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Detailed Site Plan

DSP-16009

Departure from Sign Design Standards

DSDS-690

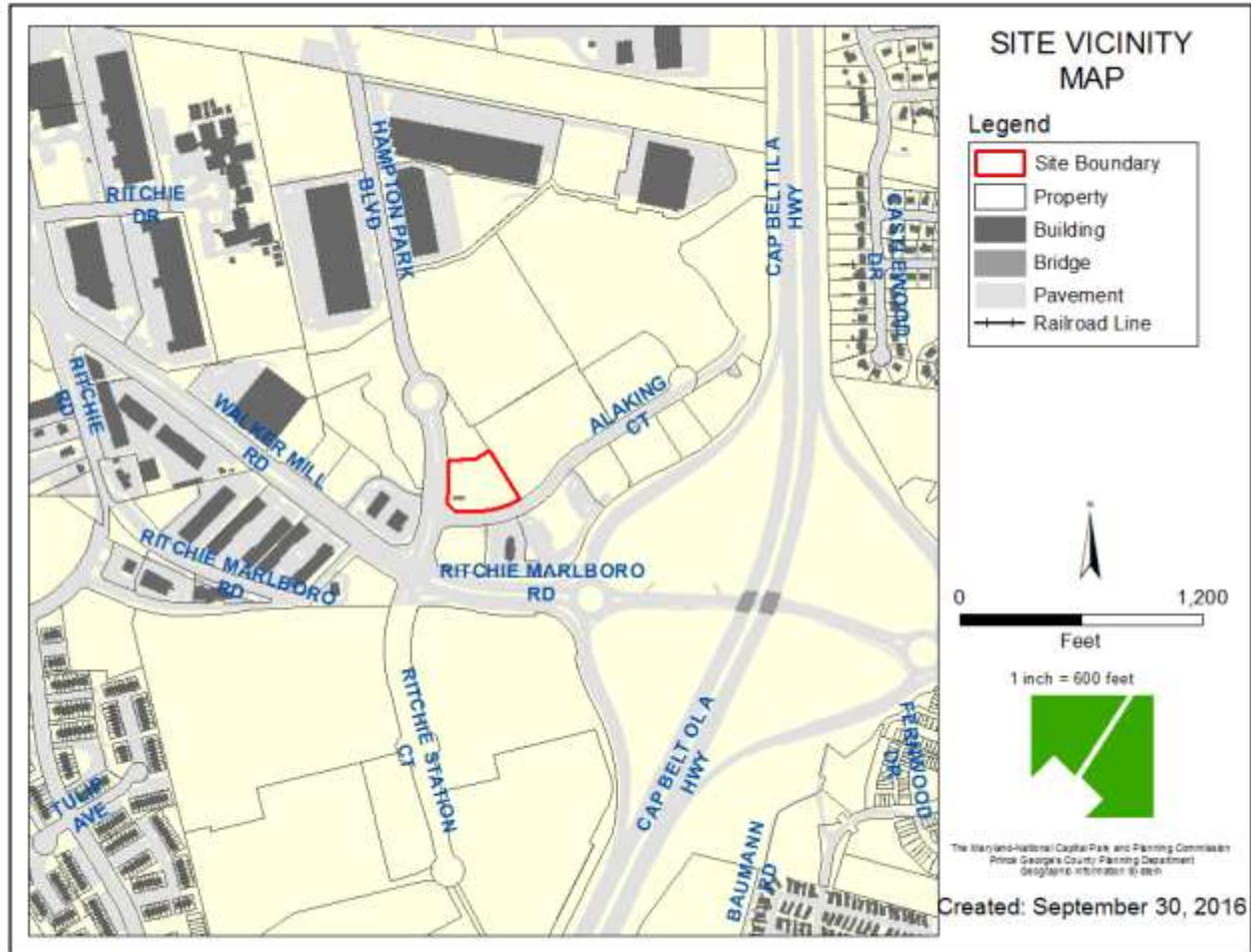
Departure from Parking and Loading Standards

DPLS-427

Application	General Data	
Project Name: Steeplechase Business Park, Parcel 65 Location: In the northeastern quadrant of the intersection of Hampton Park Boulevard and Alaking Court. Applicant/Address: Atapco Ritchie Interchange, Inc. One South Street, Suite 2800 Baltimore, MD 21202	Planning Board Hearing Date:	11/10/16
	Staff Report Date:	10/28/16
	Date Accepted:	08/31/16
	Planning Board Action Limit:	11/10/16
	Plan Acreage:	1.75
	Zone:	I-1
	Dwelling Units:	N/A
	Gross Floor Area:	8,940 sq. ft.
	Planning Area:	75A
	Council District:	06
	Election District	13
	Municipality:	N/A
	200-Scale Base Map:	202SE08

Purpose of Application	Notice Dates	
An 8,940-square-foot multi-tenant building. Departure from Sign Design Standards DSDS-690 for 218 square feet of signage. Departure from Parking and Loading Standards DPLS-427 for 31 parking spaces.	Informational Mailing:	02/10/16
	Acceptance Mailing:	08/15/16
	Sign Posting Deadline:	10/11/16

Staff Recommendation		Staff Reviewer: Ruth Grover, MUP, AICP Phone Number: (301) 952-4317 E-mail: Ruth.Grover@ppd.mnccppc.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-16009
Departure from Sign Design Standards DSDS-690
Departure from Parking and Loading Standards DPLS-427
Steeplechase Business Park, Parcel 65

The Urban Design staff has reviewed the subject application and appropriate referrals 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 CRITERIA

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

- a. The requirements of the Prince George's County Zoning Ordinance in the Light Industrial (I-1) Zone site design guidelines and requirements regarding departures from parking and loading and sign design standards;
- b. The requirements of Preliminary Plan of Subdivision 4-03113;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- f. 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 an 8,940-square-foot multi-tenant retail building within the retail area of Steeplechase Business Park.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	I-1	I-1
Use	Vacant	Commercial Retail/Restaurant
Acreage (Parcel 65)	1.75	1.75
Steeplechase Retail Area	12.84	12.84
Building Gross Floor Area (square feet)	0	8,920
Steeplechase Retail Area	57,919	66,839

Other Development Data:

Parking Required

8,940 sq. ft. @ 1 space per 250 sq. ft. 106 spaces

Parking Provided

75 spaces*

Standard Spaces 71 spaces
 Compact Spaces 0 spaces
 Standard ADA Spaces 2 spaces
 Van-accessible ADA Spaces 2 spaces

Loading Spaces Required

1 space

Parcel 65 1 space

Loading Spaces Provided

1 space

Note: * A departure from parking and loading standards (DPLS-427) for 31 parking spaces has been requested with this DSP.

Sign Design Data—Building-Mounted Signage Area

Lineal feet of width at front of the building	Maximum Area Permitted	Area Requested	Departure Requested
114 feet	228 sq. ft.	420 sq. ft.*	192 sq. ft.

Note: * A departure from sign design standards (DSDS-690) for 192 square feet has been requested with this DSP.

3. **Location:** The subject property is known as Parcel 65, located in the northeastern quadrant of the intersection of Hampton Park Boulevard and Alaking Court, in Planning Area 75A, and Council District 6.

4. **Surrounding Uses:** The subject property, Parcel 65, is bounded to the north by vacant land (Parcel 66 of the Steeplechase- Business Park) in the Light Industrial (I-1) Zone; to the east by an unimproved right-of-way with a warehouse beyond (Parcel 53 of the Steeplechase Business Park) in the I-1 Zone; to the south by Alaking Court with a two multi-tenant retail buildings and a Chick-fil-A beyond (Parcels 36, 50 and 63 of the Steeplechase Business Park) in the Commercial Shopping Center (C-S-C) Zone; and to the west by Hampton Park Boulevard with commercial

retail uses, on Parcel K, Parcel 60 and Parcel 24 of the Steeplechase Business Park beyond in the I-1 Zone.

5. **Previous Approvals:** On March 4, 2004, the Prince George's County Planning Board approved Preliminary Plan of Subdivision 4-03113 for the Steeplechase Business Park. On March 11, 2004, the Planning Board adopted PGCPB Resolution No. 04-49, formalizing that approval. On July 11, 2006, the Prince George's County District Council approved Detailed Site Plan DSP-05044 for the retail portion of the development along Alaking Court. On July 23, 2007, the District Council approved Detailed Site Plan DSP-05044-01. In conjunction with DSP-05044-01, the Planning Board and District Council also approved Departure from Sign Design Standards DSDS-641 for freestanding and building-mounted signage. Detailed Site Plan DSP-05044-02 was approved by the Planning Board on June 25, 2009. On July 16, 2009, the Planning Board adopted PGCPB Resolution No. 09-111, formalizing that approval. Four other Planning Director-level revisions have been approved since for minor site and architectural changes; (DSP-05044-03 on February 4, 2010, DSP-05044-04 on October 6, 2010, DSP-05044-05 on August 11, 2011 and DSP-05044-06 on May 29, 2013). A seventh revision of the DSP-15044-07 was approved on January 8, 2015, for a multitenant retail building and a restaurant, with PGCPB Resolution No. 15-01 adopted the same day. The 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (Glenn Dale-Seabrook-Lanham Sector Plan and SMA) maintained the I-1 Zone on the subject property. The site is also the subject of Stormwater Management Concept Plan 8004290-2000-08 approved by the Department of Permitting, Inspections and Enforcement (DPIE) on October 8, 2014 and is valid until October 8, 2017.
6. **Design Features:** The subject retail/restaurant development is in the Steeplechase Business Park and proposed to be accessed at a single point along Alaking Court road frontage. The subject project also has frontage on Hampton Park Boulevard. Both roadways are proposed to provide sidewalks. Similar multi-tenant retail and restaurant uses are located along the southern side of Alaking Court directly across from the project. Both the warehouse and the retail/restaurant land uses are part of the Steeplechase Business Park.

The access point from Alaking Court leads to the parking lot, which surrounds the proposed building on all but the western side. A small sitting area, two bike racks providing parking for four bicycles, a free-standing sign and a sidewalk connection to that along Alaking Court are provided at the southwestern corner of the building, where Starbucks is to be located. Service uses including a dumpster enclosure, a loading space and the drive through for the Starbucks are located at the northeast corner of the building and along its northern side. Adequate handicapped parking has been provided for the project.

A cross walk is provided to the proposed sidewalk along Alaking Court. Sidewalk already exists along Hampton Park Boulevard. Two bike racks are provided also at the southwestern corner of the building, proximate to the Starbucks establishment. Note that the project is proximate to several parcels of land developed with similar uses on the southern side of Alaking Court

Architecture

Architecture for the building includes a single 24-foot tall, one-story, flat-roofed, 8,940-square-foot multi-tenant retail commercial building, with four tenant spaces, each with a separate entrance door. Architectural materials utilized include two colors of veneer stone, two colors of brick, cast stone, ground face concrete masonry unit (CMU), metal, exterior insulation finishing system (EIFS) and fabric for the awnings in a pleasing combination. The end units reach the full 24 feet in height while the three interior units are 22 feet tall. On the South (front) façade, the architectural treatment of the end units is somewhat more elaborate than the others as they

have a more pronounced and elevated roofline, with a cornice and dentils on the right end unit and a simpler cornice on the left. A sign band is provided under the roof structures and, on the three interior units, under its flat roof. Each unit has a double door and ample storefront glass. A combination of EIFS and masonry form the pilasters between the units and provide vertical accents, with a more predominant use of masonry on the end units.

The side and rear façades are treated similarly with the more predominant masonry treatment wrapping around the side elevations, while the rear elevation is plainer and provides a service entrance into each unit. Staff is concerned about the EIFS that would be located within the pedestrian realm as it is not a durable material and tends to wear easily. Therefore, a proposed condition, in the Recommendation section of this report would require that the EIFS used in the pedestrian realm be changed to masonry or cementitious siding. That would be, more precisely, above the watertable on the pilasters on the south (front) façade and east (side) elevation as well as the panels proposed for the end features on the rear (north) elevation and the extensive EIFS suggested for the left side of the other side (west) elevation. Staff would suggest that the masonry utilized for the central portion of the north (rear) elevation may be changed to EIFS in compensation.

Signage

Signage for the project includes a free-standing sign to be placed at the corner of the development at the intersection of Alaking Court and Hampton Park Boulevard. The sign is proposed at 19 feet tall and six feet wide. The upper portion of the sign would be fabricated aluminum and raised aluminum panels would provide the name and address/location of each tenant. The base is proposed to be brick, with stone slabs as accents. The emblem for the Steeplechase Business Park is proposed to be placed in the center of the base.

Wall-mounted signage, the subject of the companion request for a departure from sign design standards would include the following:

SPACE	MAX. ALLOWED SIGN AREA/BLDG SQ. FT.	MAX ALLOWED SIGN AREA/SPACE SQ. FT.	SIGN FRONT SQ. FT.	SIGN SIDE SQ. FT.	SIGN REAR SQ. FT.	TOTAL PROVIDED SQ. FT.
101	222.3	51.3	30	78.6	30	138.6
102	222.3	40	30	0	30	60
103	222.3	40	30	0	30	60
104	222.3	40	30	0	30	60
105	222.3	50	30	60	30	120
TOTAL		221.3				438.6

Additionally, directional signs, parking signs such as, “exit only,” “do not enter” signs and a digital order screen and pre-order menu board are also proposed to assist in safe on site circulation on a tight site with a drive-thru restaurant such as this one.

Site Details

Light Fixtures—Details of the shadow box downward light fixture and the light bollard to be located proximate to the drive-through lane have been provided and staff finds them acceptable.

Dumpster Enclosure—The dumpster enclosure will be composed of concrete masonry unit (CMU), precast concrete and brick. The CMU is located on the watertable. Precast concrete bands provide division between the wall and the watertable. Brick is to be utilized above the precast concrete. A variety of red and brown colors are coordinated in the dumpster design. Double gates, finished in wood or plastic lumber and supported by painted steel posts, provide access to the enclosure. As composite materials have proved to be more durable than wood, a proposed condition, in the Recommendation section of this report would require that, prior to certificate approval that the plans be revised to replace the wood gates with a composite material gate.

Hardscape—Four tables and chairs and a shade structure are provided in the southwestern corner of the proposed building. However, details have not been included on the plans. A proposed condition in the Recommendation section of this report would require that these details be added to the plans prior to certificate approval.

Wall/Fence—A modular block retaining wall is proposed topped by a 48-inch-tall black vinyl clad chain-link fence with a top rail. A guardrail is proposed to be placed at its base. As elevation details were not provided for the wall, fence or guardrail, a proposed condition, in the Recommendation section of this report would require that these details be added prior to certificate approval.

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the I-1 Zone and the site plan design guidelines of the Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-473(b), which governs uses in industrial zones. Various types of stores, eating and drinking establishments, and services, which could be potential tenants, are all permitted in the I-1 Zone.
 - b. The DSP shows a site layout that is consistent with Section 27-474, regulations regarding building setbacks and required green space in the industrial zones. The DSP is also in conformance with the applicable site design guidelines in Section 27-283, which further cross-references the site design guidelines in Section 27-274.
 - c. The DSP proposes building-mounted signage in excess of the allowed square footage on all four sides of the proposed building. The applicant has requested a departure from sign design standards (DSDS-690) with this application. Sign design standards in Section 27-613, attached to a building or canopy; prescribe specific requirements for sign design in the I-1 Zone as follows:
 - (c) **Area.**
 - (3) **Commercial Zones (except the C-O Zone) and Industrial Zones (except the I-3 and U-L-I Zones).**
 - (C) **In all Commercial Zones (except the C-O Zone) and all Industrial Zones (except the I-3 and U-L-I Zones), if all of the permissible sign area is to be used on any building that is located within an integrated shopping or industrial center or office building complex, the following applies:**

- (i) **The area of all of the signs on a building shall be not more than two (2) square feet for each one (1) lineal foot of width along the front of the building measured along the wall containing the principal entrance of each individual place of business to a maximum of four hundred (400) square feet.**
- (ii) **If there is more than one (1) use sharing the same building width along the entrance wall, such as on two (2) floors, the sign area shall be the same as if only one (1) business was using the width.**

Section 27-239.01(b)(7), Departures from Design Standards, of the Zoning Ordinance outlines the required findings for approval of a departure.

(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;**

Section 27-550. Purposes

- (a) **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 serve the parking and loading needs of all persons associated with the buildings 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.**

Comment: The purposes of the Zoning Ordinance set forth in Section 27-102, in general, are to protect the health, safety, and welfare of the general public and to encourage economic development activities in Prince George's County. The applicant seeks to create and provide a high-quality identity and image that will attract quality businesses and create a solid image that can be appreciated by diverse users, tenants, and

patrons. The additional signage area provides for adequate identification and advertisement in a manner that is compatible with the land use. The signage will support the Subtitle purposes by implementing the applicable land use plans, guiding orderly growth, and encouraging the appropriate use of land.

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

Comment: The applicant considers the departure to be the minimum necessary to provide for visibility of signs for each tenant from the two road frontages of the subject site. It should be noted that the proposed sign sizes, design, and locations will be consistent with signage on other buildings within the retail area of Steeplechase Business Park. For these reasons, it is reasonable to conclude that the departure is the minimum necessary given the specific circumstances of the request.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in the areas of the County developed prior to November 29, 1949;

Comment: The site has an unusual orientation to two streets: Hampton Park Boulevard, and Alaking Court. In addition, the building will contain approximately five separate tenants, each of which will reasonably expect separate building-mounted signage. This combination of circumstances is unique to the site and justifies approval of the request for an increase in the maximum area of building-mounted signage.

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

Comment: The requested departure assists in the overall effort to provide safe attractive signage. The additional signage area provided for adequate identification and advertisement is consistent with the land use. The departure will not impair the visual, functional, or environmental quality or integrity of the surrounding neighborhood and nearby community. By contrast, it fits in with the overall commercial and industrial character of the immediate neighborhood.

- d. **Departure from Parking and Loading**—The application also requests a reduction in the required number of parking by 31 parking spaces. Based on the requirements of Section 27-568(a) of the Zoning Ordinance, this proposed development would normally require a minimum of 106 parking spaces. The site can only provide 75 spaces. The site has been reviewed for compliance with the parking and loading requirements and required findings for approval of a departure contained in the Zoning Ordinance.

Section 27-588(b)(7) of the Zoning Ordinance contains the following required findings for departure applications:

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

(i) **The purposes of this Part (Section 27-550) will be served by the applicant's request;**

Section 27-550. Purposes

(a) **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 serve the parking and loading needs of all persons associated with the buildings 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.**

Comment: The purposes of the parking requirements as set forth in Section 27-550 are to ensure that any use provides sufficient off-street parking to serve said use and to lessen traffic congestion on the streets by reducing the use of the streets for parking. Even though a reduction of parking has been requested, there is still enough parking to meet the purposes of this part.

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

Comment: The request is the minimum necessary. The parking schedule reflected on the site plan correctly shows the number of parking spaces required by Section 27-568(a) of the Zoning Ordinance. For the three eating and driving establishments including carryout, 74 spaces are required. For the eating and drinking establishment not including carryout, an additional 21 spaces are required and for the one retail space, 11 parking spaces are required. Therefore, the minimum parking required for the proposed use is 106 parking spaces. A total of 75 parking spaces are provided. Thus, the requested reduction of 31 parking spaces is the minimum necessary, given the specific circumstances of the request.

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

Comment: The requested departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location. The subject property is located in a business park where parking demand in the evening will be low and when parking demand for the restaurants will be high. Additionally, the site is constrained by grade on the eastern side requiring a retaining wall and making space on site constrained. Due to the topography of the site and the possibility of cars parking on the street and in the adjacent parking lot, this required finding may be made.

- (iv) **All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and**

Comment: Division 2, Subdivision 3, of the Zoning Ordinance is applicable to an application for a departure from the number of parking spaces, as requested herein. The subject development requires parking for the various uses in accordance with the parking schedule. The applicant has attempted via various methods of calculating to arrive at a lower required parking number but they have been unable to do that.

- (v) **Parking and loading needs of adjacent residential areas will not be infringed upon, if the departure is granted.**

Comment: As there are no residential areas adjacent to the subject site, this normally required finding need not be made.

(B) In making findings, the Planning Board shall give consideration to the following:

- (i) **The parking and loading conditions within the general vicinity of the subject property, including number and locations of available on and off-street spaces within five hundred (500) feet of the subject property;**

Comment: This provision allows the Planning Board to consider parking, which may be available in close proximity to the subject property, which can alleviate the need for the total number of required spaces. There is limited on-street parking and a large warehouse parking lot within 500 feet of the subject property that the Planning Board will want to consider in deliberations on the requested departure from parking and loading standards.

- (ii) **The recommendations of an Area Master plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

Comment: There is no area master plan nor county or local revitalization plan regarding the subject property and its general vicinity. Therefore, this normally required finding need not be made.

- (iii) **The recommendations of a municipality (within which the property lies) regarding the departure; and**

Comment: This property is not located within a municipality. Therefore, this otherwise required finding need not be made.

- (iv) **Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.**

Comment: There are no public parking facilities proposed within the general vicinity of the subject property.

- (C) **In making its findings, the Planning Board may give consideration to the following:**

- (i) **Public transportation available in the area;**
- (ii) **Any alternative design solutions to off-street facilities which might yield additional spaces;**
- (iii) **The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;**
- (iv) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince Prince George's County Code.**

Comment: As to requirement (i), public transportation is available in the area to serve the subject property. There is a Washington Metropolitan Area Transit Authority (WMATA) bus stop approximately in front of the subject property on Hampton Park Boulevard.

As to requirement (ii), the only alternative design solution for off-street parking on the site that might yield more spaces would be structured parking. However, that solution would prove to be cost-prohibitive and is not warranted in the subject area of the County.

As to requirement (iii), the total number of parking spaces required by the Zoning Ordinance exceeds the actual parking demand due to the syncopated nature of the retail/restaurant and industrial warehouse land use and contributes to a finding that adequate parking is available to serve the proposed use.

As to requirement (iv), the subject property is zoned I-1 and multifamily development is not proposed.

The required findings for granting a departure from parking and loading standards, as detailed above, can be made for the requested departure of 31 parking spaces from the 106 parking spaces required to serve the use under Section 27-568(a) of the Zoning Ordinance.

8. **Preliminary Plan of Subdivision 4-03113:** Preliminary Plan of Subdivision 4-03113 was approved and adopted on March 11, 2004 (PGCPB Resolution No. 04-49). The Planning Board approved the preliminary plan with eleven conditions, of which the following are applicable to the review of this DSP and warrant discussion as follows:

2. **Prior to the issuance of permits, a Type II Tree Conservation Plan shall be approved.**

Comment: The subject application includes an approved Type II tree conservation plan that the DSP was found to be in conformance with and therefore this DSP meets this condition.

3. **Development of this property shall be in conformance to the approved Stormwater Management Concept Plan # 8004290-2000-00.**

Comment: A memorandum received from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) indicated that the DSP is consistent with the approved Stormwater Management Concept Plan, 8004290-2000-08, dated October 4, 2014.

4. **An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate or not required based on the use.**

Comment: A proposed condition in the Recommendation section of this report requires that the building will contain an automatic fire suppression system unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate or not required based on the use.

9. **2010 Prince George's County Landscape Manual:** The proposed multi-tenant retail building is subject to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses;

and Section 4.9, Sustainable Landscaping Requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

- a. **Section 4.2, Requirements for Landscape Strips along Streets**—Applies to all public and private road frontages, which include the southern and western frontages of the subject site adjacent to Alaking Court and Hampton Park Boulevard, respectively. The landscape plan is in conformance with these requirements.
- b. **Section 4.3, Parking Lot Requirements**—Section 4.3(c)(1), Parking Lot Perimeter Landscape Strip Requirements, applies when proposed parking lots are within 30 feet of an adjacent property line. The landscape plan indicates the required 4.3 buffer along the northern property line. However, the corresponding schedule for this section has not been provided on the landscape plan. Therefore, a proposed condition, in the Recommendation section of this report would require that, prior to certificate approval, the applicant revise the plans to add the required Section 4.3(c)(1) schedule on the landscape plan, demonstrating conformance with the requirements.

Section 4.3(c)(2), Parking Lot Interior Planting Requirements, requires that a certain percentage of the parking area, in accordance with the size of the parking lot, be interior planting areas with one shade tree for each 300 square feet of planting area. The provided Section 4.3(c)(2) schedule indicates that the parking lot measures 35,005 square feet and therefore the plan is subject to the eight percent requirement because the total parking lot area is between 7,000 and 49,999 square feet. The landscape plan provides eight percent of the total parking lot area in interior planting area and a total of nine shade trees that satisfy the requirements of Section 4.3(c)(2).

- c. **Section 4.4, Screening Requirements**—Requires that all dumpsters and loading spaces be screened from all public roads and adjacent residential properties. The proposed loading space is located along the northern side of the proposed building, interior to the site and further blocked from view from adjacent Hampton Park Boulevard by the required Section 4.2 landscape strip. The landscape plan is in conformance with this portion of Section 4.4 of the Landscape Manual. Section 4.4 also requires that trash and recycling facilities, including dumpsters be screened if located in a commercial development, from all outdoor recreation areas, retail parking areas and entrance drives within the development. The plans show a masonry enclosure being provided for the dumpster which is in conformance of this portion of Section 4.4 of the Landscape Manual.
- d. **Section 4.7, Buffering Incompatible Uses**—Requires a buffer between adjacent incompatible land uses. The adjacent warehouse is categorized as a high intensity use as the subject development due to its drive-in or fast-food component. A Section 4.7 buffer is not required between two uses in the same intensity category as defined by the Landscape Manual. Additionally, a Section 4.7 buffer is not required adjacent to the vacant industrially-zoned property to the north pursuant to the provision included on page 92 of the Landscape Manual which states: “If a developing property is located in an Industrial Zone and is adjoining vacant property located in an Industrial Zone, the developing property is not required to provide a bufferyard.” Although a schedule is provided for Bufferyard 1, the location of the bufferyard is not indicated on the landscape plan. Prior to certificate approval, by proposed condition, it should be identified on the landscape plan.

- e. **Section 4.9, Sustainable Landscaping Requirements**—Requires certain percentages of native plants be provided on-site, along with no invasive plants and no plants being planted on slopes steeper than three-to-one. The submitted landscape plan provides the required schedule and notes showing the requirements of this section being met.
- 10. **Prince George's Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the requirements of the Prince George's Woodland and Wildlife Habitat Conservation Ordinance because it has a previously approved Type II Tree Conservation Plan, TCPH-128-90-09. In an e-mail dated September 23, 2016, the Environmental Planning Section stated that the proposed building is to be located in an area previously approved to be cleared and is, therefore, in conformance with the existing TCPH. No additional Type II Tree Conservation Plan is needed for this development.
- 11. **Prince George's County Tree Canopy Coverage Ordinance:** The project is subject to the requirements of Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, because it proposes more than 5,000 square feet of gross floor area. The requirement for the entire 110.26-acre Steeplechase Business Park is ten percent of the gross tract area or 11.03 acres (480,293 square feet) based on the I-1 zoning. The submitted landscape plan provides a schedule showing the requirement being met through the preservation of existing trees and afforestation/reforestation areas shown on the Type II tree conservation plan (TCPH), with a total of 11.41 acres of tree canopy coverage (TCC). A condition has been included in the Recommendation section of this report requiring the numbers in the TCC schedule to be revised, as necessary, to match the numbers on the approved TCPH.
- 12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated September 2, 2016, the Historic Preservation Section stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicate that the probability of archeological sites within the subject property is low. Therefore, they stated that the proposal will not impact any historic sites, historic resources or known archeological sites and a Phase I archeological sites is not recommended.
 - b. **Community Planning**—In a memorandum dated October 12, 2016, the Community Planning Division stated that the subject project is consistent with the Employment Area Growth Policy in the Plan Prince George's 2035 Approved General Plan (Plan Prince George's). They also stated that the subject project conforms with the Industrial land use recommendation of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (sector plan). Each conformance is discussed in more detail below.

Plan Prince George's 2035 Approved General Plan

The Plan Prince George's 2035 Approved General Plan (Plan Prince George's 2035) designates the area for Industrial/Employment land use. Plan Prince George's 2035 recommends continuing to support business growth in targeted industry clusters, concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies.

Sector Plan

The sector plan classified the site in the Light Industrial (I-1) Zone. The sector plan had no specific recommendations for the subject site. The subject project is in keeping with the purposes stated for the I-1 (Light Industrial) Zone which include:

- (A) **To attract a variety of labor-intensive light *industrial* uses;**
- (B) **To apply site development standards which will result in an attractive, conventional light *industrial* environment;**
- (C) **To create a distinct light *industrial* character, setting it apart from both the more intense *Industrial Zones* and the high-traffic-generating Commercial *Zones*; and**
- (D) **To provide for a land use mix which is designed to sustain a light *industrial* character.**

The Community Planning Division recommended approval of this DSP with no conditions.

- c. **Transportation**—In a memorandum dated September 8, 2016, the Transportation Planning Section offered the following:

The site is subject to the general requirements of site plan review, which include attention to parking, loading, on-site circulation, etc. No traffic-related findings are required.

Parcel 65 is located within a portion of the Steeplechase Business Park. The site is served by a driveway directly from Hampton Park Boulevard. It is also served by an easement that serves multiple lots, including adjacent Lot 66 to the north. This is acceptable and desirable.

There are several conditions on Preliminary Plan of Subdivision 4-03113; the status of the transportation-related conditions is summarized below:

Condition 6: OK. This condition requires improvements to the Ritchie Marlboro Road/Hampton Park Boulevard intersection. All improvements are complete and open to traffic.

Condition 7: OK. This condition requires dedication along Hampton Park Boulevard within the subject property. This dedication is complete, and Hampton Park Boulevard is open to traffic through the subject property.

Condition 8: OK. This condition denies access to the rear of several lots. This group of lots does not include the subject lot, and so this condition is not applicable to this site.

Although there is no trip cap condition, the resolution includes a clear finding that the approval considered 1,120 AM and 1,167 PM peak-hour trips. A recent analysis indicated that the following had been constructed, approved, or planned for the site in consideration of the change in square footage proposed by this plan:

USE	AM	PM
528,246 square feet of industrial (assume 20% office and 80% warehouse per permit plans) constructed	380	364
87,228 square feet of industrial (18,000 square feet office and remainder warehouse) planned	64	61
175,854 square feet of industrial (14,000 square feet office and remainder warehouse) planned	93	91
Convenience Store with Gas Pumps (12 fueling positions) with 66% pass by	76	79
47,063 square feet of retail (computed per Guidelines) INCLUDES SUBJECT PROPOSAL	59	217
5,205 square feet bank/credit union with 33% AM/47% PM pass by	42	68
6,599 square feet fast food restaurant with 49% AM/50% PM pass by	153	108
TOTAL EXISTING, PROPOSED, AND PLANNED	867	988
TRIP CAP PER 4-03113	1120	1167

As shown in the table above, existing, proposed, and planned development remains well within the trip cap established by the preliminary plan.

Hampton Park Boulevard (I-413, industrial roadway with 70 feet ROW) is a master plan roadway in the *Master Plan of Transportation* and the *Approved Subregion IV Master Plan*. No additional right of way dedication is required for this facility.

Review Comments—DSDS

The Transportation Planning Section has no comment on the departure from sign design standards.

Review Comments—DPLS

The application requests a waiver of the parking standards in the Zoning Ordinance to allow a reduction in the number of the parking spaces. The Zoning Ordinance provides minimum standards for on-site parking and loading on the subject property for two primary reasons. The standards protect the patrons of the subject property from the problems caused by not having adequate and available parking on the site. The parking standards also protect neighboring property owners from the problems caused by persons residing on or visiting the subject property and using parking spaces on adjacent land or streets during that time.

The applicant requests a departure of 31 of the required 105 parking spaces. The applicant makes several assertions in the justification statement to justify the departure:

- (1) It is suggested that patrons of this retail building can park on adjacent parcels if there is an overflow. However, not all adjacent parcels or parcels across Alaking Court are owned by this applicant. It is not recommended to allow the departure based on this concept alone.
- (2) It is further suggested that parking on the site and across Alaking Court could be considered to behave as if it were an integrated shopping center. It cannot be legally considered as such because the area is traversed by a public street. This would seem to be a salient argument to justify a departure in this case.

- (3) The applicant sites the presence of a bus stop next to the subject site. The bus service in question is a local circulator between the Morgan Boulevard and the Largo Town Center Metrorail stations running every 45 minutes. The service is not frequent enough to provide a justification for a parking departure; it is barely relevant.

In general, it is not desirable to have land uses surrounded by acres of parking; such an environment does not contribute to a sense of place. In that light, it seems appropriate to consider several retail parcels in the immediate area as a single retail area, and allow a departure based on that consideration.

Summary

As noted above, no traffic-related (or adequacy-related) findings are associated with detailed site plan review. In summary, the Transportation Planning Section determines that the site plan, with the departures, is acceptable from the standpoint of transportation.

- d. **Subdivision**—In a memorandum dated September 23, 2016, the Subdivision Section offered the following:

The subject property is known as Parcel 65 being 1.75 acres located on Tax Map 74 in Grids D-4 and is zoned Light Industrial (I-1). The property is the subject of Preliminary Plan of Subdivision (PPS) 4-03113, and recorded in land records in plat book SJH 244-45. The subject DSP proposes to construct an 8,920 square-foot restaurant and retail building on Parcel 65.

The underlying PPS for (4-03113) was approved on March 11, 2004, containing a total of 110.26 acres in the I-1 Zone, subject to 11 conditions. The PPS provided a transportation analysis based on approximately 850,000 square feet of total development. The Transportation Planning Section should provide further determination that the proposed development on Parcel 65 is within the approved capacity for the overall development in accordance with the PPS.

The bearings, distances, and lot size have been provided on the DSP, however the curve length along the western and southern property lines is incorrect. All bearings and distances must be shown consistent with the record plat and must be accurately reflected on the site plan, or permits will be placed on hold until the plans are corrected. The DSP should be revised to reflect the correct curve lengths on the site plan prior to approval. There are no other subdivision issues, however staff notes the following site plan issues:

- (1) There are proposed improvements shown on the site plan which extend onto Parcel 66, the abutting parcel to the north. The DSP should reflect the entire limit of all lots that are proposed for development with this application.
- (2) Every lot is required to have frontage and direct access onto a public street. The applicant should provide a dimension at the Alaking Court access, within the limits of Parcel 65 only, to demonstrate that adequate access has been provided for on Parcel 65.
- (3) The applicant has indicated that the proposed use is compatible with the adjacent parcels and does not require a buffer in accordance with Section 4.7 of the Landscape Manual. However, where there is a parking lot within 30 feet of a

property line, and a Section 4.7 buffer is not required, a parking lot landscape strip is required to be provide in accordance with Section 4.3 of the Landscape Manual.

- e. **Trails**—In a memorandum dated September 22, 2016, the Transportation Planning Section offered the following regarding pedestrian accessibility and bikeways:

The subject site consists of 1.75 acres within the I-1 Zone. The application proposes an 8,940-square-foot multi-tenant retail/restaurant building within the Steeplechase Business Park. The site includes a Starbuck’s Coffee with a drive-thru window. The property is located on the north side of Alaking Court at the intersection of Hampton Park Boulevard on Parcel 65.

Review Comments (Master Plan Compliance and Prior Approvals)

The MPOT and the area master plan include no master plan trail or bikeway recommendations that impact the subject site. However, the Complete Streets Section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians which relate to frontage improvements and internal pedestrian circulation:

POLICY 1:

Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2:

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

The subject site includes an existing sidewalk along its frontage of Hampton Park Boulevard. Currently there is no sidewalk along Alaking Court, including the frontage of the subject site. The submitted DSP reflects a sidewalk along the site’s frontage of Alaking Court, as well as a sidewalk connection from the public right-right-of-way to the building entrance. These sidewalks will accommodate pedestrians walking along the public rights-of-way that front the subject site and will safely accommodate pedestrians walking to the proposed building. No additional internal sidewalk connections are necessary for the subject site plan. A small amount of bike parking is recommended.

Recommendations

- (1) Prior to signature approval, revise the site plan to include a bicycle rack(s) accommodating a minimum of three bicycle parking spaces.

Comment: The DSP has been revised to show two U-shaped bicycle racks which will provide parking for four bikes that meet and exceed the above suggestion.

- f. **Permits**—In a memorandum dated September 22, 2016, the Permit Review Section offered numerous comments that have either been addressed in revisions to the plans or in the proposed conditions in the Recommendation section of this report.

- g. **Environmental Planning**—In an e-mail dated September 23, 2016, the Environmental Planning Section stated that they had reviewed the materials submitted regarding the subject project and offered the following comments:

The site has an approved Type II Tree Conservation Plan TCPH-128-90-09, a Natural Resources Inventory Equivalency Letter (NRI-179-2016) and an approved Stormwater Management Concept Plan and Approval Letter (Stormwater Management Concept Plan 8004290-2000-08). Further, they stated that the subject site is located within an area previously approved to be cleared and is in conformance with the existing TCPH. The stormwater management plan uses micro-bioretenment, gravel wetlands, and stormfilters for water quality controls and the use of previously approved and existing ponds for quantity. The stormwater concept approval letter indicates that a separate concept for every parcel is to be obtained for the construction of stormdrain inlets. An approved concept for Parcel 65 is required to be submitted prior to Planning Board approval.

Comment: In a telephone call on October 24, 2016, upon being made aware that the Department of Permitting, Inspections and Enforcement (DPIE) had stated in their October 1, 2016 memorandum on the project that they found the subject DSP in conformance with approved Stormwater Management Concept Plan 8004290-200-08, dated October 8, 2014, the Environmental Planning Section withdrew their request for a separate approved stormwater concept for the subject Parcel 65 as DPIE is the approving authority for stormwater management and had made a finding of conformance for the subject DSP with an approved stormwater management plan.

- h. **Prince George's County Fire Department**—In a memorandum dated October 13, 2016, the Prince George's County Fire Department offered comments regarding private road design, needed accessibility and the location and performance of fire hydrants. Those comment have been transmitted to the applicant.

- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated October 1, 2016, DPIE stated that sidewalks would be required along all roadways within the property limits and that they had no objections to proposed Departure from Sign Design Standards DSDS-690 to allow additional building-mounted signs on the multi-tenant retail building. DPIE also stated, however, that they had an objection to requested Departure from Parking and Loading Standards DPLS-427 to permit a reduction in the number of required parking spaces from 106 to 75. Additionally, they requested that the applicant provide recorded easements to allow the shared use of the driveway onto Hampton Park Boulevard prior to issuance of grading or building permits. With respect to stormwater management, DPIE stated that the DSP is in conformance with approved Stormwater Management Concept Plan 8004290-200-08, dated October 8, 2014. In closing, DPIE offered additional comments regarding technical stormwater management concept approval subject to County Code Section 32-182(b). These requirements will have to be met before the applicant receives technical stormwater management approval.

Comment: See Finding 7 for discussion on how the three required findings for approval of a DPLS have been satisfied.

- j. **Prince George's County Police Department**—At the time of this writing, staff has not received comment from the Prince George's County Police Department.

- k. **Prince George's County Health Department**—In a memorandum dated October 24, 2016, the Prince George's County Health Department stated that they had reviewed the materials submitted regarding the subject project and had no comments or recommendation at the present time.
 - l. **Maryland State Highway Administration (SHA)**—In an e-mail dated September 1, 2016, the SHA stated that any work in the SHA right-of-way would require a SHA plan review and approval.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated WSSC offered numerous comments that have been provided to the applicant and will have to be addressed before sewer and water connection. The comments have been provided to the applicant.
 - n. **Verizon**—At the time of this writing, staff did not receive comments regarding the subject project from Verizon.
 - o. **Potomac Electric Power Company(PEPCO)**—At the time of this writing, staff did not receive comments regarding the subject project from PEPCO.
13. Based upon the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
14. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. Because the site does not contain any regulated environmental features, this required finding does not apply.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-16009 for Steeplechase Business Park, Parcel 65, subject to the following conditions:

- 1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:
 - a. The applicant shall provide the width of the easement.
 - b. Arrows shall be utilized throughout the site plan to indicate safe driving patterns, including the aisles leading up to and through the proposed Starbucks store.
 - c. Label the width of the entrance from Hampton Park Boulevard.

- d. Label the building length, width, and the gross floor area of the building.
- e. Recalculate the linear footage utilized to calculate the distance used for the landscape schedule for Section 4.2 and recalculate the amount of plant materials included in the buffer and provide a separate Section 4.2 schedule for the second street frontage.
- f. Indicate the height of the dumpster enclosure on the detailed site plan, the landscape plan and the site detail sheet.
- g. The exterior insulation finishing system (EIFS) used in the pedestrian realm (eight feet above the grade) of the architectural elevations shall be replaced with a more durable masonry material or cementitious siding. This requirement shall apply above the watertable on the pilasters on the south (front) façade and east (side) elevation, the panels on the end units on the rear (north) elevation and the EIFS on the left side of the side (west) elevation. Masonry utilized for the central portion of the sign band, eight feet above on the north (rear) elevation may be changed to EIFS.
- h. The plans shall be revised to include scaled drawing of the following site details:
 - (1) The retaining wall, the black vinyl clad fence with a top rail and the guardrail; and
 - (2) Hardscape including tables and chairs and a shade structure.
- i. The wood or plastic lumber material specified for the gates of the dumpster enclosure shall be replaced by a more durable composite material.
- j. The numbers in the tree canopy coverage schedule shall be revised, if necessary, to match the numbers on the approved Type II tree conservation plan.
- k. The location of the Section 4.7 Bufferyard 2 shall be indicated on the site plan.
- l. The following drafting errors shall be corrected:
 - (1) The indications of I-4 zoning for the surrounding properties on the landscape plan shall be corrected to the I-2 Zone.
 - (2) Bufferyard 1 as indicated in the first of two Section 4.7 schedules provided on the landscape plan shall be indicated on the landscape plan.
 - (3) The figure in Schedule 4.3-1 shall be corrected to 2,800 and question 11(b) should state “N/A.”
- m. The applicant shall include a 4.3-1 schedule on the landscape plan demonstrating conformance with the parking lot perimeter landscape strip requirements.

RECOMMENDATION FOR DEPARTURE FROM SIGN DESIGN STANDARDS DSDS-690

APPROVE Departure from Sign Design Standards DSDS-690 for Steeplechase Business Park, Parcel 65, for an additional 218 square feet of wall signage.

RECOMMENDATION FOR DEPARTURE FROM PARKING AND LOADING STANDARDS
DPLS-427

APPROVE Departure from Parking and Loading Standards DPLS-427 for Steeplechase Business Park, Parcel 65, for 31 of the required parking spaces.