 dBA. Based on the above analysis, and the applicable M-I-O Zone for the site, the site is not impacted by aircraft noise exceeding 65 dBA Ldn, and therefore, does not require noise mitigation.

9. **Preliminary Plan of Subdivision 4-16029:** PPS 4-16029 was approved by the Prince George's County Planning Board on February 14, 2019 (PGCPB Resolution No. 19-17), subject to nine conditions. The conditions relevant to this DSP are listed below, in **bold** text. Staff's analysis of the PPS conditions follows each one, in plain text:

4. **Development of this site shall be in conformance with approved Stormwater Management Concept Plan 43353-2016 and any subsequent revisions.**

The submitted Type 2 tree conservation plan (TCP2) and DSP are in conformance with the approved SWM concept plan, which was approved on October 27, 2023, and has an expiration date of October 27, 2026. Future development of the site shall be in conformance with the approved SWM concept plan and any subsequent revisions.

5. **Substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision prior to approval of any permits.**

The DSP proposes no revisions to the proposed uses on the subject property that would affect prior Subtitle 24 adequacy findings. The PPS analyzed 8,960 square feet of commercial development. This DSP proposes a commercial shopping center of 8,674 square feet, which is within the capacity approved under the PPS.

6. **Total development shall be limited to uses that would generate no more than 36 AM and 119 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The subject DSP proposes the same land use and less development than the approved PPS; therefore, the subject DSP is within the peak-hour trip cap.

8. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:**

- a. **Five-foot-wide sidewalk and 6.5-foot landscape strip consistent with the Boulevard Area street section illustrated in Figure IV-6 of the sector plan, unless modified by the Prince George's County Department of Public Works and Transportation/Prince George's County Department of Permitting, Inspections and Enforcement.**

The site plan includes a 5-foot-wide sidewalk along the property frontage on Marlboro Pike. Due to the limited distance between the existing curb and property line, the applicant is unable to comply with a 6.5-foot-wide landscape strip along the entirety of the Marlboro Pike frontage, and provides a 4.5-foot-wide landscape strip where the distance between existing curb and property line narrows. Per email correspondence between the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and the applicant (Lord-Attivor to Diaz-Campbell) dated January 14, 2025, DPIE will make the determination if the proposed landscape buffer is acceptable at the time of permit.

At the Subdivision and Development Review Committee meeting held on February 14, 2025, DPIE noted that they would like to have a discussion with the applicant regarding commercial frontage improvement and a potential funded Capital Improvement Project (CIP). According to page 7 of the applicant's statement of justification (SOJ), a meeting was held between the applicant and DPIE on February 25, 2025, to discuss the frontage improvements. DPIE requested that the applicant investigate whether the necessary room for the full 6.5-foot-wide landscape strip could be provided across the entire property frontage, by means of additional right-of-way dedication or the granting of a public use easement. The applicant will determine whether additional room can be made at the time of permitting, and if it is not possible, the applicant will request modification of this condition from DPIE. It was also possible that DPIE may request conformance with an ongoing CIP (yet to be identified) at the time of permitting.

To summarize, sufficient right-of-way has been provided to accommodate the street section that was recommended in the sector plan. The condition of the PPS required conformance to the street section recommended in the sector plan. The determination of conformance will be further evaluated at the time of permitting. A condition has been included herein requiring the applicant to coordinate with DPIE and comply with PPS 4-16029 Condition 8a at the stage of permitting.

b. The amount, type, and location of bicycle parking will be determined at the time of detailed site plan.

The subject DSP includes six inverted U-shaped bicycle racks for a total of 12 bike parking spaces at the north side of the building, on a 6-foot by 12-foot bicycle rack pad located near the Marlboro Pike entrance. Details of the bicycle rack are shown on the site plan.

c. One sidewalk or pedestrian walkway linking the proposed shopping center with the sidewalk along Marlboro Pike. The location and type of connection will be determined at the time of detailed site plan.

The subject DSP shows a 5-foot-wide sidewalk linking the proposed commercial shopping center with the sidewalk along Marlboro Pike.

9. Prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that all of the following required adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of Subdivision Regulations and the cost cap in subpart (c), have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:

- a. **A five-foot wide sidewalk along the south side of Marlboro Pike from the subject site to the intersection with Orleans Avenue.**
- b. **A high-visibility crosswalk across Orleans Avenue.**
- c. **Americans with Disabilities Act compliant ramps for the crosswalk at Orleans Avenue.**
- d. **At the time of detailed site plan, provide an exhibit that illustrates the location, limits, specifications, and details of the off-site sidewalk improvements approved with Preliminary Plan of Subdivision 4-16029, consistent with Section 24-124.01(f) and the cost cap in Section 24-124.01(c).**

An exhibit illustrating the location, limits, specifications, and details of the above listed off-site improvements, as approved by the PPS, is included with this DSP application. The required improvements will be constructed in accordance with this condition.

- 10. 2010 Prince George's County Landscape Manual:** Applicable Landscape Manual schedules have been provided with the submitted landscape plan. As shown on the landscape plans, the DSP is in conformance with most of the applicable standards in the Landscape Manual, which include Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Staff find there is one technical error, and a condition is included herein requiring the applicant to address the technical error in the provided schedules, and to demonstrate conformance.

The applicant has submitted a request for Alternative Compliance (AC-21014) from Section 4.7 of the Landscape Manual, along the northern property line. Specifically, the applicant seeks relief as follows:

Section 4.7, Buffering Incompatible Uses

The applicant requests alternative compliance from the requirements of Section 4.7, Buffering Incompatible Uses, for a portion of the northern property line, which is adjacent to a single-family detached house on Lots 13 and 14. Table 4.7-2, Minimum Bufferyard Requirements, of the Landscape Manual, requires a Type C bufferyard for a retail sales establishment with less than 60,000 square feet of gross floor area (GFA), which is a Medium Impact use, adjoining a One-Family Detached use. Table 4.7-3, Bufferyard Types, of the Landscape Manual, requires a minimum building setback of 40 feet, a minimum landscape yard width of 30 feet, and 120 plant units per 100 linear feet of property line for a Type C bufferyard. The applicant seeks relief from these requirements, as follows:

REQUIRED: Section 4.7, Buffering Incompatible Uses, adjacent to a single-family detached residential use on Lots 13 and 14

Length of bufferyard	50 linear feet
Minimum building setback	40 feet
Minimum landscape yard	30 feet
Existing trees	0 percent
Fence or wall	No
Plant units (120 per 100 linear feet)	60

PROVIDED: Section 4.7, Buffering Incompatible Uses, adjacent to a single-family detached residential use on Lots 13 and 14

Length of bufferyard	50 linear feet
Minimum building setback	N/A (building not present in this area)
Minimum landscape yard	15-22 feet
Existing trees	0 percent
Fence or wall	Yes, for 50 linear feet
Plant units	70

Justification of Recommendation

The proposed commercial building is adjacent to the northern property line of Parcel 1, but ends before it reaches the subject portion adjacent to Lots 13 and 14. The only proposed improvement adjacent to Lots 13 and 14 is the turnaround area of a two-bay parking lot for commercial uses that encroach into the required bufferyard by 8 to 15 feet. As an alternative to the standard bufferyard width, the applicant has proposed a 6-foot-high, sight-tight fence along the property line, and a total of 70 plant units, which is 10 more than required. In addition, the single-family detached home on the adjacent property is located over 75 feet away from the shared property line.

The Prince George's County Planning Director finds that given the provision of the fence and additional plant units, as well as the configuration of proposed improvements, the applicant's proposal is equally effective as normal compliance, with respect to Section 4.7 of the Landscape Manual.

- 11. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property had a tree conservation plan that was accepted for review on or before June 30, 2024. The property must conform to the environmental regulations of the 2010 WCO and the 2018 Environmental Technical Manual (ETM).

Section 27-282(e)(5) of the prior Zoning Ordinance requires an approved natural resources inventory (NRI) plan with DSP applications. A revised NRI for this site, NRI-210-2016-01, which was approved on February 16, 2024, was submitted. The 1.37-acre site contains 0.48 acre of woodland and two specimen trees; however, no REF including streams, wetlands, floodplain, steep slope, or primary management areas were identified on the property. At this time, the NRI indicates both zones for the site; however, the location of the split zoning line is different from the location on prior development applications. Prior to

certification of the DSP and TCP2, the NRI shall be revised to accurately locate the split zoning line, in conformance with the DSP and TCP2.

The site is subject to the provisions of the 2010 WCO because the property is greater than 40,000 square feet. A Type 2 Tree Conservation Plan (TCP2-004-2025) was submitted with the DSP application.

The site contains a total of 0.48 acre of woodlands, with no REF, including floodplain, streams, or wetlands. Given that the application area has two zoning categories, the blended woodland conservation threshold is 15.69 percent, or 0.22 acre. The TCP2 proposes to clear 0.30 acre of woodland, resulting in a total woodland conservation requirement of 0.32 acre. The woodland conservation requirement is proposed to be met with 0.18 acre of on-site preservation, and 0.14 acre of off-site credits.

Section 27-282(e)(9) of the prior Zoning Ordinance requires the TCP2 to meet all technical requirements of Subtitle 25 of the Prince George's County Code prior to signature approval of the DSP. Technical revisions are required to the TCP2 prior to certification approval of the DSP, in conformance with recommended conditions provided in the Recommendation section of this technical staff report.

In addition, the specimen tree proposed for credit (ST-1) is a Mulberry in fair condition, with a proposed impact of 25 percent to the critical root zone. In order for a specimen tree to be retained for credit, the tree must be in good condition or better and not be impacted, as stated in Section 25-122(c)(1)(D) of the WCO. As Specimen Tree ST-1 is in fair condition, with a 25 percent impact to the critical root zone, ST-1 does not qualify for specimen tree credit in accordance with Section 25-122(c)(1)(D). Staff recommend that the applicant meet the additional requirement off-site. Conditions are included herein requiring the applicant to make technical revisions to the TCP2, prior to certification of the DSP.

Specimen Trees

Tree conservation plans are required to meet all the requirements of Subtitle 25, Division 2, of the County Code, which include the preservation of specimen trees, as stated in Section 25-122(b)(1)(G) of the WCO. Every effort should be made to preserve the trees in place, considering the different species' ability to withstand construction disturbance (refer to the Construction Tolerance Chart in the ETM for guidance on each species' ability to tolerate root zone disturbances).

The site contains two specimen trees with "fair" ratings. The applicant requests to remove Specimen Tree ST-2 for development of the commercial shopping center and infrastructure. A Subtitle 25 Variance application, and a SOJ in support of a variance, were received on March 18, 2025. The letter of justification submitted seeks to address the required findings for the specimen trees.

Staff support the removal of the one Specimen Tree (ST-2), as requested by the applicant. Section 25-119(d) of the WCO contains six required findings, listed in **bold** below, to be made before a variance from the WCO can be granted. An evaluation of this variance request, with respect to the required findings, is provided below:

- (A) Special conditions peculiar to the property have caused the unwarranted hardship.**

To meet this finding, an applicant must demonstrate that without the variance, the applicant cannot develop a use of the property that is both significant and reasonable. The applicant must prove that the use cannot be achieved elsewhere on the property.

The site is relatively narrow with two street frontages resulting in limited developable area, which is further reduced by the required frontage dedication and setbacks. The site is narrower towards the western edge where the woodland conservation is proposed. The property is also split-zoned C-S-C and R-55.

The specimen tree proposed for removal is located along the northeastern property boundary, where the applicant proposes to construct the proposed commercial shopping center building. Specimen Tree ST-2 is in fair condition and is a species with a poor construction tolerance.

The proposed use of a building for a commercial shopping center is a significant and reasonable use for the subject site. Specifically, the subject property is located in the C-S-C Zone, the purpose of which is to “provide locations for predominantly retail commercial shopping facilities” (Section 27-454(a)(1)(A) of the prior Zoning Ordinance). Given the property’s narrowness, the proposed commercial building and associated improvements cannot be accomplished elsewhere on-site without additional variances to Subtitle 25, or a reduction of on-site woodland conservation. Specifically, the applicant asserts that the building cannot be moved to the southeast or southwest to avoid impacting ST-2, as doing so would not allow adequate space for the parking and stormwater facilities needed to serve the proposed development. If these facilities were moved further southwest along with the building, it would reduce the overall on-site woodland conservation. Staff concur with the applicant’s assessment that the proposed development cannot be reconfigured to save ST-2.

Accordingly, requiring the applicant to retain this specimen tree on-site would further limit the area of the site available for development, to the extent that it would cause the applicant an unwarranted hardship.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

Approval of a variance for removal of the specimen tree is necessary to ensure that the applicant is afforded the same considerations provided to owners of other properties that encounter similar conditions and in similar locations on a site. The specimen tree proposed for removal is located at the northeastern boundary of the property, where the building is proposed with the required parking located at the road frontages. As discussed above, the property’s narrowness and split zoning prevent reconfiguring the proposed development to save Specimen Tree ST-2. Requiring the applicant to retain ST-2 would limit its ability to construct a commercial shopping center at the subject property.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

Not granting the variance would prevent the project from being developed in a functional and efficient manner. This is not a special privilege that would be denied to other applicants. If other properties encounter trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant.

The removal of the specimen tree is a result of its location on the property, and the limitations on site design. These are not the result of actions by the applicant.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

The request to remove the specimen tree does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property.

(F) Granting of the variance will not adversely affect water quality.

Granting the variance will not adversely affect water quality because the applicant is required to meet current SWM requirements on-site. This application has an approved SWM Concept Plan (43353-2016-00) evaluated by DPIE, and additional information regarding the proposed stormwater facilities is located in the Stormwater Management section of this technical staff report. Sediment and erosion control measures for this site will be subject to the requirements of the Prince George's County Soil Conservation District. The removal of the specimen tree will not result in a marked degradation of water quality.

12. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of GFA, or disturbance, and requires a grading permit. The Tree Canopy Coverage Ordinance is not subject to the current Zoning Ordinance grandfathering provisions, and does not contain any grandfathering provision for prior zoning, except for specified legacy zones or developments that had a previously approved landscape plan demonstrating conformance to TCC. Therefore, this application was reviewed for conformance with the Tree Canopy Coverage Ordinance requirements for the current property zone, which is Commercial, General and Office (CGO). Properties zoned CGO are required to provide a minimum of 15 percent of the net tract area in TCC. The subject lot has a net tract area of 1.23 acres, which has a TCC requirement of 0.18 acre, or 8,037 square feet. The TCC worksheet included in the submitted landscape plan demonstrates the requirement is met.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and are incorporated herein by reference:

- a. **Community Planning**—In a memorandum dated March 28, 2025 (Bishop to Sun), the Community Planning Division noted that while sector plan conformance was not a required finding for this DSP, the subject DSP does conform with the sector plan's recommended land use for the subject property.
- b. **Transportation Planning**—In a memorandum dated May 27, 2025 (Smith to Sun), the Transportation Planning Section offered the following comments:

Master Plan Right of Way

The site's northern boundary is adjacent to Marlboro Pike (C-410), a collector road with a minimum 80-foot-wide right-of-way. The site is also adjacent to Pinevale Avenue along the southeastern boundary, which required dedication at the time of PPS. The DSP identifies the right-of-way along Marlboro Pike, and no additional dedication is required with this application.

Master Plan Pedestrian and Bike Facilities

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) recommends a bicycle lane along the frontage of Marlboro Pike. The MPOT provides policy guidance regarding multimodal transportation. In addition, the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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 (page 10).

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities* (page 10).

This development is within the area of the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*, which includes the following related policy:

Policy 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (page 62).

During the PPS review, a bicycle lane along the frontage of Marlboro Pike was not required and it was recommended to be constructed as part of a CIP. The site plan includes sidewalks along the frontage of Marlboro Pike, and a crosswalk crossing the vehicular access point. ADA-compliant curb ramp details are provided. Bicycle parking is also included within the site to accommodate multimodal use. Staff find the sector plan goals and policies are implemented to the extent possible.

Staff also find the vehicular, pedestrian, and bicycle access and circulation for this DSP are acceptable, consistent with the site design guidelines pursuant to the prior Zoning Ordinance, and meet the findings for pedestrian and bicycle transportation purposes, which is discussed in detail in Finding 7 above.

- c. **Environmental Planning**—In a memorandum dated May 23, 2025 (Kirchhof to Sun), Environmental Planning staff noted the following:

Natural Resources Inventory Plan/Existing Features

Section 27-282(e)(5) of the prior Zoning Ordinance requires an approved NRI with DSP applications. A revised NRI for this site, NRI-210-2016-01, which was approved on February 16, 2024, was submitted. The 1.37-acre site contains 0.48 acre of woodland and two specimen trees; however, no REF including streams, wetlands, floodplain, steep slope, or primary management areas were identified on the property. At this time, the NRI indicates both zones for the site; however, the location of the split zoning line is different from the location on prior development applications. Prior to certification of the DSP and TCP2, the NRI shall be revised to accurately locate the split zoning line, in conformance with the DSP and TCP2.

Soils

The predominant soils found to occur, according to the United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey, are the Beltsville-Urban land complex (0 to 5 percent slopes) and Sassafras-Urban land complex (0 to 5 percent slopes). Marlboro clay was not found to occur on, or in the vicinity of this property.

Stormwater Management

Section 27-282(e)(11) of the prior Zoning Ordinance requires an approved SWM concept plan with DSP applications. An expired SWM concept plan and approval letter were submitted with the acceptance of the subject application. SWM Concept Plan No. 43353-2016 was approved on January 24, 2017, and expired on January 24, 2020. In the response submittal dated January 27, 2025, a revised stormwater letter was submitted which was approved on October 27, 2023 and extended the validity period of the SWM concept plan to October 27, 2026. No revisions are required to the TCP2 for conformance with the approved SWM concept plan at this time.

Evaluation of the woodland conservation and Subtitle 25 Variance request have been addressed in Finding 11 of this technical staff report.

- d. **Historic Preservation and Archeological Review**—In a memorandum dated February 21, 2025 (Stabler, Smith, and Chisholm to Sun), the Historic Preservation Section noted that the sector plan contains goals and policies related to historic preservation (pages 45–47). However, these were not specific to the subject site, or applicable to the proposed development. The subject property was formerly the location of the Reilly Store and Residence (PG:75A-010), a documented property. The Reilly Store and Residence were demolished between 2006 and 2009. The area where the house and several outbuildings were located appears to have been extensively graded. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources.

- e. **Prince George's County Department of Parks and Recreation (DPR)**—In a letter dated October 3, 2023 (Holley to Dominique), DPR had no objection to the approval of this subject application.
 - f. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated December 4, 2023 (Giles to Mitchum), DPIE had no objection to DSP-16039 and noted that the subject application is consistent with the intent of the approved Site Development Concept 43353-2016-00 layout with an expiration date of October 27, 2026. In the permitting stage, the applicant should provide frontage improvements along Marlboro Pike and Pinevale Avenue, according to the Prince George's County Department of Public Works and Transportation (DPW&T) standard requirements. In addition, the applicant should provide a commercial driveway entrance along Marlboro Pike, according to DPW&T Std. 200.03 or 200.04.

DPIE also provided comments pertaining to the SWM concept plan approval. Subsequently, in the response submittal dated January 27, 2025, a revised stormwater letter was submitted which was approved on October 27, 2023, and extended the validity period of the SWM concept plan to October 27, 2026.
 - g. **Price George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.
 - h. **Prince George's County Fire/EMS Department**—In a memorandum dated February 14, 2025 (Reilly to Sun), the Fire/EMS Department offered four comments at the Subdivision and Development Review Committee meeting regarding the subject application. Subsequently, a revised DSP was submitted on March 14, 2025, and reviewed by the Fire/EMS Department. In an email dated March 18, 2025 (Reilly to Sun), the Fire/EMS Department noted that they were satisfied with the applicant's responses.
 - i. **Prince George's County Health Department**—In a memorandum dated January 29, 2025 (Adepoju to Sun), the Environmental Engineering/Policy Program of the Prince George's County Health Department had completed a desktop health impact assessment review of the DSP submission, for Forestville Center, located at 7521 Marlboro Pike in District Heights, and did not have any comments or recommendations at this time.
 - j. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on this application.
- 14. **Community feedback:** As of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject DSP.
 - 15. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the proposed conditions below, represents a most reasonable alternative for satisfying the site design guidelines of prior Subtitle 27,

Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

16. Section 27-285(b)(2) of the prior Zoning Ordinance is not applicable because there is no conceptual site plan.
17. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
18. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that the REF have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations. There are no REF on the subject property.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-16039, Alternative Compliance AC-21014, Type 2 Tree Conservation Plan TCP2-004-2025, and a Variance to Section 25-122(b)(1)(G), for Forestville Center, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Remove the 0.1423 acre of land, which was previously dedicated to public use with Final Plat 5-23102, from the DSP and adjust notes and charts accordingly.
 - b. Revise the photometric plan to remove the duplicated dumpster in the planting island.
 - c. Add strips to clearly mark the loading area. Revise Schedule 4.3-2 on the landscape plan, to change the percentage number of the interior landscaped area provided to 8.6 percent.
 - d. Confirm the zoning of the property in accordance with Zoning Map Amendment A-9961-C and the Official Zoning Map.
 - e. Specify the materials proposed for the cupola and canopy (Nos. 10 and 11), and confirm that these materials are not highly reflective.
 - f. Revise the Type 2 tree conservation plan (TCP2) as follows, or provide specific documentation:
 - (1) Provide the permanent tree protection fence detail and location of the protective fencing on the TCP2.

- (2) Revise the woodland and wildlife habitat conservation easement note on Sheet 1 to read as follows: "Woodlands preserved, planted or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber ____ folio _____. Revisions to this TCP2 may require a revision to the recorded easement."
 - (3) Revise the specimen tree maintenance plan on the TCP2 for Specimen Tree ST-1 to provide an arborist's assessment of ST-1 and specific techniques or treatments based on that assessment.
- g. Revise the Natural Resources Inventory Plan (NRI-210-2016-02) to accurately locate the split zoning line, in conformance with the DSP and TCP2.
- 2. Prior to approval of the first grading permit, the applicant and the applicant's heirs, successors, and/or assignees shall submit or revise the following:
 - a. The final erosion and sediment control plan shall be submitted. The limits of disturbance shall be consistent between both the erosion and sediment control plan and the Type 2 tree conservation plan.
 - b. The final location of stormwater management (SWM) features on the Type 2 tree conservation plan shall be reflective of the approved SWM concept plan. The limits of disturbance shall be consistent between the plans.
 - c. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (sector plan), provide a 5-foot-wide sidewalk and a 6.5-foot landscape strip consistent with the Boulevard Area street section illustrated in Figure IV-6 of the sector plan (page 59), unless modified by the Prince George's County Department of Public Works and Transportation and/or the Prince George's County Department of Permitting, Inspections and Enforcement.