



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
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PGCPB No. 2023-22

File No. CSP-21006

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the subject property is within the Industrial, Employment Zone (IE); and

WHEREAS, pursuant to Section 27-1903(c) of the Zoning Ordinance, however, an application may elect to be reviewed and decided in accordance with the prior Zoning Ordinance; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on March 2, 2023, regarding Conceptual Site Plan CSP-21006 for Hyattsville Brightseat Road, the Planning Board finds:

- Request:** The conceptual site plan (CSP) shows a 3,939-square-foot gas station and food and beverage store, on a 2-acre portion of a larger 5.3-acre property known as Parcel 1, Sandpiper Property Subdivision. The eastern portion of the property is developed with a 4-story, 124-room hotel, while the western portion, which is the subject of this CSP, is vacant. The subject site was previously approved for construction of a second hotel under Detailed Site Plan DSP-15021. A Special Exception SE-4845 has been previously approved for this site, to construct a gas station with a food or beverage store, more specifically, a 7-Eleven store. It is intended that existing Parcel 1 will be subdivided into two new parcels, one containing the existing hotel and one containing the proposed gas station and food and beverage store. The two parcels will share use of the existing driveway, which was previously approved to serve as access to Parcel 1 from Brightseat Road.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	IE (Prior I-3)	IE (Prior I-3)
Use(s)	Vacant	Gas Station with a Food and Beverage Store
Gross Acreage	2.0	2.0
Total Gross Floor Area	-	3,939 sq. ft.*
Residential Dwelling Units	-	-

Note: *General Note 3 on the CSP coversheet lists the proposed gross floor area as 3,939 square feet, but the statement of justification lists 4,050 square feet. The applicant shall provide the correct information, prior to certification.

3. **Location:** The subject property is located on the northeast side of the intersection of Brightseat Road and Medical Center Drive, in Planning Area 72 and Council District 5. The subject 2.0-acre property is located in Tax Map 67, Grids C1 and D1. The property is part of Parcel 1 of the Sandpiper Property Subdivision, recorded in the Prince George's County Land Records in Plat Book SJH 245 page 22. The site is currently vacant.
4. **Surrounding Uses:** The adjoining properties and uses are as follows:
 - North—** Vacant property in the IE Zone
 - East—** Hotel immediately adjacent; I-95/495 (Capital Beltway), with hotels in the Regional Transit-Oriented, High-Intensity – Edge Zone beyond
 - South—** Medical Center Drive, with a stormwater pond in the IE Zone beyond.
 - West—** Brightseat Road and wooded land containing a church in the IE Zone.
5. **Previous Approvals:** The property was the subject of Preliminary Plan of Subdivision (PPS) 12-3266, approved by the Prince George's County Planning Board on December 17, 1969, for construction of an elementary school, and Parcel A was subsequently recorded in Plat Book 76 page 16. It does not appear that the approved development was ever constructed. Subsequently, various conveyances of public road rights-of-way were made via deed from the original acreage of Parcel A, which were exempt from the requirements of Subtitle 24 of the prior Prince George's County Subdivision Regulations, in accordance with Section 24-107(c)(4). Parcel A was resubdivided in 2016 to create Parcel 1 (Final Plat of Subdivision 5-15059), in accordance with the provisions of Section 24-111(c) of the prior Subdivision Regulations, as the subject property had a final plat approved prior to October 27, 1970. At the time of resubdivision, the subject property was evaluated for adequate public facilities for commercial use, under two development scenarios: construction of two hotels or the construction of one hotel and a convenience store with a fueling station. The resubdivision of the subject property was approved by the Planning Board on July 7, 2016 (PGCPB Resolution No. 16-26), prior to its recordation in Plat Book SJH 245 page 22 on July 13, 2016. The final plat was approved, subject to three conditions listed in Resolution No. 16-26, and subject to four notes listed on the plat itself. However, while these conditions and notes merit discussion, as provided below, they are not directly applicable to the proposed development because a new PPS is required, in order to support the proposed development. A PPS has been submitted for review (4-22006) and is pending approval by the Planning Board.

Detailed Site Plan DSP-15021 was approved by the Prince George's County District Council on June 13, 2016, for construction of two 124-room hotels. To date, only one hotel has been constructed and the applicant's statement of justification (SOJ) indicates that the market is no

longer conducive to constructing the second hotel. Following the approval of 4-22006, approval of a DSP will be required, prior to approval of a final plat. DSP-15021-01 has been submitted for the site and is pending approval by the Planning Board.

Final Plat 5-15059 was approved, subject to three conditions listed in Resolution No. 16-26. The conditions are listed below in **bold** text, followed by the Planning Board's analysis.

- 1. Total development shall be limited to uses that generate no more than 233 AM and 279 PM peak-hour vehicle trips. Any new development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The application states that, notwithstanding that a new PPS will be required, the above prior trip cap will be met by the proposed development. With the review of the pending PPS, the Planning Board will determine whether they concur with the applicant's analysis and/or whether a new trip cap is required.

- 2. Direct vehicular access to Arena Drive and the Capital Beltway (I-95/495) is denied.**

The CSP does not show any direct vehicular access to Medical Center Drive (formerly known as Arena Drive) or I-95/495 (Capital Beltway). Direct vehicular access should remain denied for the current project, due to the former road's status as an arterial and the latter road's status as a freeway. The site layout shown on the CSP proposes a shared access easement from Brightseat Road, to provide access to the two proposed parcels, which would be permissible according to Section 24-128(b)(9) of the prior Subdivision Regulations.

- 3. The 2008 Water and Sewer Plan designates this property in water and sewer Category 3, Community System, within Tier 1 under the Sustainable Growth Act and will therefore be served by public systems.**

The property remains within water and sewer Category 3 and should, therefore, be served by public water and sewer.

Special Exception SE-4845 was approved, pursuant to a Declaration of Finality of the Zoning Hearing Examiner's (ZHE) Decision on July 26, 2022, for construction of a gas station and a food or beverage store on two acres of Parcel A. Along with the SE, a variance to Section 27-358(a)(1) of the prior Zoning Ordinance was also approved, to not provide direct access to a public street, but allow access via a private driveway. The proposed use will be provided access to Brightseat Road via shared use of the driveway that serves the existing hotel. The SE was approved, pursuant to three conditions, of which the relevant conditions are listed below in **bold** text, followed by the Planning Board's analysis.

1. **Prior to signature approval of the special exception, the Special Exception Site Plan, Tree Conservation Plan or Landscape Plan (as applicable) shall be revised, as follows, and submitted to the Office of the Zoning Hearing Examiner for review, approval and submission into the record:**

- b. **Provide information showing a fire hydrant will be provided within 500-feet of the most remote portion of the building as hose is laid by the fire department (around obstacles, corners, etc.).**

This information, regarding a fire hydrant, will be shown on the SE site plan, at the time of certification. This CSP was referred to the Prince George's County Fire/EMS Department, which has not offered comments on this application. The proposed development will be further reviewed for fire access and adequacy by the Fire/EMS Department, at the time of PPS and DSP.

- e. **The freestanding pylon sign shall not exceed 25 feet in height.**

The CSP includes conceptual design of proposed signs for the development, which includes a pylon sign located at the intersection of Brightseat Road and Medical Center Drive. The pylon sign is marked as Sign "P," and the detail shows it as 35 feet tall. At the time of the SE, the height of this sign was required to be reduced to not be above the lowest point of the building. With the DSP, the signage design will need to demonstrate conformance to the requirements of Part 12 of the prior Zoning Ordinance, for signs in the I-3 Zone, or require a departure from Section 27-614(b) of the prior Zoning Ordinance.

3. **Approval is contingent upon the submittal of the executed easement agreement that will allow Applicant to access Brightseat Road to the site. No permits may be issued for the property until a copy said easement and any required approval of the access by the District Council, Planning Board or other agencies submitted to the Office of the Zoning Hearing Examiner for inclusion in the record. Applicant shall also submit a copy of any Site Plan or revised Landscape Plan approved by the Planning Board or District Council pursuant to the requirements for development in the I-3 Zone, for inclusion in the record.**

The CSP depicts that the proposed use will be provided access to Brightseat Road via shared use of the driveway that serves the existing hotel. Any required private access easement will be reviewed further with the PPS and DSP applications. The DSP will show the position of the driveway and private access easement approved, pursuant to Section 24-128(b)(9), to serve the development. Prior to approval, the final plat will include the delineation of this access easement, as shown on the approved DSP.

6. **Design Features:** The application proposes development of a 3,939-square-foot gas station and food or beverage store. The site consists of a 2-acre portion of a larger 5.3-acre property, which is currently developed with a four-story hotel in the eastern portion of the property. The proposed

gas station will be one-story, oriented towards Brightseat Road, with two access points to the common private driveway it will share with the neighboring hotel. The gas dispensing stations and canopy are proposed to be located between Brightseat Road and the building. Parking is located on all four sides of the building. Conceptually, the service areas, including the trash receptacle and loading space, will be located in the southeast corner of the parking lot and will be screened by landscaping.

The conceptual architecture complements the existing architecture of the hotel, located to the east of the site, with the selection of materials, colors, and design elements.

Stormwater for the site is proposed to be managed and treated in a series of bioretention facilities located in the periphery of the site.

Signage

The CSP includes illustrative design for the proposed signage. The development includes a 36-foot-tall freestanding pylon sign, adjacent to the corner of Arena Drive and Brightseat Road; an 8-foot-tall monument sign located at the entryway to the site on Brightseat Road; fuel island canopy-mounted identity signs; decorative striping; and building-mounted identity signs. The signage design will need to demonstrate conformance to the requirements of Part 12 for signs in the I-3 Zone, with the DSP. Section 27-614(b)(1) requires that, in the I-3 Zone, the maximum height of a freestanding sign is 25 feet. With the DSP, the height of the freestanding sign will need to be reduced or require a departure from Section 27-614(b).

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject CSP was reviewed for compliance with the requirements of the I-3 Zone and the site design guidelines of the prior Zoning Ordinance. In accordance with Section 27-471(d), all uses and improvements are subject to both CSP and DSP approval, prior to issuance of any permits.

- a. This application is subject to the requirements of Section 27-473, Uses Permitted in Industrial Zones, of the prior Zoning Ordinance.

The development in this CSP is a gas station and food or beverage store. In the I-3 Zone, Section 27-473 permits a gas station, subject to approval of a special exception. SE-4845 was approved by the ZHE on July 26, 2022. A food or beverage store is permitted, subject to Footnote 42, which limits food or beverage stores to those in conjunction with "a gas station located within an industrial park, provided the uses are located within the same building." In this case, the food or beverage store and the gas station will operate out of the same building.

- b. Section 27-471 of the prior Zoning Ordinance establishes requirements applicable in the I-3 Zone, as follows:

(c) Outside uses.

- (1) With the exception of off-street parking and loading areas, recreational facilities (unless otherwise provided), airports, agricultural uses, sidewalk cafes (as an accessory use), surface mining operations, towers (poles, whips, and antennas), vehicle rental lots, and public utility uses, all uses allowed in the Table of Uses shall be located in wholly enclosed buildings. Outdoor storage is prohibited.**

The proposed food and beverage store will be located within a wholly enclosed building. No outdoor storage is proposed and there will be no repair of vehicles conducted on-site.

(f) Regulations.

- (1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the I-3 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

These additional regulations will be addressed, at the time of DSP.

- (2) Not more than 25 percent (25%) of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented, except that the Planning Board may approve up to an additional 15 percent (15%) in its discretion if increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.**

This section will be required to be met, at the time of DSP.

- (3) No loading docks shall be permitted on any side of a building facing a street except where the lot is bounded by three (3) or more streets.**

There is one loading space proposed on the southeast side of the property. This location is adjacent to Medical Center Drive, but is set back approximately 100 feet from the right-of-way and is to be screened. This will be further addressed, at the time of DSP.

(h) Required access.

- (1) Each Planned Industrial/Employment Park (including each property in separate ownership) shall have frontage on, and direct vehicular access to, a street having a right-of-way width of at least seventy (70) feet.**

Access to the property was addressed at the time of approval of DSP-15021, at which time direct access to the Capital Beltway and Medical Center Drive was denied. Access to the subject site is proposed from Brightseat Road, which is an 80-foot right-of-way. The development conforms to this requirement.

(i) Minimum area for the development.

- (1) The minimum area for the development of any Planned Industrial/Employment Park shall be twenty-five (25) gross acres.**
- (2) If the area is less than twenty-five (25) acres but not less than fifteen (15) acres, the property may be classified in the I-3 Zone when the property adjoins property in the C-O Zone, provided that the area of the combined properties is at least twenty-five (25) gross acres.**
- (3) If the area is less than twenty-five (25) acres, the property may be classified in the I-3 Zone when the property adjoins property in the I-3 or E-I-A Zone, provided that the area of the combined properties is at least twenty-five (25) gross acres.**
- (4) If the area is less than twenty-five (25) acres, and the land was classified in the I-3 Zone prior to October 31, 1977, or upon approval of a Sectional Map Amendment, it may be developed in accordance with this Part, provided the owner of record does not own abutting undeveloped land in the I-3, E-I-A, or C-O Zone that could be used to comply with the provisions of paragraph (1), (2), or (3), above.**

The property, which is the subject of this CSP, was classified in the I-3 Zone by a sectional map amendment approved on November 8, 1977. The owner of record does not own abutting undeveloped land, that could be used to conform to the minimum acreage requirements.

- c. The CSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the prior Zoning Ordinance. The subject property was included in DSP-15059, which established two development pads for two hotels. While the subject property is now proposed for the use of a gas station with a food or beverage store, in lieu of a hotel, site design guidelines have previously been evaluated for conformance with DSP-15059. As part of the approval of the DSP, the appropriate points of access to the

site, grading, and stormwater management (SWM) techniques were reviewed. The new use does not alter those prior findings. Detailed designs of all buildings, site infrastructure, features, and amenities will be further reviewed, at the time of a new DSP for this use.

The CSP anticipates and aims to achieve the following design options:

- The parking lot has been designed to provide safe and efficient vehicular and pedestrian circulation within the site. The parking spaces have been designed to be located near the use that it serves, and the parking aisles have been oriented and designed to minimize the number of parking lanes crossed by pedestrians.
- The conceptual layout shows parking located along the front of the proposed building. Parking lots should generally be provided to the rear or sides of structures. Also, the CSP depicts two entrance drives into the site from a shared driveway, which provides access to Brightseat Road. The location and design of these entrance drives will be evaluated with the DSP; however, the entrance drives should provide adequate space for queuing.
- Plant materials will be added to the parking lots, to avoid large expanses of pavement.
- The loading space is located to avoid conflicts with vehicles or pedestrians. The service areas are located away from primary roads and are proposed to be effectively screened with landscape planting or an enclosure compatible with the primary building.
- Internal signs, such as directional arrows, lane markings, and other roadway commands, will be used to facilitate safe driving through the parking lot.
- Full cut-off light fixtures will be used throughout the site. The lighting design was reviewed with SE-4845 and will be further reviewed with the DSP. The luminosity, design, and location of exterior fixtures should enhance user safety and minimize vehicular/pedestrian conflicts and enhance building entrances and pedestrian pathways. The pattern of light pooling should be directed to the site, to ensure that no excessive lighting spills over to adjacent properties. Light fixtures should be durable and compatible with the scale, architecture, and use of the site.
- The site landscaping will comply with all of the requirements of the *Prince George's County Landscape Manual* (Landscape Manual), and native species will be used throughout the development.
- Building architecture and materials will be high-quality and visually interesting, and compatible with the architecture of the neighboring hotel building.

- d. The development is required to provide parking, in conformance with Part 11, Off Street Parking and Loading, of the Zoning Ordinance. According to the CSP, 31 spaces will be provided. At the time of DSP review, demonstration of the adequacy of proposed parking, including loading spaces, will be required for development.
8. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the current environmental regulations contained in Subtitle 25 and prior Subtitle 27, that came into effect on September 1, 2010 and February 1, 2012, because the application is for a new CSP.

The overall 5.3-acre Parcel 1 is the subject of a previously approved Type 1 tree conservation plan (TCP1) and Type 2 tree conservation plans (TCP2). All previous environmentally related conditions of approval, applicable to the subject site, were addressed during previous reviews of the site. The CSP includes a new Type 1 Tree Conservation Plan (TCP1-003-2023), which is subject to the current regulations because it is a part of a new CSP application. The TCP1 worksheet does not reflect the previously approved TCP2-026-2015 worksheet. Prior to certification of the CSP, the TCP1 worksheet shall be completed, in accordance with the approved TCP2. No additional clearing is proposed, as part of this CSP.

The following discussion is based on the approved TCP2-026-2015 worksheet for existing Parcel 1, which is 5.3 acres and has a woodland conservation threshold of 0.80 acre (15 percent) and a total requirement of 2.09 acres. The TCP2 approved 4.60 acres of woodland clearing and 0.60 acre of woodland on-site in a woodland preservation area not credited (WP-NC). The 0.60-acre WP-NC is less than 50 feet wide in several places; therefore, it could not be used to meet woodland conservation requirements. The woodland conservation requirement was met with 2.09 acres of off-site woodland conservation, which was acquired with the implementation of permits, in conformance with the TCP2. Prior to certification of the CSP, the TCP1 shall revise the off-site woodland conservation acreage transfer certificate note on Sheet C-201, to include the recordation information for the transfer certificate (Liber 39536 Folio 334).

9. **Other site-related regulations:** Additional regulations are applicable to site plan review, that usually require detailed information which can only be provided at the time of DSP. The discussion provided below is for information only.
- a. **2010 Prince George's County Landscape Manual**—The proposed development will be subject to the requirements of the Landscape Manual, including Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; and Section 4.9, Sustainable Landscaping Requirements. Conformance with the applicable landscaping requirements will be reviewed, at the time of DSP.
 - b. **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 permit. Properties zoned I-3 are required to provide a minimum of 10 percent of the gross tract area to be covered by tree

canopy. The subject site is 2.0 acres in size and the required TCC is 0.2 acre. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured, at the time of DSP.

10. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The Planning Board has reviewed and adopts referral comments that are incorporated herein by reference and summarized, as follows:

- a. **Historic Preservation**—In a memorandum dated December 14, 2022 (Stabler, Smith, and Chisholm to Gupta), the following comments were provided:

The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Master Plan) includes goals and policies related to historic preservation (pages 287–296). However, these are not specific to the subject site or applicable to the proposed development.

The subject property was surveyed for archeological resources in 1995. Two sites were identified. Site 18PR507, located in the northwestern part of the property, was a prehistoric lithic scatter. Site 18PR508 was located on the eastern side of the property and consisted of an isolated prehistoric flake and an early nineteenth century artifact scatter. Neither site was found to contain significant information and no further work was recommended on either site. The sites have since been graded.

No significant archeological resources will be impacted by this proposal and no further archeological investigations are recommended. The subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources. The subject proposal will not affect any County historic sites or resources.

- b. **Community Planning**—In a memorandum dated January 20, 2023 (Nair to Gupta), it was stated that, pursuant to Subtitle 27, Part 3, Division 9, Subdivision 2, of the prior Zoning Ordinance, Master Plan conformance is not required for this application.

This application is located within the Established Communities Growth Policy Area. The *Prince George's 2035 Approved General Plan* (Plan 2035) describes Established Communities as areas appropriate for context-sensitive infill and low- to medium-density development, and recommends maintaining and enhancing existing public services, facilities, and infrastructure to ensure that the needs of residents are met (page 20. Also refer to Map 1. Prince George's County Growth Policy Map, page 18.).

The Master Plan designates the future land use for the subject property as industrial, which includes extensive and viable employment industrial uses. The accessibility and proximity of the area to the highway system provides an ideal location for office, flex (lightly zoned industrial or office space where the building provides its occupants the flexibility of utilizing the location for office or showroom space in combination with manufacturing, laboratory, warehouse, etc.), and industrial uses to occur (page 78).

This property is not located in an Aviation Policy Area or the Military Installation Overlay Zone.

The Master Plan retained the I-3 Zone on the subject property. On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment, which reclassified the subject property from I-3 to IE, effective April 1, 2022.

- c. **Transportation Planning**—In a memorandum dated February 3, 2023 (Patrick to Gupta), the following comments were provided:

Prior Conditions of Approval

The site is subject to previously approved DSP-15021 and Final Plat 5-15059, both of which will be amended with approval of the subject CSP and subsequent development applications.

Master Plan Compliance

Master Plan Roads

The subject property is impacted by Brightseat Road, along the western boundaries of the site. The 2009 *Countywide Master Plan of Transportation* (MPOT) and the Master Plan recommend the portion of Brightseat Road, along the property's frontage, as a four-lane facility within 80 feet of right-of-way.

The CSP shows that the existing right-of-way for Brightseat Road is 85 feet, along the majority of the property's frontage, but shows that a small area on the southwest corner of the site will need additional dedication to meet the Master Plan's recommendations and to facilitate future sidewalk connection, as shown on the plan sheets.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends a planned bike lane on Brightseat Road, along the property's frontage.

The MPOT also provides policy guidance, regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

This portion of Brightseat Road, that fronts the subject property, also falls within the Master Plan which makes similar recommendations.

The applicant has proposed a bike lane along Brightseat Road, which was found to be in conformance with MPOT recommendations. In addition, the bicycle facility will help establish a consistent network of multimodal travel and will be consistent with the approved and pending developments, in the immediate vicinity of the site. As a condition of approval, a bicycle lane shall be installed, along the subject property's frontage of Brightseat Road, and be shown on the subsequent DSP.

Transportation Planning Review:

Zoning Ordinance Compliance

Section 27-274 discusses transportation and circulation requirements for a CSP, and includes the following design guidelines in Section 27-274(a):

(2) Parking, loading, and circulation.

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:**
 - (ii) Parking spaces should be located as near as possible to the uses they serve;**
 - (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**
 - (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**

(ix) Pedestrian and vehicular circulation routes should generally be separate and clearly marked;

The CSP shows conceptual routes for vehicular access, along the property's Brightseat Road frontage and within the site; however, the applicant shall update the plan to show the proposed pedestrian circulation. The CSP shows that access will be provided via a shared vehicle access connection, from Brightseat Road, that is existing and in use by the adjacent hotel which will allow for full turning movements to/from the site. The plans show surface parking provided at locations near the entrance to the building. A sidewalk is provided, along Brightseat Road and the existing access road, that will allow for safe pedestrian movements to the proposed building. Striped crosswalks and associated Americans with Disabilities Act (ADA) ramps are shown crossing all drive aisles and are acceptable. The vehicular access and circulation are found to be sufficient and meet the required findings per Section 27-274.

- d. **Subdivision**—In a memorandum dated January 30, 2023 (Diaz-Campbell to Gupta), it was determined that a new PPS and final plat will be required for the proposed development because this CSP includes the division of land, into two new parcels.
- (1) The configuration of the proposed parcels will be determined at the time of PPS review. The CSP depicts the approximate location for the development, layout of buildings, and vehicular and pedestrian circulation. It is noted, however, that approved SE-4845 provides a detailed plan of development.
 - (2) The circulation pattern, any required right-of-way dedication, and private access easements will be reviewed further with the PPS application. The location of public utility easements, required along all public streets, will be determined with the PPS.
 - (3) The PPS for this development may be reviewed, pursuant to Section 24-1900 of the Subdivision Regulations, but not Section 24-1703 of the Subdivision Regulations, because the subject CSP was submitted for review after April 1, 2022. At the time of the PPS, the project will be subject to the adequacy standards of the current Subdivision Regulations and must receive a certificate of adequacy, prior to approval of the PPS.
 - (4) At the time of the PPS, the applicant should determine whether a new name will be given for the subdivision. If the property will retain the name "Sandpiper Property Subdivision," the proposed parcels should be designated Parcels 2 and 3. If a new subdivision name is proposed, the proposed parcels should be designated Parcels 1 and 2.
 - (5) Technical corrections are needed, to ensure the accuracy of information provided on the plan drawing and in the general notes.

- e. **Environmental Planning**—In a memorandum dated January 30, 2023 (Meoli to Gupta), it was determined that the development is acceptable, with conditions relating to the TCP1.

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
DSP-87063-03	TCP1-044-91	Planning Board	Approved	6/13/1991	91-210
4-91067	N/A	Planning Board	Approved	6/27/1991	91-230
NRI-090-2015	N/A	Staff	Approved	7/7/2015	N/A
DSP-15021	TCP2-026-2015	Planning Board	Approved	2/18/2016	16-21
SE-4845	TCP2-026-2015-01	Zoning Hearing Examiner	Approved	7/26/2022	N/A
NRI-90-2015-01	N/A	Staff	Approved	10/05/2022	N/A
CSP-21006	TCP1-003-2023	Planning Board	Approved	03/02/2023	2023-22

Site Description

The 5.3-acre subject property is located in the northeast quadrant of the intersection of Medical Center Drive and Brightseat Road. An access ramp to the Capital Beltway lies to the east. This overall site was graded, as part of the grading permit associated with DSP-15021 and in conformance with TCP2-026-2015. There are 0.60 acre of existing woodland, along the northern boundary of the property. No regulated environmental features (REF) are located on-site. Medical Center Drive is identified as a master-planned arterial roadway and Brightseat Road is identified as a collector roadway. The site is located within the Southwest Branch, which is a portion of the Western Branch watershed of the Patuxent River basin. According to the Sensitive Species Project Review Area 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 approved 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* shows that the parcel is entirely within an evaluation area. The site is located within Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map, as designated by Plan 2035.

Natural Resources Inventory

Natural Resources Inventory NRI-090-2015-01 was provided with this application. This NRI was approved on October 5, 2022. The site does not contain REF. The soil boundaries on the TCP1 differ from NRI-090-2015-01. Prior to certification of the CSP, the soil boundaries on the TCP1 shall be revised to be consistent with NRI-090-2015-01.

Specimen Trees

The site does not contain any specimen, champion, or historic trees.

Soils

The predominant soils found to occur, per the U.S. Department of Agriculture, Natural Resources Conservation Services, Web Soil Survey, are Collington-Wist, Collington-Wist-Urban land, Udorthents highway, Urban land-Collington-Wist and Widewater and Issue soils. According to available information, Marlboro clay and Christiana complex are not identified on the property.

Stormwater Management

An approved SWM Concept Plan (3656-2021-00) and approval letter was submitted with the CSP. The approval was issued, on June 7, 2021, by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The applicant proposes four micro-bioretenment facilities to treat stormwater for the entire project site. No further information, pertaining to SWM, is required.

- f. **Special Projects**—The Special Projects Section did not offer comments on this application.
- g. **Permit Review**—The Permit Review Section did not offer comments on this application.
- h. **Prince George's County Department of Parks and Recreation (DPR)**—DPR did not offer comments on the subject application.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not offer comments on the subject application.
- j. **Prince George's County Health Department**—In a memorandum dated December 13, 2022 (Adepoju to Gupta), no comments were provided on this proposal.
- k. **Maryland State Highway Administration (SHA)**—SHA did not offer comments on the subject application.
- l. **City of Glenarden**—The subject property is located within one mile of the geographical boundaries of the City of Glenarden. The CSP application was referred to the City for review and comment on December 12, 2022. No correspondence was received from the City.
- m. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not offer comments on this application.
- n. **Prince George's County Police Department**—The Police Department did not offer comments on the subject application.
- o. **Prince George's County Soil Conservation District (PGSCD)**—PGSCD did not offer comments on the subject application.

- p. **Washington Metropolitan Area Transit Authority (WMATA)**—WMATA did not offer comments on the subject application.
11. As required by Section 27-276(b)(1) of the prior Zoning Ordinance, the CSP represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
12. Section 27-276(b)(4) of the prior Zoning Ordinance requires that, for approval of a CSP, the REF on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the prior Subdivision Regulations. It was found that there are no REF on the site; therefore, none will be impacted by the proposed development, and the REF have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirement of Section 27-276(b)(4).

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 1 Tree Conservation Plan TCP1-003-2023, and further APPROVED Conceptual Site Plan CSP-21006 for the above-described land, subject to the following conditions:

1. Prior to certification of the conceptual site plan, the following revisions shall be made, or information shall be provided:
 - a. In General Note 3 on the coversheet, confirm whether the proposed gross floor area is 3,939 square feet (as provided in this note) or 4,050 square feet (as provided in the statement of justification).
 - b. In General Note 6, specify that the property is also in Tax Map 67 Grid C1.
 - c. In General Note 7, specify the subdivision name as "Sandpiper Property Subdivision." Specify that this is the existing subdivision name.
 - d. Update the plan to show the conceptual pedestrian circulation routes, along the property's frontage and within the site.
 - e. Add a general note listing the existing and proposed uses on the property.
 - f. On all plan views, correct the label for Capital Beltway, to include "I-95/495."
2. Prior to certification of the conceptual site plan, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:
 - a. Revise the woodland conservation worksheet to reflect the calculations shown on the approved TCP2-026-2015 worksheet.

- b. Revise the off-site woodland conservation acreage transfer certificate note on Sheet C-201 to include the recordation information for the transfer certificate (Liber 39536 Folio 334).
 - c. Depict existing woodlands and trees on the plan, in accordance with the symbology required in the Environmental Technical Manual.
 - d. Revise the soil boundaries on the TCP1, to be consistent with Natural Resources Inventory NRI-090-2015-01.
3. The applicant and the applicant's heirs, successors, and/or assignees shall show, on the preliminary plan of subdivision, a minimum of 40 feet of right-of-way dedication from the centerline along the property's entire frontage of Brightseat Road, as shown on the approved Conceptual Site Plan, CSP-21006.
4. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall:
- a. Submit a bicycle and pedestrian plan which displays the details, location, and extent of the following facilities:
 - (1) A marked bicycle lane along the subject property's frontage of Brightseat Road, unless modified by the operating agency with written correspondence.
 - (2) A minimum of a 5.5-foot-wide sidewalk along the perimeter of all buildings.
 - (3) Crosswalks and striping that provide pedestrian connections from the parking area to the building(s) on-site.
 - b. The freestanding pylon sign shall not exceed 25 feet in height.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

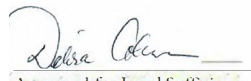
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Geraldo, and Shapiro voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, March 2, 2023, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 23rd day of March 2023.

Peter A. Shapiro
Chairman


By Jessica Jones
Planning Board Administrator

PAS:JJ:MG:rpg


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel
Dated 3/14/23