



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

Detailed Site Plan

DSP-10009

Application	General Data	
Project Name: Parkway Shopping Center Location: The northwestern quadrant of the intersection of Annapolis Road (MD 450) and 57th Avenue. Applicant/Address: JJFL, INC d/b/a Mexico Lindo 5652 Annapolis Road Bladensburg, MD 20710	Planning Board Hearing Date:	10/06/11
	Staff Report Date:	09/26/11
	Date Accepted:	06/29/11
	Planning Board Action Limit:	10/08/11
	Plan Acreage:	3.15
	Zone:	M-X-T/D-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	10,614 sq. ft.
	Planning Area:	69
	Tier:	Developed
	Council District:	05
	Election District	02
	Municipality:	Bladensburg
	200-Scale Base Map:	205NE05

Purpose of Application	Notice Dates	
To add a permitted use and request deviations from development district standards for signage and streetscape improvements.	Informational Mailing:	04/21/11
	Acceptance Mailing:	06/27/11
	Sign Posting Deadline:	09/06/11

Staff Recommendation		Staff Reviewer: Ruth Grover Phone Number: 301-952-4317 E-mail: Ruth.Grover@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-10009
Parkway Shopping Center

The Urban Design staff has reviewed 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 report.

EVALUATION

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

- a. The following requirements of the Zoning Ordinance:
 - (1) Section 27-543 which governs permitted uses in mixed-use zones.
 - (2) Section 27-544 which contains additional regulations for development in mixed-use zones.
- b. The requirements of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*.
- c. The requirements of the 2010 *Prince George's County Landscape Manual*.
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and Tree Canopy Coverage Ordinance.
- e. Referral comments.

FINDINGS

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

- 1. **Request:** The subject application requests the addition of "Eating and drinking establishment of any type (except fast food establishments with drive-through windows), including music, and patron dancing past the hour of 12 A.M., excluding adult-oriented uses" as a permitted use in the Annapolis Road Gateway (ARG) character area in the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*. Also requested are deviations from development district standards for signage and streetscape improvements for the shopping center.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T/D-D-O	M-X-T/D-D-O
Use(s)	Shopping Center	Shopping Center
Acreage	3.1469	3.1469
Parcels	1	1
Building Square Footage/GFA	30,292	30,292

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total parking spaces	164	193
TOTAL LOADING SPACES	3	3

3. **Location:** The site is in Planning Area 69, Council District 5. More specifically, it is located at 5652 Annapolis Road in Bladensburg.
4. **Surrounding Uses:** The subject site is surrounded by the wooded unimproved right-of-way of Spring Road to the north, with vacant land beyond; to the east by 57th Avenue, with multifamily residential beyond; to the west by a medical office building; and to the south by Annapolis Road (MD 450) and two pad sites, with commercial land use beyond.
5. **Previous Approvals:** The site is not the subject of any previous approvals other than permits. Therefore, an analysis of conformance to prior requirements in this respect is unnecessary for the subject application.
6. **Design Features:** The subject existing shopping center is accessed from both Annapolis Road (MD 450) and 57th Avenue. Both accesses lead into separate parking areas provided for the center. The center backs up to the unimproved and vegetated 70-foot right-of-way of Spring Road. Unit addresses, uses/vacancies, square footage and required parking are identified in the following chart:

Address	Use/Vacancy	Square Footage	Required Parking (ZO)
5640	Vacant	1,600	17 spaces
5642	Vacant	2,400	11 spaces
5644	Restaurant	1,600	11 spaces
5646-48 and 5660	Restaurant	10,792	85 spaces
5662	Laundromat	3,700	24 spaces
5664	Parkway Pawn	2,800	14 spaces
5666	Parkway Pawn	2,800	19 spaces
5670	Parkway Market	2,700	16 spaces
	Office	1,900	8 spaces
	SUB TOTAL	30,292	205*
			-41
	TOTAL		164

The road frontages are improved with sidewalk, curb, and gutter, though regular street trees and streetlights as envisioned by the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* are noticeably absent. Two pad sites, one improved with an Exxon gas station and one with mortgage, certified public accountant, and law offices occupy some of the shopping center's Annapolis Road (MD 450) road frontage. The parking area is in disrepair, with cracks in the asphalt, lack of clearly delineated parking spaces and drive aisles, and antiquated and perhaps derelict lighting fixtures painted a salmon pink color. The architecture of the center itself is unremarkable and utilizes some of the same salmon pink color on its façades. Portions of the front façades of the center that may have originally been glass storefront appear to have been boarded up, even in some of the units in the center that are currently occupied. While perhaps providing additional security, this treatment lends an inhospitable aspect in part to the exterior of the building. A recommended condition below reflects a proffer by the applicant to restripe the parking lot as indicated on the detailed site plan, ensure that all site lighting is in working order, and repaint the building and light fixtures a color that will better coordinate with the red color utilized in much of the building-mounted signage and on the pad site gas station along its Annapolis Road (MD 450) frontage.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the M-X-T/D-D-O (Mixed Use—Transportation Oriented/Development District Overlay) Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-543 which governs permitted uses in mixed-use zones. The proposed shopping center is a permitted use in the M-X-T Zone.
 - b. The proposal is also in conformance with the requirements of Section 27-544, Regulations, regarding additional regulations for development in mixed-use zones.
8. **The 2009 Approved Port Towns Sector Plan and Sectional Map Amendment:** The subject property is located within the Annapolis Road Gateway (ARG) character area of the Port Towns sector plan. The 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* states on page 41 that, within the ARG character area, there is an “opportunity to establish the Publick Playhouse as the focus of a larger cultural and entertainment district, including the possible expansion of the theater facility itself and development of other nearby uses that support and complement cultural activities.”

Request to Add a Use to the Use Table in the Port Towns Plan for the Annapolis Road Gateway (ARG) Character Area: The applicant has requested addition of the use “Eating and drinking establishment of any type (excluding fast food establishments with drive-through windows), including music, and patron dancing past the hour of 12 A.M., excluding adult-oriented uses” to the use table of the ARG character area of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* in order to legitimize the presence of the Mexico Lindo Restaurant in the Parkway Shopping Center. While an eating and drinking establishment is permitted by the use table in the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* in the ARG character area, one which includes music and patron dancing past the hour of 12:00 a.m., excluding adult-oriented uses, is not. In support of this request, the applicant has noted that Mexico Lindo is the anchor tenant in the shopping center, that it has successfully operated in that location for many years, and that it cannot be certified as a nonconforming use

because the applicant expanded the restaurant within the shopping center outside the normal required building permit process prior to the adoption of the Port Towns sector plan in October 2009. Noting that eating and drinking establishments are generally permitted in the ARG character area of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*, the applicant asserts that the addition of the use would help serve a stated objective of the plan for the ARG character area and that the addition of music and patron dancing past the hour of 12:00 a.m., excluding adult-oriented uses, will not significantly alter the off-site impacts of the proposed land use. Staff supports the applicant's request for the addition of the proposed use to the use table for the ARG character area of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*.

If new construction were proposed by the project, the building envelope standards of the approved plan would apply. Since no new construction or expansion is proposed, the subject project is exempt from these requirements. However, the project is subject to the architectural (signage and awnings), parking and loading, and streetscape requirements of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*. Each applicable set of standards is listed below, followed by staff comment.

Architectural Standards—Signage and Awnings

Signage: There are currently two freestanding signs for the project, a monument/pole-mounted sign along the Annapolis Road (MD 450) frontage and one advertising the laundromat and liquor store attached to one of the light fixtures located in the main portion of the parking lot. The applicant has expressed a willingness to update one sign, and a condition below would require this as well as the removal of the second pole-mounted sign in the parking lot. The provision of a second freestanding sign has been suggested by staff.

The existing roof signs are not permitted by the development district standards of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*. Further, the size of letters for signage is set at a maximum of 18 inches. Staff would suggest, and a recommended condition below would require, that signage of the maximum size permitted be provided on the existing sign band that is part of the structure of the covered walkway to the building.

Awnings: No awnings are proposed for the shopping center.

Parking and Loading Standards

Parking: The required parking per the Zoning Ordinance for an integrated shopping center is generally one parking space for every 250 square feet of gross floor area, provided there are a minimum of three retail establishments in the center. Here, there are only two, so the required number of parking spaces becomes the sum of totals calculated separately for each particular use (or prior use, in the case of a vacant unit). Such calculation, utilizing the requirements of Section 27-568(a) of the Zoning Ordinance, results in a total of 205 parking spaces required. The requirement, however, by provision of the 2009 *Port Towns Sector Plan*, is correctly 80 percent of this amount, or 164 spaces. The application shows 193 parking spaces provided which meets and exceeds this requirement.

Loading: The sole provision regarding loading in the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* is, as stated in Section 27-551 of the Zoning Ordinance, that loading spaces are required for the purpose of accommodating vehicles delivering and removing merchandise or other material. The subject detailed site plan indicates that three loading spaces

have been provided, two measuring 15 by 33 feet and one measuring 25 by 56 feet. Therefore, it may be said that the applicant has met this requirement.

Bicycle Parking: The 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* requires that all new nonresidential development shall provide a minimum of four bicycle parking spaces installed as two high-quality inverted “U” racks. A recommended condition below would require the provision of the required bicycle parking as specified in the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*.

Streetscape Standards

The streetscape standards included in the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* include the following requirements for Annapolis Road (MD 450) and 57th Avenue:

Annapolis Road (MD 450)—Annapolis Road (MD 450) is designated as a “major street” in the sector plan (page 162). The sector plan recommends a pedestrian-friendly, “main street” environment along Annapolis Road between 46th Street and 51st Street, with wide sidewalks, curb extensions, and crosswalk enhancements. The sector plan recommends a pedestrian boulevard environment along Annapolis Road between 51st Street and 56th Avenue, with improvements including standard or wide sidewalks separated from the curb by a planted strip. As the subject site is beyond the limits of either the main street or boulevard environment, the minimum six-foot-wide width required in the Streetscape Elements Section applies.

57th Avenue—57th Avenue is designated as a Neighborhood Street: NST-1. This treatment includes 17 to 22 feet of pedestrian space from the face of curb to the build-to line. A clear walkway of 9 to 10 feet is required within this pedestrian space (Sector Plan, page 163). Staff, due to the limited scope of the subject project, supports a deviation from development district standards for streetscape improvements. Recommended conditions below would bring the project otherwise into conformance with the requirements of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* provided the following deviations from development district standards are approved as part of the subject application:

Development District Standard	Comply?	Explanation
Streetscape Improvements including street trees and streetlights shall be provided.	No	Staff supports a deviation from this development district standard as the nature of the application is limited to a change to the use table and involves no new construction.
Pole mounted and monument signs are prohibited	No	Staff supports a deviation from this development district standard as the shopping center sits back from Annapolis Road and 57th Avenue and the signage would help identify the center and direct traffic.

As the submitted development district standards checklist should be revised in accordance with the above discussion and included on the plan set, a recommended condition below would so require.

9. **Prince George's County Landscape Manual:** The subject property, because it poses no addition of gross floor area (GFA) is, pursuant to Section 1.1 of the 2010 *Prince George's County Landscape Manual*, exempt from its requirements except for Section 4.4(b)(4) and (5). These subsections require screening of trash and recycling facilities and mechanical equipment. A recommended condition below, if adopted, would require conformance with these requirements prior to signature approval of plans for the project.
10. **Woodland and Wildlife Habitat Conservation Ordinance:** The requirements of the Woodland and Wildlife Habitat Conservation Ordinance are not applicable to the site as no grading permit is required for the subject property. Therefore, a letter of exemption from the Woodland and Wildlife Habitat Conservation Ordinance is not required for the subject project.
11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Historic Preservation Section**—In an e-mail dated July 11, 2011, the Historic Preservation Section stated that the subject application will have no effect on identified historic sites, resources, or districts.
 - b. **Archeological Review**—In a memorandum dated July 15, 2011, the Historic Preservation Section did not recommend a Phase I archeological survey for the subject property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. Further, they stated that the subject project would not impact any documented properties.
 - c. **Community Planning North Division**—In a memorandum dated July 22, 2011, the Community Planning North Division stated that the application is consistent with the 2002 *Prince George's County General Plan Development Pattern* policies for the Developed Tier, but that the application does not conform to the mixed-use land use and signage recommendations of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*. Please see Finding 8 for a more detailed description of the subject project's conformance with the relevant development district standards of that plan.
 - d. **Transportation Planning Section**—In comments dated June 29, 2011, the Transportation Planning Section stated that, since no new construction is involved, transportation issues are minimal. Further, they stated that Annapolis Road (MD 450) is a master plan arterial with a planned ultimate 120-foot-wide right-of-way and the plat and previous actions have deeded the full 60 feet from centerline. In closing, the Transportation Planning Section requested that the notation of "100-foot right-of-way" be removed from MD 450 on the plans and that the proposed use poses no traffic issue that conflicts with any prior approved plan.
 - e. **Subdivision Review Section**—In a memorandum dated July 25, 2011, the Subdivision Review Section stated the following:

The property is known as Parcel B, Block E-2, located on Tax Map 50 in Grid F-3, and is 3.14 acres. Parcel B was recorded in Plat Book WWW 65 @ 89 on July 19, 1967. The site plan shows the boundary of the property (bearing and distance) as reflected on the record plat. The property is improved with 30,292 square feet of gross floor area of a shopping center. The site plan should note that all the existing structures are to remain.

The applicant submitted a detailed site plan to add an eating and drinking establishment and signage in the Annapolis Road Gateway character area of the Port Towns D-D-O Zone.

Section 24-111 of the Subdivision Regulations provides for exemptions from the requirement of filing a preliminary plan of subdivision for parcels with a record plat. Specifically, in this instance Parcel B is subject to Section 24-111(c)(4) which states:

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
 - (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of the site, has been constructed pursuant to a building permit issued on or before December 31, 1991.**

Parcel B has a record plat approved on July 19, 1967. The total land area is 136,778 square feet and the existing development gross floor area on the property is 30,292 square feet (22.15 percent of the total land area). Based on the aerial photos of the site on PGAtlas, the shopping center was in existence prior to 1991. It appears that the site is exempt from the requirement of filing a preliminary plan of subdivision under Section 24-111(c)(4) based on the existing conditions and structures reflected on the site plan provided by the applicant and available information found on PGAtlas.

To ensure that the exemption will apply to the future development of the site and if the applicant proposes to raze any existing structure in the future, staff would recommend that the applicant file a final plat for the site in accordance with Section 24-108 of the Subdivision Regulations for which no preliminary plan is required. The final plat will include a note to vest the exemption from filing a preliminary plan pursuant to Section 24-111(c)(4) as described above. There are no other subdivision issues at this time.

A condition in the Recommendation section of this report would require the addition of the suggested note regarding “all structures are to remain” to the DSP prior to signature approval. However, it will be left to the applicant’s prerogative as to whether or not to pursue the approval of a final plat for the subject project.

- f. **Trails**—In a memorandum dated September 14, 2011, the Transportation Planning Section offered the following regarding trails, bikeways, and pedestrian-related issues:

The Transportation Planning Section has reviewed the subject detailed site plan application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff recommendations based on current or proposed conditions are also included in this analysis.

The Trails, Bikeways, and Pedestrian Mobility chapter of the MPOT includes the following policy regarding pedestrian-oriented development in centers and corridors.

Policy 1: Incorporate appropriate pedestrian-oriented and TOD features in all new development with designated centers and corridors.

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.

The 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* includes several more specific policies, strategies, and recommendations relating to improving pedestrian and bicycle access and safety along the Annapolis Road (MD 450) corridor. These include the following:

Policy 1: Incorporate appropriate pedestrian-oriented features in all new development.

Strategies

- 1. Accommodate pedestrian crossings with well-marked, attractive crosswalks. Contrasting surface materials should be used, and pedestrian amenities and safety features should be incorporated where appropriate. These features can include benches, trash receptacles, bus shelters, and pedestrian-scale lighting. Safety features can include curb extensions, raised crosswalks, in-pavement lighting at crosswalks, pedestrian refuges or “safe havens and pedestrian count-down signals.**
- 2. Provide a wide sidewalk with landscaping and pedestrian amenities along the town center’s frontage of Baltimore Avenue (MD 1) and Annapolis Road (MD 450).**
- 3. Provide standard sidewalks along both sides of all roads within the town center. Roads with a designation of boulevard, main street, and local/retail street should include wide sidewalks and pedestrian amenities.**

Policy 2: Develop Annapolis Road as a pedestrian-friendly corridor with safety improvements and a main street/boulevard streetscape.

The 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* includes specific development district standards (DDS) that apply to the subject site. Under the development district standards included in the sector plan, MD 450 is designated as a “major street” and 57th Avenue is designated as a “neighborhood street 1” (Map 31, Sector Plan). The DDS recommendations for both MD 450 and 57th Avenue call for enhanced streetscapes and widened sidewalks. Under the “applicability of standards” portion of the DDS, the plan notes: “All new development, redevelopment, rehabilitation, and renovation of existing structures within the DDOZ shall comply with the general intent and goals of the development district standards. All applications for subdivision, permits for the construction of façade or building additions, renovations including

signage, parking and loading, and fencing beyond routine maintenance and repair on these sites shall comply with these standards”(Sector Plan, page 150).

The subject site includes existing sidewalks along both MD 450 and 57th Avenue. Due to the nature of the subject application (modification of the use table and approval of signage) it does not appear that these additional frontage improvements will be required at this time, per the applicability of standards portion of the DDS. However, if it is found that the streetscape standards do apply, the Standards 3 and 4 of the Streetscape Elements Section of the DDS are applicable regarding frontage improvements along MD 450 and 57th Avenue.

3. **At the time of development, the developer is required to install sidewalks as illustrated in the Street Type Specifications Section.**
4. **Sidewalks not otherwise designated in the urban design concept plan or Street Type Specifications Section shall be a minimum of six feet wide and be constructed to meet all county (and Americans With Disabilities Act (ADA)) specifications.**

More specifically, the sector plan requires the following along MD 450 and 57th Avenue:

Annapolis Road (MD 450) is designated as a “major street” in the sector plan (page 162). The sector plan recommends a pedestrian-friendly “main street” environment along Annapolis Road between 46th and 51st Streets, with wide sidewalks, curb extensions, and crosswalk enhancements. The sector plan recommends a pedestrian boulevard environment along Annapolis Road between 51st Street and 56th Avenue, with improvements including standard or wide sidewalks separated from the curb by a planted strip. As the subject site is beyond either main street or boulevard environments, the minimum six-foot width of the Streetscape Elements Section is required.

According to the sector plan, 57th Avenue is designated as a Neighborhood Street: NST-1. This treatment includes 17 to 22 feet of pedestrian space from the face of curb to the build-to-line. A clear 9- to 10-foot-wide walkway is required within this pedestrian space (Sector Plan, page 163).

In conclusion, the Transportation Planning Section stated that, from the standpoint of non-motorized transportation, it has been determined that the subject plan is acceptable, fulfills the intent of applicable master and functional plans, fulfills prior conditions of approval, and meets the finding required for a detailed site plan as described in Section 27-285 of the Zoning Ordinance. Further, they stated that from their perspective, due to the nature of the subject application, they would suggest that the development district standards with respect to streetscapes are not applicable at this time.

- g. **Permit Review Section**—In a memorandum dated July 29, 2011, the Permit Review Section stated that the freestanding sign is shown on the site plan within four parking spaces. A recommended condition below would resolve this conflict.
- h. **Environmental Planning Section**—In an e-mail dated September 19, 2011, the Environmental Planning Section stated that, though a natural resources inventory (NRI) should be submitted for the case, the project does not raise any environmentally-related issues and is not subject to the Prince George’s County Woodland and Wildlife

Conservation Ordinance, nor the Tree Canopy Coverage Ordinance. A recommended condition below would require that a natural resources inventory shall be submitted prior to signature approval.

- i. **Prince George's County Fire/EMS Department**—In a memorandum dated September 15, 2011, the Prince George's County Fire Department offered information on private road design, needed accessibility, and the location and performance of fire hydrants.
 - j. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated July 27, 2001, DPW&T stated the sign for the project must be located outside the right-of-way and that the proper permit be obtained through the Department of Environmental Resources (DER).
 - k. **Maryland State Highway Administration (SHA)**—In a letter dated July 18, 2011, SHA stated that they found both the detailed site plan and the existing access to the site acceptable, therefore, they would recommend approval of the plan.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, staff has not received comment from WSSC.
 - m. **Verizon**—In an e-mail dated July 22, 2011, a representative of Verizon stated that they found the public utility easement (PUE), as shown, acceptable and that they had no further comment.
 - n. **Potomac Electric Power Company (PEPCO)**—In an e-mail dated July 19, 2011, a representative of PEPCO stated that no issues are raised from their perspective with the Parkway Shopping Center's requests.
 - o. **Towns of Bladensburg, Cheverly, Landover Hills, Edmonston and Riverdale Park**—At the time of the writing of this technical staff report, staff has received a statement of "no comment" from the Towns of Bladensburg, Landover Hills and Riverdale Park. The applicant's representative relayed information to staff that a representative of the Towns of Cheverly and Edmonston informed her that the referenced municipalities will not be offering comment on the subject project.
12. As required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan 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.
13. As required by Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a detailed site plan is as follows:

The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.

It is not necessary to make this finding in this case as there are no regulated environmental features on the site.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and recommend to the District Council that it grant deviations from development district standards for: (1) Street lights and street trees along street frontages (2) Pole-mounted or monument signage as herein specified, and APPROVE Detailed Site Plan DSP-10009, Parkway Shopping Center, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan, the applicant shall revise the plans for the project as follows or provide the information specified:
 - a. The applicant shall add a note to the DSP stating that “all existing structures on the subject site are to remain.”
 - b. The applicant shall add a note to the plans stating that the applicant shall replace the freestanding sign at the Annapolis Road (MD 450) entrance, remove the signage from the light fixture in the parking lot, and install a second freestanding sign at the 57th Avenue access to the Parkway Shopping Center. The applicant shall add scaled, color details of both signs, with all materials identified, to the plans. Final design of said signage shall be approved by the Urban Design Section as designee of the Planning Board.
 - c. The applicant shall reduce the size of the letters of the project signage to a maximum of 18 inches and shall relocate it to the existing sign band that is part of the structure of the covered walkway to the building.
 - d. The applicant shall submit a natural resources inventory for the subject site.
 - e. The applicant shall add two high-quality inverted “U” style bicycle racks to the site plan. The bicycle racks shall be placed in well-lit areas proximate to the building. Final location of the bicycle racks shall be approved by the Urban Design Section as designee of the Planning Board.
 - f. The applicant shall restripe the parking lot, ensure that all of the light fixtures are in working order, and include a note on the plans stating that the building and the bases of the light fixtures shall be repainted in a color that coordinates well with the red color utilized in much of the building-mounted signage and on the pad site gas station along its Annapolis Road (MD 450) frontage. Final paint color selections for paints to be utilized on the building shall be approved by the Urban Design Section as designee of the Planning Board.
 - g. The applicant shall submit a request in writing from the Department of Public Works and Transportation (DPW&T) stating either that the subject project conforms to an approved stormwater concept or that it is exempt from stormwater management requirements.
 - h. The applicant shall review the development district standards checklist to reflect its analysis in the technical staff report and shall include reproduced copy of the same in the plan set.
 - i. The applicant shall provide a detail, including elevation drawings, of all four sides of the dumpster enclosure, specifying material and color. The Urban Design Section as designee of the Planning Board shall approve the detail.