



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2020-121

File No. DSP-19060

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on July 9, 2020, regarding Detailed Site Plan DSP-19060 for McDonald's Landover, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) requests to raze the existing McDonald's eating and drinking establishment with drive-through service and replace it with a new 4,540-square-foot McDonald's eating and drinking establishment with drive-through service.

2. Development Data Summary

	EXISTING	APPROVED
Zone(s)	M-U-I/D-D-O/M-I-O	M-U-I/D-D-O/M-I-O
Use(s)	Eating and Drinking Establishment with Drive-Through	Eating and Drinking* Establishment with Drive-Through
Acreage	1.17	1.17
Lots	4	4
Parcels	0	0
Square Footage/GFA	4,362 (to be razed)	4,540

Note: * Per Subregion 4 Master Plan and SMA Exemption 1 on page 488, the legally existing buildings, structures, and use are exempt from the development district standards. This exemption also allows that as long as the legally existing use (eating and drinking establishment with full drive-through service) is not discontinued for more than 180 days, in accordance with Section 27-241(c) of the Zoning Ordinance, it is not subject to the development district standards or site plan review. Therefore, the use is not the subject of this DSP, as it is legally existing, and the applicant intends to discontinue the use for less than 180 days. The use is not permitted in the M-U-I/ D-D-O Zone, therefore, if the use does discontinue for more than 180 days, the applicant will be required to apply for a new DSP, including a request to permit the use on the property, which will be subject to District Council review and approval.

Other Development Data

Parking Requirements

Description	Rate per Section 27-568	Required	Provided
Eating or Drinking Establishment (including drive-through service or carry out)	69 seats @ 1 space/3 seats	23	20
Gross Floor Area (excluding areas used exclusively for storage or patron seating, and any exterior patron service area)	1,598 sq. ft. @ +1 space/ 50 sq. ft.	32	26
Handicap-Accessible Spaces	1 per 25 spaces	2	2
Total Spaces		44*	48

Note: * Per the D-D-O Zone (pages 554-555), the minimum surface parking spaces shall be 80 percent of the minimum required parking, as stated in Section 27-568(a) of the Zoning Ordinance.

Bicycle Spaces per the D-D-O

Required (1 space per 20 parking spaces)	3
Provided	3

Loading Spaces	
Required (1 space for <3,000 sq. ft.)	1
Provided	1

- Location:** The subject site is located on the north side of MD 214 (Central Avenue) at its intersection with Brightseat Road in Planning Area 72, Council District 5. The site is zoned Mixed Use-Infill (M-U-I) and is within a Development District Overlay (D-D-O) Zone established by the 2010 *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment* (Subregion 4 Master Plan and SMA).
- Surrounding Uses:** The subject property is bounded to the north by single-family detached residential development in the Rural Residential Zone, to the east by the right-of-way of Brightseat Road, to the south by the right-of-way of MD 214, and to the west by a commercial office building in the M-U-I and D-D-O Zones.
- Previous Approvals:** The existing McDonald's on the subject site was established as a permitted use when the property was zoned Commercial Office (C-O). Subsequently, the Prince George's County Zoning Ordinance was revised and no longer permitted fast food restaurants in the C-O Zone and the operation was certified as a nonconforming use in 1987 by Special Exception

SE-3805. This SE also allowed for expansion of the existing use to include a drive through, increased patron seating, increased parking, and the addition of a vestibule to the building. On June 2, 1994, the Prince George's County Planning Board approved Revision of Site Plan ROSP-3805 and Variance Special Exception VSE-3805 to address the widening of MD 214 and its impact on the site's associated setback requirement and landscape strip along its southern frontage.

6. **Design Features:** The existing McDonald's eating and drinking establishment includes seating for 150 patrons and 69 parking spaces. The subject DSP proposes to raze the existing building and construct a McDonald's new eating and drinking establishment with drive-through service. The proposed building will be 178 square feet larger than the existing structure, and the new site design sets the building in a south-central location on-site, with its length parallel to MD 214. Site access will be maintained in two of three existing locations: from Brightseat Road in the northeast corner and from MD 214 in the southwest corner. The existing eastern driveway to MD 214 will be removed. Existing sidewalks within the rights-of-way of MD 214 and Brightseat Road are to be retained. Two sidewalk connections to the new McDonald's building are provided at the southeast corner of the site, one to Brightseat Road and the other to MD 214. Special paving is shown on crosswalks at the drive-through lane to increase the visibility of these pedestrian crossings. An outdoor seating area is located on the east side of the building and a decorative fence with brick columns is provided along the southern and eastern periphery of the site.

A total of 48 parking spaces are provided to the north and west of the building, which slightly exceeds the required number of spaces. A single loading space is located to the southwest of the building, with screening provided by the proposed decorative fencing and streetscape landscaping. An existing 6-foot-high wooden fence along the northern property line will be retained and provides a level of screening between the site and abutting residential properties. The existing fenced trash enclosure will be replaced with a new one in the same location. The signage program for the site retains an existing pylon sign, adjacent to the intersection of Brightseat Road and MD 214. A series of small directional signs are provided throughout the site. Three building-mounted logo and identity signs, totaling approximately 61 square feet, are also included. A photometric plan provided with the DSP shows sufficient exterior lighting for the development.

The proposed one-story, 19-foot-high, McDonald's building is 4,540 square feet and includes a double drive through. The building is a single-story structure with ample fenestration provided for the dining area. Façades are to be primarily clad with brick veneer and Hardie plank siding in a complimentary color scheme of gray, brown, and black. Aluminum canopy systems are provided over entry areas and drive-through service windows. Access for drive-through service is at the northwest corner of the building, wraps around the southern façade of the building where service windows are located, and exits to the parking lot to the northeast of the building. A bypass lane is provided to the south of the drive-through lane.

The overall redevelopment plan seeks to continue the long-established use of the site as a McDonald's eating and drinking establishment with drive-through service with a modern building and associated features.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Subregion 4 Master Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The Subregion 4 Master Plan and SMA defines long-range land use and development guidelines and establishes a D-D-O Zone for five focus areas where the establishment of vibrant, pedestrian-friendly, mixed-use environments is desired. Design standards and guidelines for the D-D-O Zone are intended to shape the public realm within applicable areas. All new development, redevelopment, and rehabilitation of existing structures within the D-D-O Zone shall comply with the general intent and goals of the development district standards. The subject site is in the D-D-O Zone focus area for Central Avenue between Norair Avenue and Brightseat Road Redevelopment and the proposal to redevelop the site is subject to the D-D-O Zone standards and guidelines. The proposed project is in general conformance with the applicable standards and guidelines. Where the project is not in conformance, amendments have been requested, as discussed below.

Requests to Amend Development District Standards

In accordance with Section 27-548.25(c), Site Plan Approval, of the Zoning Ordinance, if the applicant so requests, the Planning Board may apply development standards, which differ from the approved development district standards. Given conditions unique to this DSP, the applicant has requested to amend specific D-D-O Zone standards, as follows (all page numbers reference the Subregion 4 Master Plan and SMA):

- **General Site Standards and Guidelines: Secondary Facade (page 538)** - Secondary façades of buildings must not have long expanses of blank wall. Architectural elevations submitted with the DSP show the northern and western façades include long expanses of blank wall. The applicant has proffered to revise elevations to include appropriate articulation and a condition has been included herein to require such, prior to certification of the DSP. Therefore, an amendment will not be necessary.
- **Building Envelope Standards and Guidelines, B. Mixed-Use, Commercial and Institutional Types (page 540)** - These requirements are applicable to commercial buildings such as the proposed development. The build-to line requirement is 18 feet from the back of curb along MD 214 and Brightseat Road. The DSP provides for variable build-to lines of approximately 66 feet to 68 feet from MD 214, and approximately 120 feet to 127 feet from Brightseat Road, to accommodate a drive-through lane and a vehicular bypass lane. Side and rear yard setback standards are 0 to 10 feet. The building is in a central location on the site, greater than 10 feet from the side and rear lot lines. A minimum of 80 percent of the site's frontage is required to be occupied by building façade. The proposed building will occupy only 34 percent of the site's frontage along MD 214.

Given the scope of the proposed project and narrowness of the site, conformance with these requirements is not possible and the site design provided is appropriate for the intended use. Therefore, the Planning Board approves these amendment requests.

- **Street Type Standards and Guidelines, A. Typical Primary Mixed-Use Street: Sidewalk (page 542)** - Six-foot tree pit areas and eight-foot-wide dooryards are required. Given the layout of the site, the provision of a traditional dooryard space is not feasible. The presence of existing subsurface and overhead utilities along MD 214 and Brightseat Road do not allow for the provision of tree pits. The DSP proposes to maintain an existing sidewalk and 5-foot-wide grass strip along each roadway. The DSP also provides a 10-foot-wide landscape strip with a decorative fence and plantings between the sidewalks and drive-through aisle. These design features provide a similar function to the required tree pits and dooryard and are an appropriate alternative given the presence of utilities and the site's use. Therefore, the Planning Board approves this amendment request.
- **Architectural Standards and Guidelines, A. General Architectural Framework (page 546)** - Two standards for commercial buildings require articulation of building façades longer than 60 feet and require rear elevations be designed with an inviting appearance with similar features as the main entrance. Architectural elevations submitted with the DSP do not fully address these requirements. The applicant has proffered to revise elevations, prior to certification of the DSP, to show conformance with the intent of the requirements. A condition has been included herein for the submission of updated elevations. Therefore, an amendment will not be necessary.
- **Architectural Standards and Guidelines, A. General Architectural Framework (page 546)** - A general architectural framework standard requires buildings be sited to reinforce the build-to line and define the street wall. As previously noted, the proposed building location does not conform to the build-to line standard. Given the scale and intended use of the proposed building, the build-to line provided is appropriate for this project. Therefore, the Planning Board approves this amendment request.
- **Architectural Standards and Guidelines, D. Fenestration, Commercial (page 547)** - A minimum of 60 percent of the ground story façades of commercial buildings is required to be comprised of windows. The proposed McDonald's building provides 33 percent fenestration on the east façade (facing Brightseat Road), 13 percent on the south façade (facing MD 214), 1.2 percent on the west façade, and 3.2 percent on the north façade. Most windows are located around the public dining area. Given the building's use, much of its interior space is occupied by kitchen, storage, and equipment space for which windows are not traditionally provided. While the percentage of window space provided is significantly less than the requirement, appropriate fenestration is provided where needed for this use. Therefore, the Planning Board approves this amendment request.

- **Landscaping Standards and Guidelines, B. Street Trees (page 551)** - Street trees are required to be planted a minimum of 35 feet on center along planting strips or tree grates. The presence of subsurface and overhead utilities along the site's frontage on MD 214 and Brightseat Road prohibits the provision of street trees, in conformance with this requirement. The DSP provides for eight shade trees and a continuous line of shrub plantings in a landscape strip between the sidewalk and internal drive aisles. This alternative proposal meets the intent of the street tree requirement to the degree feasible. Therefore, the Planning Board approves this amendment request.
 - **Landscaping Standards and Guidelines, D. Dooryard Area (page 552)** - Commercial frontages are required to be comprised primarily of hardscape and include planters and street furnishings. The DSP provides an outdoor seating area with furnishings, hardscape, and plantings adjacent to the east side of the building. It would not be practical for these features to be provided in the dooryard area. The location and type of features provided is appropriate for this development and harmonious with the intent of the requirement. Therefore, the Planning Board approves this amendment request.
 - **Parking and Loading Standards and Guidelines, A. General (page 554)** - Proposed buildings must meet the frontage occupancy requirements for the perimeter of a block when considering the parking requirements. The proposed project does not conform with the frontage occupancy requirements of the D-D-O Zone, as previously noted. However, the site design is appropriate for the scale of development and intended use, with no parking between the building and the frontage. Parking is otherwise provided, in conformance with parking and loading standards. Therefore, the Planning Board approves this amendment request.
 - **Parking and Loading Standards and Guidelines, D. Loading and Service Areas (page 556)** - Loading areas must be in the interior of a block, behind buildings. This DSP provides a single loading space adjacent to the drive-through lane at the southwest corner of the proposed building. This location is not interior to the site but is as far as practical from the abutting residential development to the north and is appropriate for this site. Therefore, the Planning Board approves this amendment request.
8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I Zone; Part 10C, Military Installation Overlay (M-I-O) Zone; and the requirements of the D-D-O Zone of the Zoning Ordinance:
- a. Section 27-546.19(c), Site Plans for Mixed Uses, of the Zoning Ordinance requires that:
 - (c) **A Detailed Site Plan may not be approved unless the owners shows:**
 - 1. **The site plan meets all approval requirements in Part 3, Division 9;**

2. All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;

The site plan does not meet all the applicable site design guidelines and development district standards of the Subregion 4 Master Plan and SMA, as discussed in Finding 7. Where development district standards were not met, the applicant has requested amendments.

3. Proposed uses on the property will be compatible with one another;

4. Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District, and;

The legal, nonconforming, single-use of the site as an eating and drinking establishment with drive-through service has existed on the site for 40+ years and is proposed to be continued. Therefore, it can be assumed to be compatible with the existing development on adjacent properties.

5. Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:

(A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;

The adjacent properties to the north are single-family detached and the property to the west is a multistory office building. The proposed building is an appropriate size and scale for its use and is compatible with existing development in the MD 214 corridor.

(B) Primary facades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;

The primary façades of the building face north toward the on-site parking lot and east to Brightseat Road. The southern façade of the building, facing MD 214, includes the drive through. An outdoor eating area and eastern entrance to the building are connected by internal sidewalks to existing sidewalks on Brightseat Road and MD 214. Where pedestrian crossings could not be avoided, crosswalks are provided. Special paving is

shown for drive-through lane crosswalks to further define the shared travel space close to the building.

- (C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building facades on adjacent properties;**

The photometric plan provided with the application indicates that the proposed lighting design will minimize glare, light, and visual intrusion into nearby properties and buildings.

- (D) Building materials and color should be similar to materials and colors on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**

The materials and colors selected to face the proposed building are compatible with those utilized in similar scale developments. The materials proposed include brick veneer and Hardie planks in complimentary muted color tones. The applicant has proffered to revise the building design to include additional architectural details, in conformance with D-D-O Zone standards, as discussed in Finding 7.

- (E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**

The DSP does not propose outdoor storage areas and includes appropriate screening of mechanical equipment. Rooftop equipment will be behind a parapet wall and an outdoor transformer is screened with landscaping to minimize visibility from adjacent properties and public streets.

- (F) Signs should conform to the applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and**

The signage program provided by this DSP conforms with the D-D-O Zone standards.

(G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:

(i) Hours of operation or deliveries;

The applicant did not indicate the proposed hours of operation or deliveries for the development. However, the single loading space is provided as far as practical from the adjacent residential development to the north to minimize potential adverse impacts.

(ii) Location of activities with potential adverse impacts;

The loading space, trash enclosure, and drive-through service have been located on the site to minimize potential adverse impacts to the adjacent residential properties to the north. Adequate queuing space is provided for the drive-through service to limit impacts to access driveways to the property and adjacent public roadways.

(iii) Location and use of trash receptacles;

The existing trash corral is proposed to be replaced with a modern trash enclosure in approximately the same location in the northwest quadrant of the site.

(iv) Location of loading and delivery spaces;

One loading and delivery space is provided in the southwest quadrant of the site, as far as practical from adjoining residential uses to the north. The location of the loading space does not impact on-site circulation.

(v) Light intensity and hours of illumination; and

The photometric plan included with the DSP confirms that there are minimal adverse impacts on adjacent properties and the surrounding neighborhood from the proposed building.

(vi) Location and use of outdoor vending machines.

No outdoor vending machines are proposed by this DSP.

- b. The subject application is in the M-I-O Zone for height associated with Joint Base Andrews and is subject to Section 27-548.54, Requirements for Height, of the Zoning Ordinance. The proposed building has a maximum height of approximately 19 feet. This is below the height of nearby buildings and is estimated to be well below the applicable requirement for height for the site. However, a condition has been included herein for the applicant to submit calculations for certification per Section 27-548.54(e)(2)(B).
 - c. Section 27-548.25(b) requires that the Planning Board find that the site plan meets the applicable development district standards to approve a DSP. As discussed in Finding 7 above, this DSP requests multiple amendments to applicable D-D-O Zone standards. The requested amendments to the development standards address specific site design challenges and modernize the site for continuation of its legal use as an eating and drinking establishment with drive-through service. The DSP generally conforms to the overall intent of the design criteria and would not substantially impair implementation of the Subregion 4 Master Plan and SMA.
9. **2010 Prince George's County Landscape Manual:** The Subregion 4 Master Plan and SMA states that the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) for Section 1.3 for Alternative Compliance, and Sections 4.2, 4.3, and 4.7 do not apply within the D-D-O Zone. Therefore, the proposed development is only subject to the requirements of Section 4.4 and Section 4.9 of the Landscape Manual. The Planning Board has determined that the landscape plans conform with the requirements of these sections.
10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site has a Woodland Conservation Exemption Letter, S-014-2019, issued on July 25, 2019, and is exempt from demonstrating conformance with the Woodland and Wildlife Habitat Conservation Ordinance.
11. **Prince George's County Tree Canopy Coverage Ordinance:** The subject site is in the M-U-I Zone, and a 10 percent tree canopy coverage (TCC) requirement applies, per Section 25-128(b) of the County Code. The site's 1.17-acre area requires 0.12 acre, or 5,097 square feet, to be provided in TCC. The DSP provides 5,750 square feet of TCC, satisfying this requirement.
12. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:
- a. **Historic**—The Planning Board adopts, herein by reference, a memorandum dated May 1, 2020 (Stabler and Smith to Bossi), which noted that this proposal will not impact any historic sites, historic resources, or known archeological sites.

- b. **Community Planning**— The Planning Board adopts, herein by reference, a memorandum dated June 8, 2020 (Tariq to Bossi), that provided an analysis of the subject DSP's conformance with the standards and guidelines of the Subregion 4 Master Plan and SMA.
- c. **Transportation**—The Planning Board adopts, herein by reference, a memorandum dated June 16, 2020 (Ryan to Bossi), which noted that proposed site access, circulation, and parking are adequate. There are no issues and from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance.
- d. **Trails**—The Planning Board adopts, herein by reference, a memorandum dated June 16, 2020 (Ryan to Bossi), which concluded that the multimodal transportation, site access, and circulation layout and features proposed by the DSP are acceptable and generally consistent with site design guidelines. Conditions are included for the addition of driveway crosswalks and details regarding bicycle racks.
- e. **Environmental Planning**—The Planning Board adopts, herein by reference, a memorandum dated June 8, 2020 (Schneider to Bossi), which noted that the site has a Natural Resources Inventory Equivalency Letter (NRI-094-2019) and an approved Stormwater Management (SWM) Concept Plan 25146-2019-00 that is valid until October 16, 2022. The approved concept plan is consistent with the DSP. No unsafe soils containing Christiana complexes or Marlboro clays are associated with this site.
- f. **Prince George's County Fire/EMS Department**—The Planning Board adopts, herein by reference, an email dated June 1, 2020 (Reilly to Bossi) in which the Fire Department noted they have no comments on the DSP.
- g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board adopts, herein by reference, a memorandum dated May 22, 2020 (Giles to Bossi), in which DPIE indicated that the DSP is consistent with the approved SWM Concept Plan 25146-2019-00 and that they have no objections to the proposed project.
- h. **Prince George's County Police Department**— The Planning Board adopts, herein by reference, a memorandum dated May 14, 2020 (Contic to Planner Coordinator, Urban Design), in which the Police Department noted that they have no comments on the DSP.
- i. **Prince George's County Health Department**—The Planning Board adopts, herein by reference, a memorandum dated June 1, 2020 (Kpadeh to Bossi), in which the Health Department provided comments regarding construction-time noise and dust controls. Comments were also provided regarding the number of fast-food options in the area and ties to obesity, as well as regarding potential air quality impacts associated with car idling and drive-through service usage.

- j. **Maryland State Highway Administration (SHA)**—The Planning Board adopts, herein by reference, an email dated May 15, 2020 (Woodroffe to Bossi), in which SHA provided preliminary comments on the DSP and noted that more comprehensive comments would be provided with an SHA tracking number once detailed engineering plans are provided to SHA.
 - k. **Washington Suburban Sanitary Commission (WSSC)**—The Planning Board adopts, herein by reference, an email with attachments dated May 13, 2020 (Leeth to Bossi), in which WSSC provided standard comments on the subject DSP. WSSC's requirements will be enforced through their separate permitting process.
13. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Subregion 4 Master Plan and SMA. The amendments to the development district standards required for this development would benefit the development and the development district, as required by Section 27-548.25(c), and would not substantially impair implementation of the sector plan.

As required by Section 27-285(b) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

14. Per Section 27-285(b)(4), which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.**

No regulated environmental features are located on the subject site; thus, preservation or restoration on-site is not applicable.

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:

- A. APPROVED the alternative development district standards for:
 - 1. **Building Envelope Standards and Guidelines, B. Mixed-Use, Commercial and Institutional Types (page 540)** - To allow for variable build-to lines of approximately 66 feet to 68 feet from MD 214 and approximately 120 feet to 127feet from Brightseat Road; to allow side and rear yard setbacks greater than 10 feet, as provided on the DSP; and to allow a frontage occupancy of 34 percent on MD 214.

2. **Street Type Standards and Guidelines, A. Typical Primary Mixed-Use Street: Sidewalk (page 542)** - To provide a 10-foot-wide landscape strip with a decorative fence and plantings between sidewalks and the drive-through lane, in lieu of required tree pits and dooryard.
 3. **Architectural Standards and Guidelines, A. General Architectural Framework (page 546)** - To allow for the building not to be sited to reinforce the build-to line, as provided on the DSP.
 4. **Architectural Standards and Guidelines, D. Fenestration, Commercial (page 547)** - To allow for fenestration of 33 percent on the east façade, 13 percent on the south façade, 1.2 percent on the west façade and 3.2 percent on the north façade.
 5. **Landscaping Standards and Guidelines, B. Street Trees (page 551)** - To provide eight shade trees and a continuous line of shrub plantings in a landscape strip between the sidewalk and internal drive aisle, in lieu of street trees.
 6. **Landscaping Standards and Guidelines, D. Dooryard Area (page 552)** - To provide an outdoor seating area with furnishings, hardscape, and plantings adjacent to the east side of the building, in lieu of within the dooryard area.
 7. **Parking and Loading Standards and Guidelines, A. General (page 554)** - To allow for 34 percent frontage occupancy, with no parking between the building and the frontage.
 8. **Parking and Loading Standards and Guidelines, D. Loading and Service Areas (page 556)** - To allow for a loading area in the southwest quadrant of the site, instead of interior to the site.
- B. APPROVED Detailed Site Plan DSP-19060 for McDonald's Landover, subject to the following conditions:
1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:
 - a. Provide a detail for the bike racks, which shall be inverted U-style or a style that provides two points for contact for each bicycle.
 - b. Provide a continental style crosswalk across the driveway from Brightseat Road, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - c. Provide a continental style crosswalk across the driveway from MD 214 (Central Avenue), unless modified by the Maryland State Highway Administration, with written correspondence.

- d. Revise architectural elevations to provide additional articulation and visual interest on the northern and western façades, in accordance with applicable development district standards.
- e. Provide Military Installation Overlay Zone height calculations to demonstrate conformance with Section 27-548.54(e)(2)(B) of the Prince George's County Zoning Ordinance.

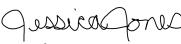
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

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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, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, July 9, 2020, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 30th day of July, 2020.

Elizabeth M. Hewlett
Chairman

By  Jessica Jones
Planning Board Administrator

EMH:JJ:AB:nz

APPROVED AS TO LEGAL SUFFICIENCY
David S. Warner /s/
M-NCPPC Legal Department
Date: July 20, 2020