



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Detailed Site Plan

Departure from Design Standards

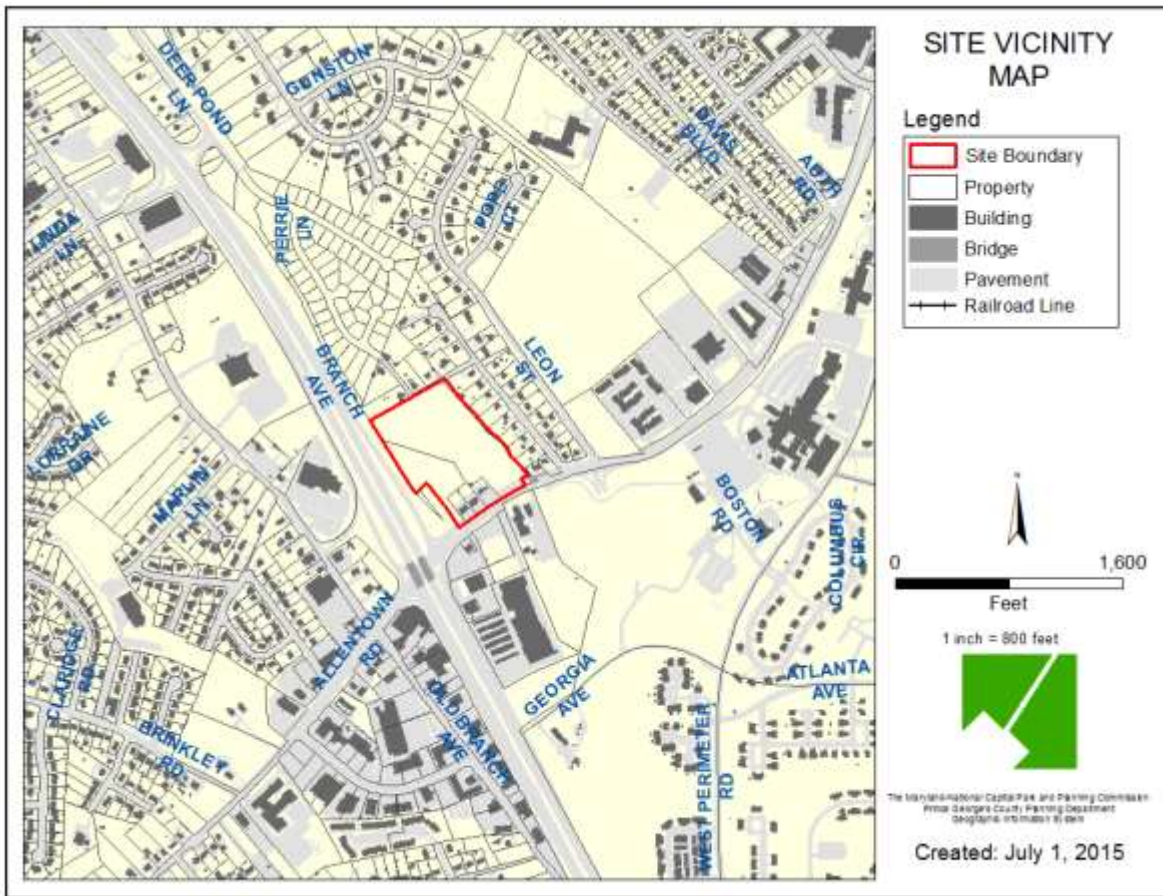
Alternative Compliance

DSP-16020
DDS-638
AC-16015

Application	General Data	
Project Name: Allentown Andrews Gateway Location: Located in the northeastern quadrant of the intersection of Allentown Road (MD 337) and Branch Avenue (MD 5). Applicant/Address: Camp Springs Allentown, LLC. 9171 Central Avenue, Ste. 345 Capitol Heights MD 20743	Planning Board Hearing Date:	01/12/17
	Staff Report Date:	01/05/17
	Date Accepted:	10/27/16
	Planning Board Action Limit:	01/17/17
	Plan Acreage:	13.03
	Zone:	M-X-T
	Dwelling Units:	59
	Gross Floor Area:	55,600 sq. ft.
	Planning Area:	76B
	Council District:	08
	Election District	06
	Municipality:	N/A
	200-Scale Base Map:	208SE05

Purpose of Application	Notice Dates	
A mixed-use project consists of 55,600 square feet of retail, including a grocery store, gas station, and 59 townhouses. A Departure from Design Standards (DDS) for a loading space-access driveway to be located within 50 feet of land proposed to be used for residential purposes. Alternative Compliance (AC) from Section 4.3 (c)(2) Parking Lot Interior Planting Requirements and Section 4.7, Buffering Incompatible Uses.	Informational Mailing:	06/10/16
	Acceptance Mailing:	10/26/16
	Sign Posting Deadline:	12/13/17

Staff Recommendation		Staff Reviewer: Susan Lareuse, RLA Phone Number: 301-952-4277 E-mail: Susan.Lareuse@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-16020
Departure from Design Standards DDS-638
Alternative Compliance AC-16015
Type 2 Tree Conservation Plan TCP2-034-2016
Allentown Andrews Gateway

The Urban Design staff has completed the review of the detailed site plan for the subject property 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

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Mixed Use–Transportation Oriented (M-X-T) Zone and the site design guidelines of the Prince George's County Zoning Ordinance;
- b. The requirements of Zoning Map Amendment A-9998-C;
- c. The requirements of Conceptual Site Plan CSP-15001;
- d. The requirements of Preliminary Plan of Subdivision 4-15022;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- h. Referral comments.

FINDINGS

Based upon the analysis of the subject application, the Urban Design Section recommends the following findings:

1. **Request:** The subject application is for approval of a detailed site plan (DSP) for a mixed-use project consisting of 55,600 square-foot commercial development including one 36,000 square-

foot grocery store (LIDL), one 5,600 square-foot gas station with food and beverage store (WAWA), one 14,000 square-foot in-line commercial building, of which 2,200 square feet is to be used for community meeting space, and 59 townhouse units.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use	Commercial	Commercial/retail and residential
Acreage	13.03	13.03
Proposed roadway Dedication for Perrie Lane		0.18
Proposed roadway Dedication for Public Roads		1.11
Net tract area		11.67
Parcel 1—gas station and food and beverage		1.67
Parcel 2—grocery store		3.46
Parcel 3—commercial with community space		0.49
Parcel 4—commercial with community space		0.73
Perrie Lane-Parcel E		0.42
Residential East		1.78
Residential West		3.12
Gross Floor Area (GFA)		
Parcel 1		5,600
Parcel 2		36,000
Parcel 3 & 4		14,000
Residential development		<u>142,013</u>
Total GFA		197,613

Floor Area Ratio (FAR) in the M-X-T Zone

Base Density Allowed	0.40 FAR
Residential component	1.00 FAR
Total FAR Permitted	1.40 FAR (Optional Method of Development)
Total FAR Proposed	0.348 FAR (197,613/13.03 acres)

PARKING AND LOADING DEVELOPMENT DATA

Parking Spaces	Required	Provided
Parcel 1 – 5,600 food and beverage	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage = <u>33 spaces</u>	43 spaces
Parcel 1 – Gas Station	1 parking space per employee for 10 employees = <u>10 spaces</u>	10 spaces
Parcel 2 - food and beverage	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage= <u>185 spaces</u>	148 spaces
Parcel 3 - retail	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage = <u>45 spaces</u>	20 spaces
Parcel 4 - retail	1 parking space per 150 sq. ft. for the first 3,000 sq. ft.; 1 parking space per 200 sq. ft. for the remaining square footage = <u>24 spaces</u>	16 spaces
Residential	2.04 per townhouse = 59 x 2.04 = <u>121 spaces</u>	140 spaces
Total	418 spaces*	377 spaces*
Summary of Commercial Parking	Required	Provided
Standard Spaces	--	186 spaces
Compact Spaces	--	40 spaces
ADA Spaces (Total)	11 spaces	11 spaces
ADA Spaces (Van-Accessible)	4 spaces	7 spaces
Loading Spaces		5 spaces
Loading Spaces		5 spaces

Note: *The applicant submitted documentation to request a reduction in the required parking spaces as allowed in the M-X-T Zone per Section 27-574 of the Zoning Ordinance. See Finding 14(c) for an in-depth discussion of the issues.

3. **Location:** The subject property is in the northeast quadrant of the intersection of Branch Avenue (MD 5) and Allentown Road (MD 337), in Planning Area 76B, Council District 8.
4. **Surrounding Uses:** To the north and east of the property are existing single-family residences along Robin Lane and Perrie Lane in the Rural Residential (R-R) Zone. To the south of the property, across Allentown Road is the former Allentown Mall, now used as consolidated storage with several commercial pad sites (Dunkin Donuts and a restaurant/liquor store) in the Commercial Shopping Center (C-S-C) Zone.

Across Allentown Road from the subject site is a church in the R-R Zone, known as Old Bells Methodist Church and Cemetery (a designated Historic Site, 76B-017). The subject property is bounded by Branch Avenue to the west, beyond which are strip commercial uses in the C-S-C Zone.

5. **Previous Approvals:** The subject property was retained in the Commercial Office (C-O) and R-R Zones by the 2006 *Approved Henson Creek-South Potomac Master Plan and Sectional Map Amendment*. The site is made up of five separate deeded parcels and has never been through the subdivision process. Three commercial structures exist on the site.

On March 23, 2009, the District Council approved a Zoning Map Amendment (ZMA) A-9998-C, the Landing at Camp Springs, to change the zoning of the property from the R-R and C-O Zones to the M-X-T Zone. The approval was granted subject to 20 conditions as outlined in Zoning Ordinance No. 7-2009. The District Council adopted the findings and recommendations of the Zoning Hearing Examiner as its findings and conclusions in the case. Exhibits in the record indicate both horizontally and vertically integrated development with commercial development along Allentown Road and 370-multifamily units and structured parking located to the rear of the property.

Conceptual Site Plan CSP-15001 was approved on May 19, 2016 by the Planning Board as a mixed-use development, including approximately 54,600 square feet of commercial space and 61 single-family attached residential dwelling units.

Preliminary Plan of Subdivision (PPS) 4-15022 (PGCPB Resolution No. 16-93) was approved by the Planning Board on May 19, 2016 with 30 conditions, and approved Type 1 Tree Conservation Plan (TCP1-001-16-01), variances to Section 27-548(h), Section 25-122.02, and further approved a variation from Section 24-121(a)(4) for 20 lots.

The property also has a Stormwater Management Concept Plan, 29321-2015, approved on December 14, 2015.

6. **Design Features:** The applicant proposes to develop the property as a horizontal mixed-use development consisting of 59 single-family attached units (townhouses) and 55,600 square feet of commercial/retail uses. The following is a breakdown on the square footage associated with each parcel of the retail development:

Parcel 1: Gas station, food and beverage	5,600 square feet
Parcel 2: Grocery Store	36,000 square feet
Parcel 3: Retail	8,000 square feet
Parcel 4: Retail	6,000 square feet

Total	55,600 square feet
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Access to the site is proposed via Allentown Road and Perrie Lane. A public street is proposed as a spine road down the center of the site, connecting Allentown Road to Perrie Lane. An existing substandard road (part of Perrie Lane) runs along the rear of lots fronting on Robin Lane provides access to numerous parcels to the north of the site. This substandard road is proposed to remain, because of an existing access easement that is valid in perpetuity.

The DSP proposes three commercial buildings and 59 townhouses in a horizontal mix; no vertical integration of uses is proposed. Commercial uses are located at the front of the property along

Allentown Road. Townhouses are proposed to be located in the rear of the property, with individual units fronting on the main spine road through the development, along private roadways and along open-space areas. The commercial development is proposed within three structures as follows:

- a. **Parcel 1: Gas station, food and beverage**—A 5,600 square feet of gas station (WAWA) with eight gas pumps and a food and beverage store is proposed in Parcel 1. The building and associated parking is shown on the east side of the main street with frontage along Allentown Road (MD 337). Parking is proposed around the building to the side and rear. Loading and trash facilities for this building are proposed along the eastern most edge of the building, approximately 100 linear feet from the residential property to the northeast. This portion of the development is directly across Allentown Road from the Old Bells Methodist Church and Cemetery Historic Site, and is adjacent to the exiting Perrie Road and single family detached residential development to the east.

Architecture

The food and beverage store building is rectangularly shaped with a flat roof. The entrance is elevated with a four-sided metal roofline and a metal canopy spans the front façade. The exterior finish is brick with a stone veneer water table rising to six feet in height around all side of the building. The building is attractive and uses high-quality materials. In front of the food and beverage store are the gas station pumps, covered with a variable height, single-sloped canopy, of which the lowest part is closest to the street line and the higher part toward the food and beverage store. The color of the canopy is the same as the visible roofing elements of the main building. The canopy is supported by a pole system, partially covered in the same stone veneer featured on the water table of the main building.

Lighting

Lighting proposed for Parcel 1 includes freestanding light poles of 20 feet in height with either single or double-mounted flat-square fixtures, downward facing. The building mounted lighting is proposed in a similar style; square and downward facing. Lighting provided under the gas pump canopy is an inset into the canopy and the proposed light levels are high. The photometric plan indicates highest lighting levels under the canopy, ranging from 11 to 46 foot-candles, with lighting levels falling off toward the existing residentially-zoned property to the east, and toward the streetscape of Allentown Road. All commercial lighting fixtures should be full cut-off type and foot-candle reading around the boundary of the site adjacent to the residential use should be close to zero. A condition has been included in the Recommendation section of this report.

Building Mounted Signage—Signage is shown on the architectural elevations, but the details and specifications such as size and area, are required prior to certificate approval of the plans.

Loading and trash facilities

A single-loading space is proposed for the food and beverage store located on the east side of the building, approximately 100 linear feet west of the adjacent residential property. The circulation plan indicates that truck traffic, including the gas tank trucks servicing the gas station will circulate on the site as close as 52 feet from the residential properties. This meets the minimum distance from residential properties as dictated by Section 27-579(b) of the Zoning Ordinance. Trash facilities are located adjacent to the loading space, although details of the enclosure are missing from the plans. Therefore,

staff is recommending that trash enclosure details be added to the plans prior to certificate approval and that the details reflects materials compatible with the exterior finish of the building.

- b. **Parcel 2: Food and Beverage**—A 36,000 square-foot grocery store (LIDL) with associated parking and loading spaces is proposed on the west side of the main street and on the north side of Allentown Road on proposed Parcel 2. The building backs to the ramp to Branch Avenue (MD 5). The rear façade may not be visible from Branch Avenue as the elevation of the roadway is 15 to 20 feet above the elevation proposed for the site, however, the roof of the grocery store may be visible from Branch Avenue. Loading and trash facilities for this building are proposed along the northernmost edge of the building, adjacent to proposed residential community immediately to the north.

Architecture

The building design is primarily distinguished by the sloping asymmetric roofline that frames the front glazed façade. The roofline slopes from 17 to almost 30 feet in height at its apex and is proposed to be constructed of thermoplastic materials. The southern façade consists primarily of a large glazed window treatment. All other façades of the building are clad with a combination of brick and stucco with a brick water table along the east and north façades, in a complementary color scheme. On both the west and east elevations, clerestory windows provide natural light into the building's interior. Brick panels are provided at the ends of the highly-visible eastern façade. A series of stucco panels of a light color provides contrast with the red brick. A metal screen wall hides the rooftop mechanical equipment. The architectural elevations should, by condition of this approval, be revised to include two additional brick panels on the east façade of the LIDL grocery store.

Lighting

The applicant is specifying standard downward-facing light poles to be provided in the parking lot. The wall-mounted lights are also of a utilitarian design, and in less prominent locations; the simpler design in this case, is acceptable.

Signage

A single building-mounted sign is provided on the building above the entrance to the grocery store. The sign measures approximately 67.3 square feet and bears the company's blue red and yellow logo. The signage is acceptable.

Loading and trash facilities

Loading is proposed on the north side of the building, as well as the trash facilities. A dumpster enclosure is indicated at the northeastern corner of the building, proximate to the location of the two loading spaces provided for the project. The dumpster enclosure should reflect masonry materials complimentary to the exterior finish of the building. The access driveway to this loading facility is within 50 feet of the proposed townhouse community. In accordance with Section 27-579(b), of the Zoning Ordinance, a departure from design standards (DDS) is required. This issue is discussed in detail relating to the DDS-638, see Finding 7(e).

Green Building Techniques

The following green building and sustainable techniques will be used in the project:

- Possible use of high efficiency plumbing fixtures to reduce water usage;

- Heating, Ventilating and Air Conditioning (HVAC) system will be Seasonal Energy Efficiency Ratio (SEER) 13 and above;
 - Exterior building materials will be glass, brick and stucco panels as opposed to vinyl siding;
 - Collection of recyclables with a goal for zero waste;
 - Low Volatile Organic Compounds (VOC) materials (i.e., adhesives, sealants and carpet);
 - Upgraded thermal insulation;
 - Low Emission glazing and upgraded performance windows;
 - Light Emitting Diode (LED) EcoForm Lighting;
 - Parking for bicycles.
- c. **Parcels 3 and 4**—A 14,000 square-foot building in-line retail store (without specified tenants) is proposed in a third commercial building, which straddles the two proposed parcels. Parcel 3 is located along the frontage of the proposed public road and Parcel 4 is proposed adjacent to Perrie Lane, with frontage on the public road. The building is proposed to be located behind the gas station. This building faces the back of the food and beverage store associated with the gas station and a parking field is proposed in front of and to the east side of the building. Loading facilities for this building are proposed along the northernmost edge of the building, adjacent to proposed residential development immediately to the north. An asterisk (*) on the plan indicates “community meeting room located within this building.” The plan shows 2,200 square feet of the building will be used for a community gathering space.

Architecture

The building design is rectangularly shaped with a flat roof on the building. The building is approximately 60 feet wide by 130 feet long and could be divided into any number of tenants in the future. Exterior finish materials include brick, stucco-like finish, glass, and aluminum.

Lighting

The lighting proposed for Parcels 3 and 4 is a 12 foot-high, four-inch round, fluted aluminum black pole, with a decorative base and a 31 inch-high by 15 inch-wide fixture. This fixture is also proposed in the residential development and is appropriate for the residential development, but may not be for the commercial development. The applicant should consider providing other options for the retail site, in keeping with the proposed lighting for either Parcel 1 or Parcel 2.

Loading and trash facilities

No trash facilities are shown on the plan for Parcels 3 and 4, therefore, a condition is included to amend the plans accordingly. Loading is discussed as part of the Departure from Design Standards (DDS-638), see Finding 7(e).

- d. **Free-standing Signage for the overall commercial development**—Four freestanding signs are proposed for the development. One is located along Branch Avenue, two at the entrance to the development from Allentown Road, and another sign at the main entrance into the grocery store pad site. The following table includes the sign type, proposed height, and area of each of the free-standing signs:

Sign location	Advertising	Sign type	Height of sign	Area of sign
Branch Avenue	Overall Commercial Center	Pole mounted	45 feet	63 square feet
Allentown Road	WAWA	Pole mounted	20 feet	50 square feet
Allentown Road	Overall Commercial Center	Monument	8 feet – 6 inches	46 square feet
Main Avenue	LIDL	Monument	8 feet	24.2 square feet

Branch Avenue–Overall Commercial Center signage is a 45 foot-high double pole-mounted sign on a two-foot and 10-inch-high brick base located along Branch Avenue, approximately 500 linear feet from the intersection of Branch Avenue and Allentown Road. The elevation at which the base of the sign is located is approximately 272 feet above sea level. The elevations of the adjacent ramp leading to Branch Avenue is approximately 284 feet above sea level. The property is sunk below the grade of the ramp and therefore approximately 12 feet of the 45 foot-tall sign, as measured from grade, is simply there to reach the grade of the ramp. According to topographic information taken from PGAtlas.com, the elevation of the roadway of Branch Avenue at the same section of roadway is approximately 296. This means that approximately 21 feet will rise above the roadway elevation of Branch Avenue.

- e. **Townhouse development**—The residential component of this mixed-use development is proposed as 59 townhouses on fee-simple lots located on both sides of the main street bisecting the entire property in the northernmost part of the site. The project includes only rear-loaded garage units fronting on both streets and green areas.

The townhouse development along the northeastern portion of the development fronts units on the main street and the existing 20-foot-wide Perrie Lane, that runs parallel to the eastern most property line. An alley serves the rear-loaded garage of the units and a recreational facility is proposed between four sticks of townhomes.

The townhouse development along the northwestern portion of the development fronts units along the main street, the open space buffer along Branch Avenue, and the rear of Lot 1 (a single-family attached home) to the north of the subject property. The street and alley system could be improved with the possible loss of one unit in the stick of townhomes labeled as 14–20. This possible loss of unit would allow for streets and alleys to be designed at 90 degree angles rather than the odd angle of the current configuration. Further the possible loss of a single unit in this same stick would allow for a greater setback from the trash and loading area associated with the LIDL grocery store. See the discussion below relating to the DDS, in Finding 7(e).

Architecture

The subject application proposes one townhouse architectural model, the Camden II for Dan Ryan Builders. The product is a 20 foot-wide, rear-loaded garage unit, ranging in size from 1,991 square feet (for the base finished model) to 2,407 square feet (for the

fully loaded model) with all options. A fourth-floor loft is optional and the model is proposed with a minimum depth of 40 feet, with options of 44 and 48-foot depths, as well. The townhouse model has 14 different front elevations. These elevations propose a wide range of exterior finishes including 100 percent horizontal siding, horizontal siding with a three-foot-high water table, first floor masonry, first and second floor masonry, and full brick front masonry or a combination of brick and stone. The rear elevations indicate horizontal siding and two car garages on all units. Two optional rear decks are proposed, one labeled as small and the other as large. Square footages and dimensions are missing from the plans. Staff recommends that the plans be revised to require the small deck as a standard feature on the rear of all units and the larger sized deck as an optional feature. The fourth-floor loft is also optional with the unit and appears on the rear elevation. Associated with the fourth-floor loft is an outdoor roof-top space.

Side elevations propose two small windows as standard features on the left elevation and up to four windows with two windows shown as optional. The standard right side elevation is proposed as blank, without of any architectural treatment as standard, with four regular size windows as optional. Exterior finish of the endwalls, includes various treatments such as 100 percent horizontal siding, horizontal siding with a three-foot-high water table, first floor masonry, first and second floor masonry, and full three-story brick-side elevations.

Based on the analysis of the architecture and the proposed site features, staff has several recommendations relating to specific architectural product types on specific lots. First, the project is the subject of a DDS, due to the locations of service areas associated with the commercial development within 50 feet of the residential development. In order to provide the best interface of these highly incompatible aspects of the development, staff recommends that the unit types on the lots closest to the commercial development, on both sides of the main street, include full brick endwalls with the fewest number of windows opening on those endwalls. This endwall treatment will reduce the noise impacts at the interior of the units, and limit visibility into the loading and trash collection areas of the commercial development. In regard to the remaining endwalls throughout the development, staff recommends that a minimum of two endwall features, consisting of standard windows be provided on the remaining lots, specifically, all optional windows shown on the left and two standard size windows on the right should be provided as the standard features.

Recreational facilities

The recreational facilities serving the townhouse community are located on the east side of the spine road, away from the noise generated from the vehicles along Branch Avenue. The recreational areas is proposed to be surrounded by 3.5-foot-high, black aluminum fencing, on four sides, with openings in the fencing to allow access. Staff recommends that the play area should be fully enclosed with a single gate for safety purposes. Further, the calculations for adequate recreational facilities indicate that the proposed tot-lot is not sufficient to serve the future population, and that either a pre-teen lot or a combination of a tot and pre-teen lot would be appropriate. The advantage of provided the pre-teen and tot lot combination is that a larger percentage of the youth, ages 2–12 years, will be served within the development. Therefore, staff is recommending that the plans be revised to include a combination tot-lot and pre-teen lot. Further the plans should demonstrate full conformance with The Maryland-National Park and Planning Commission (M-NCPPC) *Park and Recreation Facilities Guidelines* and the Public Handbook *For Public Playground Safety*.

Signage

No Signage is proposed for the residential community; therefore, a condition is included to amend the plans accordingly.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance as follows:
- a. The subject application is in conformance with the requirements of Section 27-547(d), which governs the required mix of uses in all mixed-use zones. The overall project was approved for a mixed-use development consisting of commercial/retail business and residential dwellings. The subject DSP, includes the entire site and the mix of the two uses meet the requirements.
 - b. The DSP is consistent with Section 27-548, Regulations. The following discussion is provided:
 - (1) Per Section 27-548(a), the applicant used the optional method of development for the project by proposing a residential component as part of the overall development. This increases the floor area ratio (FAR) by 1.0 above the base allowed of 0.40, if more than 20 dwelling units are provided. The subject DSP proposes 59 townhouse units, therefore, eligible for this bonus and setting a limit of 1.4 FAR for the overall development. The proposed FAR is only 0.348 for the entire area of the site.
 - (2) Developments in the M-X-T Zone are required to have vehicular access to a public street in accordance with Section 27-548(g) as follows:
 - (g) **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.**

Comment: In conformance with this requirement, Parcel 1 has frontage and direct vehicular access to Allentown Road. Parcels 2, 3 and 4 have frontage and direct vehicular access to the public spine road that bisects the development.
 - c. If approved with conditions, the DSP will be in conformance with the applicable site design guidelines contained in Section 27-274. Section 27-283 of the Zoning Ordinance provides that a detailed site plan shall be designed in accordance with the same design guidelines for a conceptual site plan (Section 27-274). Generally, Section 27-274 provides design guidelines regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service areas; public spaces; and architecture. It is worth noting that Section 27-274(a) uses the word "should" when describing each of the guidelines. Thus, none of the design guidelines are mandatory; instead, they are as they appear, guidelines used to promote good urban design. Consequently, the Planning Board is authorized to approve a detailed site plan so long as the plan represents a reasonable alternative to satisfying the guidelines, without requiring

unreasonable costs or detracting substantially from the utility of the proposed development for its intended and permitted use. The site is in generally in conformance with the relevant design guidelines, as was found in the review of the CSP-15001 for the same site:

- (1) Section 27-274(a)(2)(i), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located to the rear or side of structures to minimize the visual impact of cars on the site. Surface parking is provided for the commercial sites and is not designed to minimize the visual impact of cars on the site. No structured parking is proposed. Surface parking spaces for the grocery store should be relocated to the rear of the grocery store which will improve the pedestrian experience. The Planning Board found in the review of the CSP, it was not necessary to redesign the site because of the inconvenience and potential danger that would cause to the pedestrian if parking and loading were placed at the rear of the grocery store building, with the entrance remaining at the corner of the building as shown on the CSP and now on the DSP. The applicant argued that the parking spaces would not be located as near as possible to the uses they serve, which is another site design guideline. Therefore, the Planning Board did not adopt the staff recommendation on this issue, and the DSP is designed in accordance with the approved CSP layout.
- (2) In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive. At the time of the CSP the Planning Board found that the development scheme should be revised to minimize the impact of loading and trash facilities on the existing and proposed residential properties at the time of DSP review. The Planning Board recognized that this issue is addressed in Section 27-579(b) of the Zoning Ordinance, and that this issue will be addressed at the time of DSP review and, if the applicant asks for relief from the required 50-foot setback, that a departure from design standards would be required. The applicant has filed Departure from Design Standards DDS-638, which is companion to this case, see Finding 7(e).
- (3) In accordance with Section 27-274(a)(6)(i), site and streetscape amenities, coordination of the design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture will be required. A comprehensive review of streetscape amenities has been done in the review of the subject application and the site plan is in conformance with the requirements.
- (4) At the time of the CSP review, the Planning Board found that a comprehensive and connected pedestrian system including seating elements should be provided to enhance the commercial and residential areas in accordance with Section 27-274(a)(9), Public Spaces. Public spaces should incorporate high-quality design details and be integrated into the site design by a well-designed pedestrian system and continuous streetscape. An attractive mix of design features including focal points, seating areas, specialty landscaping, and specialty paving materials should be demonstrated at the time of DSP. The subject application provides only a small space that should be available for outdoor seating, as was shown on the CSP. Therefore, a condition is included in the Recommendation section to require the applicant to amend plans accordingly.

- d. Section 27-546, Site Plans, has additional requirements for approval of a DSP in the M-X-T Zone as follows:

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

(1) The proposed development is in conformance with the purposes and other provisions of this Division;

Comment: The purposes of the M-X-T Zone as stated in Section 27-542 are as follows:

(a) The purposes of the M-X-T Zone are:

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

Comment: The subject DSP proposes the development of additional retail in conformance with previous plan approvals, which is located at the major intersection of Branch Avenue and Allentown Road and meets the requirements.

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;

Comment: The development site is located in an existing commercial area. The *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) dictates a context-sensitive infill and low- to medium-density development. The application conforms to the Residential Mix-Use land use recommendation of the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*, however, consideration should be given to a product that advances the vision of the sector plan as a regional destination for unique cultural arts and recreational activities as well as sets the precedent for future redevelopment opportunities in the area.

- (3) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

Comment: The subject project is comprised partly of commercial and residential development. In its entirety, the project will conserve the value of land and buildings by creating a compact mixed-use development where people can live and shop, thereby maximizing the mixed-use potential in the subject location. Otherwise, the property might be developed with a single use, with the remaining uses located on separate sites throughout the County, without being proximate to complementary distinct land uses.

- (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

Comment: The location of the property near residential, institutional, and other commercial uses, with sidewalks serving as connectors, will help to reduce automobile use and to promote alternative transportation such as, bicycling.

- (5) **To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

Comment: The proposed additional commercial/retail use and residential dwellings will provide for a 24-hour environment.

- (6) **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

Comment: The proposed development is a horizontal mixed use, creating a harmonious horizontal mix of uses within the development.

- (7) **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

Comment: The proposed development will create a symbiotic relationship among the uses and present a distinctive visual character and identity for the project as a whole.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

Comment: The proposed development promotes optimum land planning by consolidating necessary public facilities and infrastructure at an existing major intersection and includes uses that serve both the residents within the development and the surrounding areas.

- (9) To permit a flexible response to the market and promote economic vitality and investment; and**

Comment: The subject DSP incorporates a flexible response to the market by proposing townhouse as opposed to multifamily as was originally proposed in the zoning case. This proposal allows for continued progress and will improve the economic vitality of the overall area.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

Comment: The architecture as proposed is fairly unified within the development using brick on most of the proposed buildings, combining with stucco like appearance throughout the development. At the same time, each individual use will maintain its unique identity.

- (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

Comment: This requirement does not apply to the subject DSP, as this property was placed in the M-X-T Zone through a zoning map amendment application.

- (3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

Comment: The DSP indicates architectural detailings and high-quality exterior materials on façades facing externally to the development, particularly along Allentown Road. This mixed-use development will lead to the rejuvenation of the

surrounding neighborhoods and will act as a catalyst for improvements in the areas.

- (4) The proposed development is compatible with existing and proposed development in the vicinity;**

Comment: All proposed architecture should be harmonious by using some of the same exterior finish materials on the façades as those used in the surrounding existing structures. The project will be compatible with the existing development in the vicinity and provide welcome visual improvements in the areas.

- (5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

Comment: The proposed development will complement the land uses in the vicinity. The arrangement and design of the buildings are cohesive with the surrounding commercial development, creating an independent environment of continuing quality and stability.

- (6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

Comment: The proposed development, both commercial and residential, will be built-out simultaneously.

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

Comment: Adequate sidewalks and crosswalks provide connections so that future users of the retail stores can easily and safely walk to the residential neighborhoods and to the adjacent community.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

Comment: The plans have been reviewed for the above issues and are found to be satisfactory. Space for a gathering place has been provided along the street side of the in-line retail building on Parcel 3. Adequate attention has been paid to human scale and high-quality urban design.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the**

adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

Comment: This site has a recently approved Conceptual Site Plan CSP-15001 and Preliminary Plan of Subdivision 4-15022. This requirement has been met.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

Comment: This requirement is not applicable to this DSP.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

Comment: The subject DSP does not propose a mixed-use planned community. This requirement is not applicable.

- e. **Departure from Design Standards:** The applicant requires three departures from Section 27-579(b) of the Zoning Ordinance which prohibits access to a loading space to be located less than 50 feet from property proposed to be used for residential purposes. Specifically, Section 27-579(b) states the following:

- (b) **No portion of an exterior loading space, and no vehicular entrances to any loading space (including driveways and doorways), shall be located within fifty (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 an R-P-C Zone, or any approved Conceptual or Detailed Site Plan). (emphasis added)**

Departure 1, Parcel 2—On the west side of the main street adjacent to the land proposed for residential purposes, the application proposes a reduction in the required width of 50 feet between the loading space and the access driveway to a loading space, and the adjacent land proposed to be used for residential purposes. Parcel 2 contains the LIDL grocery store with loading proposed on the north side of the building and trash facilities

just beyond the loading facilities. The application measures the distance from the loading space to the closest townhouse lot, as opposed to the land area associated with the future Homeowner's Association (HOA) land, which is proposed to be used for residential purposes. The staff's suggestion to adjust the lot line to provide a buffer on the commercial property, which is the normal requirement, was not adopted by the applicant. In the applicant's measurement methodology, the minimum distance of the loading access to the nearest townhouse lot is 47.5 feet. Within this 47.5-foot area are the proposed parking facilities for the commercial property, bio-retention facilities, a fence and very little landscaping. Staff believes that the measurement methodology is incorrect, in that the measurement should be from the loading space and the access driveway, to the residential property line, which provides only 19-foot as opposed to the required 50-foot distance. In addition, the 19 feet is paved for parking spaces. The buffering normally applied in this scenario would be required on the commercially used land. Noting that the property is actually zoned M-X-T, a mixed-use zone, does not negate the concept of protecting the residential property from the noxious aspects of loading facilities used to service commercial buildings.

Departure 2, Parcel 3—On the east side of the main street, south of the land proposed for residential purposes, the application requests a reduction in the required width between one loading space and the access driveway, and the adjacent land proposed to be used for residential purposes. Parcel 3 contains the in-line retail building. No trash facilities are identified on the plans to serve the subject building, but the plan should be amended to show this information. Again, the applicant proposes to measure the distance from the loading space and access, to the closest townhouse lot, as opposed to the land area associated with the HOA land. In the applicant's methodology, the minimum distance of the loading access to the nearest townhouse lot is 46 feet. Within this 46-foot area is the access drive. Staff believes that the measurement methodology is incorrect, in that the measurement should be from the loading space and the access driveway to the residential property line, which provides only a one to two-foot distance, as opposed to the required 50-foot distance. In the applicant's measurement methodology, the minimum distance of the loading access to the nearest townhouse lot is 24 feet. In addition, the buffering normally applied in this scenario would be required on the commercially used land. However, even using the applicant's methodology of ignoring the location of the property line, the distance from the loading access available for buffering is only 24 feet.

Departure 3, Parcel 4—On the east side of the spine road, and east of Parcel 3, south of the land proposed for residential purposes, the application proposes a reduction in the required width between the access driveway to the loading space and the adjacent land proposed to be used for residential purposes. This scenario is similar to the conditions on Parcel 3, providing only 1-2-foot distance as opposed to the required 50-foot distance. In the applicant's measurement methodology, the minimum distance of the loading space to the nearest townhouse lot is 42 feet. No trash facilities are identified on the plans to serve the subject building, but the plan should be amended to show this information. Again, the applicant measures the distance from the loading space and access to the space to the closest townhouse lot, as 20 feet, as opposed to the land area associated with the HOA.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Planning Board to grant the departure.

Each standard is listed in **bold face** type below, followed by the Applicant's justification and then by staff comment:

(A) **In order for the Planning Board to grant the departure, it shall make the following findings:**

- (i) **The purposes of this Subtitle will be equally well or better served by the applicant's proposal;**

Applicant's Justification:

"The purposes of the Subtitle for Parking Standards are:

"The purposes of this Part are:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to and uses;**
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) To protect the residential character of residential areas; and**
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District."**

"Response: The location of the loading spaces with their associated drive aisles provide sufficient access to serve the needs of the project. This site is zoned M-X-T and certain purposes are established for this zone. For instance, one purpose of the M-X-T zone is to promote orderly development in the vicinity of major interchanges to enhance the economic status of the County. The second is to conserve the value of land by maximizing the public and private development so that the development does not otherwise become scattered. The third is to encourage diverse land uses which blend together harmoniously and to promote optimum land planning with greater efficiency. M-X-T zoning by nature allows and even requires that multiple uses be proposed. M-X-T is a high-density zone that promotes multiple users within the community. In effect, the reduction of distance of the proposed loading spaces with their associated drive aisle will allow the proper amount of loading to serve this project. The frequency of the trucks that do come to the site and load is relatively low. The trucks for the loading adjacent to Lot 20 use a regional distribution center model. The idea is that they pack everything needed from various vendors into one truck and make deliveries. In this way, different vendors do not bring their products directly to the store, unlike other grocers. This reduces the amount and frequencies of the trucks coming to the site. The trucks for the loading spaces adjacent to lots 47 & 48 come once a week. Although they come once a week, they come during normal business hours typically when everyone is not home but at work. The proposed loading areas will not be visible from residential areas because of the proposed sight tight fence and proposed landscaping. In addition, the residential areas will be separated by proposed micro-bio retention areas with their associated landscaping. Thus, the purposes of the Subtitle will have been met and will not detract from the character of such areas or from the character of the entire project as a whole."

Comment: For clarification, the applicant's response above relating to townhouse Lot 20 addresses the proposed loading space on Parcel 2 for LIDL

grocery store. The applicant's response above relating to townhouse Lots 47 and 48 applies to Parcels 3 and 4, respectively. The applicant argues that the frequency of the loading is low in each case, and during the day, a time when the applicant believes that people will not reside within the residence. The applicant further argues that the plan provides for fencing and landscaping. The plan identifies very little landscaping between the two uses. It is also unknown how much landscaping can be placed within and around the bio-retention areas, as these facilities are governed under the authority of the Department of Permitting, Inspections and Enforcement. A sidewalk is proposed along the south property line on the eastern portion of the residential land that further limits space for landscaping. Until the applicant provides for additional information relating to the proposed landscaping for the site, it may be difficult to determine if adequate buffering will be provided. The fencing appears to be a non-wood, sight-tight fencing. Therefore, staff is recommending revisions to the landscape plan, to provide a minimum quantity of landscaping, equivalent to a Type 'C' bufferyard as described in the 2010 *Prince George's County Landscape Manual*, distributed on both the commercial and residential properties. A condition has been included in the Recommendation section of this report.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

Applicant's Justification:

"The purposes of the Subtitle for Parking Standards are:

"The purposes of this Part are:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to and uses;**
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) To protect the residential character of residential areas; and**
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District."**

"Response: The departure for the loading space adjacent to Lot 20 is minimal. The loading space is actually 60+ feet from the lot. For only 39 linear feet does the drive aisle associated with the loading space encroach at a maximum of 7 feet. As mentioned earlier, the loading spaces adjacent to lots 47 & 48 are 46 ft and 40 ft away from the respective lots lines and even greater if the distance is measured to the actual building itself. The distances are 48 and 42 feet respectively. Although the drive aisle is closer, it is not the actual spot where the loading and unloading will occur but just the necessary means of ingress and egress and to the loading space itself. If there were no proposed loading space associated with this drive aisle, a departure would not be required for this drive aisle."

Comment: As stated above, the measurement technique used by the applicant in this case is not in keeping with the requirements of the Zoning Ordinance. However, if the Planning Board were to find the buffer being placed nearly

entirely on the residential property is appropriate in this case, then the staff would recommend, in regard to Parcel 2 for the LIDL grocery store, that a wall be placed to enclose the loading space as stated above. The plans should also provide landscaping buffer between the two uses, and landscaping between the proposed loading/access and residential development for Parcels 3 and 4.

- (iii) **The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

Applicant's Justification:

"The purposes of the Subtitle for Parking Standards are:

"The purposes of this Part are:

- (1) **To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to and uses;**
- (2) **To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) **To protect the residential character of residential areas; and**
- (4) **To provide parking and loading areas which are convenient and increase the amenities in the Regional District."**

"Response: The departure is necessary in order to provide adequate and necessary loading spaces to serve the project within the available developable area. The project is bounded by established State Highway Right of Way and SHA parcels on the west and south. Perrie Lane bounds the site on the east. Perrie Lane was originally an easement granted to multiple property owners to the north in the 1800's and in 1985 Perrie Lane was taken into public road status. Since Perrie Lane cannot be removed and the site is bounded by State Highway parcels and right-of-ways, thus no additional land is available. Given that all components of this development need a minimum number of units or square feet to make them viable, it is most efficient to minimally impact the three townhouse whose sides face the loading area to allow for this M-X-T project to reach its fullest potential as an economic force and destination for Prince George's County."

Comment: The M-X-T Zone promotes dense and compact development. This development is proposed as such a project, and the recommended conditions will mitigate negative impacts of the loading areas on the residential uses.

- (iv) **The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.**

Applicant's Justification:

"The purposes of the Subtitle for Parking Standards are:

“The purposes of this Part are:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to and uses;**
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) To protect the residential character of residential areas; and**
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.”**

“Response: The proximity of the loading area with its drive aisle to the proposed residential use within this project will not have an adverse effect on the site for a couple of reasons. One, the loading spaces with their drive aisles are adjacent to only 3 of the 59 proposed townhouses. The side of these units face the loading and drive aisles and are not in direct view of them. Also, the necessary loading is located to the rears and side of the proposed retail. Within the space between the loading area and the townhouse units a 6-foot-high sight tight fence, landscaping, and landscaping for the micro-bio retention areas are being proposed. In addition, if the townhouses are built first, the future potential owners of these three lots will be made aware of the proximity of the loading space and the associated drive aisles.”

Comment: Staff recommends that site plan, landscape plan and the architecture all be analyzed so that the end units for these lots will be designed to minimize the impact of the proposed loading on the inhabitants of the adjacent townhouse units. This could be achieved by providing a brick endwall on the end units and minimizing the window fenestration, so noise is buffered within the unit as much as possible. Further, the site plans could be revised to remove any excess paving on Parcel 2, adjacent to the townhouse units by eliminating parking spaces, where possible, since these spaces are remote from the main entrance to the grocery store, and creating a clear definition of the separation of the the uses with fencing and evergreen plant materials. Staff concurs that the requested departure will not impair the quality or integrity of the site or surrounding neighborhood if the mitigation measures are in place. The applicant is providing safe and efficient access and internal circulation. With the proposed landscaping, wall and fencing adjustment to lots and architecture, the applicant will be providing an attractive and functional transition between the loading access drive aisle and spaces to the residential property to the north.

Based on the analysis above, staff recommends that the Planning Board approve the departure requests with conditions, as contained in the Recommendation section of this report.

8. **Zoning Map Amendment Zoning Ordinance 7-2009:** On March 23, 2009, the District Council approved an Ordinance to amend the Zoning Map for the Maryland–Washington Regional District in Prince George’s County, by an individual Zoning Map Amendment A-9998-C,

subject to 20 conditions. Of the conditions attached to the rezoning application, the following are applicable to the review of this DSP:

- 5. The schematic site plan submitted with the revised Application shall be modified to eliminate all right angle parking along Perrie Lane. In recognition of the function of the roadway as a secondary residential roadway, the limits of dedication, along with the typical section along Perrie Lane, shall be determined at the time of Preliminary Plan.**

Comment: This condition requires the elimination of all right-angle parking along Perrie Lane, and requires the determination of a typical section for Perrie Lane. Current plans show no parking along Perrie Lane. It is recommended that Perrie Lane be reclassified from a County roadway to a private roadway. The subject site does not access or use Perrie Lane for any reason north of the convenience store access. For that reason, and because the roadway within the subject property serves little existing traffic, maintaining the existing road section is the most practical solution. Because the roadway is reverting to a private roadway within the boundaries of this site, there was no dedication required by the preliminary plan. At the time of the writing of this staff report, the applicant has not obtained the signature approval of Preliminary Plan of Subdivision 4-15022 yet. A condition has been included in the Recommendation section of this report.

- 11. All future submission packages shall contain a signed Natural Resources Inventory (NRI). The NRI shall be used by the designers to prepare a site layout, which results in non-essential impact to the regulated features of the site.**

Comment: The DSP application includes the approved Natural Resources Inventory, NRI-073-07-01, which was submitted with the application.

- 14. The project will be designed to accommodate a grocery store of up to 18,000 gross square feet, should one be identified.**

Comment: The plan indicates a 36,000 square-foot grocery store as approved in Preliminary Plan of Subdivision 4-15022.

- 15. The project will be designed to accommodate a pharmacy of up to 15,000 gross square feet, should one be identified.**

Comment: The plan does not indicate a drug store according to previously approved Preliminary Plan of Subdivision 4-15022.

- 16. The commercial office square footage will be increased by an amount to be determined the between the Applicant and the Planning Board.**

Comment: The proposed total square footage of the commercial development is 55,600 square feet in accordance with the approved Preliminary Plan of Subdivision 4-15022.

- 17. The Applicant shall provide a meeting room for use by civic associations in the greater Camp Springs area.**

Comment: The plan indicates a meeting room to be available to the community.

- 18. The Applicant agrees to construct the commercial/retail component which is**

vertically integrated with the residential portion of the project concurrently. This commercial/retail space approximates 15,000 square feet. The Applicant recognizes the community desires high end commercial tenants, which may include a grocery store or pharmacy, which may have specific design requirements. The Applicant will use its best efforts to attract such tenant, which may cause the development of the single story retail components fronting Allentown Road to trail slightly behind the start of the vertically integrated retail located in the middle and rear of the subject property, which will have more standardized space configured for a variety of uses.

Comment: The plan does not include a vertically-integrated component within the development scheme. The development quantity and uses, included in this DSP were approved in both the CSP and preliminary plan of subdivision for this site.

19. Café sidewalks will be provided along the storefronts of proposed eating establishments to enhance the vitality of the area.

Comment: If any of the smaller retail spaces include eating establishments in the future, then café sidewalks should be provided. To accommodate sidewalk dining, sidewalks in front of the in-line retail spaces could be expanded and/or room for a patio should be provided along the street line. It should be further noted that the sector plan also includes language as follows relating to site design:

Retail commercial buildings should be designed at a human scale and coordinated in their individual designs to create cohesive and attractive spaces between them such as mini plazas and shared outdoor dining areas. Site planning for buildings should consider the planning of neighboring parcels to ensure visual and functional compatibility if the neighboring building adds positive influence to the character of the streetscape.

Comment: At the time of the CSP review, the Planning Board found that, at a minimum, provision of a wide sidewalk in front and to the side of the in-line retail spaces to accommodate benches, trash receptacles, and bicycle racks, and to encourage window shopping and outdoor dining and cafés, to the extent practical. The plans should be clarified to clearly indicate the sidewalk or patio along the building frontage at this location.

20. All HVAC units located on the rooftops of the single story retail buildings will be screened from view of the Branch Avenue-Allentown Road flyover and its access ramp.

Comment: To the extent possible, this condition should be met. It should also be noted that the change in elevation from the subject site to Branch Avenue is substantial, and existing trees within the SHA right of way may also provide for some buffering. Prior to certificate of approval it is appropriate to review the architecture and the surrounding elevational changes to determine if parapets or other roof screening material should be used to address the above condition.

9. **Conceptual Site Plan CSP-15001:** The DSP is in general conformance with Conceptual Site Plan CSP-15001, and the applicable conditions of approval. The following conditions are relevant to the review of the DSP:

3. Prior to approval of each detailed site plan (DSP) for the project, information shall be provided or the issues shall be addressed, as follows:

- a. Consider a hard-surface pedestrian and bicycle trail within the 20-foot-wide easement of Perrie Lane.**

Comment: The submitted site plans do not depict a pedestrian and bicycle trail within the Perrie Lane easement nor additional sidewalk space for outdoor cafes. During a meeting with the applicant, held on November 28, 2016, the applicant indicated that a trail along Perrie Lane was considered, but rejected to maintain the historic character of the road. Further, Perrie Lane will become a privately maintained road. However, the passage within this lane by pedestrians and bicyclists is anticipated.

- b. Consider a minimum six-foot-wide sidewalk along both sides of all internal private roads (excluding private alleys), as appropriate.**

Comment: The submitted detailed site plan indicates six-foot-wide sidewalks and zebra-patterned crosswalks along all streets within the subject site.

- c. Provide high-visibility textured crosswalks at all appropriate locations within the subject site.**
- d. Submit a revised and approved stormwater management concept plan to reflect the limits of disturbance as shown on the approved conceptual site plan, and demonstrate how off-site runoff from outfalls conveying stormwater from Branch Avenue (MD) 5 will be controlled.**
- e. Locate all outdoor recreational areas outside of the mitigated ground-level 65 dBA Ldn and outside of the approved woodland preservation area adjacent to Branch Avenue (MD 5) established pursuant to Condition 1(b).**
- f. Consider providing a wide sidewalk and/or patio space in association with the in-line retail structure to accommodate outdoor cafés, benches, and bicycle racks.**

Comment: The applicant indicated that patio space, in association with the in-line retail is proposed because the retail may be an auto-parts stores. However, staff recommends a hard surface patio or sidewalk along the frontage of the public roadway, in keeping with the CSP requirement. Benches and bicycle racks are also depicted in the submitted site plan. All outdoor recreational areas are outside of 65dBA Ldn noise impact.

- g. Provide a list of the green building techniques proposed to be employed in the development.**

Comment: See above Finding 6 for a list of green building techniques for Parcel 2 to be employed in this project.

- h. Provide brick, glass, masonry, or other high-quality material as the predominant exterior finish of the commercial and residential buildings.**

Comment: This condition has been satisfied.

- i. **Consider providing a three- to four-foot-high decorative wall, hedge planting, or other similar treatment along the commercial parking compounds proposed directly along the pedestrian walkways along the main street and along Allentown Road (MD 337).**

Comment: Landscaping instead of the wall has been provided in accordance with the CPTED principle to better serve the proposed uses.

5. **The applicant and the applicant's heirs, successors, and/or assignees shall provide private recreational facilities in accordance with the standards outlined in the Park and Recreation Facilities Guidelines. The adequacy and location (including spacing) of the proposed facilities shall be determined at the time of preliminary plan of subdivision. The exact details and timing for construction shall be established at the time of detailed site plan.**

Comment: Since there is only one recreational facility area for the 59 townhouses, staff recommends that the recreational facilities be completed prior to the issuance of the last building permit for the townhouse units of the project.

10. **Preliminary Plan of Subdivision 4-15022:** The PPS was approved (PGCPB Resolution No. 16-93) with the following conditions (**in bold**) related to the review of this DSP, or are provided at this stage of development for information. At the time of the writing of this staff report, the Preliminary Plan of Subdivision 4-15022 is still pending signature approval.

1. **Prior to signature approval of the preliminary plan of subdivision (PPS), the following technical revision shall be made:**
 - a. **Correct General Note 34 to reflect what was approved with the PPS.**
 - b. **Revise General Note 20 to indicate that all existing structures are to be razed.**
 - c. **Clearly delineate a ten-foot-wide public utility easement along both sides of the public rights-of-way and one side of the private rights-of-way.**
 - d. **The rights-of-way dedication at Perrie Lane and Allentown Road (MD 337) shall be modified, reduced, and/or deleted based on a specific recommendation from the Maryland State Highway Administration.**
 - e. **Provide evidence from the Prince George's County Department of Public Works and Transportation that the nonstandard right-of-way of the new public street is acceptable for public dedication.**
 - f. **Label all private streets as parcels separate from the homeowners association open space. Adjust all tables accordingly.**

- g. Provide a note that the lotting pattern for Parcel C and Lots 34–47 shall be adjusted and analyzed at the time of detailed site plan to provide a four-way intersection with the private street on the west side of the spine road between Lots 40–42. Parcel C will be adjusted and there shall be no shared access between the homeowners association and the business owners association.**
- h. Clearly label dedication of 60 feet from the center line of Allentown Road (MD 337).**
- i. All information including easements shall be legible.**

Comment: The preliminary plan of subdivision does not yet have signature approval. Review of the DSP is limited until the PPS is revised in accordance with the conditions of approval. Additional comments may be generated once the PPS is revised and certified. Any changes as a result of the signature approval, including possible reduction of townhouse lots, should be reflected on the DSP.

- 4. At the time of detailed site plan, provide an exhibit that illustrates the location and limits of all off-site improvements proffered and proposed for the subject site to meet pedestrian and bicycle adequacy (Section 24-124.01). The off-site exhibit shall show:**
 - a. An enhanced pedestrian crossing on Allentown Road (MD 337) at the entrance to the subject site as indicated, including:**
 - (1) An imprint red thermoplast brick paver crosswalk crossing the west and south legs of the intersection, unless modified by the Maryland State Highway Administration.**
 - (2) Pedestrian crossing signals for the west and south legs of the intersection, unless modified by the Maryland State Highway Administration.**
 - (3) Curb ramps that meet Americans with Disabilities Act (ADA) guidelines at the northwest and southwest corners of the intersection, unless modified by the Maryland State Highway Administration.**

Comment: An exhibit submitted for off-site and on-site improvements is provided by the applicant and has been reviewed by staff. The improvements are found to be acceptable.

- 5. At the time of detailed site plan, the applicant shall provide an exhibit that illustrates the location and limits of all on-site improvements proffered and proposed for the subject site to meet pedestrian and bicycle adequacy (Section 24-124.01). This exhibit shall show the location of all:**
 - a. Sidewalks, crosswalks, and curb ramps.**
 - b. Shared lanes markings (sharrows) along the proposed public spine**

road, unless the Prince George's County Department of Public Works and Transportation/ Department of Permitting, Inspections and Enforcement agrees to a modification.

- c. Street furniture, including trash receptacles and benches at appropriate locations throughout the subject site.**
- d. Bicycle parking racks near the entrances all commercial locations within the subject site.**
- e. Pedestrian scaled street lights at appropriate locations throughout the subject site.**

Comment: The submitted detailed site plan includes sidewalks, crosswalks, curb ramps, and street furniture including trash receptacles and benches at appropriate locations throughout the subject site. The plans also indicate bicycle parking at the commercial locations, however, the bicycle parking rack provided for the proposed retail building north of the proposed gas station and south of Lots 47 and 48 is closer to the rear loading areas than to the building entrances. The detailed site plans also depict pedestrian scaled street lighting; however, the photometric plan indicates that sections of sidewalk, particularly in the north section of the proposed development, have no lighting and this should be corrected. The shared-lane markings are subject to Department of Public Work and Transportation (DPW&T) approval.

The applicant has designed a cross-section of the proposed public spine road which provides for six-foot-wide sidewalks and for shared-lane markings (sharrows) within the proposed 11' wide travel lanes. The current County roadway standards do not include a road cross-section that includes a shared lane marking. In previous development applications, the Department of Permitting, Inspections, and Enforcement (DPIE), has followed the standards provided by the Maryland State Highway Administration (SHA). The *State Highway Administration Bicycle Policy & Design Guidelines* indicates that sharrows may be used on travel lanes that are between 13 and 15 feet wide.

The road cross-section, as described in the applicant's Statement of Justification are acceptable. However, it would need to be approved by DPIE and the DPW&T. At this point, DPIE and DPW&T have not commented on or approved the proposed cross-section. In a meeting with the applicant, held on November 28, 2016, the applicant indicated that DPIE and DPW&T have received all the information related to the site's development and will comment on the proposed road.

It will be necessary for DPIE and DPW&T to approve the proposed road cross-section with the proposed sharrows. If DPIE and DPW&T do not approve of 11-foot-wide travel lanes with sharrows, the applicant will need to widen the central spine road to 13-to-15-foot-wide travel lanes to accommodate the sharrows. Since this modification may substantially impact the layout of the complete site, it is recommended that the applicant obtain approval for the road cross-section from DPIE and DPW&T or revise the detailed site plan to depict the wider travel lanes. This will allow the planning department staff and the applicant to determine any unintended consequences of the condition. Installing "share-the-road" or "bicycles-may-use-full lane" signage instead of shared lane markings is not adequate for bicycle transportation. Although not yet approved, DPW&T is in the process of drafting new urban street standards. An 11-foot travel lane with a sharrow would meet the proposed shared lane marking standards.

6. **Prior to approval, the detailed site plan for the Allentown Andrews Gateway development, the proposed architecture, landscaping, and lighting that will be visible from the Old Bells Methodist Church and Cemetery Historic Site (76B-017) shall be referred to the Historic Preservation Commission for review and comment.**

Comment: See Finding 14(a) for a complete discussion of this requirement and the HPC findings and conclusions.

7. **The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private, on-site recreational facilities in accordance with Section 24-135(b) of the Subdivision Regulations and the standards outlined in the *Park and Recreation Facilities Guidelines*. The details of the proposed facilities and timing for construction shall be determined at the time of approval of the detailed site plan.**

Comment: Staff recommends that the recreational facilities be completed prior to the issuance of the last building permit for townhouse units of the project.

8. **Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association has been established. The draft covenants shall be submitted to the Subdivision Review Section to ensure the rights of the Maryland-National Capital Park and Planning Commission, are included. The liber and folio of the declaration of covenants shall be noted on the final plat prior to recordation.**

Comment: The DSP should be revised to indicate all HOA land clearly labeled on the site plan including acreage on each sheet of the plan.

14. **Prior to approval of the detailed site plan, a determination of the extent, if any, of additional right-of-way dedication on Parcel 1 in the vicinity of Perrie Lane shall be made by the Maryland State Highway Administration, and reflected on the record plat.**

Comment: This condition requires a determination by the Maryland State Highway Administration (SHA) of the extent, if any, of additional right-of-way dedication adjacent to Perrie Lane. This is strictly an SHA determination. As of the writing of this report the applicant has not provided evidence of coordination or a determination by SHA relating to the additional right-of-way proposed to be dedicated on the DSP. This issue should be resolved prior to certificate approval of the plans.

15. **Total development within the subject property shall be limited to uses that would generate no more than 201 AM and 380 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

Comment: This condition is a trip cap for the subject property of 201 AM and 380 PM peak-hour vehicle trips. The proposed development is within this trip cap.

- 16. At the time of final plat approval, the applicant shall clearly demonstrate dedication of right-of-way along Allentown Road (MD 337) of 60 feet from centerline.**

Comment: This condition requires a clear demonstration of dedication of 60 feet from centerline along Allentown Road (MD 337) at the time of final plat. The site plan appears to conform to this requirement; nonetheless this condition is enforced at the time of final plat review.

- 18. The detailed site plan (DSP) shall reflect that the existing full movement at Allentown Road (MD 337) and Perrie Lane shall be modified to permit right-turns in and right-turns out only. Details of this modification, including any median modifications, shall be included on the DSP for Parcel 1 and reviewed prior to DSP approval.**

Comment: This condition requires that this plan clearly reflect modification of the existing MD 337/Perrie Lane intersection to a right-in and right-out intersection. The SHA will determine any further modifications to the plans in their permitting process.

- 19. Prior to approval of the detailed site plan (DSP):**

- a. The lotting pattern for Parcel C and Lots 34–47 shall be adjusted to provide a four-way intersection with the private street on the west side of the spine road between Lots 40–42. Parcel C will be adjusted and there shall be no shared access between the homeowners association and the business owners association.**
- b. The DSP should be designed to conform to Crime Prevention Through Environmental Site Design standards to the extent practicable.**

Comment: The DSP as submitted makes the adjustment required in Condition 19(a) above. CPTED principals have been observed in the site design.

- 21. At the time of detailed site plan, a lighting plan shall be submitted. The lighting plan shall demonstrate the reduction of sky glow through the use of full cut-off optics. Lighting from the commercial development shall be directed away from the adjacent on-site and off-site residential areas.**

Comment: The photometric plans have been submitted and reviewed for impacts to adjacent residential properties and there is minimal impact demonstrated.

- 22. Prior to preliminary plan of subdivision approval, the following note shall be placed on the Type 1 tree conservation plan which reflects this approval, directly under the woodland conservation worksheet:**

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE): The removal of two specimen trees (Section 25-122(b)(1)(G), ST-7, a

36-inch dbh Southern Red Oak and ST-8, a 39-inch dbh Willow Oak.”

Comment: The PPS has not been submitted for signature approval. This condition shall be met prior to certification of the Detail Site Plan and the accompanying Type 2 Tree Conservation Plan. Any changes to the site as a result of signature approval, including a possible reduction in the number of townhouse lots, should be reflected on the DSP.

- 26. Prior to signature approval of the Type 2 tree conservation plan (TCP2) for this site, the liber and folio of the recorded woodland and wildlife habitat conservation easement shall be added to the standard TCP2 notes on the plan, 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.”

Comment: This condition is carried forward as a condition of this approval.

- 27. Prior to certification of the detailed site plan, a copy of the technical stormwater management plan shall be submitted. The plan shall address how stormwater entering the site from the adjacent Branch Avenue (MD 5) stormwater outfall structures will be controlled.**

Comment: This condition shall be address prior to certification of the detailed site plan.

- 28. At the time of detailed site plan, a lighting plan shall be submitted. The lighting plan shall demonstrate the reduction of sky glow through the use of full cut-off optics. Lighting from the commercial development shall be directed away from the adjacent on-site and off-site residential areas.**

Comment: The photometric plans have been submitted and reviewed for impacts to adjacent residential properties and there is minimal impact demonstrated.

- 29. At the time of detailed site plan, the need for the following improvements shall be evaluated:**

- a. Eight feet of additional dedication along the proposed public spine road to accommodate:**

- (1) Six-foot-wide sidewalks on both sides;**
- (2) 14-foot-wide travel lanes with shared-lane markings (sharrows);**
- (3) The additional dedication or modifications to standards may be reduced per approval of the Prince George’s County Department of Permitting, Inspections and Enforcement and/or Department of Public Works and Transportation.**

Comment: Condition 1(e) of the PPS required that the applicant provide evidence from DPW&T that the center spine road modified standard was acceptable. The follow finding is included in the resolution of approval of the PPS related to this condition:

“The 2006 *Approved Henson Creek-South Potomac Master Plan and Sectional Map Amendment* (Henson Creek-South Master Plan SMA) placed an emphasis on bicycle and pedestrian accommodation particularly because of the potential future bus rapid transit stop on the east side of Branch Avenue adjacent to the site. The proposed internal public road will increase connectivity and accessibility, however, the pedestrian facilities along the spine road need to be emphasized, including the requirements for street trees.

“At the Planning Board hearing on July 7, 2016, the applicant was advised that the determination of the need for additional ROW dedication along the new spine road would be determined at the time of DSP to ensure that pedestrian and bicycle facilities within the ROW of the proposed spine road will be accommodated. The determination for additional ROW dedication is a function of the PPS approval; however, the applicant requested that the Planning Board provide them with the opportunity at the time of DSP to demonstrate that they can accommodate the improvements within the ROW reflected on the PPS without additional dedication. The applicant was advised that additional ROW may be required with the DSP.”

Comment: DPIE will enforce this condition through a separate permit process, as they ultimately control the improvements within the right-of-way.

- 30. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Central Branch Avenue Corridor Revitalization Sector Plan*, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following at the time of detailed site plan:**
- a. On-site sidewalks must be six feet wide.**
 - b. A minimum eight-foot-wide asphalt side path, with buffer, along the subject site’s frontage on Allentown Road (MD 337), unless modified by the Maryland State Highway Administration and in coordination with the Washington Suburban Sanitary Commission.**
 - c. A crosswalk crossing the proposed public right-of-way, spine street at the curb ramps within the residential section of the subject site, just north of Lots 28 and 42, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement and/or Department of Public Works and Transportation.**
 - d. A pedestrian crosswalk crossing the center spine road just south of Lots 33 and 47.**

Comment: The submitted detailed site plans should be revised to clarify that six-foot-wide sidewalks along both sides of the proposed public spine road. The submitted plans do not show the shared-lane markings within the right-of-way. In the

submitted SOJ, the applicant states:

“The applicant has designed a cross-section of the proposed public spine road which provides for six-foot-wide sidewalks and for shared-lane markings (sharrows) within the proposed 11’ wide travel lanes”

The current County roadway standards do not include a road cross-section that includes a shared lane marking. In previous development applications, the Department of Permitting, Inspections, and Enforcement (DPIE), has followed the standards provided by SHA. The SHA Bicycle Policy & Design Guidelines indicates that sharrows may be used on travel lanes that are between 13 and 15 feet wide.

The road cross-section, as described in the applicant’s SOJ, is acceptable. However, it would need to be approved by DPIE and the Department of Public Works and Transportation (DPW&T). At this point, DPIE and DPW&T have not commented on or approved the proposed cross-section. In a meeting with the applicant, held on November 28, 2016, the applicant indicated that DPIE and DPW&T have received all the information related to the site’s development and will comment on the proposed road.

It will be necessary for DPIE and DPW&T to consider the proposed road cross-section with the proposed sharrows. If DPIE and DPW&T do not approve 11-foot-wide travel lanes with sharrows, the applicant may need to widen the central spine road to 13-to-15-foot wide travel lanes to accommodate the sharrows. Since this modification may substantially impact the layout of the complete site, it is recommended that this be finalized prior to certificate of approval to revise the detailed site plan to depict the wider travel lanes. This will allow the staff and the applicant determine any unintended consequences of the condition. Installing “share-the-road” or “bicycles-may-use-full lane” signage instead of shared lane markings may not be adequate for bicycle transportation. Although not yet approved, DPW&T is in the process of drafting new urban street standards. An 11-foot travel lane with a sharrow would meet the proposed shared lane marking standards.

Once again, the rights-of-way in question are controlled by the County and SHA respectively. The requirements will be enforced through their separate permitting processes.

- 31. A notice shall be prominently displayed in the sales office stating the “The dwelling units in this community are located adjacent to Branch Avenue and may be exposed to traffic-related ground noise levels of 65 dBA Ldn or higher.”**

Comment: This condition requires the applicant to notify future home buyers of possible noise impacts and will be carried forward as a condition of this approval.

- 11. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved tree conservation

plans. A Type 1 Tree Conservation Plan (TCP1-001-16-01) was previously approved with the Preliminary Plan of Subdivision 4-15022. A Type 2 Tree Conservation Plan (TCP2) is the subject of this DSP review.

The plan proposes to remove 8.27 acres of the 9.12 acres of the existing woodlands and meet the woodland conservation requirement of 4.85 acres with 0.74 acres of on-site preservation and 4.11 acres of off-site woodland conservation credits. A woodland preservation area ranging from 50 to 135 feet wide has been retained along the western property line around Branch Avenue. This area meets the need for buffering and screening from Branch Avenue.

The site contains five specimen trees with the ratings of excellent (Specimen Trees 2 and 3), good (Specimen Trees 1 and 8) and fair (Specimen Tree 7). These trees are large canopy trees with condition ratings that should be saved to the extent possible. The current design proposes to remove two of the five trees. The trees proposed to be saved (Specimen Trees 1-3) are located in a wooded area to be retained on-site along western property line adjacent to Branch Avenue/Maryland 5 and adjacent residential component.

A specimen tree variance was approved with Preliminary Plan of Subdivision 4-15022 to authorize the renewal of the specimen trees in question. The subject DSP meets the requirements of the WCO.

12. **Prince George's County Tree Canopy Coverage Ordinance (TCC)**—Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area in tree canopy. This CSP project has 13 acres in the M-X-T Zone that results in a required 1.3 acres for the site. Conformance with the requirements of the Tree Canopy Coverage Ordinance is demonstrated on the DSP for the project.
13. **2010 Prince George's County Landscape Manual**—This mixed-use project will be subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.2, Commercial and Industrial Landscaped Strip Requirements; Section 4.3, Section 4.4, Screening Requirements, Parking Lot Requirements; Section 4.6, Buffering Development from Streets, Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining incompatible land uses. The plan conforms to the requirements of the manual, except for the sections below, from which the applicant has requested alternative compliance.

Alternative Compliance is requested from the requirements of the 2010 *Prince George's County Landscape Manual* for Section 4.3(c)(2), Parking Lot Interior Planting Requirements, for proposed Parcels 1 and 2, and Section 4.7, Buffering Incompatible Uses, along the eastern property line adjacent to proposed Parcels 1 and 4.

Location:

The subject property is located in the northeast quadrant of the intersection of Branch Avenue (MD 5) and Allentown Road (MD 337). More specifically, the property is located at 6009

Allentown Road in Suitland, Maryland, within the geography previously designated as the Developed Tier and reflected on Attachment H(5) of the *Plan Prince George's 2035 Approved General Plan*, as found in Prince George's County Planning Board Resolution No. 14-10 (see County Council Resolution CR-26-2014, Revision No. 31).

Background:

The underlying detailed site plan (DSP) application is for a horizontal mixed-use residential/commercial development consisting of 59 single-family attached units (townhouses) and 53,400 square feet of commercial uses on 13.03 acres in the Mixed Use–Transportation Oriented (M-X-T) Zone. The application is now subject to Section 4.1, Residential Requirements; 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; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) because it involves construction of multiple new buildings on the subject property. The applicant has filed this request for Alternative Compliance from Section 4.3(c)(2), Parking Lot Interior Planting Requirements, for a reduction in the interior parking lot landscaping on proposed Parcels 1 and 2, and Section 4.7, Buffering Incompatible Uses, for a reduction in the width of the landscape yard provided along the eastern property line adjacent to Parcels 1 and 4.

Section 4.3(c)(2), Parking Lot Interior Planting Requirements:

REQUIRED: 4.3(c)(2), Parking Lot Interior Planting Requirements for Parcel 1

Parking Lot Area	32,717 sq. ft.
Interior Planting Area Required	2,618 sq. ft. or 8%

PROVIDED: 4.3(c)(2), Parking Lot Interior Planting Requirements for Parcel 1

Parking Lot Area	32,717 sq. ft.
Interior Planting Area Provided	1,744 sq. ft. or 5.3%
Number of Shade Trees Required (2.5 - 3-inch caliper)	6
Number of Shade Trees Provided (2.5 - 3-inch caliper)	6

REQUIRED: 4.3(c)(2), Parking Lot Interior Planting Requirements for Parcel 2

Parking Lot Area	71,395 sq. ft.
Interior Planting Area Required	7,140 sq. ft. or 10%

PROVIDED: 4.3(c)(2), Parking Lot Interior Planting Requirements for Parcel 2

Parking Lot Area	71,395 sq. ft.
Interior Planting Area Provided	6,081 sq. ft. or 8.5%
Number of Shade Trees Required (2.5 - 3-inch	21
Number of Shade Trees Provided (2.5 - 3-inch	23

Justification of Recommendation:

The underlying DSP proposes to develop Parcel 1 with an approximately 5,600-square-foot food

and beverage store, associated with a gas station, with a 32,717-square-foot parking lot. Parcel 2 is to be developed with a 36,000-square-foot food and beverage store with a 71,395-square-foot parking lot. The applicant is requesting Alternative Compliance from Section 4.3(c)(2), Parking Lot Interior Planting Requirements, of the Landscape Manual for both parcels. Section 4.3(c)(2) requires 8 percent and 10 percent of interior planting area in the parking compounds for Parcels 1 and 2, respectively. The subject plan provides only 5.3 and 8.5 percent interior planting area on Parcels 1 and 2, respectively, and the required number of shade trees on both. The applicant justifies that the required proposed public road that bisects the property creates rather narrow parcels, 1 and 2, on either side which must also provide parking and sufficient truck circulation for the commercial uses.

For Parcel 1, the applicant states that three shade trees are required and six are provided, which is incorrect, six are required and provided. They also state that additional trees are provided within the buffer area to the east of the parking lot. However, the referenced buffer area is also part of the AC request for a width reduction in the Section 4.7 requirement, so any additional trees there would justify that reduction not this interior reduction. Parcel 1 provides ten more parking spaces than required by the Zoning Ordinance. Therefore, the Alternative Compliance Committee recommends that the applicant remove one parking space and add one more landscape island planted with a shade tree along the eastern edge of the parking lot on Parcel 1. This will serve two purposes by increasing the interior planting area, by approximately 190 square feet, and adding more plants between the gas station use and the adjacent single-family homes to the east.

For Parcel 2, the applicant states that two additional shade trees than required for the reduced amount of interior planting area are provided, which is correct. However, not every available interior planting area that can accommodate a shade tree has one. Therefore, the Alternative Compliance Committee recommends that the applicant provide one more shade tree planted within the interior planting area on Parcel 2.

As additional justification for the requested reductions, the Alternative Compliance Committee recommends that all of the shade trees interior to the parking lots on Parcels 1 and 2 be planted at a caliper size larger than required to provide more immediate tree canopy. With these required revisions, the Alternative Compliance Committee finds the applicant's proposal to be equally effective as normal compliance with Section 4.3(c)(2) of the 2010 *Prince George's County Landscape Manual* for Parcels 1 and 2.

Section 4.7, Buffering Incompatible Uses:

REQUIRED: 4.7 Buffering Incompatible Uses, along the eastern property line of Parcel 1, gas station adjacent to existing single-family detached homes.

Length of bufferyard	232 feet
Minimum building setback	50 feet
Landscape yard	40 feet
Bufferyard occupied by existing	0 percent
Fence or wall	Yes, six-foot-high sight-tight
Plant Units (160 per 100 l. f.)	372

PROVIDED: 4.7 Buffering Incompatible Uses, along the eastern property line of Parcel 1, gas station adjacent to existing single-family detached homes.

Length of bufferyard	232 feet
Minimum building setback	105 feet
Landscape yard	23–36 feet
Bufferyard occupied by existing	0 percent
Fence or wall	Yes, six-foot-high sight-tight
Plant units	385

REQUIRED: 4.7 Buffering Incompatible Uses, along the eastern property line of Parcel 4, retail adjacent to existing single-family detached homes.

Length of bufferyard	213 feet
Minimum building setback	40 feet
Landscape yard	30 feet
Bufferyard occupied by existing	0 percent
Fence or wall	Yes, six-foot-high sight-tight
Plant Units (120 per 100 l. f.)	256

PROVIDED: 4.7 Buffering Incompatible Uses, along the eastern property line of Parcel 4, retail adjacent to existing single-family detached homes.

Length of bufferyard	213 feet
Minimum building setback	79 feet
Landscape yard	10 - 44 feet
Bufferyard occupied by existing	0 percent
Fence or wall	Yes, six-foot-high sight-tight
Plant units	260

Justification of Recommendation:

The underlying DSP proposes to develop Parcel 1 with an approximately 5,600-square-foot food and beverage store, associated with a gas station, and Parcel 4 is to be developed with a 3,800-square-foot commercial retail use.

The applicant is requesting Alternative Compliance from Section 4.7, Buffering Incompatible Uses, of the Landscape Manual for a reduction in the eastern landscape yard width for both parcels.

For Parcel 1, a Section 4.7, Type ‘D’ bufferyard, which includes a 50-foot building setback and a 40-foot-wide landscape yard, is required along the eastern property boundary adjacent to existing single-family detached homes. As an alternative to the normal requirements of Section 4.7, the DSP proposes to provide a 105-foot building setback and a 23- to 36-foot landscape yard planted with 13 more plant units than required.

For Parcel 4, a Section 4.7, Type ‘C’ bufferyard, which includes a 40-foot building setback and a 30-foot-wide landscape yard, is required along the eastern property boundary adjacent to existing single-family detached homes. As an alternative to the normal requirements of Section 4.7, the

DSP proposes to provide a 79-foot building setback and a 10- to 44-foot landscape yard planted with four more plant units than required.

The applicant states that because of the existing Perrie Lane, which runs along the entirety of the eastern property line, limited space remains to provide a landscape yard. Perrie Lane is an existing other public road and the applicant is required to retain it as a private road. The provided landscape yard is then located between Perrie Lane and the uses, thus providing for a larger setback to the development, but a reduction in the area available for planting. As additional justification, the applicant is also providing a six-foot-high, sight-tight fence along the eastern property line, east of Perrie Lane. Usually, this would allow for a 50 percent reduction in all of the bufferyard requirements, but not when there is adjacent existing residentially-developed lots within the geography previously designated as the Developed Tier.

The Alternative Compliance Committee agrees that the fence and additional plant material mitigate the incursion of the existing road into the required landscape yard. Given the provision of a fence, additional plant units, and the existing conditions, the Alternative Compliance Committee finds the applicant's proposed alternative compliance measures to be equally effective as normal compliance with Section 4.7 of the Landscape Manual for Parcels 1 and 4.

Recommendation:

The Alternative Compliance Committee recommends APPROVAL of Alternative Compliance for Section 4.3 Parking Lot Requirements, for proposed Parcels 1 and 2, and Section 4.7, Buffering Incompatible Uses, along the eastern property line adjacent to proposed Parcels 1 and 4, of the 2010 *Prince George's County Landscape Manual*, for Allentown Andrews Gateway, Parcels 52 – 55 and 164, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made:
 - a. Provide a detail of the proposed fence, which should be sight-tight.
 - b. Provide dimensions on plan of all bufferyards and landscape strips demonstrating conformance to Landscape Manual requirements.
 - c. Revise all proposed shade trees within parking lot interior landscape areas on Parcels 1 and 2 to be planted at 3 – 3.5 caliper size.
 - d. Remove one parking space and add one more landscape island planted with a shade tree along the eastern edge of the parking lot on Parcel 1.
 - e. Provide one more shade tree planted within the parking lot interior planting area on Parcel 2.

14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Archeological and Historic Review**—The Prince George's County Historic Preservation Commission (HPC) reviewed the subject detailed site plan application at its December 20, 2016 meeting and would like to forward the following findings, conclusions and recommendations to the Planning Board. The Historic Preservation

Commission (HPC) voted 6-0-1 (the Chairman voted “present) in favor of the enclosed recommendation.

Historic Background

The subject property is adjacent to (across the street from) the Old Bells Methodist Church and Cemetery Historic Site, 76B-017. As a result, the Detailed Site Plan was referred to the Historic Preservation Commission for review and comment.

Built in 1910, Old Bells Methodist Church is a large front-gabled frame church building with an inset corner bell tower and gothic-arch stained-glass windows. The interior features decorative pressed metal ceiling and wainscoting. It was built in 1910, the third church on the site, and is adjoined by a large graveyard and a 1954 church building. The old church is a good example of a Gothic Revival church type popular in Prince George’s County early in the twentieth century. The name is derived from James Beall, who was the founder of the first church built on the site, and who died in 1859.

The subject property is located on two tracts of land patented as “Tryall” and “Deer Pond” in the 1720s by John Magruder. The two tracts were conveyed by Magruder to John Lowe in 1728. John Lowe had the land repatented in 1765 as “Deer Pond and Tryall Enlarged,” adding adjacent vacant land that included in total 408 ½ acres. John Lowe, Sr. conveyed 241 acres of Deer Pond and Tryall to his grandson, Michael Lowe, in 1770. Michael Lowe served as Captain of the Maryland Militia of Prince George’s County during the Revolutionary War.

On November 11, 1800, Michael Lowe conveyed one-half acre of land within the Deer Pond and Tryall Enlarged tract to John Rawlings, John Brashears, Luke Rawlings, William Pumphrey and Nathaniel Wilson, Trustees, to build a place of worship for the use of the members of the Methodist Episcopal Church in the United States of America. After the Revolutionary War, class meetings and Methodist Societies spread rapidly. The Methodist Episcopal Church in the United States of America was established in December 1784, with Francis Asbury serving as Presiding Elder. The one-half acre conveyed by Michael Lowe to the Trustees of the Methodist Church was likely located near the cemetery associated with Old Bells Methodist Church Historic Site. When Bishop Asbury passed through Maryland he preached to the congregation at Bells Chapel in March 1813.

James Beall became a Methodist Class leader in 1805 and held that position until his death in 1859. The historic chapel took its name from its first leader.

The community of Camp Springs may have also taken its name from the camp meetings that were held by the Methodist congregants near the numerous springs in the area.

The 1828 road survey of Prince George’s County describes road 5 in District 6 (now Allentown Road) as running through the old fields between Bells Meeting House and Theodore Middleton’s (located to the north of Allentown Road). The earliest marked grave in the church’s cemetery dates to 1836, again indicating a church building was located near the current churches in the early nineteenth century.

Michael Lowe’s residence was probably located to the north and west of the subject property near the Beall-Lowe Family Cemetery (76B-066), next to the Evangel Assembly of God church. Charles and Matilda Jane Soper purchased a 29-acre tract in April 1856 that includes the subject property and probably built a house there about that time.

Members of the Soper family operated a truck farm on the subject property until the land was sold to Walter Ogden in 1919. The Ogdens also operated a truck farm on the property and were members of Bells Methodist Church located across the street. Walter Ogden died in 1969 and is buried in the Bells Methodist Church cemetery. Other members of the Ogden family are also buried in the Bells Methodist Church cemetery. After Andrews Air Force base was established in 1942, the character of Camp Springs changed dramatically with the construction of numerous subdivisions to house the military personnel and civilians working on the base. Many of the small truck farms were no longer viable and businesses were established along Allentown Road just outside of the base. The three existing structures on the subject property were part of the transformation of the area into suburban neighborhoods.

Historic Preservation Commission (HPC) Findings

- (1) The subject detailed site plan application includes commercial uses fronting on Allentown Road across the street and fully visible from Old Bell's Methodist Church and Cemetery (Historic Site 76B-017). The proposed Wawa convenience store and gas station will be fully visible and will directly impact the views from the historic site. The closest elements of this proposed new construction will be the proposed sign at the entrance to the new development, the gasoline pumps and associated canopy, and the lighting and landscaping elements.
- (2) The plans provided propose a 20 feet tall round-arch sign (7.5 feet wide and 12 feet deep) sited perpendicular to Allentown Road with signs facing to the northeast and southwest. Each face of the proposed sign will be surmounted by a Wawa logo panel above three digital gas price displays. The bottom of the gas price panel will be approximately 10'5" above the finished grade.
- (3) The plans provided also propose a canopy structure, a "Wawa Stacked 8 Gas Canopy," to shelter the gasoline pumps that will front the convenience market. This canopy will have a single slope that will be lower at the street and will rise as it approaches the front of the convenience store. The underside of the canopy will include lighting for the gasoline pumps.
- (4) At the request of staff, the applicant provided additional graphic representations of the proposed canopy, landscape elements, and signage fronting the WAWA property and the associated sign.
- (5) A Phase I archeological survey was conducted on the subject property in May 2016 and a draft report was submitted on May 19, 2016. No archeological sites were identified and no further work was recommended. Historic Preservation staff concurs that no additional archeological investigations are necessary on the subject property.

Historic Preservation Commission (HPC) Conclusions

- (1) Staff was originally concerned about the height and visibility of the proposed Wawa sign, the proposed lighting of the site, and the visibility of the gas canopy from the adjacent historic site. The additional graphics and text provided by the applicant demonstrate that the proposed landscaping with deciduous trees near the sidewalk will help screen the canopy lighting and the view of the canopy

itself from the historic site which is located almost 250 feet away. The Historic Preservation Commission (HPC) concluded that the proposed landscaping was sufficient to screen the canopy and its associated lighting from the Historic Site.

- (2) No additional archeological investigations are recommended. Four copies of the final archaeological report should be submitted to Historic Preservation staff prior to certification of the Detailed Site Plan.

Historic Preservation Commission (HPC) Recommendation

The Historic Preservation Commission recommends to the Planning Board the approval of Detailed Site Plan DSP-16020, Allentown Andrews Gateway, with the following condition:

- (1) Prior to certification of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall submit four copies of the final Phase I archeological report to the Historic Preservation Section (M-NCPPC) for review and approval.

Comment: On December 28, 2016, the application submitted five copies of the final archeological report. Therefore, the condition above has been fulfilled.

- b. **Community Planning**—In a memorandum dated December 19, 2016 the Community Planning Section provided the following comments:

General Plan: This application is consistent with the Established Communities Growth Policy in the *Plan Prince George's 2035 Approved General Plan*. The vision for Established Communities is a context-sensitive infill and low to medium-density development.

Master Plan: This application conforms to the Residential Mix-Use land-use recommendation of 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*, however, consideration should be given to a product that advances the vision of the sector plan as a regional destination for unique cultural arts and recreational activities as well as sets the precedent for future redevelopment opportunities in the area.

The approved Military Installation Overlay Zone (MIOZ) designates the property in the Imaginary Runway Surface 'E' with a maximum height limit range between 150 feet and 500 feet depending on location of the site. The maximum building height proposed by this application is much less than the maximum height permitted.

The subject property is within the Camp Springs Town Center Focus Area of the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (Central Branch Avenue Corridor Sector Plan) with the vision that includes a regional destination for unique cultural arts and recreational activities. The plan envisions a mixed-use development on the subject site, comprised of limited retail fronting Allentown Road and medium-density residential development in walking distance of the proposed future bus or light rail transit stop in the vicinity. The retail buildings are envisioned to be close to the street with wide sidewalks for improved pedestrian movement and experience, and parking in the rear.

In addition to the generally acknowledged use of Crime Prevention Through Environmental Design (CPTED) principles to address safety issues, the following specific design guidelines, contained in the Camp Springs Town Center Focus Area, should be strongly considered in the building and site design for this project:

Connectivity and Circulation

- (1) Ensure that a minimum of a six-foot-wide sidewalks are provided on both sides of the street. Install textured crosswalks at intersections or mid blocks where pedestrian crossings are anticipated. Use special paving material for sidewalks and crosswalks.

Comment: The plans should be adjusted to demonstrate the six-foot-wide sidewalks.

- (2) Install traffic calming measures to slow traffic along the roadways where pedestrian usage is expected to be heavy.

Comment: A traffic-calming device is shown on the plans, where the commercial and residential development meets each other.

Open Space

Install benches, trash receptacle, and other amenities such as water fountains at appropriate locations, such as plazas and neighborhood greens.

Comment: The plans demonstrate amenities required above.

Building and Site Design

- (1) Provide garage parking where appropriate or locate parking in the rear of new development. In existing development, use low walls and landscaping to screen parking lots.

Comment: Requiring a garage parking for the commercial development is cost prohibitive.

- (2) Provide opportunities to incorporate art themes in elements of building design to create an identity and brand the Camp Springs Cultural Arts Center that depicts its role as an art, cultural and recreational destination.

Comment: The applicant may seek to provide branding elements into the design.

- c. **Transportation Planning**—The Transportation Planning Section reviewed the applicable conditions of previous approvals that are incorporated into the findings above. Additional comments provided by the Transportation Planning Section are as follows: Access to the site and circulation within the site are largely acceptable. The exception is circulation within the townhouse section of the site. The alleys on the plan have been reviewed in detail. Alleys greater than 150 feet in length must have a turnaround capability shown on a plan, and every alley on this plan exceeds that length (with the exception of the alley serving Lots 21 through 23). The plan must be revised to show a turnaround capability on each applicable alley.

The applicant has provided a circulation plan for service vehicles (i.e., trucks) to demonstrate how each commercial building will be served. This circulation plan is acceptable.

The subject property was the subject of a 2015 Traffic Study, and was given subdivision approval pursuant to a finding of adequate transportation facilities made in 2016 for Preliminary Plan of Subdivision (4-15022). The uses proposed on this site plan are consistent with the uses proposed at the time of preliminary plan, making the basis for the preliminary findings still valid.

Shared-Parking Analysis

A revised parking justification and analysis has been provided. As noted in Section 27-574 of the Zoning Ordinance, parking is a key part of analyzing development in the M-X-T Zone. This section prescribes, in some detail, a methodology for determining the parking requirement for a site. Much of the focus of Section 27-574 is on parking reduction within the M-X-T Zone. In effect, the methodology allows for the computation of a “base requirement” that is less than the parking requirement for the site in accordance with strict adherence to Section 27-568 of the Zoning Ordinance, and then provides factors that allow for further reduction in parking supply.

In this case, the applicant seeks to provide less parking than required by Section 27-568, and it is not clear that parking could be shared given that, while there is a mix of uses on the site, the residential and commercial uses are not vertically integrated. Also, the zone does not appear to make a provision to reduce the parking requirement by means of a departure; parking reduction must be done as part of the site plan review with a justification.

The residential portion of the site provides more parking than required, and consequently the submitted justification only focuses on the commercial portion of the site. The justification makes the argument that, in aggregate, the commercial portion of the site provides sufficient parking when compared with statistics given in *Parking Generation* (Institute of Transportation Engineers). Furthermore, the transportation staff believes that a portion of the retail is to be used as community meeting space. The application of a retail standard for parking this retail space is probably too high, and the parking usage would typically occur in the evenings and on weekends.

The parking requirement for the commercial portion of the site is computed at 308 parking spaces per Section 27-568. The applicant proposes to provide 237 parking spaces to serve the commercial uses. Given the ability of the disparate commercial buildings to share parking, and given furthermore that a portion of this retail is to be used as commercial meeting space, the transportation staff finds that the parking shown on the site plan to be justifiable and acceptable. Once again, the residences have sufficient parking per Section 27-568.

Transportation Conclusion

In consideration of the materials discussed earlier in this memorandum, the transportation staff finds that the subject property largely complies with the necessary findings for a detailed site plan as those findings may relate to transportation.

- d. **Subdivision Review**—The Subdivision Section’s comments are summarized as follows:

The Subdivision Section provided two referrals in the review of the DSP and the DDS. The main issue in the review of the plans from a subdivision stand point is the act that the applicant has not yet achieved certificate of approval of preliminary plan of subdivision 4-15022. To find conformance with the preliminary plan of subdivision, the DSP should have reflected the elements that were required at that time. The Planning Board approved the following variances for the development of the townhouse section of the development as provided below:

“The applicant requested four variances related to the proposed 59 residential townhouse lots:

DEVELOPMENT STANDARD	REQUIRED	PROVIDED	CODE SECTION
a. Minimum Bldg. Width-End Unit	24 ft.	22 ft.	Section 27-548(h)
b. Maximum TH Units per Bldg. Group	6 du	7 du (3 groups)	Section 27-548(h)
c. Max. number of Bldg. Groups w>6 du	20%	30% (3 groups)	Section 27-548(h)
d. Minimum Lot Size	1,800 sq. ft.	1,560 sq. ft.	Section 27-548(h)

“Section 27-548(h) of the Zoning Ordinance establishes the regulations for the M-X-T Zone including the width of buildings, lot size, building groupings, and other bulk requirement. The variances identified above must be reviewed with the PPS when the capacity of the land is analyzed and the lotting pattern is established in conformance with Subtitle 24 and 27, including the subdivision design regulations of lot depth (Section 24-121(a)(4)) as discussed in the Variation finding. With the PPS the spatial relationship is analyzed to make sure that the lotting pattern results in the most beneficial relationship between the subdivision of land and the circulation of traffic which impacts the lot pattern, street and alley layout, open space and recreational facilities placement at a minimum.

“The variances are analyzed together below because they are interrelated and, in this instance, should not be evaluated independently of one another. If any one of the variances had not been granted, it may have resulted in a need for additional or alternative variances due to the condensed nature of the subdivision layout being developed in conformance with the M-X T Zone.

“The review of the CSP anticipated the need for the variances to be requested with this PPS. The variances are more particularly described below with the required findings. The Planning Board approved the variances requested by the applicant with conditions as set forth including enhanced landscaping and architecture to be reviewed with the DSP.”

Comment: The applicant provided a DSP with 29 lots not in conformance with the minimum lot size as was approve at the time of the Preliminary Plan of Subdivision (PPS). Therefore, the plans must be revised prior to certification of the DSP to conform to an approved preliminary plan of subdivision. The applicant has been informed of the issue since the original review comments were provided at the Subdivision and Development Review Committee meeting. Nonetheless, the applicant has stated that they understand that the conditions of the preliminary plan will need to be addressed prior to certification of that plan and that the DSP will need to conform to the approved preliminary plan of subdivision. The applicant’s team has reviewed the preliminary plan regarding the lot size issue and has indicated that it will not be a problem satisfying the requirement, anticipating a condition stating that the DSP should be revised to conform to the certified PPS.

- e. **Trails**—In a memorandum dated November 29, 2016, the Transportation Planning Section has reviewed the detailed site plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (Sector Plan) in order to implement planned trails, bikeways, and pedestrian improvements. Due to the site's location in the Branch Avenue Corridor (per the Adequate Public Facilities Review Map of the General Plan), it was subject to the requirements of Section-24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines, Part 2, 2013" at the time of Preliminary Plan.

The subject site is immediately served by three bus routes which all travel along Allentown Road in front of the subject site; Washington Metropolitan Area Transit Authority (WMATA) Metrobus routes D13 and D14; and Prince George's County The Bus route 30. There is a Metrobus bus stop directly across Allentown Road from the subject site. There are additional Metrobus/The Bus bus stops on Allentown Road at the intersections of Robin Lane and Leon Street, approximately 300 and 500 feet from the subject site, respectively. None of these bus stops have shelters.

Master Plan Compliance and Prior Approvals

The 2009 *Approved Countywide Master Plan of Transportation* includes four master plan trails in the vicinity of the subject site. These include the following (see MPOT map):

- Designated bicycle lanes along Allentown Road
- A sidepath along MD 337 (Allentown Road)
- A hardsurface trail along Perrie Lane
- Designated bicycle lanes along the center spine road within the subject site

The Complete Streets Section of the MPOT 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.

POLICY 4: Develop bicycle friendly roadways in conformance with the latest standards and guidelines, including the *Guide for the Development of Bicycle Facilities* (American Association of State Highway and Transportation Officials, 2012).

POLICY 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with Complete Streets principles.

The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* indicates that the subject application is in the Camp Springs Town Center area (Sector Plan, page 64) and provides specific facility recommendations that impact the subject site. These include (Sector Plan, page 95):

- Allentown Road node east of MD 5 – Sidepath/cycletrack
- Camp Springs Bicycle Lanes (New Roads) – Bicycle lanes
- Perrie Trail – Hard surface trail

Comment: The submitted detailed site plan includes sidewalks, crosswalks, and curb ramps along all roads within the subject site and a sidepath along MD 337. A trail along Perrie Lane was rejected at the time of preliminary plan of subdivision, because Perrie Lane is to become a private right-of-way. The applicant's statement of justification (SOJ) indicates that shared lane markings will be placed along the center spine road. The shared lane markings, instead of bicycle lanes, was agreed upon at the time of preliminary plan as an adequate facility because of likely low speeds on the center spine road. Bicycle lanes along MD 337 is beyond the scope of the subject site and should be implemented by the Maryland State Highway Administration (SHA) as a future capital improvement project.

Trails Conclusion

From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master and functional plans, fulfills prior conditions of approval, and meets the findings required for a detailed site plan. The trails planner recommends two conditions of approval that have been clarified and modified appropriately in the Recommendation section of this report.

- f. **Environmental Planning**—The Environmental Planning Section has reviewed the project and in a memorandum dated December 6, 2016 stated that the subject 13.03 acre Allentown Andrews Gateway Center site is located in the northeast quadrant of the Branch Avenue and Allentown Road interchange. A review of the available information indicates that there are ephemeral (non-regulated) streams located within subject project area. The predominant soils found to occur according to the USDA NRCS Web Soil Survey are five types of Beltsville silt loam, Grosstown gravelly silt loam, Sassafras sandy loam and Urban land-Grosstown complex. According to available information, Marlboro clay does not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area (SSSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or near this property. The on-site stormwater drains to the east toward an existing inlet structure adjacent to Perrie Lane. There is also off-site stormwater that enters the property from outfalls adjacent to Branch Avenue that flow to the east towards on-site Perrie Lane inlet. The site drains to Tinkers Creek, which is a part of the Piscataway watershed, then to Piscataway Creek and then to the Potomac River. The site has frontage on Allentown Road, which is identified as an Arterial roadway, and Perrie Lane which is not classified as a master plan roadway. Adjacent to the west is Branch Avenue, which is identified as a master planned freeway roadway. Allentown Road and Branch Avenue are traffic noise generators. The Branch Avenue ramp adjacent to the site presents visual impacts to the proposed adjacent residential portion. No designated scenic or historic roadways are adjacent to the project site. No Forest Interior Dwelling Species (FIDS) or FIDS buffer are mapped on-site. The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site contains an Evaluation Area adjacent to Allentown Road. An approved Natural Resource Inventory, NRI-073-07-01 was submitted with the application. The plan confirmed the presence of woodlands, an ephemeral stream channel

located in the northeast corner of the site, and five on-site specimen trees. There are not regulated environmental features, such as regulated streams and wetlands, on the site. The existing features are correctly shown in the TCP2 and DSP.

Noise

A Phase I and Phase II noise study was reviewed for traffic related noise impacts from Branch Avenue (MD 5) and Allentown Road (MD 337). The noise study confirmed that the unmitigated 65dBA Ldn noise contour was located approximately 722 feet from the centerline of MD 5, impacting all of the proposed lots at the upper level, and 47 lots at the lower level. As part of the Planning Board's approval of PPS 4-15022, the applicant's request for lots within 300 feet of the designated roadways was approved. Because a noise was found to be inappropriate with the design, no noise mitigation was required; however, Condition 31 of PGCPB Resolution No. 16-93, as previously discussed, requires notifying future homeowners of potential noise impacts.

Stormwater Management

The site has a Stormwater Management Concept approval letter (29321-2015-00); however, at the May 6, 2016 SDRC meeting, the Prince Georges County Department of Permitting, Inspections and Enforcement (DPIE) informed the applicant that the stormwater management concept plan will need to be revised to address the stormwater coming from the adjacent Branch Avenue stormwater outfall structure.

Currently, the approved stormwater plan proposed stormwater management features such as micro-bioretenention and underground attenuation facilities. The approval letter states that site is not required to pay a stormwater management fee for providing on-site attenuation/quality control measures. The preliminary plan and TCPI are not consistent with the approved stormwater management plan.

Recommended Condition: Prior to certification of the detailed site plan, a copy of the technical stormwater management plan shall be submitted. The plan should address how stormwater entering the site from the adjacent Branch Avenue stormwater outfall structures will be controlled.

Specimen Trees

As part of the Preliminary Plan process, the applicant requested to remove two on-site specimen trees as part of the development. The Planning Board granted the request to remove the two specific specimen trees. A note is required to be placed on the TCP2 that explains this approved request and this note should be shown on this TCP2.

Recommended Condition: Prior to certificate approval, the following note shall be placed on the TCP2 which reflects this approval, directly under the woodland conservation worksheet:

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE): The removal of two specimen trees (Section 25-122(b)(1)(G), ST-7, a 36-inch dbh Southern Red Oak and ST-8, a 39-inch dbh Willow Oak.

The Environmental Planning Section recommends approval of Detailed Site Plan DSP-16020 and Type 2 Tree Conservation Plan TCP2-034-16 subject to conditions that have been included in the Recommendation section of this report.

- g. **Prince George's County Health Department**—In a memorandum dated November 29, 2016, the Environmental Engineering Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for Allentown Andrews Gateway and has the following comments:

- (1) The site is located in the Joint Base Andrews (JBA) noise zone and is in the vicinity of an arterial roadway and therefore subject to associated noise impacts to occupants of the proposed residential and office space uses. Noise can be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms, and fetal development. Sleep disturbances have been associated with a variety of health problems, such as functional impairment, medical disability, and increased use of medical services even among those with no previous health problems. The applicant should provide details regarding modifications/ adaptations/mitigation as necessary to minimize the potential adverse health impacts of noise on the susceptible population.

Comment: The plans have been reviewed for noise impacts at the time of preliminary plan of subdivision as previously stated in this report.

- (2) The site may also be subject to associated air quality impacts to occupants of the proposed office/residential uses due to its proximity to roadways and JBA. Several large-scale studies demonstrate that increased exposure to fine particulate air pollution is associated with detrimental cardiovascular outcomes including increased risk of death from ischemic heart disease, high-blood pressure and coronary artery calcification.

Comment: The above comment is noted and has been transmitted to the applicant.

- (3) Scientific research has demonstrated that a high-quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes.

Comment: The pedestrian system has been fully evaluated and found to be satisfactory.

- (4) Research shows that access to public transportation can have major health benefits. It can be good for connectedness and walkability.

There are plans for a bus stop for future mass transit identified on page 9 of the Allentown Andrews Gateway Statement of Justification (dated October 26, 2016).

Comment: The site is currently served by three bust stops.

- (5) There are two market/grocery stores options within a three-mile radius of this location. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity.

Comment: The subject application includes two food and beverage stores.

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

Comment: The above comment is noted and has been transmitted to the applicant.

- (7) During the construction phases of this project, no noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

Comment: The above comment is noted and has been transmitted to the applicant.

- (8) There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light.

Comment: The application has been reviewed for lighting impacts as noted.

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

Comment: The above comment is noted and has been transmitted to the applicant.

- h. **Prince George's County Fire/EMS Department**—As of the writing of this report, the Fire/EMS Department has not provided comment.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—As of the writing of this report, DPIE did not provide comment.
- j. **Prince George's County Police Department**—As of the writing of this report, the Police Department did not provide comment.
- k. **Washington Suburban Sanitary Commission (WSSC)**—WSSC provided comment which is for the applicant's notice.
- l. **Potomac Electric Power Company (PEPCO)**—As of the writing of this report, PEPCO did not provide comment.
- m. **Maryland State Highway Administration (SHA)**—As of the writing of this report, SHA did not provide comment.
- n. **Town of Morningside**—As of the writing of this report, the City of Glenarden did not provide comment.

15. Based on the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if approved in accordance with conditions proposed below, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
16. As required by Section 27-285(b)(2) of the Zoning Ordinance, the DSP is also in general conformance with the approved CSP for the property.
17. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that the regulated environmental features have been preserved and/or restored to the fullest extent possible. Since there are no regulated environmental features on Lots 1 and 2, this finding is not applicable.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and further recommends APPROVE this application as follows:

- A. APPROVE Departure from Design Standards DDS-638 for Allentown Andrews Gateway, to allow, in three instances, loading-spaces and a loading-access driveway to be located less than the required 50 feet from the residentially-zoned property.
- B. APPROVE Detailed Site Plan DSP-16020, Type 2 Tree Conservation Plan TCP2-034-2016, and Alternative Compliance AC-16015, for Allentown Andrews Gateway, subject to the following conditions:
 1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided:
 - a. The applicant shall obtain signature approval of Preliminary Plan of Subdivision 4-15022 and revise the subject DSP accordingly.
 - b. All commercial light fixtures shall be full cut-off optics.
 - c. A copy of the technical stormwater management plan shall be submitted. The plan shall address how stormwater entering the site from the adjacent Branch Avenue stormwater outfall structures will be controlled.
 - d. The Type 2 tree conservation plan shall be revised as follows:
 - (1) The liber and folio of the recorded woodland and wildlife habitat conservation easement shall be added to the standard Type 2 Tree Conservation Plan notes on the plan 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.”

- (2) The following note shall be placed on the TCP2 which reflects this approval, directly under the woodland conservation worksheet:

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE):

The removal of two specimen trees (Section 25-122(b)(1)(G), ST-7, a 36-inch dbh Southern Red Oak and ST-8, a 39-inch dbh Willow Oak.

- e. The details and specification for signage for the following shall be provided:
- (1) Building mounted signage for WAWA gas station.
- (2) Free-standing signage for the residential community to be placed at both ends of the development along the public roadway.
- f. Remove one lot from lots labeled as 14–20 or adjust the lots to provide a greater setback from the adjacent commercial property and adjust streets and alleys to create a 90-degree angle in the vicinity.
- g. Provide a detail of the proposed sight-tight fencing between the eastern boundary and Perrie Lane and between the commercial and the proposed residential development to the north.
- h. Provide dimensions of all bufferyards and landscape strips demonstrating conformance with Landscape Manual requirements.
- i. Revise all proposed shade trees within parking lot interior planting areas on Parcels 1 and 2 to be planted at 3 – 3.5 caliper size.
- j. Remove one parking space and add one more landscape island planted with a shade tree along the eastern edge of the parking lot on Parcel 1.
- k. Provide one more shade tree planted within the parking lot interior planting area on Parcel 2.
- l. Place the bicycle rack closer to the building entrance for the proposed in-line retail building south of Lots 47 and 48 and north of the proposed gas station.
- m. Show the side-path along the frontage of the subject site and MD 337 to be eight feet in width, subject to SHA approval.
- n. Provide details and specifications of all trash enclosures for each building with masonry materials complimentary to the proposed exterior finish of the associated building.

- o. Provide all dimensions and identify the building materials for the LIDL grocery store and add two brick panels to the eastern façade to be centrally located.
- p. Provide appropriate commercial lighting fixtures for Parcels 3 and 4, similar in design to the light fixtures proposed for either Parcel 1 or Parcel 2. Transition in the height of pole may be necessary adjacent to the proposed residential development to the north.
- q. Provide additional lighting in the residential development to provide a minimum of 0.10-foot-candle along all walkways.
- r. Revise the landscape plan to include planting materials equivalent to a Type 'C' bufferyard as described in the 2010 *Prince George's County Landscape Manual* on either or both of the commercial and residential properties along the northern property lines.
- s. Revise and enlarge the play area to either a pre-teen-lot or a combination of a tot and pre-teen-lot, and fence the entirety of the playground, with a gate.
- t. The plans shall be revised to demonstrate conformance with the *Park and Recreation Facilities Guidelines* and the Public Handbook for Public Playground Safety.
- u. Provide architectural screening of roof-top HVAC units from the view of Branch Avenue (MD 5) and the existing ramp.
- v. Provide a hard surface patio or sidewalk along the frontage of the building adjacent to the in-line retail building between it and the public right-of-way for future out-door seating.
- w. Provide evidence from the SHA if the proposed additional right-of-way dedication is appropriate, and if it will be accepted by SHA.
- x. The Camden II unit shall be revised to provide a standard deck on the rear of the unit.
- y. Provide a chart on the plan indicating that at least 60 percent of the units will be constructed with full front façades of brick or stone.
- z. Townhouse endwalls adjacent to the commercial development shall include full brick endwalls, with the fewest number of window openings, as proposed on the plans. All other endwalls in the community shall provide a minimum of two standard windows on the right-side elevation and all standard and optional windows on the left elevation.
- aa. Provide the site plan notes as follows:
 - (1) The dwelling units in this community are located adjacent to Branch Avenue and may be exposed to traffic-related ground noise levels of 65 dBA Ldn or higher.

- (2) During the demolition and/or construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control and noise control requirements as specified in the Code of Maryland Regulations (COMAR).
 - bb. Provide a wall along the north side of the loading area associated with the LIDL grocery store, similar in material to the main structure.
 - cc. Remove the 10 parking spaces shown on Parcel 2, along the northern edge of the parking and loading area and replace with a vegetative buffer.
2. Prior to issuance of the last building permit for the townhouse development, the applicant shall complete the construction of the outdoor play area.