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

Note: *Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.*

Detailed Site Plan DSP-10026

Application	**General Data**	
Project Name: Cottage City, Part of Lots 27 & 28, Block 8	Planning Board Hearing Date:	12/02/10
	Staff Report Date:	11/18/10
Location: The north side of Bladensburg Road (Alternate US 1) midway between its intersections with 40th Place and 40th Avenue	Date Accepted:	09/29/10
	Planning Board Action Limit:	12/08/10
	Plan Acreage:	0.13
	Zone:	MXT/DDOZ
Applicant/Address: Patrick Ogu 9929 Oxbridge Way Bowie, MD 20721	Dwelling Units:	0
	Gross Floor Area:	1,160 sq. ft.
	Planning Area:	68
	Tier:	Developed
	Council District:	05
	Election District	02
	Municipality:	Cottage City
	200-Scale Base Map:	205NE03

Purpose of Application	**Notice Dates**	
To convert an existing single-family home use into a commercial office and add a five-space parking lot behind the existing building.	Informational Mailing:	07/20/10
	Acceptance Mailing:	09/23/10
	Sign Posting Deadline:	11/02/10

Staff Recommendation			**Staff Reviewer:** Jill Kosack **Phone Number:** 301-952-4689 **E-mail:** Jill.Kosack@ppd.mncppc.org
APPROVAL	**APPROVAL WITH CONDITIONS**	**DISAPPROVAL**	**DISCUSSION**
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-10026
Cottage City, Part of Lots 27 & 28, Block 8

The Urban Design staff has reviewed the detailed site plan (DSP) for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation Section of this report.

EVALUATION

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

a. The requirements of the Zoning Ordinance for the Development District Overlay Zone and the M-X-T Zone.

b. The October 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment (SMA)*.

c. The requirements of the *Prince George's County Landscape Manual*.

d. The requirements of the Woodland and Wildlife Habitat Conservation Ordinance.

e. Referral comments.

FINDINGS

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

1. **Request**: This detailed site plan proposes to convert an existing single-family home use into a commercial office and add a five-space parking lot behind the existing building. The proposed parking lot, in the rear of the existing building, has already been constructed, without being properly permitted. This DSP has been submitted then to allow the change of use of the existing building and to validate the existing parking lot.

2. **Development Data Summary**:

	Existing	Proposed
Zone(s)	M-X-T/D-D-O	M-X-T/D-D-O
Use(s)	Single-Family Home	Commercial Office
Acreage	0.13	0.13
Gross Square Footage	1,160	1,160
Floor-Area Ratio	0.20	0.20

Other Development Data:

	Min. Required	Proposed
Parking:		
Commercial Office (1 space / 250 square feet) x 80%*	4	5 (1 Handicapped)
Loading (Less than 10,000 s.f. of Office)	0	0
Total	**4**	**5 (1 Handicapped)**

* Per the Sector Plan page 198, the minimum surface parking spaces shall be 80 percent of the minimum required parking as stated in Section 27-568(a) of Part 11 of the Zoning Ordinance.

3. **Location**: The subject property is located on the north side of Bladensburg Road (Alternate US 1) midway between its intersections with 40th Place and 40th Avenue, in Planning Area 68, Council District 5. It is within the Developed Tier.

4. **Surrounding Uses:** The subject property is bounded to the south by Bladensburg Road, and, across the road, by commercially developed property in the M-X-T Zone; to the east, by a bungalow that has been converted to a flower shop in the M-X-T Zone; to the west, by a bungalow that is in use as a single-family residence in the M-X-T Zone; and to the north, by two properties with single-family homes in the R-55 Zone.

5. **Design Features:** The existing one-and-a-half story, 19-foot-high building sits in the middle of the front portion of the site, setback approximately 33 feet from the right-of-way (ROW) of Bladensburg Road. It is a bungalow style structure, with a covered front porch and a sloped roof with a dormer window. The building materials, white vinyl siding, asphalt shingles and a green-painted brick porch base, are basic, but similar to the other adjacent existing buildings.

The majority of the front yard is paved with asphalt and a concrete sidewalk. Small planter areas exist between the paving and the building, but are filled mostly with weeds. The entire east side, between the building and the property line, is paved with an existing concrete sidewalk, which varies from approximately two to five feet wide due to an existing bump-out on the building. The entire west side, between the building and the property line, is paved with an existing asphalt driveway, which varies from approximately 8.8 feet to 10.8 feet due to an existing chimney. The asphalt driveway leads to a rear yard that is almost completely paved. An existing concrete pad, immediately behind the building, will be the location for a proposed wooden ramp that will enable handicapped access to the building. The remainder of the rear yard, up to within approximately six feet of the northern property line, will consist of the proposed parking lot with

a 22-foot drive aisle, four standard parking spaces and one handicapped parking space. The remaining green strip will be planted with two red maple trees and the northern property line will have a six-foot, white, vinyl fence along it. The western and eastern edges of the parking lot will be lined with a six-foot, board-on-board fence that is painted white.

The submitted site plan included proposed building signage to be mounted on the roof of the existing building, which consists of free-standing, green neon letters mounted above a two-foot by eight-foot, white-with-black-lettering light box.

6. **Previous Approvals**: The existing building on-site was built in approximately 1943 and the paving in the front and rear yards was added sometime after 2007, without being properly permitted. The applicant indicated that the County permits office mistakenly told him that since the land disturbance would be less than 5,000 square feet, it was exempt from the requirement for a permit. This property was rezoned to M-X-T by the October 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment (SMA),* which located it in the Bladensburg Road Gateway/Main Street character area.

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.

Section 27-285 (b)(2) of the Zoning Ordinance states the following:

The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).

Comment: With respect to the requirement of the M-X-T Zone for the approval of a conceptual site plan, the sector plan, on page 152, states that "the DDOZ and the Development District Standards meet the purposes of and requirements for a conceptual site plan as set forth in Sections 27-272 and 27-273, thereby serving as the conceptual site plan for properties zoned M-X-T within the development district and satisfying the requirements of Section 27-254(d)."

Applicable Required Findings for Detailed Site Plans in the M-X-T Zone (Section 27-546(d)):

(1) The proposed development is in conformance with the purposes and other provisions of this Division;

Comment: The proposed development is in conformance with the purposes, as listed in Section 27-542 (a), and other provisions of this Division of the Zoning Ordinance. These include, among others, promoting the orderly redevelopment of land in the vicinity of designated General Plan Centers and implementing the recommendations in the approved sector plan.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

Comment: The uses and development character proposed on the site are in conformance with and are generally consistent with the design guidelines of the sector plan. The only modification to the development district standards that is necessary is the reduction in the width of the access driveway from 22 feet to 8.8 feet. Any increase in this driveway width would require major

changes to the existing building, which would conflict with the sector plan's strategy of retaining the cottage-style architecture within the Bladensburg Road Gateway/Main Street character area.

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

Comment: The proposed development will be outwardly oriented, with the building at the front of the site and the parking at the rear, and will be physically similar to the existing adjacent development.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

Comment: The proposed development will be compatible with the existing properties in this area along Bladensburg Road, many of which retain their cottage-style architecture and single-family lot layout, while also having been converted from residential to commercial uses.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

Comment: The proposed commercial use and arrangement of building and parking reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.

(6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;

Comment: Due to the minimal site improvements, the development is not staged.

(7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;

Comment: The subject DSP will provide convenient, fully-accessible pedestrian access from the building to the parking lot, and limited access, due to the existing site constraints, to the building and parking lot from the existing sidewalk within the Bladensburg Road right-of-way.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

Comment: The front yard within the subject property will be the main area of the development that will be used for pedestrian activities. As staff had previously recommended, the applicant revised the DSP to show the existing asphalt paving to be removed within the front yard. However, General Note 25 indicates that this is to be replaced with sod and General Note 26 indicates that the existing planters in front of the house will be cleared and landscaped with plant materials complementary to the rest of the renovated front yard. Adding just sod to the front yard and existing planters does not contribute to a high quality urban design within this area.

Therefore, staff recommends that the note and the plan be revised to show the front yard and existing planters being planted with trees, shrubs and perennials and/or annuals in a commercial-style landscaping arrangement. Conditions requiring this, prior to certification of the DSP, have been included in the Recommendation Section of this report.

8. **The 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment (SMA)***

The **Urban Space, Streetscape**, and **Building Envelope Standards** are not applicable to the subject DSP, because this DSP does not propose any expansion or changes to the existing structure, streets, or public spaces.

Architectural Standards

The DSP designates a proposed building-mounted sign on the roof of the existing building. The sector plan establishes a number of guidelines for signage, focusing on the creation of clear, informative, high-quality design. The proposed sign design presented by the applicant is inconsistent with the design principles as found on page 196 of the sector plan. The following design principles warrant discussion at this time:

Prohibited Signs: Billboards, free-standing pole signs, monument signs, marquees, any kind of animation, roof signs, and signs painted on the exterior walls of buildings are prohibited. No internally lit, flashing, traveling, animated, or intermittent lighting may be on the exterior of any building whether such lighting is of temporary or long-term duration. Portable or wheeled signs and advertising devices located outside any building shall not be permitted, pursuant to county regulations.

The proposed building signage, which consists of free-standing, green neon letters mounted above a two-foot by eight-foot, white-with-black-lettering light box, is proposed to be mounted on the roof of the existing building. Per the sector plan, neither a roof sign nor an internally illuminated sign is allowed. Therefore, staff has included a condition in the Recommendation Section of this report that prior to certification, the proposed sign shall either be removed from the plan or redesigned to adhere to all of the sector plan signage standards.

Parking and Loading Standards

The DSP designates the proposed five-space parking lot at the rear of the site, behind the existing building. The sector plan establishes a number of guidelines for parking, focusing on creating a "park once" environment that provides flexibility for redevelopment of small sites. The proposed parking presented by the applicant is generally consistent with the design principles found in the sector plan. The following design principles warrant discussion at this time:

The requirements of Subtitle 27, Part 11 B, Division 2, Subdivision 2, Design Standards, apply to all parking areas under this code.

The proposed parking does comply with all the necessary design standards in Subtitle 27, except for Section 27-563, which requires:

Every parking lot shall be connected to a street by means of a driveway. This driveway (except those provided for, and on the same lot with, one-family dwellings), shall be at least eleven (11) feet wide for each lane, exclusive of curb return and gutters.

The driveway connecting the parking lot to the street, which would need to be a minimum of 22 feet wide to accommodate two-way traffic, runs along the west side of the existing building and is only 8.8 feet to 10.8 feet wide due to the configuration of the building. The applicant has requested a modification to this standard in order to maintain the existing architectural features of the building, which is a sector plan goal within this character area. Additionally, one of the intents of the parking and loading standards is to provide flexibility for redevelopment of small sites. Therefore, staff recommends that the Planning Board approve this modification due to the unique circumstances of the subject property.

9. ***Prince George's County Landscape Manual:*** The subject application is not subject to the *Prince George's County Landscape Manual* as the sector plan on page 152 states that "the development district standards replace all those contained in the Zoning Ordinance and Landscape Manual." The DSP conforms with the landscape-related development district standards.

10. **Woodland and Wildlife Habitat Conservation Ordinance:** This property is exempt from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because it is less than 40,000 square feet in size and has no previously approved tree conservation plans. A standard exemption was issued for this site on September 25, 2009. A tree conservation plan is not required at this time.

11. **Referral Comments:** The subject applications were referred to the concerned agencies and divisions. The referral comments are summarized as follows:

    a. **Community Planning—**The Community Planning North Division provided the following analysis of the proposal:

        (1) This application is consistent with the 2002 General Plan Development Pattern policies for the Developed Tier.

        (2) This application does conform to the goals and intent of the Bladensburg Road Gateway/Main Street character area recommendations of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment (SMA).*

        (3) The application does not comply with all applicable development district standards.

        (4) The subject property is located in the Bladensburg Road Gateway/Main Street character area of the Port Towns sector plan. The application is for the conversion of a single-family residence to a commercial office and parking lot. The parking lot has already been constructed at the rear of the property. A paved parking area also exists in the front yard of the site. No permits have been approved or issued for this property.

        The sector plan parking and loading standards contains the following goals:

        (1) Promote a "park once" environment that shall enable people to conveniently park and access a variety of commercial and civic enterprises in pedestrian-friendly environments by encouraging shared parking and providing street and parking connectivity between ownership parcels.

        (2) Reduce fragmented, uncoordinated, inefficient, reserved single-purpose parking.

(3) Avoid adverse parking impacts on neighborhoods adjacent to urban centers and corridor nodes.

(4) Maximize on-street parking.

(5) Provide flexibility for redevelopment of small sites.

Map 7B on page 30 of the sector plan, and in the rendering on page 31, illustrate the retention of the existing bungalows. On page 32 of the sector plan, the strategy states, "Preserve and improve existing cottage-style bungalows on the north side of Bladensburg Road in Cottage City." The application is not proposing any exterior renovations, expansions or alterations to the existing architecture and complies with this strategy.

The applicant is requesting three departures from the development district standards including:

(1) Reduction in the length of parking spaces from 19 feet to 18 feet;
(2) Reduction in the width of a drive aisle from 22 feet to 20 feet; and
(3) Reduction in the width of the access driveway from 22 feet to 8.8 feet

The first requested departure does not match the provided site plan. The site plan indicates the proposed parking spaces are 19 feet in length. The statement of justification requests a departure to reduce the length to 18 feet. The departure is not noted on the plan. The 2009 Port Towns Sector Plan and Sectional Map Amendment states, "Compact parking spaces shall not be permitted in surface parking lots." However, the intent of the parking and loading standards, as found above, states there should be "flexibility for redevelopment of small sites."

Secondly, the width of the drive aisle as shown on the plan is 22 feet. The statement of justification requests a departure from 22 feet to 20 feet. The site plan and departure found in the statement of justification are conflicting. Additionally, the departures are not noted on the plan.

Lastly, the requested departure for the reduction in width of the access driveway from 22 feet to 8.8 feet is noted on the plan and in the statement of justification. The parking standards of the sector plan state that the provisions of Subtitle 27, Part 11B, Division 2, apply to all parking areas. Section 27-560 of the Zoning Ordinance indicates that interior drives with no parking shall be at least 10 feet wide for each lane of traffic. The access drive aisle to the rear parking area is constricted to 8.8 feet in one location at the chimney. The access drive aisle is intended for two way traffic; however, it will serve only one way traffic.

Since the application is proposing that the maximum required parking (5 spaces) be located at the rear of the property, the existing pavement that is located at the front of the property should be removed and be replaced with landscape treatments. Additionally, Map 7B on page 30 of the sector plan illustrates the vision of shared access, rear loaded parking for the existing bungalows, including this site.

On page 200 of the sector plan, the first Surface Parking Lot Plantings standard states, "The edge of any surface parking lot adjacent to a single family (detached or attached) zoning district shall be planted with canopy shade trees per Section 27A-507, Tree Lists, planted at an average distance not to exceed 40 feet on center and aligned three to seven

feet behind the common lot line." There is a discrepancy between the site plan and the statement of justification. The site plan shows two Red Maple plantings in the rear yard at the edge of the parking lot adjacent to two lots with existing single-family dwelling units in the R-55 Zone. The statement of justification states that one is provided. The proposal of two Red Maples shown on the site plan will comply with this standard.

Also on page 200 of the sector plan, the Surface Parking Lot Plantings standard states, "Surface parking lot edges along a common lot line shall have a street wall or garden wall or be planted with shrubs at least two feet high at the time of planting with a maximum spacing of 2.5 feet on center." The site plan indicates that there is an existing six-foot-high wood and vinyl board on board fence around the perimeter of the parking lot. The existing fence would comply with this standard if it is in good condition and is properly maintained.

The subject property was rezoned in the 2009 Port Towns Sector Plan and Sectional Map Amendment from C-M to M-X-T. Currently, the majority of the bungalows located on the north side of Bladensburg Road have converted from a residential to a commercial use. The commercial use will require parking, and given the site constraints, it would have to be located on-site since off-site parking is not available. The intent of the parking standards is to be flexible for the redevelopment of small sites. The proposed DSP-10026 is consistent with the 2009 Port Towns sector plan and Development District Overlay standards for the Bladensburg Road Gateway/Main Street character area, subject to the clarification and revisions previously noted. The site plan will need to be revised to correspond with the departures listed in the statement of justification.

Comment: The applicant indicated that the site plan as submitted is correct as far as the final dimensions of the parking area. Therefore, only one departure from the development district standards is necessary, that of the reduction in the width of the access driveway from 22 feet to 8.8 feet. Conditions have been included in the Recommendation Section of this report to clarify the community planning issues.

b. **Transportation Planning Section—**The Transportation Planning Section provided an analysis of the subject application regarding transportation-related conditions from the previous approvals and provided the following conclusion.

The unknown office type use creates a challenge to determining an appropriate parking schedule for the site. The specific use would allow a better determination that the proposed five parking spaces would adequately serve the business.

The site plan should be revised to show a walkway compliant with Americans with Disabilities Act (ADA) standards along the entire east side of the building from the rear parking lot to the front entrance, with direct connection to the existing sidewalk along Bladensburg Road. The three parking spaces currently located in the front of the property along Bladensburg Road should be eliminated to accommodate a relocated/repositioned driveway and walkway. The repositioned driveway and eliminated parking would allow for better vehicular circulation to the parking area located in the rear of the existing structure, eliminating the potential of cars queuing onto Bladensburg Road.

Adequate signage should be provided near the driveway on the west side of the property to delineate two-way access to the proposed parking area. This should include the provision of a "Yield" sign at the driveway's ingress and egress to the parking area.

In summary, the site plan can be deemed acceptable and consistent with prior underlying approved plans. This is conditional on the provision of signage as described above, the revision of the plan to show the proposed ADA walkway along the entire east side of the building from the rear parking lot as described earlier, and the elimination of the three parking spaces currently located in the front of the property along Bladensburg Road to accommodate a relocated/repositioned driveway and walkway.

Comment: The applicant submitted revised plans showing an ADA accessible ramp from the parking lot to the rear building entrance, the pavement in front of the building being removed, except where necessary for the driveway entrance and walkway, and proposed yield signs at both ends of the one-way access drive to address these issues.

c. **Subdivision Review Section—**The Subdivision Review Section provided an analysis of the subject application as follows:

- The property is known as Part of Lots 27 & 28, Block 8, located on Tax Map 50 in Grid B-4, and is 5,800 square feet. Lots 27 and 28 were recorded in Plat Book BDS 1@10. Lots 27 and 28 were subdivided to its current configuration as Part of Lots 27 & 28, Block 8 by deed recorded in Liber 1288, Folio 371 on October 27, 1950. The site plan shows the correct boundary of the property as recorded in the 1950 deed; however, the recorded deed should be noted on the site plan. The applicant, Patrick Ogu, has submitted a Detailed Site Plan DSP-10026, to convert a single-family residence to a commercial office use and adding five parking spaces.

- The applicant is changing the use of the existing 1,160 square feet single-family dwelling to commercial office use and is not adding any additional structures. Pursuant to Section 24-107(c)(7)(b) of the Subdivision Regulations, the site is exempt from the requirement of filing a preliminary plan of subdivision because property was subdivided by deed prior to January 1, 1982 and the total gross floor area of development does not exceed 5,000 square feet. There are no other subdivision issues at this time.

d. **Trails—**At the time of the writing of the technical staff report, comments have not been received from the Trails Section.

e. **Permit Review Section—**The Permit Review Section offered several comments, which are either not applicable at this time, have been addressed through revisions to the plans, or are addressed through proposed conditions of approval of this detailed site plan.

f. **Environmental Planning Section—**The Environmental Planning Section provided the following analysis of the subject application:

- Subtitle 25, Division 3, the Tree Canopy Coverage (TCC) Ordinance, requires a minimum percentage of tree canopy coverage on properties that require a tree conservation plan or Letter of Exemption. Properties zoned M-X-T are required to provide a minimum of ten percent of the gross tract area in tree canopy.

- The overall development has a gross tract area of 0.13 acres and as such, tree canopy coverage of 0.01 acres, or 566 square feet, is required. The submitted DSP and landscape plan proposes the provision of two large shade trees, resulting in 500 square feet of tree canopy coverage, which is a 66-square-foot

shortage of the requirement. The applicant has proffered to provide an additional tree on the subject site to meet the requirement.

Recommended Condition: Prior to certification of the detailed site plan, the DSP and landscape plan shall be revised to show additional tree plantings, as necessary, to meet the overall tree canopy coverage requirement of 566 square feet. A Tree Canopy Coverage worksheet which demonstrates that the TCC requirement has been fulfilled for this site shall be placed on the landscape plan.

Comment: The applicable comment has been included in the Recommendation Section of this report as a condition.

g. **Department of Public Works and Transportation (DPW&T)—**In a memorandum dated November 2, 2010, DPW&T offered the following comments:

(1) The property is located on the north side of Bladensburg Road (Alternate US 1), approximately 150 feet west of its intersection with 40th Avenue. Alternate US 1 is a state-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) is required.

(2) Sidewalks are required along state roads that have existing concrete curb and gutter. This is to be constructed in accordance with current DPW&T Specifications and Standards.

(3) This plan is consistent with the approved Stormwater Management Plan 22690-2009-01 dated October 7, 2009.

Comment: There is an existing sidewalk within the right-of-way of Bladensburg Road.

h. **State Highway Administration (SHA)—**In an e-mail dated October 4, 2010, SHA indicated that no improvement work is proposed within the SHA right-of-way, therefore they have no objection to the approval of DSP-10026.

i. **Municipalities—**At the time of the writing of the technical staff report, comments have not been received from Cottage City, the Town of Brentwood, the Town of North Brentwood, the City of Mount Rainier, the Town of Bladensburg, the Town of Edmonston, or the Town of Colmar Manor.

j. **City of Hyattsville—**In an e-mail dated October 8, 2010, the City of Hyattsville indicated that they would not be submitting comments for the subject DSP.

12. 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.

13. Per Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a detailed site plan is as follows:

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.

Comment: In a memorandum dated November 1, 2010, the Environmental Planning staff indicated that there are no regulated environmental features found on the subject property; therefore, no preservation or restoration is necessary.

RECOMMENDATION

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

A. APPROVE the following modification to the development district standards:

1. Reduction in the minimum width of the access driveway, as required under Parking and Loading Standards, Other Applicable Regulations, Number 2 on page 198 of the Sector Plan, from 22 feet to 8.8 feet.

B. APPROVE Detailed Site Plan DSP-10026, Cottage City, Lots 27 & 28, Block 8, subject to the following conditions:

1. Prior to signature approval, the applicant shall revise the DSP as follows:

a. Revise the plan to show the ultimate right-of-way of Bladensburg Road, which is 60 feet from the centerline.

b. Revise General Note 25 to indicate that the full pavement section of the asphalt paving in the front yard shall be removed, except where necessary for the one-way entrance/exit drive, the soil amended and landscaping added, to include trees, shrubs and perennials and/or annuals.

c. Revise the DSP to indicate the location, types, and amounts of additional landscaping within the front yard and existing planters, to include trees, shrubs and perennials and/or annuals.

d. The proposed building-mounted sign shall either be removed from the plan or redesigned to adhere to all of the sector plan signage standards.

e. The DSP shall be revised to show additional tree plantings on-site, as necessary, to meet the overall tree canopy coverage requirement of 566 square feet. A Tree Canopy Coverage (TCC) worksheet, which demonstrates that the TCC requirement has been fulfilled for this site, shall be placed on the landscape plan.

f. Revise the General Notes to include a reference to the recorded deed for the subject property.