



The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Detailed Site Plan
Departure from Design Standards
Departure from Parking and Loading Spaces
Seabrook – Parcel F

DSP-20010
DDS-668
DPLS-479

REQUEST	STAFF RECOMMENDATION
DSP: Construction of 3,350 square feet of commercial retail space and a 1,600-square-foot eating and drinking establishment with a drive-through on Parcel F.	APPROVAL with conditions
DDS: To reduce the width of the loading space driveway from 22 feet to 16 feet in width.	APPROVAL
DPLS: To reduce the number of provided parking spaces from 31 to 24.	APPROVAL

Location: In the southwest quadrant of the intersection of MD 564 (Lanham Severn Road) and Seabrook Road.	
Gross Acreage:	0.55
Zone:	C-M
Dwelling Units:	N/A
Gross Floor Area:	4,950 sq. ft.
Planning Area:	70
Council District:	03
Election District:	20
Municipality:	N/A
200-Scale Base Map:	208NE08
Applicant/Address: Storch Management 25 Hooks Lane, Suite 312 Pikesville, MD 21208	
Staff Reviewer: N. Andrew Bishop Phone Number: 301-952-4897 Email: Andrew.Bishop@ppd.mncppc.org	



Planning Board Date:	07/29/2021
Planning Board Action Limit:	09/03/2021
Staff Report Date:	07/14/2021
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Sign Posting Deadline:	06/29/2021

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/. Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-20010
 Departure from Design Standards DDS-668
 Departure from Parking and Loading Spaces DPLS-479
 Seabrook – Parcel F

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

EVALUATION

This detailed site plan and departures were reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Commercial Miscellaneous (C-M) Zone and the site design guidelines;
- b. The requirements of Preliminary Plan of Subdivision 12-2466;
- 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. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject applications, the Urban Design staff recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) requests approval for the construction of 3,350 square feet of commercial retail space and a 1,600-square-foot eating and drinking establishment with a drive-through. The applicant also requests a Departure from Design Standards, DDS-668, for a reduction in the width of the loading space driveway from 22 to

16 feet in width, and a Departure from Parking and Loading Spaces, DPLS-479, to reduce the number of required parking spaces from 31 to 24.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	C-M	C-M
Use(s)	Vacant	Commercial retail and eating and drinking with drive-through
Gross Acreage	0.55	0.55
Parcels	1	1
Total Gross Floor Area	0	4,950 sq. ft.

OTHER DEVELOPMENT DATA

Parking Spaces

	Required	Provided
Normal Commercial: 1 space/150 sq. ft. for the first 3,000 sq. ft. of GFA, plus one space/200 sq. ft. above the first 3,000 sq. ft. GFA.	18*	--
Eating and Drinking Establishment: 1 space per 50 sq. ft. of service/prep, plus 1 space per 3 seats for 15 seats	13*	--
Standard Parking Space (9.5 x 19 feet)	-	16
Compact Parking Space (8 x 16.5 feet)	-	7
Handicap-Accessible (Van)	-	1
Total**	31	24

Notes: *Includes a reduction of 20 percent per Section 27-572 of the Prince George's County Zoning Ordinance, for shared parking.

**DPLS-479 requests the proposed reduction of seven parking spaces. Staff recommends approval of the DPLS, as discussed in Finding 7.

Loading Spaces*

	Required	Provided
Commercial	1	1
Total	1	1

Note: *DDS-668 requests a reduction in the width of the driveway access to the loading space to 16 feet wide. It should be noted that the statement of justification (SOJ) and other documents state the request as a reduction to 18 feet. However, the narrowest point of the driveway between the loading space and the street is 16 feet, and the departure has been reviewed as such herein. Staff recommends approval of the DDS, as discussed in Finding 7.

3. **Location:** The site is located in the southwest quadrant of the intersection of MD 564 (Lanham Severn Road) and Seabrook Road, in Planning Area 70 and Council District 3.
4. **Surrounding Uses:** The subject property is bound to the north and east by the public rights-of-way of Lanham Severn Road and Seabrook Road, respectively, with commercial uses beyond each. The property is bound by commercial uses in the Commercial Miscellaneous (C-M) Zone to the west, and to the south by railroad tracks, which service commercial uses in the Ancillary Commercial Zone beyond. Seabrook Road dead ends at the railroad tracks adjacent to the site.
5. **Previous Approvals:** The subject property is known as Parcel F, which is located on Tax Map 44 in Grids D1 and E1. Parcel F was created in approximately 1962 and is part of a larger assemblage of commercial uses which were also developed at that time. Parcel F was created by a lot line adjustment of Parcel C-1, recorded in Plat Book WWW 44 page 64 in 1962, and Parcel C-2, recorded in Plat Book WWW 44 page 83 in 1962. Parcels C-1 and C-2 were the subject of preliminary plan of subdivision (PPS) 12-2466, approved in 1962. However, no available records of this PPS remain.

The 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and SMA) retained the property in the C-M Zone and downgraded Lanham Severn Road from an arterial roadway to a collector roadway, reducing the ultimate right-of-way width from 120 to 80 feet. Vacation Petition V-18003 was approved in 2019, to reclaim the previously dedicated right-of-way width. Parcel F is recorded in Plat Book ME 253 on page 46 and is entitled "Parcels D, E & F, M. Leo Storch Property, Seabrook", which were created on January 15, 2019.

A gas station had operated on the site until approximately 2016 when a fire destroyed the building. The property is currently unimproved except for asphalt pavement.

Stormwater Management (SWM) Concept Plan 20666-2019 has been issued for the site and is valid until October 26, 2023.

6. **Design Features:** The subject DSP proposes construction of 3,350 square feet of commercial retail space, for which a tenant has not been determined, and a 1,600-square-foot eating and drinking establishment with a drive-through, specifically a Dunkin Donuts. One building is proposed, which is connected to the existing commercial strip on the adjacent Parcel D, with parking provided to the north and east. The site is accessed from Seabrook Road on the east, Lanham Severn Road on the north, and an inter-parcel connection to Parcel D on the west. The DSP proposes a one-way drive-through on the east side of the building, and a loading space/trash dumpster area with access driveway to the south of the building. Sidewalks are proposed, allowing pedestrian access from Lanham Severn Road and Seabrook Road into the site. However, crosswalks are not included at all vehicular crossings for safe passage and are recommended to be provided, as conditioned herein.

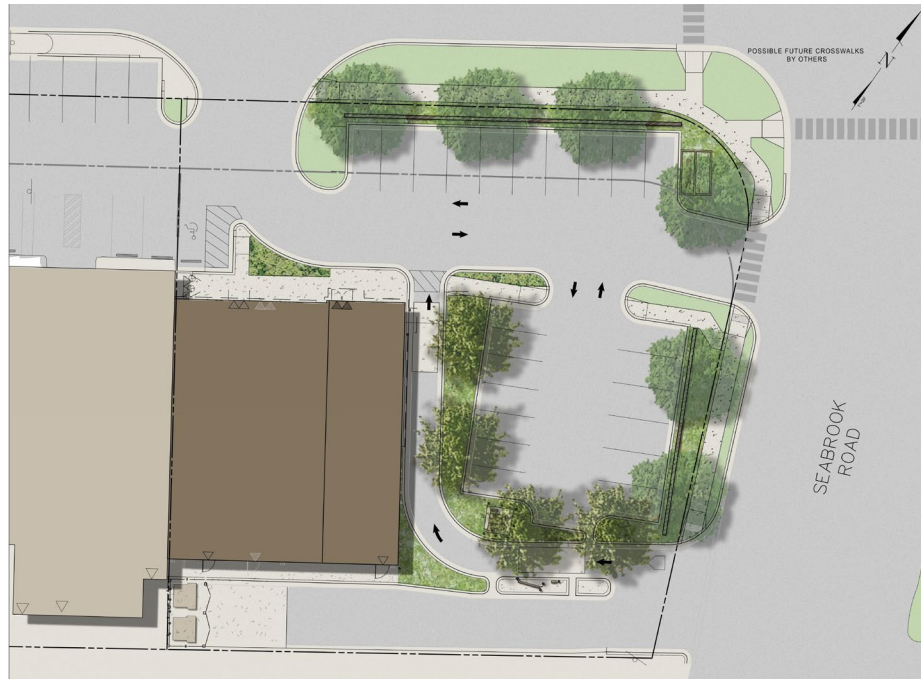


Figure 1: Site Plan

Architecture

The architectural elevations for the eating and drinking establishment and the commercial retail space propose a contemporary franchise look and feature a modern grey, black, and brown color scheme with accents of tan, orange, and pink. The building features materials such as fiber cement lap siding, glass, metal, and concrete panels on the side façade, and in combination with exterior insulation finish system on the front façade. The main entrances to the eating and drinking establishment and the retail locations are accented by glass panels and signage. These elements provide dimension and visual interest, and staff finds them generally acceptable.

The roof of the building is generally flat, with a parapet proposed across the façade and a raised sign above the entrance of the Dunkin Donuts advertising its location. A flat metal canopy above the window line is proposed across the front façade and along the drive-through. This horizontal element is continued on the commercial retail portion of the building, which proposes a horizontal, colored strip in lieu of the metal canopy. Staff recommends that an additional architectural element be added on the building façade facing Lanham Severn Road, such as stone, brick, or masonry along the water table, or the addition of a horizontal or vertical design element to provide architectural interest.





Figure 2: Building Elevations

Lighting

The photometric plan submitted with this application shows building-mounted and pole-mounted lighting on the site. Sufficient lighting levels to illuminate the site's accesses, drive aisles, building entryways, and walking paths are provided and do not cause glare onto the adjacent properties.

Signage

A total of three building-mounted channel letter style signs are proposed, with one located on the north façade, and two on the east façade. The northern façade sign is the "Dunkin'" name over the entrance vestibule, and the eastern facade signs are the "DD" logo and "Lanham Dunkin". Signs for the retail locations are shown as empty squares above the entrances and are acceptable at this time. Many commercial retail uses are permitted by right, and their signs can be shown at time of permitting.

In addition, it is noted that the site includes a number of directional signs to assist with drive-through traffic on the site, and one proposed freestanding sign along Lanham Severn Road that includes the Dunkin name and advertises the drive-through. The internally illuminated, double-faced sign is 15 feet in height and meets the requirements of Section 27-614 of the Zoning Ordinance, for freestanding signage.

Loading and Trash Facilities

Loading is required for the eating and drinking establishment proposed in combination with the commercial retail and is located at the rear of the building, between it and the adjacent railroad tracks. However, access to this facility is proposed by a drive aisle that does not meet the minimum width and requires a DDS. The applicant has filed DDS-668, which requests a reduction in the required standard 22-foot-wide driveway access to 16 feet. Staff recommends approval of the DDS, as discussed in Finding 7. The dumpster is adequately screened by the building and a six-foot-high enclosure.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the C-M Zone:
- a. In accordance with Section 27-461(b), Commercial Use Table, of the Zoning Ordinance, many commercial retail uses are permitted by right in the C-M Zone and do not require a DSP. The eating and drinking establishment with a drive-through is permitted in the C-M Zone, in accordance with the provisions of Footnote 24, which requires a DSP. The submitted DSP is also in conformance with the regulations in Section 27-462 of the Zoning Ordinance.
 - b. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance. For example, adequate illumination is provided, and the architecture proposed for the building employs a variety of architectural features and designs, such as projections, colors, and materials.
 - c. **Departure from Design Standards DDS-668:** The subject DSP includes a request for a departure from Section 27-581 of the Zoning Ordinance, which governs the design standards for loading space driveways. The driveway should be a minimum of 22 feet wide, exclusive of curb returns and gutters. This DDS proposes a reduction in the required driveway width to 16 feet for access to the loading space, which is proposed behind the building adjacent to the railroad tracks.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Prince George's County Planning Board to grant the departure:

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

The DSP proposes to redevelop a former gas station site with a small commercial center, which is permitted in the current C-M zoning. The loading area is proposed behind the building, and functionally, this is the appropriate place to put it since it is adequately screened from the roadway and is adjacent to the rail line. However, due to space constraints on the property, only 16 feet is available for access to the loading area. The applicant states that this is more than enough room to accommodate the trash trucks and other trucks which will service the property.

The applicant also contends that having service vehicles back out of the loading space onto Seabrook Road is an acceptable arrangement because it has no through traffic. It is agreed that this arrangement is acceptable, and due to the configuration of the site, would be a necessity whether the driveway is 16 feet or 22 feet. In summary, it is believed that this finding is met.

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

The applicant states that the property is unique in its location and existing configuration. The site plan is designed to separate the various site functions and ensure that there are no conflicts between loading and customer traffic. Given the small size of the site, it is agreed that the applicant has maximized the function of the site, and that the minimum departure is requested.

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

The subject property is a previously developed site with existing points of access and is located on a corner lot on a dead-end street next to a rail line. It is noted that the rail line and Lanham Severn Road both existed prior to 1949. So, while the lotting pattern was not established for the area until 1961, the area of development was already constrained prior to 1949. Given the placement of the transportation facilities and the narrow depth of the property, some degree of flexibility is needed to redevelop this site with commercial uses.

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

The applicant suggests that the requested departure will not impair the visual, functional, or environmental quality or integrity of the site, or of the surrounding neighborhood. The subject site is an isolated commercial property on a dead-end road. The departure will facilitate quality redevelopment of the site. Doing this will in no way impair the visual, functional, or environmental quality or integrity of the site, or of the surrounding neighborhood.

Based on the analysis above, staff recommends that the Planning Board approve the departure request, to reduce the width of the required loading space driveway access from 22 feet to 16 feet.

- d. **Departure from Parking and Loading Spaces DPLS-479:** The applicant requires a departure from Section 27-568(a) of the Zoning Ordinance, for a reduction in the number of parking spaces. As noted in Finding 2, the proposed development is required to provide 31 parking spaces and the applicant has proposed 24 spaces, for a reduction of seven parking spaces. The required findings for the Planning Board to grant the departure in Section 27-588(b)(7) of the Zoning Ordinance, are as follows:

(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;

The applicant asserts that the operations of the proposed donut shop, along with the limited seating being provided, obviate the need for the full parking requirement. Also, the applicant states that the proximity to parking at the nearby Maryland Area Regional Commuter (MARC) station to the east would likely result in more customers parking at MARC, walking to the use, and walking back to the station. These are credible scenarios; however, staff does not believe that the applicant would limit staffing the donut shop to five employees. If anything, more employees would be needed to enable quick service of customers – especially drive-through customers – to limit the length of queuing on what is a very small site. Even so, it is believed that the MARC station proximity provides adequate justification for the parking space reduction on-site. Staff finds the applicant's request will serve the purposes of Section 27-550 of the Zoning Ordinance.

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

The submitted SOJ indicates that the site is constrained by the three rights-of-way, which it abuts, and by existing commercial development to the west. Given these constraints, there is no need to provide more parking than is necessary to serve the use. The parking provided is the amount necessary to serve the needs of the proposed uses, and the departure requested is the minimum necessary given the specific circumstances of the request.

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

The applicant cites rights-of-way constraints on the site along with the desire to redevelop a property that had been destroyed by fire. The applicant also believes that the drive-through nature of the use combined with its location next to a MARC station parking lot create a special nature to the proposal. Also, given the discussion for the DDS, there is a rationale to give consideration to circumstances that existed before 1949. Given the limitations of the site and the nature of the use, it is believed that the applicant has made the case that circumstances are special.

- (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**

The applicant's analysis has shown that the proposed location, with access to mass-transit opportunities and exploration of using alternative parking calculations, supports a reduction in the total required quantity of parking spaces to serve the development, and that all methods of calculating the number of spaces has been used.

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

The property is generally located in a commercial area that is enclosed by roads. There are no residential areas in close proximity which would be impacted upon by granting this departure.

Therefore, staff recommends that the Planning Board approve DPLS-479, to allow a reduction of seven parking spaces, from 31 to 24 parking spaces.

8. **Preliminary Plan of Subdivision 12-2466:** PPS 12-2466 was approved in 1962. However, no available records of this PPS remain. Furthermore, there are no notes regulating development listed on the record plat. The DSP considered in this application is in conformance with the record plat with the correct bearings and distances. This application is exempt from filing a PPS per Section 24-111(c)(2) of the Prince George's County Subdivision Regulations, which states the following:

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**

- (2) **The total development proposed for this final plat on a property that is not subject to a Regulating Plan approved with Subtitle 27A of the County Code and does not exceed five thousand (5,000) square feet of gross floor area and does not exceed five thousand (5,000) square feet of gross floor area;**

The subject property was platted prior to 1970 and the application proposes development which is less than 5,000 square feet of gross floor area.

9. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Specifically, Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. The required plantings and schedules are provided on the DSP in conformance with the Landscape Manual.
10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site has a Natural Resources Inventory Equivalency Letter (NRI-034-2019) because there are no regulated environmental features on the site, and a Standard Letter of Exemption

(S-046-2019) from the Woodland and Wildlife Habitat Conservation Ordinance because the site is less than 40,000 square feet in area.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading or building permit for more than 5,000 square feet of disturbance. Properties zoned C-M are required to provide a minimum of 10 percent of the gross tract area covered in TCC. The subject application provides the required TCC schedule demonstrating conformance with this requirement.
12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:
 - a. **Historic Preservation**—In a memorandum dated July 2, 2021 (Stabler to Bossi), it was noted that the subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources. In addition, it was determined that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey is not recommended. This proposal will not affect any Prince George's County historic sites, resources, or known archeological sites.
 - b. **Community Planning**—In a memorandum dated July 7, 2021 (Dickerson to Bishop), the Community Planning Division provided a discussion of the 2014 *Plan Prince George's 2035 Approved General Plan* and master plan and noted that the Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and SMA retained the subject property in the C-M Zone. Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, master plan conformance is not required for this application.
 - c. **Pedestrian and Bicycle Planning**—In a memorandum dated July 2, 2021 (Ryan to Bishop), the pedestrian and bicycle planner provided an evaluation for conformance with the Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and SMA and the 2009 *Approved Countywide Master Plan of Transportation*. The Transportation Planning Section finds the pedestrian and bicyclist circulation on the site to be safe, efficient, and convenient, pursuant to Sections 27-283 and 27-274(a)(2) of the Zoning Ordinance and the relevant design guidelines for transportation and concludes that the submitted DSP is deemed acceptable from the standpoint of pedestrian and bicycle transportation, subject to conditions that have been included in the Recommendation section of this report.
 - d. **Transportation Planning**—In a memorandum dated July 1, 2020 (Masog to Bishop), the Transportation Planning Section provided an evaluation of the application and the companion departures that is included in the findings above and found the on-site circulation of this plan acceptable.
 - e. **Subdivision**—In a memorandum dated June 28, 2021 (Heath to Bishop), the Subdivision Section provided discussions, as incorporated into findings above, and a recommendation for a technical correction to the plan that is conditioned herein.

- f. **Permits**—In a memorandum dated June 28, 2021 (Jacobs to Bishop), the Permits Section provided comments that have been addressed by revisions to the plan, or are included in the recommendation section of this report.
 - g. **Environmental Planning**—In an email dated June 24, 2021 (Finch to Bishop), it was noted that the site has an approved SWM Concept Plan, 20666-2019, which is generally consistent with the DSP. There are no environmental issues related to the site.
 - h. **Prince George's County Fire Department**—At the time of the writing of this technical staff report, the Prince George's County Fire Department did not offer comments on the subject application.
 - i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPiE)**—In a memorandum dated June 14, 2021 (Giles to Bishop), DPiE provided comments on this application that will need to be addressed at time of permits.
 - j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
 - k. **Prince George's County Health Department**—In a memorandum dated June 3, 2021 (Adepoju to Bishop), the Health Department provided numerous recommendations with respect to health-related issues on the property. These recommendations have been included as conditions of approval in the Recommendation section of this report, as appropriate, or will have to be addressed at the time of permitting.
 - l. **Maryland State Highway Association (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on the subject application.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—In plan comments dated June 10, 2021 (Stecher to Bishop), WSSC provided standard comments on the project's conceptual water and sewer plan that will require attention through WSSC's permitting processes.
13. Based on the foregoing and as required by Section 27-285(b) of the Zoning Ordinance, the DSP, if revised as conditioned, 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) provides the following required finding for approval of a DSP:
- (4) **The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

No regulated environmental features such as streams, wetlands, 100-year floodplain, associated buffers, or primary management areas are located on-site.

RECOMMENDATION

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

- A. APPROVE Departure from Design Standards DDS-668 to allow for a reduction in the loading space drive aisle width from 22 to 16 feet.
- B. APPROVE Departure from Parking and Loading Spaces DPLS-479 to allow for a reduction in the number of parking spaces required from 31 to 24 spaces.
- C. APPROVE Detailed Site Plan DSP-20010 for Seabrook, Parcel F, subject to the following condition:
 - 1. Prior to certification, the detailed site plan shall be revised, or additional information shall be provided, as follows:
 - a. Provide the correct plat reference in the property information section of the cover sheet.
 - b. Provide a continental crosswalk on the drive aisle at the point of vehicle entry along Lanham Severn Road, unless modified by the Maryland State Highway Administration, with written correspondence.
 - c. Provide details and specifications of all the building mounted signage proposed in conformance with the requirements of Sections 27-613 of the Prince George's County Zoning Ordinance, including maximum areas permitted for the future commercial retail tenants.
 - d. Provide a continental crosswalk on the drive aisle at the front and rear points of vehicle entry along Seabrook Road, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - e. Provide a six-foot-wide sidewalk and perpendicular, Americans with Disabilities Act accessible ramp connecting to Seabrook Road, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - f. Provide a six-foot wide sidewalk and perpendicular, Americans with Disabilities Act accessible ramp connecting to Lanham Severn Road, unless modified by the Maryland State Highway Administration, with written correspondence.
 - g. Remove "Ramp and" from the notation on plans which reads "Future Ramp and Crosswalk (By Others)."

- h. Provide a minimum six-foot-wide sidewalk along the subject site's frontage of Seabrook Road, consistent with the 2017 *Department of Public Works and Transportation Urban Street Design Standards*, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- i. Provide a minimum six-foot-wide sidewalk along the subject site's frontage of Lanham Severn Road, consistent with guidance from the 2020 Maryland State Highway Administration (SHA) *Context Driven Access and Mobility for All Users*, unless modified by SHA, with written correspondence.
- j. Provide additional horizontal or vertical architectural elements on the building façade facing Lanham Severn Road, such as a masonry water table.
- k. Add the following note:

“During the construction phase, the applicant shall adhere to all applicable Prince George's County or State of Maryland regulations and laws regarding particulate matter, pollution, and noise.”