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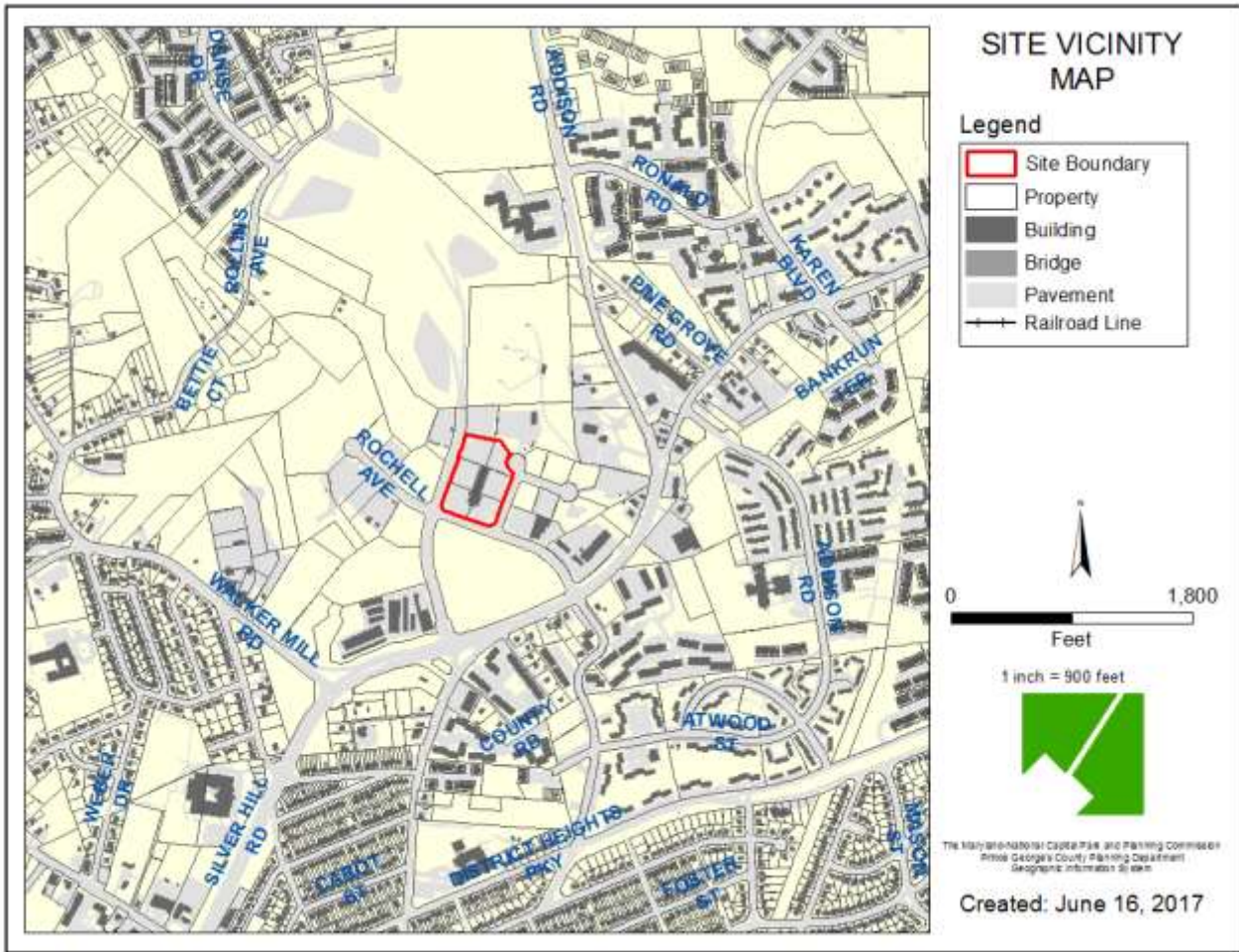
Detailed Site Plan

DSP-17024

Application	General Data	
Project Name: Academy Bus Location: Approximately 250 feet north of the intersection of Walker Mill Road and Rochell Avenue. Applicant/Address: Franmar Properties of MD, LLC 111 Paterson Avenue Hoboken, NJ 07030	Planning Board Hearing Date:	11/16/17
	Staff Report Date:	11/02/17
	Date Accepted:	09/12/17
	Planning Board Action Limit:	11/20/17
	Plan Acreage:	5.56
	Zone:	I-1
	Dwelling Units:	N/A
	Gross Floor Area:	18,405 sq. ft.
	Planning Area:	75B
	Council District:	07
	Election District	18
	Municipality:	Capitol Heights
	200-Scale Base Map:	203SE06

Purpose of Application	Notice Dates	
A detailed site plan for the construction of an 11,245-square-foot building addition to an existing vehicle repair and service station within a wholly enclosed building.	Informational Mailing:	06/21/17
	Acceptance Mailing:	09/06/17
	Sign Posting Deadline:	10/17/17

Staff Recommendation		Staff Reviewer: Andrew Bishop Phone Number: 301-952-4897 E-mail: Andrew.Bishop@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-17024
Academy Bus

The Urban Design staff has completed its review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

The detailed site plan is required by a condition of the previously approved Preliminary Plan of Subdivision 4-87194 (PGCPB Resolution No. 88-6).

EVALUATION

This detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Light Industrial (I-1) Zone and the and site design guidelines;
- b. The requirements of Preliminary Plan of Subdivision 4-87194;
- 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;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referrals.

FINDINGS

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

1. **Request:** The subject detailed site plan (DSP) proposes to raze a portion (9,496 square feet) of the 16,656-square-foot existing vehicle repair and service station and build an 11,245-square-foot building addition, to construct a new building with a new gross floor area (GFA) of 18,405 square feet.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	I-1	I-1
Use(s)	Vehicle lubrication or tune-up facility/Office	Vehicle lubrication or tune-up facility/Office
Acreage	5.56	5.56
Building Gross Floor Area (sq. ft.)	16,656 (9,496 to be razed)	18,405

OTHER DEVELOPMENT DATA

Parking and Loading Spaces Required for this DSP:

Office (7,160 sq. ft.) 1space /250 sq. ft. for first 2,000 sq. ft. 1 space/400 sq. ft. for above 2,000 sq. ft.	21 spaces
Vehicle repair and service station (11,245 sq. ft.) (Low Parking Generation Group) 1 space/500 sq. ft. of GFA	23 spaces
ADA Spaces	2 spaces
Total Spaces Required	46 spaces
Loading Spaces 1 loading space for GFA between 2,000–25,000 sq. ft.	1 space

Parking and Loading Spaces Provided:

Office	25 spaces
Vehicle repair and service station	26 spaces
ADA Spaces	2 spaces
Total Spaces Provided	51 spaces
Loading Spaces	0 spaces*
Space Size:	
Standard Spaces (9 ft. x 20 ft.)	37 spaces
Compact Spaces (9 ft. x 20 ft.)	12 spaces
ADA Accessible (8 feet x 19 feet)	2 spaces

*Staff notes that the site plan layout provides sufficient space and would allow for a designated loading area on the plan currently identified as “bus parking,” but one is not shown on the site plan. The plans should be revised, as required, to include a designated loading area on the site plan prior to certification. A condition has been added to this report to require that a designated loading area be added to the site plan prior to certification of the DSP.

3. **Location:** The subject property is a combination of Lots 12–17, Block A, of Walker Mill Business Park. It is located approximately 250 feet north of the intersection of Walker Mill Road and Rochell Avenue, in Planning Area 75B, Council District 7.
4. **Surrounding Uses:** The property is located within the Walker Mill Business Park and is bounded to the west by Hazelwood Drive, to the south by Rochell Avenue, to the east by Prosperity Way, and to the north by Lots 11 and 18, which are in the Light Industrial (I-1) Zone. The character of the surrounding uses is made up of a mix of developed commercial and light industrial uses.
5. **Previous Approvals:** The subject property is located on Tax Map 73 in Grid C-4. The site is known as Lots 12–17, Block A, Walker Mill Business Park, recorded in Plat Book NLP 141-11 on September 16, 1988. The property is currently developed with a 16,656-square-foot building. The prior approvals for the subject application are discussed in detail below.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-87194 for Walker Mill Business Park, which was approved by the Prince George’s County Planning Board and adopted on January 26, 1988 (PGCPB Resolution No. 88-6), subject to 10 conditions which are discussed in Finding 8 of this report.

The site also has an approved Stormwater Management Concept Letter (50433-2016-00) and the associated plans were submitted with this application. The approval was issued on June 14, 2017 and is valid until June 14, 2020.

6. **Design Features:**

Site Design: This site proposes a single two-way ingress and egress from the property’s frontage on Prosperity Way, north of its intersection with Rochell Avenue. The building addition proposed with this application is located at the center of the site, and includes an office and vehicle lubrication or tune-up facilities specifically for bus maintenance. The building is surrounded by a paved maintenance yard, which circles the building and provides 80 service bays along the perimeter of the site. A separate parking area for the office staff and customers is located in the southern portion of the site fronting Rochell Avenue. This parking compound is separated from the remainder of the service yard by a curb and landscape yard and includes 51 parking spaces. The main entrance to the building is located on the southeastern side of the structure and includes an informal drop-off area and sidewalk to the entry. No trash facilities are shown with this application.

Staff notes that the proposed height of the building and building dimensions, including setbacks, has not been shown on the plan, and that the travel lanes and standard parking spaces have not been dimensioned. Additionally, the site plan does not include any directional arrows, which should be shown for informational purposes. Conditions have been added to this report to require that the dimensions and directional arrows for the drive aisle and parking spaces be added to the site and landscape plans.

Architecture: The architecture of the proposed building addition is utilitarian in nature and made of smooth concrete masonry unit (CMU) finished in a dark charcoal color. The building addition incorporates a series of service bays along the eastern side of the building, which include white rolling overhead doors to break up the horizontal mass of building, and feature windows to allow natural light to filter into the service bays. The rear elevation presents long uninterrupted bands of the CMU block and feature new windows, with glass block near the top of the building. The

applicant has used durable high-quality materials and designed the building addition to coordinate well with the architecture and materials of the existing metal building.

Staff notes that dimensions showing the height have not been provided on the building or signage elevations and should be shown for informational purposes. A condition has been added to this report to require that the dimensions be added to show the building, prior to certification.

Signage: The applicant is proposing one building-mounted sign on the eastern elevation of the building facing Prosperity Way. The sign will not be internally lit and is made of brushed stainless steel, fastened to the building face. The sign identifies the building tenant and displays the “Academy” logo using script letters. The proposed wall sign is 37.05 square feet, as listed in the table below, which includes the sign type, proposed height, and area of the building-mounted sign proposed with this application:

Sign location	Advertising	Sign type	Area
Prosperity Way	Tenant name	Building-Mounted	37.05 sq. ft.

The proposed sign area has been calculated per Section 27-613(C)(3)(E) and (G) of the Zoning Ordinance.

Staff notes that the building signage area proposed with this application is acceptable; however, the details and architectural elevations of the building do not show the dimensions of the proposed signage and should be revised to include this information. A condition has been added to the Recommendation section of this report to require the applicant to provide dimensions on the building elevations.

CONFORMANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the I-1 Zone and the site design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in industrial zones. The proposed vehicle lubrication or tune-up facility use is permitted in the I-1 Zone without a DSP. However, the underlying PPS 4-87154 requires a DSP for each lot.
 - b. **Site Design Guidelines**—Section 27-283 of the Zoning Ordinance provides that a DSP should be designed in accordance with the same design guidelines for a conceptual site plan (Section 27-274 of the Zoning Ordinance), which provides design guidelines regarding parking, loading and circulation, lighting, views, green area, site and streetscape amenities, grading, service areas, public spaces, and architecture.

Section 27-274(a) further requires that the applicant demonstrate the following:

(2) Parking, loading, and circulation

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**
- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**
- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

The DSP is in conformance with the site design guidelines contained in Section 27-274 regarding provisions for safe and efficient on-site pedestrian and vehicular circulation, as well as provisions for adequate illumination. Specifically, the plan provides interior two-way travel lanes that scale at 22 feet in width surrounding the building, as required. On-site circulation and access are adequate to accommodate the use as proposed. However, while the plans scale, the plans do not dimension the travel aisles, and should be revised as recommended.

There are 51 total parking spaces and 46 are required. The vehicular access to the site is from a 35-foot-wide drive aisle, which provides two-way traffic to the site. This access intersects with Prosperity Way on the eastern boundary of the site. Parking spaces have been located at convenient locations, to allow customers to access the building without compromising the vehicular circulation on-site, and offers a safe alternative for employees and customers.

No loading is provided with this application, and is required. The site layout provides sufficient space to allow for a designated loading area without a reduction in customer parking, which is discussed in Finding 2. The loading area must be appropriately screened as required by the Landscape Manual, and safely located away from any pedestrian circulation on-site.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.**

The proposed light fixtures include building-mounted lighting near the building entry, and pole-mounted lighting in the parking area throughout the parking compound, providing a balanced lighting pattern throughout the property. The lighting placement has been designed to provide adequate lighting on-site, improving safety, and not cause spillover onto adjoining properties.

(4) Views.

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

The DSP is designed to mitigate views from public roads and public spaces to the adjoining properties and green areas. Views of the proposed building are limited, but do provide a clean and appealing presence to the extent that it will be seen from the street. The site has frontage on Hazelwood Drive, Prosperity Way, and Rochell Avenue, and includes an existing six-foot, six-inch sight-tight fence along the entire frontage and rear of the property, with a single ten-foot-wide gated access, with a 10-foot-wide landscape strip along the road frontage to soften the views of the fence.

Staff notes that the existing fence is six inches higher than what is allowed by Section 27-420 of the Zoning Ordinance. A fence over six feet in height requires that the fence meet the setback requirements for main buildings. This includes a front setback of 25 feet, side setbacks of 30 feet, and a no rear setback. Additionally, the prior permit that approved the construction of the fence was for six feet and did not include barbed wire on top, as is show on the DSP. Stranded barbed and/or razor wire are prohibited on all fences and walls by Section 27-420(e). A condition has been added to the Recommendation section of this report to require that the fence height be revised to a height of six feet, as allowed by the Zoning Ordinance, and that the applicant remove the barbed wire. The access gate must be widened to accommodate a 22-foot-wide vehicular ingress and egress pursuant to Part 11 of the Zoning Ordinance.

(5) Green Area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.**

The required green area for the I-1 Zone is 10 percent. This DSP proposes 1.20 acres, or 21 percent, green area to meet the requirement. However, the area calculated toward the green area for the site includes the area designated for the location of the Section 4.2 landscape strip, which cannot be counted towards the total green area in, accordance with the Section 27-469 of the Zoning Ordinance. A condition has been added to the Recommendation section of this report to require that the landscape plan be revised to show the location of the green area outside the area proposed for the Section 4.2 landscape strip, in accordance with the Zoning Ordinance, prior to certification.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.**

The applicant is not proposing any site or streetscape amenities as part of this application. However, the DSP does propose a landscape strip along the road frontage of the property that contributes to an attractive and coordinated development pattern of the streetscape bordering the site.

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.**

The development is being proposed on a site that is developed and is relatively flat. Minor fine grading will be required, but should be designed to minimize disruption to existing topography on the site.

(8) Service Areas.

- (A) Service areas should be accessible, but unobtrusive.**

The DSP does not propose a loading area on the site, and one must be added with appropriate landscape screening, as discussed in Finding 2.

(9) Public Spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.**

The DSP does not propose any public space with this application, nor is one recommended.

(10) Architecture.

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

The proposed building includes a single-story building, which is made of CMU block and faces Prosperity Way, while the rear of the building faces Hazelwood Drive. The building has been designed to incorporate multiple building materials including metal, glass, and masonry, into the building elevations on all sides of the structure. The building includes a series of canopies over the building entrance and existing windows.

8. **Preliminary Plan of Subdivision 4-87194:** The conditions of approval of PPS 4-87194 that are relevant to this application are discussed, as follows:

3. **Detailed site plans for individual lots shall be approved by the Planning Board prior to building permits. These site plan reviews shall address, but not be limited to, the items listed in the Area Planning Division's (N/SE) memorandum dated September 6, 1987.**

The above condition was based on the existing master plan (County Council Resolution CR-147-1985), which has subsequently been superseded by the *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) (CR-049-2010)) recommendations at the time of approval of the PPS. However, this condition is still applicable, and this DSP has been filed in accordance with PPS approval.

10. **Review of a methane study by the Natural Resources Division prior to the issuance of grading permits.**

The above condition has been addressed pursuant to comments from the Environmental Planning Section for Permit 34271-2015-G (methane study submitted on August 25, 2015).

9. **2010 Prince George's County Landscape Manual:** The application is subject to Section 4.2, Requirements for Landscape Strips Along Streets; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

- a. **Section 4.2, Requirements for Landscape Strips Along Streets**—The site is subject to Section 4.2 along its eastern, western, and southern property lines where it abuts Hazelwood Drive, Prosperity Way, and Rochell Avenue. Section 4.2 requires a minimum 10-foot-wide landscape strip to be planted with a minimum of 1 shade tree and 5 shrubs per every 35 linear feet of road frontage in the Developed Tier.

For the road frontage along Hazelwood Drive (558 feet), Prosperity Way (520 feet), and Rochell Drive (370 feet), neither the plans nor landscape schedules have provided a dimension to reflect this distance, and should be updated prior to certification. The schedules for these frontages indicate that Option 2 has been selected to provide conformance. Option 2, in the Developing Tier, requires a landscape strip that is “a minimum on ten (10) feet wide and has an average width of at least fifteen (15) feet,” to be planted with a minimum of 1 shade tree and 5 shrubs per every 35 linear feet of road frontage.

A condition has been added to the Recommendation section of this report to require that the landscape plan be revised to dimension the location of the Section 4.2 buffers, and revise the landscape schedule to show the linear feet of street frontage prior to certification.

- b. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or cultivars is specified below:

Shade trees	0 percent
Ornamental trees	0 percent
Evergreen trees	100 percent
Shrubs	39 percent

The landscape plan indicates that the applicant has chosen 100 percent native evergreen trees and 39 percent native shrubs, meeting these requirements.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project has an approved Natural Resources Inventory, NRI-CWP-039-2016, which was issued on June 19, 2017. There are no regulated environmental features known to occur on-site.

The site is not subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because, although the property is greater than 40,000 square feet in size, it contains less than 10,000 square feet of existing woodland and has no previously approved tree conservation plans. A numbered letter of exemption from the WCO was issued for this site (E-CWP-035-2016) and expires on July 28, 2018.

11. **Prince George's County Tree Canopy Coverage Ordinance:** The site is subject to the Tree Canopy Coverage Ordinance because it proposes more than 5,000 square feet of disturbance. The Tree Canopy Coverage Ordinance requires that, based on the I-1 zoning of the site, 10 percent of the site is to be covered in tree canopy. The overall site measures 5.56 acres and, therefore, requires 0.50 acre, or 24,219.36 square feet, of the site in tree canopy coverage.

The site plan proposes 36,590 square feet in the schedule, demonstrating that this requirement has been met by including the existing vegetation on the site.

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 27, 2017 (Berger to Bishop), the Historic Preservation Section stated that the subject property was previously a sand and gravel mine and has been extensively disturbed. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. There are no historic sites or historic resources on or adjacent to the subject property. This proposal will not impact any historic sites, historic resources, or known archeological sites.
- b. **Community Planning**—In a memorandum received October 19, 2017 (Umeozulu to Bishop), the Community Planning Division stated that the application conforms with the industrial land use recommendation of the sector plan, and that the partial demolition of the 16,656-square-foot existing structure for an 18,405-square-foot structure conducive to a bus facility and modifications to the parking area to install a stormwater management facility are consistent with the specific uses permitted in the I-1 Zone.
- c. **Transportation Planning**—In a memorandum dated September 18, 2017 (Thompson to Bishop), the Transportation Planning Section offered the following:

The Transportation Planning Section has reviewed the DSP application referenced above. The site consists of approximately 5.56 acres in the I-1 Zone and within the Subregion 4 Master Plan and SMA. The site is located inside the Capital Beltway (I-95/495), north of Walker Mill Road, and approximately 250 yards north of its intersection with Rochell Avenue, within the Walker Mill Business Park. The applicant is proposing a partial demolition of the existing structure and construction of an addition, as well as modifications to the parking area.

The site is bounded to the west by Hazelwood Drive, to the South by Rochell Avenue, to the east by Prosperity Way, and to the north by Lots 11 and 18, Block A, which are similarly zoned I-1. The plan is to partially demolish and rebuild the existing structure to make it more conducive to a bus facility. Modifications to the parking areas are also proposed to install a stormwater management facility in conformance with the current stormwater management regulations. There are no underlying transportation-related plat notes or other conditions that would control the development of this site.

Access to the property will remain along Prosperity Way, which intersects onto Rochell Avenue, and this is acceptable. One access point will remain for entering and exiting vehicles, and this is acceptable.

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a DSP as described in the Zoning Ordinance, and is within the trip cap established by PPS 4-87194.

- d. **Subdivision Review**—In a memorandum dated October 12, 2017, the Subdivision Section offered the following:

The subject property is located on Tax Map 73 in Grid C-4. The site is known as Lots 12–17, Block A, Walker Mill Business Park, recorded in Plat Book NLP 141-11 on September 16, 1988. The property is zoned I-1 and consists of 5.56 acres.

The property is subject to PPS 4-87194 for Walker Mill Business Park. The PPS was approved, and the resolution was adopted by the Planning Board on January 26, 1988 (PGCPB Resolution No. 88-6). The resolution contains 10 conditions, and the following conditions in **bold** relate to the review of this application:

3. **Detailed site plans for individual lots shall be approved by the Planning Board prior to building permits. These site plan reviews shall address, but not be limited to, the items listed in the Area Planning Division's (N/SE) memorandum dated September 6, 1987.**

The above condition was based on the existing master plan (CR-147-1985), which has subsequently been superseded by the Subregion 4 Master Plan and SMA (CR-049-2010) recommendations at the time of approval of the PPS. However, this condition is still applicable and this DSP has been filed in accordance with the PPS approval.

10. **Review of a methane study by the Natural Resources Division prior to the issuance of grading permits.**

The above condition has been addressed pursuant to comments from the Environmental Planning Section for Permit 34271-2015-G (methane study submitted on August 25, 2015).

Conditions 4–9 of the PPS contain a number of transportation-related requirements that should be reviewed for conformance by the Transportation Planning Section. A memorandum (Mokhtari to Sloan), dated December 15, 1987, concerning the review of the PPS for transportation adequacy states the following:

“Using the recommended trip generation rates for light service industry, the proposed development of 801,068 square feet of light industrial space on a 61.3 acre site, would generate 689 vehicle trips during both a.m. and p.m. peak hours.”

The proposed development is part of the conceptual development plan for a larger land area (61.3 acres), which contemplated the generation of 689 trips in the AM and PM peak hours. This estimated trip generation constitutes a trip cap for the overall subject area of the PPS. Therefore, development of the subject site and the associated trip generation of the proposed use conforms to the PPS. The Transportation Planning Section has determined that the plan is within the trip cap of the PPS. The record plat contains three notes, which have been addressed by the above comments.

- e. **Trails Review**—In a memorandum dated October 5, 2017 (Shaffer to Bishop), the trails coordinator of the Transportation Planning Section has reviewed the DSP application for the subject project 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.

The area master plan recommends two master plan trails/bikeways that impact the subject property. Designated bicycle lanes are recommended along both Rochell Avenue and Hazelwood Drive. The text from the master plan on these facilities is copied below:

Rochelle Avenue: Install bicycle lanes from Walker Mill Road to dead-end past Hazelwood Drive.

Hazelwood Avenue: Install bicycle lanes from Walker Mill Road back to Addison Road, including extension to connect to Addison Road.

These are long-term recommendations in the area master plan that will be more appropriately completed after Hazelwood Avenue has been constructed for its entire length to Addison Road. Currently, both Rochelle Avenue and Hazelwood Avenue are dead-end streets. Given that the roads currently serve an industrial area and do not make through connections for cyclists, no improvements for bicycle lanes are recommended at this time. The Prince George’s County Department of Public Works and Transportation can consider pavement markings for designated bicycle lanes (or other appropriate bicycle treatment) at the time of road resurfacing and/or the extension of Hazelwood Avenue.

The Complete Streets element of the MPOT reinforces the need for these recommendations and 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.

Sidewalks currently exist along the site's frontages of Rochell Avenue, Prospect Way, and Hazelwood Drive. However, these sidewalks do not appear to meet current County or Americans with Disabilities Act (ADA) standards, and should be reconstructed consistent with the road specifications and standards, if required by the Prince George's County Department of Permitting, Inspection, and Enforcement (DPIE). There are no master plan trails recommendations.

- f. **Permit Review**—In a memorandum dated September 15, 2017, the Permit Review Section offered numerous comments that have either been addressed by revisions to the plans or in the Recommendation section of this report.
- g. **Environmental Planning**—In a memorandum dated October 12, 2017 (Juba to Bishop), the Environmental Planning Section provided the following comments:

Background

The Environmental Planning Section has not previously reviewed any other development review applications for the subject site. An approved and signed Natural Resources Inventory Equivalency Letter, NRI-CWP-039-2016, was issued on July 28, 2016. A numbered Letter of Exemption, E-CWP-035-2016, was issued on July 28, 2016.

Proposed Activity

This DSP application is for the demolition and removal of an existing building and associated parking for the construction of a new bus maintenance facility, with surface parking and on-site stormwater management.

Grandfathering

The project is subject to the current regulations of Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance) that came into effect on September 1, 2010 because the application is for a new DSP and the site has no previous PPS approved prior to September 2010.

Site Description

This 5.56-acre site in the I-1 Zone is located on the northwestern corner of the intersection of Rochell Road with Prosperity Way. There are no woodlands currently on-site. The site is within the Lower Beaverdam Creek watershed, which is a stronghold watershed; the entire site drains into the Potomac River basin. According to the Sensitive Species Project Review Area (SSPRA) map prepared by the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on, or in the vicinity of, this property. This site is not identified as containing forest interior dwelling species (FIDS) or FIDS buffer. This site does not share frontage with any historic or scenic roadways.

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

Natural Resources Inventory/Environmental Features

An approved Natural Resources Inventory (NRI-CWP-039-2016) was submitted with the application, which expires on July 28, 2021.

A review of available information identified that no regulated environmental features such as streams, wetlands, areas of steep slopes, 100-year floodplain, or associated buffers are found on the property. No woodlands exist on-site. This site is not within the PMA. No additional information is required regarding the NRI.

Woodland Conservation

The site is not subject to the provisions of the WCO because, although the property is greater than 40,000 square feet in size, it contains less than 10,000 square feet of existing woodland and has no previously approved tree conservation plans. A numbered Letter of Exemption (E-CWP-035-2016) from the WCO was issued for this site and expires on July 28, 2018. No further information concerning the WCO is needed at this time.

Soils

The predominant soil found to occur on-site, per the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, is Udothents-Urban land complex, 0 to 5 percent slope. According to available information, neither Marlboro clay nor Christiana complexes are known to occur on-site.

This information is provided for the applicant's benefit. The County may require a soils report in conformance with County Council Bill CB-94-2004 during the building permit review process.

Stormwater Management

An approved Stormwater Management Concept Plan (50433-2016-00) and approval letter was submitted with the subject application. The approved concept shows the use of one micro-bioretenention area, which will ultimately drain into an existing storm drain system located on Hazelwood Road that leads to an existing off-site pond.

This site was originally developed prior to any stormwater regulations. However, the redevelopment of this site proposes to meet water quality control requirements by treating the water in a micro-bioretenention area and existing pond. The conditions of the approved concept require a site development fine grading permit. No revisions are required for conformance with the approved stormwater management concept. The Environmental Planning Section recommends approval of Detailed Site Plan DSP-17024.

- h. **Prince George's County Fire/EMS Department**—At the time of this writing, staff did not receive comment regarding the subject project from the Fire/EMS Department.
- i. **Prince George's County Department of Inspections, Permitting and Enforcement (DPIE)**—At the time of this writing, staff did not receive comment regarding the subject project from DPIE.

- j. **Prince George's County Police Department**—At the time of this writing, staff did not receive comment regarding the subject project from the Police Department.
 - k. **Prince George's County Health Department**—At the time of this writing, staff did not receive comment regarding the subject project from the Health Department; however, the following standard notes are recommended to be added to the plan:
 - (1) During the demolition/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.
 - (2) During the demolition/construction phases of this project, noise should not 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.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail dated October 3, 2017, WSSC offered numerous comments regarding the provision of water and sewer to the development. These comments have been provided to the applicant and will be addressed through WSSC's separate permitting process.
 - m. **Verizon**—At the time of this writing, staff did not receive comment regarding the subject project from Verizon.
 - n. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, staff did not receive comment regarding the subject project from PEPCO.
13. Based on the foregoing, and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised in accordance with the recommended conditions 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.
 14. As there are no environmental features located on the subject property, the normally required finding pursuant to Section 27-285(b)(4) of the Zoning Ordinance, that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(5), does not need to be made for the subject project.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Prince George's County Planning Board adopt the findings of this report and recommend APPROVAL of Detailed Site Plan DSP-17024, Academy Bus, subject to the following condition:

1. Prior to certificate approval of the detailed site plan, the applicant shall submit the following documentation, or revise the plans to:
 - a. Provide the dimensions of the drive aisle and parking spaces on the site and landscape plans, in addition to directional arrows illustrating the traffic pattern on-site.
 - b. Show the height, dimensions, and setbacks of the proposed building and signage on the architectural elevations.
 - c. Add the following site plan notes:

“During the demolition and 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.”

“During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”
 - d. Revise the landscape plan to dimension the location of the Section 4.2 buffers on the plan.
 - e. Revise the landscape schedules for Section 4.2 to show the linear feet of street frontage prior to certification.
 - f. Revise the site and landscape plans to clearly label all bearings and distances.
 - g. Revise the site plan to show a designated loading area with the appropriate landscape screening, as required by the Zoning Ordinance.
 - h. Revise the landscape plan to show the location of the green area outside the area proposed for the Section 4.2 landscape strip, in accordance with Section 27-469 of the Zoning Ordinance.
 - i. Show the proposed height of the proposed and existing buildings on the site and landscape plans.
 - j. Revise General Note 4 to correct the proposed use as reflected in the Zoning Ordinance.
 - k. Add square footage to the inset on Sheet 4 of 6.
 - l. Reduce the height of the existing fence to six feet and note that the barbed wire is to be removed.
 - m. Add a note that lighting is to be full optic cut-off, to avoid spill over lighting.
 - n. Dimension the vehicular access gate to a minimum of 22 feet wide for ingress and egress.