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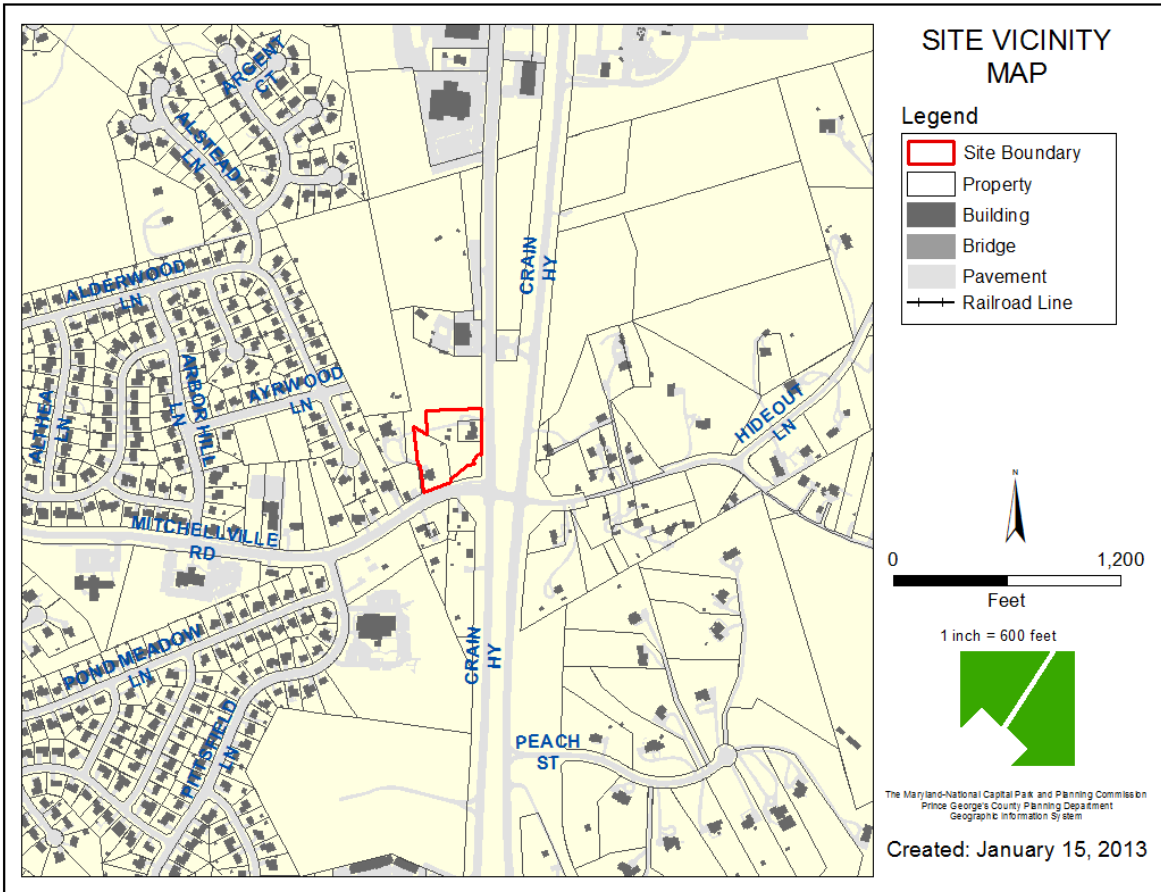
## Detailed Site Plan DSP-12060

### Departure from Parking and Loading Standards DPLS-377

Application	General Data	
<b>Project Name:</b> CVS Mitchellville  <b>Location:</b> The northwest corner of the intersection of Robert Crain Highway (US 301) and Mitchellville Road.  <b>Applicant/Address:</b> The Velmeir Company 5265 Shawnee Road, Suite 108 Alexandria, VA 22312	Planning Board Hearing Date:	04/25/13
	Staff Report Date:	04/10/13
	Date Accepted:	02/05/13
	Planning Board Action Limit:	Waived
	Plan Acreage:	2.68
	Zone:	C-M
	Dwelling Units:	N/A
	Gross Floor Area:	13,225 sq. ft.
	Planning Area:	74B
	Tier:	Developing
	Council District:	04
	Election District:	07
	Municipality:	N/A
200-Scale Base Map:	203NE14	

Purpose of Application	Notice Dates	
A 13,225-square-foot department and variety store with food and beverage sales and a departure from parking and loading standards for a reduction in the parking requirement by seven spaces.	Informational Mailing:	12/11/12
	Acceptance Mailing:	01/23/13
	Sign Posting Deadline:	03/26/13

Staff Recommendation		Staff Reviewer: Meika Fields Phone Number: 301-780-2458 E-mail: <a href="mailto:Meika.Fields@ppd.mncppc.org">Meika.Fields@ppd.mncppc.org</a>	
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-12060  
Departure from Parking and Loading Standards DPLS-377  
CVS Mitchellville

The Urban Design staff has completed the 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 technical staff report.

EVALUATION CRITERIA

This detailed site plan (DSP) was reviewed and evaluated for conformance with the following criteria:

- a. The requirements in the Commercial Miscellaneous (C-M) Zone and the site plan design guidelines of the Zoning Ordinance.
- b. The requirements of Preliminary Plan of Subdivision 4-11032.
- 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 Tree Canopy Coverage Ordinance.
- f. The requirements for approval of a Departure from Parking and Loading Standards.
- g. Referral comments.

FINDINGS

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

1. **Request:** The subject application requests approval of a 13,225-square-foot department and variety store with food and beverage sales, and a departure from parking and loading standards for a reduction in the parking requirement by seven spaces.

2. **Location:** The subject site is located at the northwest corner of the intersection of Robert Crain Highway (US 301) and Mitchellville Road in Council District 4 and in the Developing Tier.

3. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	C-M	C-M
Use(s)	Two single-family dwellings to be razed	Department and Variety Store
Acreage	2.68	2.68
Square Footage/GFA	0	13,225

**OTHER DEVELOPMENT DATA**

**Parking Requirements:**

	<b>REQUIRED</b>	<b>PROPOSED</b>
Total Parking Spaces (1 per every 150 sq. ft. for less than 3,000 GFA) (1 per every 200 sq. ft. for over 3,000 GFA)	72	65
of which Handicap Spaces	4 (1 Van-Accessible)	4 (2 Van-Accessible)
Total Loading Spaces	2	2

4. **Surrounding Uses:** The subject 2.68-acre, Commercial Miscellaneous (C-M)-zoned property is located at the northwest corner of the intersection of Robert Crain Highway (US 301) and Mitchellville Road. The subject site is bounded to the east by the right-of-way (ROW) of US 301. To the north of the subject site is Parcel C of a larger development known as Mills Nissan of Bowie, in the C-M Zone. To the west of the subject site are properties in the Rural Residential (R-R) Zone including the Carroll Methodist Chapel and Cemetery, which is Historic Site 74B-006 of the Prince George’s County Historic Sites and District Plan. To the south of the subject property is the ROW of Mitchellville Road and Outlot A in the C-M Zone.

5. **Previous Approvals:** The site is the subject of the approved Preliminary Plan of Subdivision 4-11032, which combined Parcels 171, 181, and 16 to create one lot for the development of a 14,600-square-foot CVS Pharmacy. The resolution was adopted by the Prince George’s County Planning Board on November 8, 2012 (PGCPB Resolution No. 12-100).

6. **Design Features:** The subject site has two points of access. One point of access is proposed along Mitchellville Road, and another along Robert Crain Highway (US 301) will be shared with the adjacent property to the north. Surface parking is proposed along the east, south, and west sides of the proposed building with only a small row of parking proposed west of the building. The site plan indicates that the easternmost parking lot adjacent to Robert Crain Highway (US 301) will utilize permeable paving. Other environmental site design measures proposed on the site include the use of landscape infiltration areas and micro-bioretenment areas. A large micro-bioretenment area is proposed along the western property line, which will be planted with a variety of native plant material including evergreen trees to provide screening for the adjacent Carroll Methodist Chapel and Cemetery. Streams, wetlands, and 100-year floodplain are found to occur in the southeastern portion of the property.

The proposed CVS building is a 13,225-square-foot, one-story structure with a flat roof. The main entrance is proposed at the southeastern corner of the building facing the intersection of Robert Crain Highway (US 301) and Mitchellville Road, although it is set back from that intersection by a conservation easement located on Outlot A. The south building façade faces Mitchellville Road; the east building façade faces US 301; the north building façade faces vacant commercially-zoned properties; and the west building façade faces Carroll Methodist Chapel and Cemetery. Due to the site orientation and the proposed on-site circulation, which includes the locations of drive-through lanes on the north and west sides of the building, each building elevation will be visible and special attention should be paid to the articulation of each building façade.

The proposed CVS has a predominantly brick exterior. Windows are indicated along the south and east building elevations. In order to provide additional visual interest, the architectural elevations have been revised to incorporate brick pilasters along all elevations, and additional definition along the top and the base of the building through the use of split-faced concrete-masonry units (CMU) in these areas. Staff supports the architectural modifications provided and believes they improve the overall appearance of the building.

Staff recommends one modification to the proposed building materials. The tan concrete-masonry units indicated along the top of the building propose a rough, split-faced appearance. While this is an appropriate material for the base of a building, as it gives the appearance of a solid, stone-like foundation, it appears out of place along the top of the building. Staff recommends that a material with a smoother finish be provided along the top of the building, such as a smooth-faced CMU, brick, or exterior insulation finishing system (EIFS).

## COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-M Zone; the site plan design guidelines of the Zoning Ordinance; Part 11, Off-Street Parking and Loading; and Part 12, Signs, as follows:
  - a. The subject application is in conformance with the requirements of Section 27-461(b) of the Zoning Ordinance, which governs uses in commercial zones. The proposed use is a department or variety store, not exceeding 85,000 square feet of gross floor area (GFA) without regard to percentage of gross floor area for food and beverage component, and is permitted by-right in the C-M Zone. Site plan review was required for the subject site by Planning Board condition in the preliminary plan.

- b. The site layout is consistent with Section 27-462, regulations regarding building setbacks.
- c. The detailed site plan (DSP) is in general conformance with the applicable site design guidelines contained in Sections 27-283 and 27-274. The following discussion is offered:
  - (1) The pharmacy drive-through has been designed to provide adequate space for queuing lanes.
  - (2) Two loading spaces are proposed for the CVS. The loading spaces, as designed, will be clearly marked and will be separated from parking areas to the extent feasible.
- d. The application requires a departure from Section 27-568, Schedule of Spaces Required, of the Zoning Ordinance. See Finding 12 for discussion of the departure from parking and loading standards request.
- e. The proposal includes building-mounted signs, freestanding signage, and directional signage (also known as regulatory signage). The signs have been reviewed for conformance with C-M Zone regulations with regard to signs, as follows:

- (1) **Freestanding Signage:** The applicant proposes one 24-foot-tall freestanding sign with an electronic messaging unit on brick piers along Robert Crain Highway (US 301). The sign has been reviewed for conformance with the requirements of Section 27-614, Freestanding Signs, of the Zoning Ordinance  
 As the property is not located within an integrated shopping center, one square foot of signage is permitted for each four lineal feet of street frontage, to a maximum of two hundred square feet for each sign. The subject property has 244 linear feet of street frontage on Robert Crain Highway (US 301) and approximately 150 linear feet of street frontage on Mitchellville Road; therefore, 98 square feet of freestanding signage is permitted. The subject application proposes 88.75 square feet of signage, which complies with the requirement. The freestanding sign area should be revised to include the entire sign face, exclusive of any sign piers or posts that hold up the sign.

The applicant proposes an electronic messaging unit within the proposed freestanding sign. While electronic messaging units are not prohibited, the applicant should be aware that signs which flash or blink, or which have varying intensity of illumination on less than a five second cycle, are prohibited by the Zoning Ordinance, Section 27-592, Illumination. If the electronic messaging unit component of the sign is retained, the applicant should add a note to the site plan stating that the electronic messaging unit will not be used to create messages that flash, blink, or vary in intensity of illumination on less than a five second cycle.

- (2) **Building-Mounted Signs:** The applicant proposes eight building-mounted signs. The proposed building-mounted signs are red, internally-illuminated channel letters mounted upon the building façade. Not all of the building-mounted signs are illuminated, and they vary in message and size. Additionally, there is signage proposed on the awnings over the main building entrance.  
 Based upon the linear feet of building width indicated on the site plan, approximately 143 linear feet facing Robert Crain Highway (US 301) and 96 linear feet facing Mitchellville Road, the applicant is permitted 400 square feet of

building-mounted signage, which is the maximum amount for sites in the C-M Zone. The dimensions and area of each proposed building-mounted sign should be provided so conformance with Section 27-613 may be determined. The applicant should provide a chart on the site plan that clarifies the amount of building-mounted signage permitted by the Zoning Ordinance, and the total amount proposed to indicate compliance with Section 27-613 of the Zoning Ordinance.

- (3) **Directional/Traffic Control Signage:** The detailed site plan also proposes on-site traffic-control-style signage that does not include CVS logos or advertisement for the drive-through. Because this sign type does not include commercial advertisement and is generally beneficial for on-site circulation, it may be determined at time of permit approval that these signs are exempt from a sign permit in accordance with Section 27-602(a)(1) of the Zoning Ordinance.

8. **The Requirements of Preliminary Plan of Subdivision 4-11032:** The site is the subject of the approved Preliminary Plan of Subdivision 4-11032 and the resolution was adopted by the Prince George's County Planning Board on November 8, 2012 (PGCPB Resolution No. 12-100). The preliminary plan is valid until November 8, 2014. The preliminary plan has not been signature approved. A final plat for the subject property must be accepted by The Maryland-National Capital Park and Planning Commission (M-NCPPC) before the preliminary plan expires or a new preliminary plan is required. The resolution of approval (PGCPB Resolution No. 12-100) contains seventeen conditions. The following conditions in **bold** relate to the review of this application:

1. **Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:**

**Comment:** The preliminary plan of subdivision is currently under review for signature approval.

2. **Prior to approval of final plats, the applicant and the applicant's heirs, successors, and/or assignees shall obtain approval of a detailed site plan from the Planning Board or its designee in accordance with Part 3, Division 9 of the Zoning Ordinance. For uses that require a special exception, a detailed site plan shall not be required if the entire parcel is part of special exception.**

**Comment:** The subject detailed site plan has been submitted in fulfillment of the above requirement.

3. **At the time of detailed site plan or special exception approval, the following additional specific site issues shall be evaluated:**

- a. **The impacts of the orientation, height, materials, design, landscaping and lighting of the proposed development on the environmental setting of Carroll Methodist Chapel and Cemetery.**

**Comment:** The impact of the proposed development on the environmental setting of Carroll Methodist Chapel and Cemetery has been evaluated; furthermore, the Historic Preservation Commission (HPC) has reviewed the

proposal and recommends approval of the application with conditions. Additional information regarding the HPC's recommendation is provided in Finding 13(f) and in the Recommendation Section.

- b. Locate and show on Applicant's Property a grant of easement from Parcel C to Mitchellville Road, if such connection is required by special exception or detailed site plan approval.**

**Comment:** The DSP shows a cross access connection at the northwest corner of the property to Parcel C, which is appropriate and was set forth in the approved preliminary plan. The DSP should delineate the easement for the cross access connection.

- c. Locate and show a shared right-in/right-out vehicular access with the adjacent property to the north (Parcel C) to Robert Crain Highway (US 301).**

**Comment:** The DSP shows a shared right-in/right-out access with Parcel C to Robert Crain Highway (US 301), which is appropriate and was envisioned in the approved preliminary plan. A variation request to Section 24-121(a)(3) was granted with the approved preliminary plan conditioned on a shared access to US 301. The following statement should be added as a note on the DSP:

“A variation request to Section 24-121(a)(3) has been granted conditioned on a shared direct vehicular access to US 301 with the adjacent property to the north, Parcel C.”

- d. Provide and show a bike parking facility close to the main entrance.**

**Comment:** The DSP shows a proposed bike rack facility at the southwest corner of the proposed building.

- e. Efforts shall be made to reduce the limits of disturbance (LOD) to preserve specimen trees 6, 7, and 8 to the fullest extent practicable.**

**Comment:** The LOD on the submitted plan titled primary management area (PMA) Landscape exhibits shows that specimen trees 6, 7 and 8 are proposed to be removed. In a justification letter from the applicant received on March 22, 2013, the applicant stated that the removal of the trees was necessary to comply with the compensatory storage requirement. The approved stormwater management plan does show the establishment of new floodplain within the stream buffer area. A note on the plan states that “compensatory storage being provided in underground pipe.” It appears this is in reference to the underground storage system shown on the plan and the floodplain is designed to store stormwater during increased periods of runoff. It appears the removal of trees 6, 7 and 8 is unavoidable. Staff believes that the above condition has been satisfied.

- f. Five native major shade trees shall be shown on the Landscape Plan to be planted within the primary management area (PMA), in addition to what is shown on Exhibit “F” of the Statement of Justification for Impacts to Regulated Environmental Features.**



**Comment:** This condition has been addressed. The landscape plan shows five additional major shade trees proposed to be planted within the PMA.

**5. Development of this site shall be in conformance with Stormwater Management Concept Plan 25976-2011-00 and any subsequent revisions.**

**Comment:** Note 21 on the DSP accurately states that the property has a stormwater management concept plan 25976-2011-01 with an approval date of September 14, 2012 and expiration date of September 14, 2015. The plan shows the use of bioretention, infiltration, and permeable pavement.

**6. Total development within the subject property shall be limited to a mix of commercial/retail development or equivalent development which generates no more than 21(12 in; 9 out) AM peak hour trips and 83(42 in; 41 out) PM peak hour trips in consideration of the approved trip rates and the approved methodologies for computing pass-by rates. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

**Comment:** The subject proposal conforms to the trip cap established for this site.

**7. Prior to the Planning Board approval of the final plat, the applicant, or the applicant's heirs, successors, and/or assignees shall provide the following:**

- a. Locate and show on Applicant's Property a grant of easement from Parcel C to Mitchellville Road, if such connection is required by special exception or detailed site plan approval.**
- b. Submit an executed copy of an easement prepared by Applicant, its heirs, successors and/or assigns, providing for a shared right-in/right-out vehicular access with the adjacent property to the north (Parcel C) to Robert Crain Highway (US 301).**

**Comment:** The DSP shows a cross access connection at the northwest corner of the property to Parcel C and a shared right-in/right-out access with Parcel C to Robert Crain Highway (US 301). The cross access connection and the shared right-in/right-out access are appropriate and were envisioned in the approved preliminary plan. The DSP should delineate and label the easement for the cross access connection and the shared access to US 301.

**9. At the time of final plat, the applicant shall GRANT a ten-foot-wide public utility easement along the public rights of-way of Mitchellville Road and Robert Crain Highway (US 301) as delineated on the approved preliminary plan of subdivision.**

**Comment:** A public utility easement (PUE) in excess of ten feet has been provided to reduce conflict with the location of a Washington Suburban Sanitary Commission (WSSC) easement.

- 10. Residential development shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.**

**Comment:** The DSP is proposing a 13,225-square-foot CVS Pharmacy for the subject property, which is a nonresidential development. No residential development is being proposed with this DSP; therefore, a new preliminary plan of subdivision is not required.

- 11. Prior to issuance of any demolition permit, the applicant and the applicant's heirs, successors, and/or assignees shall submit the Maryland Inventory of Historic Properties form for all standing structures on the subject property to be reviewed and approved by Historic Preservation Section. The form shall include floor plans, representative interior and exterior photos of the dwellings, and exterior photographs of the outbuildings.**

**Comment:** This condition remains in effect. Conformance to Condition 11 should be reviewed and determined by the Historic Preservation Section at the time of demolition permits.

- 14. Prior to the issuance of grading permits, the applicant shall demonstrate that any abandoned well associated with the existing structure has been backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller.**

- 15. Prior to the issuance of grading permits, the applicant shall demonstrate that any abandoned septic tank and pump chamber associated with the existing structure has been pumped out by a licensed scavenger and either removed or backfilled in place.**

**Comment:** Conditions 14 and 15 remain in effect. Conformance to these conditions should be reviewed and determined by the Health Department at the time of grading permits.

- 16. Roadway improvements on Mitchellville Road shall be carried out in accordance with Design Guidelines and Standards for Scenic and Historic Roads prepared by the Department of Public Works and Transportation (DPW&T).**

**Comment:** Mitchellville Road is a designated historic road and has the functional classification of a collector. Any improvements within the right-of-way of an historic road are subject to approval by the DPW&T under the Design Guidelines and Standards for Scenic and Historic Roads. Roadway design criteria will be determined for the roadway by the DPW&T with consideration for any scenic or historic features which may be identified.

- 17. The final plat shall include the following notes:**

- a. Mitchellville Road is a designated Historic Road.**

- b. **Development of this site shall be subject to the use of full-optic cut off-site light fixtures.**
- c. **Direct access to Robert Crain Highway (US 301) is allowed as a shared right-in/right-out vehicular access with the adjacent property to the north (Parcel C) and all other frontage is denied.**

**Comment:** Condition 17(a) and (c) should be added to the Standard Notes on the Detailed Site Plan.

The resolution also contains 20 findings. Finding10 has a discussion regarding the shared access onto Robert Crain Highway (US 301), the inter-parcel connections, and the Variation to Section 24-121(a)(3) of the Subdivision Regulations. The Planning Board, in the reconsideration for Parcel C (PGCPB Resolution No. 07-66(A)) to the north, determined that an inter-parcel driveway connection should be made along this commercial corridor on the west side of Robert Crain Highway (US 301) if determined feasible through further site plan review. This would allow an internal driveway connection from the Hyundai Dealership, the Bowie Nissan, the proposed Car Wash on Parcel C, and the proposed CVS to Mitchellville Road without having to access Robert Crain Highway (US 301). The access is not intended to be a major cut-through, but to provide a driveway alternative. The Planning Board found in the reconsideration for Parcel C, in the granting of the variation for direct access to Robert Crain Highway (US 301), that the feasibility of the shared access driveway to Mitchellville Road should be determined with the review of the DSP which was required as a condition of that approval.

The Planning Board found that the feasibility of the inter-parcel connection to the north (Parcel C) and to Mitchellville Road should be considered at the time of DSP.

The subject proposal indicates the location for a drive aisle connection to Parcel C to the north as was previously recommended. This connection should be labeled as an interparcel connection to Parcel C.

9. **2010 Prince George’s County Landscape Manual:** The DSP for the construction of a new 13,225-square-foot CVS Pharmacy is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Interior Planting Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; 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 Landscaped Strips along Streets**—Section 4.2 specifies that, for all nonresidential uses in any zone and for all parking lots, a landscape strip shall be provided on the property abutting all public and private streets. A Section 4.2 landscape strip is required along the site’s frontage on Robert Crain Highway (US 301). The landscape plan indicates a substitution of ornamental trees for three of the required shade trees. Substitutions are permitted when the existence of overhead utilities makes the planting of shade trees impractical; however, in this case no overhead utilities exist. The application should provide the required number of shade trees or pursue alternative compliance approval prior to certificate of approval of the DSP. The Section 4.2 planting strip should also be delineated on the landscape plan.
- b. **Section 4.3, Parking Lot Requirements**—Section 4.3 specifies that proposed parking lots larger than 7,000 square feet will be subject to Section 4.3. Section 4.3 requires that

parking lots provide planting islands throughout the parking lot to reduce the impervious area. When these planting islands are planted with shade trees, the heat island effect created by large expanses of pavement may be minimized. The subject parking lot is 49,167 square feet in size. Eight percent interior green and 14 shade trees are required. The submitted landscape plan indicates conformance with this requirement.

- c. **Section 4.4, Screening Requirements**—Section 4.4 requires that all dumpsters, loading spaces, and mechanical areas be screened from adjoining existing residential uses, land in any residential zone, and constructed public streets. The submitted information indicates that a brick dumpster enclosure for two dumpsters is proposed, and a detail of the enclosure has been provided. The loading spaces will be partially screened due to their location behind the proposed brick dumpster enclosure and adjacent to a proposed planting strip. Staff recommends that some of the deciduous shrubs indicated on the plan north of the loading spaces be substituted with evergreen shrubs to further screen the proposed loading spaces.
- d. **Section 4.6, Buffering Development from Streets**—Mitchellville Road is a designated historic road and has the functional classification of a collector. In the developing tier, Section 4.6 requires a minimum twenty-foot-wide buffer to be planted with a minimum of eighty plant units per one hundred linear feet of frontage, excluding driveway openings. While the plant material requirement appears to be satisfied for this section, the full required bufferyard width is not labeled on the plans, and should be prior to certificate of approval.
- e. **Section 4.7, Buffering Incompatible Uses**—A goal of Section 4.7 is to provide a comprehensive, consistent, and flexible landscape buffering system that provides transitions between moderately incompatible uses. The subject site borders Parcel C, which is a vacant commercially-zoned parcel. The 2010 *Prince George's County Landscape Manual* indicates that if a developing property located in a Commercial Zone is adjoining a vacant property located in a Commercial Zone, then the developing property is not required to provide a bufferyard. While the subject site is not required to provide a bufferyard at this time, a significant amount of landscaping is proposed on the subject property. Some of this landscaping has been proposed due to the site's proximity to Carroll Methodist Chapel and Cemetery (74B-006), a Prince George's County Historic Site.

Plan notes and schedules for Section 4.7 should be revised to indicate the adjacent property is vacant commercially-zoned property. Compliance with the requirements of Section 4.7 will be evaluated prior to the approval of building and grading permits for Parcel C. It is likely that Parcel C will be developed with a car wash. The landscaping required on Parcel C should take into account what landscaping has already been approved on the subject property.

Section 4.3(b) schedules to indicate conformance with the Parking Lot Perimeter Planting Strip Requirement should be provided in lieu of Section 4.7 schedules.

- f. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires a percentage of plants within each plant type, including shade trees, ornamental trees, evergreen trees, and shrubs, to be native species or the cultivars of native species. The subject application indicates conformance with the requirements of Section 4.9 by providing 100 percent native trees and shrubs.

10. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The project is not subject to the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site contains less than 10,000 square feet of woodland and has no previous Tree Conservation Plans. A standard letter of exemption has been issued and is valid until June 20, 2014.
11. **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 permit. Properties that are zoned C-M are required to provide a minimum of ten percent of the gross tract area in tree canopy. The subject property is 2.68 acres in size, resulting in a TCC requirement of 0.27 acres.

The provided tree canopy worksheet indicates 12,128 square feet of existing trees, or 0.28 acres, which meets and exceeds the requirement. The tree canopy worksheet should be updated to more accurately reflect the quantity of plant materials provided in the landscape schedule.

12. **Departure from Parking and Loading Spaces:** The application requests a reduction in the required number of parking spaces by seven parking spaces. Based on the requirements of Section 27-568(a) of the Zoning Ordinance, this proposed development would normally require a minimum of 72 parking spaces. The site can only provide 65 spaces, hence the need for the proposed departure application. 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, as follows:

Section 27-588(b)(7) of the Zoning Ordinance contains the following required findings for departure applications. Each standard is listed in **bold face type** below, followed by staff comment:

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

- (i) **The purposes of this 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.**

**Applicant's Justification:** The applicant provided the following justification for how the purposes of Section 27-455 of the Zoning Ordinance will be met:

As set forth in Section 27-550(a), the purposes of the Off-Street Parking and Loading Part of the Zoning Ordinance include the following: (1) requiring off-street automobile parking lots and loading areas that are sufficient to serve the parking and loading needs of all persons associated with the buildings and uses; (2) aiding 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) protecting the residential character of residential areas; and (4) providing parking and loading areas which are convenient and increase the amenities in the Regional District. The Applicant's development proposal will serve these purposes as follows:

- First, a sufficient number of off-street parking spaces will be provided for the proposed use. The *Institute of Transportation Engineers (ITE) Parking Generation Handbook*, 4th Edition, provides that only 32 parking spaces would be required to accommodate the peak parking demand predicted by the mean rate of the ITE's database of parking generation studies for this use, and only 39 parking spaces would be required to accommodate the peak parking demand predicted by the 85th percentile of their database. Thus, the 65 parking spaces proposed by the Applicant — although 7 spaces under the amount that would be required by the Zoning Ordinance — will exceed the predicted actual parking demand even under the ITE's most conservative calculation methodology.
- Because the 65 parking spaces proposed on the subject property will exceed the predicted parking demand for the proposed use, there will be no need for CVS patrons or employees to use of the adjacent public streets for parking and loading. Furthermore, the subject application, in providing for interparcel connections and for shared access with properties to the north, will serve to fulfill Part 11's purpose or reducing the number of access points.
- Residential areas will not be impacted by the Departure from Parking and Loading Standards, as sufficient on-site parking will be provided to meet predicted actual parking generation.
- The proposed on-site parking area will be adjacent to the proposed building, thereby being convenient to CVS patrons and meeting this purpose of Part 11.

**Comment:** Staff concurs that the purposes of the off-street parking and loading standards will be met by the subject proposal. The adequate parking will be provided for the proposed use based upon the peak parking demand analysis provided by the applicant. Mitchellville Road and Robert Crain Highway (US 301) do not permit on-street parking; therefore, approval of a parking departure will not promote on-street parking or congestion associated with on-street parking on these adjacent streets. The proposed parking will be provided in locations convenient to the proposed use. Furthermore, the departure will not affect residential areas.

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

**Comment:** The departure is the minimum necessary. The application has provided parking in all reasonable areas on site, while meeting Zoning Ordinance standards and protecting open space.

- (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;**

**Comment:** The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location. The CVS is proposed in an area with sensitive environmental features. Additional parking on the site could negatively impact the primary management area (PMA) and reduce the efficiency of on-site circulation.

- (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:** The applicant indicated that all methods provided in Part 11 for calculating the number of spaces required by the Zoning Ordinance have been examined and found to be inapplicable (joint use) or impractical (the off-site lot method), leaving no alternative but to pursue the departure request.

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

**Comment:** An evaluation of the adjacent neighborhood through aerial photography indicates that no residential communities are not directly adjacent to the subject proposal. Consequently, the potential impact of this parking deficit is not likely to impact any residential neighborhood. The applicant has provided evidence based on the *Parking Generation Handbook, 4th Edition* (Institute of Transportation Engineers) that only 32 spaces would be needed to accommodate the peak demand for uses similar to what is being proposed. In light of this finding, the applicant asserts that there will be no need for CVS patrons to seek parking on adjacent streets. Staff concurs with this evaluation and concurs that granting the departure will have no effect on the parking and loading needs of the adjacent residential area.

Staff recommends that the Planning Board approve the departure request.

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

- a. **Community Planning Division**—In a memorandum dated March 1, 2013 the Community Planning Division offered the following determinations:
- (1) **Conformance with the 2002 Prince George's County Approved General Plan:** This application is consistent with the 2002 Prince George's County General Plan Development Pattern Policies for the Developing Tier.
  - (2) **Conformance with the 2009 Approved Subregion 6 Master Plan and**

**Sectional Map Amendment:** The application conforms with the commercial development land use recommendations of the February 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B*.

There are no General Plan issues raised by this application either by the DSP or the DPLS. This application conforms with the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B* recommendation for commercial use development. The master plan recommends the following guideline that is relevant to the development of the property.

“All ingress/egress from US 301 should be minimized and a shared entrance from the existing commercial development to the north should be utilized.”

**Comment:** Access to US 301 has been minimized to the extent feasible.

- b. **Transportation Planning Section**—In a memorandum dated March 11, 2013 (Burton to Fields), the Transportation Planning Section provided comment on the DSP. There are no issues regarding on-site circulation, or the submitted departure from parking and loading standards request.
- c. **Trails**—In a memorandum dated April 5, 2013, the trails coordinator provided analysis regarding the site plan’s conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B* (area master plan).

The subject site includes the appropriate sidewalk connection from Mitchellville Road to the building entrance. Crosswalks are indicated as appropriate. However, a crosswalk is also recommended for the master plan trail along Mitchellville Road at the site’s ingress/egress point, unless modified by the Department of Public Works and Transportation (DPW&T). A small amount of bicycle parking is also recommended at the CVS to accommodate people using the planned trail along Mitchellville Road.

The original submittal also included a sidewalk along Robert Crain Highway (US 301) and one sidewalk connection from this direction as well. However, the most recent site plans submitted remove the sidewalk along US 301. Robert Crain Highway (US 301) is a planned freeway and designated F-10 in the area master plan. There are no existing or planned sidewalk facilities along US 301. The MPOT and area master plan recommend pedestrian and bicycle access across US 301 as improvements are made, but due to the existing travel speeds and planned upgrade to freeway status no bicycle or pedestrian facilities are recommended parallel to US 301. The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B* recommended a trail/bicycle facility along US 301. However, upon further evaluation and discussion on the appropriate facilities along planned freeways, this proposal was removed from the 2009 MPOT, as were previously proposed trails along other freeway or limited access facilities. Bicycle and pedestrian access will be provided from Mitchellville Road.



**Comment:** The applicant should also explore the feasibility of providing a sidewalk connection from the existing sidewalk located on the east side of the site's access on Mitchellville Road to the proposed sidewalk on the east side of the site's proposed access drive. There is a gap in the sidewalk connectivity at this eastern corner of the access drive, which may be due to an existing environmental feature. If the sidewalk connection can be designed, it should be provided, unless modified by DPW&T.

d. **Subdivision Review Section**—In a memorandum dated March 22, 2013 (Nguyen to Fields), the Subdivision Review Section provided an analysis of the DSP as follows:

- (1) The subject property is located on Tax Map 63 in Grid D-3, within the Commercial Miscellaneous (C-M) Zone for 2.68 acres. The site is currently improved with two single-family dwellings, which are proposed to be removed.
- (2) The DSP shows one parcel with the same parcel configuration as reflected on the Preliminary Plan 4-11032. However, the DSP has some inconsistencies that need to be addressed prior to approval. The Detailed Site Plan DSP-12060 is in substantial conformance with the approved Preliminary Plan of Subdivision 4-11032 if the plan revisions have been addressed.

**Comment:** The above comments have been included in the Recommendations Section.

- (3) Failure of the site plan and record plat to match will result in the permits being placed on hold until the plans are corrected.

e. **Environmental Planning Section**—In a memorandum dated April 2, 2013, (Shoulars to Fields), the Environmental Planning Section provided comment on the above-referenced detailed site plan.

- (1) **Site Description:** The detailed site plan is for a 2.68-acre site in the C-M Zone that is located on the southwest corner of Robert Crain Highway (US 301) and Mitchellville Road. According to mapping research and as documented on the approved natural resource inventory (NRI), streams, wetlands, and 100-year floodplain are found to occur on the southeastern portion of this property. The site is located within the Middle Patuxent drainage basin. An area of steep slopes is located on the southern portion of the site, associated with the stream system located partially on-site and partially on the adjacent Outlot A. The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include the Adelpia complex, the Annapolis complex, and the Widewater and Issue complex. According to available information, Marlboro clay and Christiana complex are not found to occur on this property. According to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered (RTE) species found to occur on or in the vicinity of this property. The site has frontage on Robert Crain Highway (US 301), a master planned freeway that is a traffic noise generator; however, due to the proposed commercial use, traffic generated noise is not regulated in relation to the subject application. Mitchellville Road is listed in the Master Plan of Transportation as a historic road in the vicinity of the subject property. The

site is located in the Developing Tier of the 2002 *Approved Prince George's County General Plan*. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site is not within the designated network of the plan.

- (2) **Natural Resources Inventory:** An approved Natural Resources Inventory was submitted with the review package, NRI-042-11, which was approved on July 6, 2011. The NRI shows streams, wetlands, and floodplain are found to occur on this property. No Forest Stand Delineation (FSD) was required because the site is exempt from the Woodland and Wildlife Habitat Conservation Ordinance. Nine specimen trees were identified on-site. No additional information is needed with respect to the approved NRI.
- (3) Policy 5 in the Environmental Infrastructure chapter of the General Plan calls for the reduction of overall sky glow, minimizing of the spill-over of light from one property to the next, and a reduction of glare from light fixtures. This is of particular concern on a commercial site such as the subject application, because the adjacent residential uses will be directly impacted, and the historic road designation. The proposed lighting should use full cut-off optics to ensure that off-site light intrusion into residential and environmentally-sensitive areas is minimized, and so that sky glow does not increase as a result of this development.

The landscape plan demonstrates the use of full cut-off optics to ensure that off-site light intrusion into residential and environmentally-sensitive areas is minimized.

f. **Archeology**—In a memorandum dated March 20, 2013, (Stabler to Fields), the Historic Preservation Section provided an analysis of the submitted DSP. The Prince George's County Historic Preservation Commission reviewed the subject detailed site plan application at its March 19, 2013 meeting and forwards the following findings and conclusions to the Planning Board. The Historic Preservation Commission voted 7-0-1 in favor of the recommendations provided below:

- (1) The subject property is adjacent to Carroll Methodist Chapel and Cemetery (74B-006), a Prince George's County Historic Site.
- (2) The subject property contains two dwellings and several outbuildings. The house at 1807 Mitchellville Road was constructed about 1940. The house at 1910 Crain Highway was built about 1955. The house at 1807 Mitchellville Road was recorded on a Maryland Inventory of Historic Properties (MIHP) form as 74B-057. Since the house at 1910 Crain Highway is more than 50 years old, it should also be documented on a Maryland Inventory of Historic Properties (MIHP) form prior to its demolition. The documentation should include floor plans and representative interior and exterior photographs. Condition 11 of PGCPB Resolution No. 12-100 states that "prior to issuance of any demolition permit, the applicant and the applicant's heirs, successors, and/or assignees shall submit the Maryland Inventory of the Historic Properties form for all standing structures on the subject property to be reviewed and approved by Historic Preservation Section. The form shall include floor plans, representative interior and exterior photos of the dwellings, and exterior photographs of the outbuildings."

- (3) Phase I archeological survey is not recommended on the above-referenced 2.68-acre property located at the southeast intersection of Robert Crain Highway (US 301) and Mitchellville Road in Bowie, Maryland. 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.
- (4) The Historic Preservation Commission reviewed Preliminary Plan 4-11032, CVS Mitchellville, at its July 17, 2012 meeting. The Commissioners expressed a concern about the visibility of the proposed CVS building from the Carroll Methodist Chapel and Cemetery Historic Site and asked the applicant to consider additional evergreen plantings along the western edge of the storm water management ponds to provide a more substantial buffer. The proposed plan does not provide for a substantial vegetative buffer between Carroll Chapel Historic Site and the proposed CVS store. The CVS store will still be substantially visible from the historic site.
- (5) Note No. 14 on the Detailed Site Plan sheet should read: "Carroll Methodist Chapel and Cemetery Historic Site (74B-006) is adjacent to the property." The location of the Carroll Methodist Chapel and Cemetery is not shown on any of the plans.
- (6) At the March 19, 2013 review of the subject application, the Historic Preservation Commission heard staff's presentation about the visual impacts of the CVS building on the Carroll Methodist Chapel Historic Site. The applicant's counsel, Stacy Silber, engineer, Matt Jones, and Director of Construction, Kevin McGee addressed the HPC and responded to staff's concerns regarding the visibility of the CVS building from the historic site by adding seven American holly trees (*Ilex opaca*) along the southwestern edge of the property. The HPC was satisfied that the addition of the seven American holly trees would provide a sufficient buffer and would screen the new construction from the historic site.

In conclusion, a copy of the MIHP form for the standing structures on the subject property at 1910 Crain Highway should be submitted to Historic Preservation staff for review and approval prior to the issuance of a grading permit.

All lighting should use full cut-off optics and be directed downward to reduce glare and light spill-over. The applicant's photometric plan indicates that there will be little to no effect on the historic site from the light sources placed around the CVS parking lot.

The location of the Carroll Methodist Chapel and Cemetery Historic Site (74B-006) should be shown on all plans.

The HPC concluded that the addition of seven American holly trees (*Ilex opaca*) along the southwest property line will sufficiently screen the proposed CVS building and parking lot from the Carroll Methodist Chapel and Cemetery Historic Site. The location of the American holly trees should be indicated on the landscape plan prior to certification of the detailed site plan.

- g. **Historic Preservation Section**—In a memorandum dated February 7, 2013, (Moore to Fields), the Historic Preservation Section found that the subject application is adjacent to Prince George’s County Historic Site Carroll Methodist Chapel and Cemetery (74B-006).
- h. **Permit Review Section**—In a memorandum dated January 25, 2013, (Gallagher to Fields), the Permit Review Section provided comments regarding the site plan that have been addressed by the applicant’s revisions to the plans during the review process.
- i. **Prince George’s County Health Department**—In a memorandum dated March 1, 2013, (Wise to Fields), the Health Department stated that the Environmental Engineering Program of the Prince George’s County Health Department had completed a health impact assessment review of the subject DSP and had the following recommendations:

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

**Comment:** Plan notes should be provided that indicate the applicant intends to conform to the above recommendations provided by the Health Department.

- j. **Prince George’s County Police Department**—In a memorandum dated February 25, 2013, the Prince George’s County Police Department provided comment related to crime prevention through environmental design (CPTED). The Police Department recommended that traffic control devices, such as speed bumps, be considered to slow traffic through pedestrian areas and deter cut through traffic. Decreasing the speed in which traffic flows through the parking lot will provide a safer environment for pedestrian traffic.

**Comment:** The applicant indicated that speed bumps in the parking lot would create maintenance issues on the site; and that the parking lot design, which is an L-shape, makes it impractical for vehicles to travel at high speeds. While staff generally concurs with the applicant’s position regarding the necessity for speed humps, there are alternative measures that could be provided in the parking lot to encourage vehicles to slow down. Specifically, textured pavement and/or colored paving can be effectively used to signal to vehicles that certain areas have increased pedestrian volumes. Staff recommends that the site plan be revised to incorporate textured or colored paving in the portion of the driveway across from the main building entrance as a more subtle traffic calming measure.

- k. **Washington Suburban Sanitary Commission (WSSC)**—In comments dated February 21, 2013, WSSC provided an evaluation of the subject proposal, which includes the following comments:

- (1) A 24-inch water main is available to serve the proposed site.
- (2) An eight-inch gravity sewer main is available to serve the proposed site.
- (3) The public utility easement (PUE) cannot overlap the Washington Suburban Sanitary Commission (WSSC) easement. WSSC facilities/structures cannot be located with a public utility easement (PUE), however, WSSC pipelines may cross over a PUE. Revise the plan to relocate any pipeline, valve, fire hydrant, meter vault and any other WSSC facilities/structures outside of the PUE.
- (4) Follow WSSC Demolition/Abandonment procedures to obtain a County Raze Permit for existing structures.
- (5) The WSSC review fee is outstanding.

**Comment:** All technical review comments provided by WSSC have been acknowledged by the applicant and will be addressed prior to the issuance of building permits.

1. **The Department of Public Works and Transportation (DPW&T)**—In comments dated March 19, 2013, DPW&T provided an evaluation of the subject proposal, summarized as follows:

- (1) The property is located on the northwest corner of the intersection of Robert Crain Highway (US 301) and Mitchellville Road. Robert Crain Highway (US 301) is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) is required. Mitchellville Road is a Master-Planned Collector Roadway (C-304) and is designated historic. The necessary rights-of-way exist along the property frontage. Frontage improvements will be required as determined by DPW&T.
- (2) Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance.
- (3) An access study shall be conducted by the applicant and reviewed to determine the adequacy of access point(s) and the need for acceleration/deceleration and turning lanes and a bypass lane with dedication of the necessary additional right-of-way.
- (4) The detailed site plan is consistent with the approved DPW&T Stormwater Concept Plan 25976-2011, dated September 14, 2012.
- (5) DPW&T has no objection to the Departure from Parking and Loading Standards which requests a reduction of seven spaces. Parking is not allowed along the site frontage on Mitchellville Road.

- m. **State Highway Administration (SHA)**—In comments dated February 22, 2013, SHA provided an evaluation of the subject proposal, summarized as follows:

- (1) In order to ensure safe ingress and egress of traffic operations from the proposed site the SHA will require that the detailed site be revised. An access permit for entrance improvements and grading within the SHA right-of-way will be

required from this office. The permit plans shall be prepared and submitted for review and approval to this office per SHA standards. We recommend the following:

- (a) A shared directional right-in/right-out entrance.
- (b) Appropriate acceleration and deceleration lanes along the property fronting southbound US 301.
- (c) A review of storm drain design and computations, erosion sediment control as well as storm water management is required.

**Comment:** The applicant indicates the intent to comply with all of SHA’s requirements at time of access permit. Prior to signature approval, the DSP should be revised to reflect the road and access improvements required by SHA.

- n. **City of Bowie**—In a memorandum dated March 5, 2013, (Deutsch to Fields), the City of Bowie provided comment on Detailed Site Plan DSP-12060, which was formerly Special Exception SE-4726.

On Monday, July 9, 2012, the Bowie City Council conducted a public hearing on Special Exception SE-4726, which proposed the construction of a 13,225-square-foot CVS Pharmacy, with 65 on-site parking spaces and two drive-through lanes on a 2.68-acre site; and voted unanimously to recommend approval of the application with the following conditions:

- (1) *The sign on the side of the canopy facing to the northwest shall be deleted from the project.*
- (2) *Pavement-painted “Right Turn Only” markings shall be provided along southbound U.S. Route 301 in the shared deceleration lane/right turn lane into the site and onto Mitchellville Road.*
- (3) *Flexible poles/bollards (delineators) shall be installed in the deceleration lane of southbound U.S. Route 301 and in the extreme left turn lane of southbound U.S. Route 301 for distances determined by the State Highway Administration.*
- (4) *A right-turn lane shall be provided, and identified with pavement-painted “Right Turn Only” markings on westbound Mitchellville Road to serve as access into the site.*
- (5) *A left-turn lane, to provide access into the site, shall be delineated on eastbound Mitchellville Road.*

**Comment:** All of the recommendations from the City of Bowie have been incorporated into the Recommendations section of this report. The City of Bowie previously requested that a six-foot-wide sidewalk be constructed from Mitchellville Road to the building’s entrance. While the sidewalk is shown on the plan, its width is not delineated at six feet and should be prior to signature approval.

14. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
15. As required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board should also find 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) of the Subdivision Regulations. The site contains regulated environmental features. On-site regulated environmental features include a stream and associated 75-foot-wide buffer, a wetland and associated 25-foot-wide buffer, the 100-year floodplain, and steep slopes. The stream is limited to an open channel section which extends between two road culverts. The side slopes of the stream are manmade and were established when the roads were constructed. The primary management area (PMA) totals 0.66 acres and is approximately 25 percent of the total site area.

Impacts to the regulated environmental features were approved with the preliminary plan. The level-of disturbance (LOD) and proposed impacts are consistent with that approval. Staff believes that the regulated environmental features on the site have been preserved and/or restored in a natural state to the fullest extent possible.

#### RECOMMENDATION ON DETAILED SITE PLAN DSP-12060

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-12060, CVS Mitchellville, subject to the following conditions:

1. Prior to certificate of approval of the detailed site plan, the following revisions shall be made, or information shall be provided:
  - a. Label the site as Parcel 1 as reflected on the approved preliminary plan.
  - b. Add a note indicating the approved preliminary plan with approval date.
  - c. Delineate the easement for the shared access onto Robert Crain Highway (US 301) and add a note stating the following:

“A variation request to Section 24-121(a)(3) has been granted conditioned on a shared direct vehicular access to US 301 with the adjacent property to the north, Parcel C.”
  - d. Delineate the easement for the inter-parcel connection along the western portion of the site.
  - e. Add Condition 17(a) and (c) of the approved preliminary plan as Standard Notes on the Detailed Site Plan.
  - f. The location of the Carroll Methodist Chapel and Cemetery Historic Site (74B-006) shall be shown and labeled on all plans;

- g. Provide a striped crosswalk along Mitchellville Road at the site's ingress/egress point, unless modified by the Department of Public Works and Transportation (DPW&T).
- h. Provide a bicycle rack accommodating a minimum of five bicycles at a location convenient to the building entrance.
- i. The sign on the side of the canopy facing to the northwest shall be deleted from the project, and details of this sign shall be removed from the sign plan.
- j. Pavement-painted "Right-Turn Only" markings shall be provided along southbound US 301 in the shared deceleration lane/right-turn lane into the site and onto Mitchellville Road, subject to approval by SHA.
- k. Flexible poles/bollards (delineators) shall be installed in the deceleration lane of southbound US 301 and in the extreme left-turn lane of southbound US 301, subject to the approval by and for distances determined by SHA.
- l. A right-turn lane shall be provided and identified with pavement-painted "Right-Turn Only" markings on westbound Mitchellville Road to serve as access into the site, subject to approval by DPW&T.
- m. A left-turn lane, to provide access into the site, shall be delineated on eastbound Mitchellville Road, subject to approval by DPW&T.
- n. The road and access improvements required by the Maryland State Highway Administration (SHA) shall be shown on the plan.
- o. The area of the freestanding sign shall include the entire sign face.
- p. The applicant shall add a note to the site plan stating that the electronic messaging unit will not be used to create messages that flash, blink, or vary in intensity of illumination on less than a five second cycle.
- q. The dimensions and area of each proposed building-mounted sign shall be provided.
- r. The applicant shall provide a chart on the site plan that clarifies the amount of building-mounted signage permitted by the Zoning Ordinance, and the total amount proposed to indicate compliance with Section 27-613 of the Zoning Ordinance.
- s. The proposed sidewalk from the building entrance to Mitchellville Road shall be six feet wide.
- t. The architectural elevations shall be revised to indicate the use of an attractive material with a smooth finish along the top of the building, such as a smooth-faced CMU, brick, exterior insulation finishing system, or other approved material, instead of the split-faced concrete-masonry units currently shown.
- u. Incorporate textured or colored paving in the portion of the driveway across from the main building entrance as a traffic calming measure.
- v. The applicant shall explore the feasibility of providing a sidewalk connection from the



existing sidewalk located on the east side of the site's access on Mitchellville Road to the proposed sidewalk on the east side of the site's proposed access drive. If the sidewalk connection is determined to be feasible, it shall be provided, unless modified by DPW&T.

2. Prior to certificate of approval of the detailed site plan, the following revisions shall be made to the landscape plan or information shall be provided:
  - a. The tree canopy worksheet shall be updated to more accurately reflect the quantity of plant materials provided in the landscape schedule.
  - b. The applicant shall provide seven American holly trees (*Ilex opaca*) along the southwestern edge of the subject property to buffer the view of the CVS building from the Carroll Methodist Chapel and Cemetery Historic Site (74B-006). The location of the trees shall be indicated on the landscape plan.
  - c. The application shall provide the number of shade trees required by Section 4.2 or pursue alternative compliance approval prior to certificate of approval of the DSP. The Section 4.2 planting strip shall also be delineated on the landscape plan.
  - d. Some of the deciduous shrubs indicated on the plan north of the loading spaces shall be substituted with evergreen shrubs to further screen the proposed loading spaces.
  - e. The full required bufferyard width for Section 4.6 shall be labeled on the plans.
  - f. Plan notes and schedules for Section 4.7 shall be revised to indicate the adjacent property is vacant commercially-zoned property, and no bufferyard is required.
  - g. Section 4.3(b) schedules shall be provided to indicate conformance with the Parking Lot Perimeter Planting Strip Requirement. These schedules may be provided in lieu of Section 4.7 schedules.
3. Prior to the issuance of a grading permit, the 1950s ranch house at 1910 Crain Highway on the subject property shall be documented on a Maryland Inventory of Historic Properties form to be reviewed and approved by Historic Preservation staff. The form shall include floor plans, representative interior and exterior photos of the dwellings, and exterior photographs of the outbuildings.

#### RECOMMENDATION ON DEPARTURE FROM PARKING AND LOADING STANDARDS DPLS-377

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Departure from Parking and Loading Standards DPLS-377, CVS Mitchellville.