



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

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

Departure from Sign Design Standards College Park Car Wash

DSDS-711

REQUEST	STAFF RECOMMENDATION
Departure to allow one additional freestanding sign for a building located less than 40 feet from the street line.	APPROVAL with conditions

Location: On the north side of Sunnyside Avenue at its intersection with Rhode Island Avenue.	
Gross Acreage:	2.96
Zone:	I-1
Gross Floor Area:	N/A
Lots:	1
Parcels:	0
Planning Area:	61
Council District:	01
Election District:	01
Municipality:	N/A
200-Scale Base Map:	213NE05
Applicant/Address: Dugoff Properties LLC 7106 Ridgewood Ave Chevy Chase, MD 20815	
Staff Reviewer: Thomas Sievers Phone Number: 301-952-3994 Email: Thomas.Sievers@ppd.mncppc.org	



Planning Board Date:	05/20/2021
Planning Board Action Limit:	N/A
Staff Report Date:	05/04/2021
Date Accepted:	02/26/2021
Informational Mailing:	02/16/2021
Acceptance Mailing:	02/16/2021
Sign Posting Deadline:	04/20/2021

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

Table of Contents

EVALUATION CRITERIA	3
FINDINGS	3
1. Request	3
2. Development Data Summary	4
3. Location	4
4. Surrounding Uses	4
5. Previous Approvals.....	4
6. Master Plan Recommendation	4
7. Zoning Ordinance Requirements for Freestanding Signs.....	5
8. Referrals	9
RECOMMENDATION	10

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Departure from Sign Design Standards DSDS-711
College Park Car Wash

The Zoning staff has reviewed the departure from sign design standards 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 CRITERIA

This departure from sign design standards was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance for gateway signs;
- b. The requirements of prior approvals;
- c. Referral comments.

FINDINGS

1. **Request:** The applicant is proposing to construct one additional freestanding sign for a building located less than 40 feet from the street line. The lot consists of two light industrial uses for which only one sign is present. An existing sign serves a consolidated storage facility, and the proposed sign will serve as identification for the car wash. The proposed sign is to be located in the southwest corner of the property at Sunnyside Avenue and Rhode Island Avenue, and will be made of a masonry base with a routed aluminum cabinet and push through plex letters. The sign is proposed to be approximately 47.22 square feet, which is below the 48-square-foot maximum. In addition, the car wash itself is located 33 feet from its nearest corner to the front street line of Sunnyside Avenue, which is less than the required 40-foot minimum. Therefore, the applicant is requesting a departure from the sign design standards (DSDS) of Section 27-614(a)(1) and Section 27-614(d) of the Prince George's County Zoning Ordinance.

2. **Development Data Summary:** The following chart summarizes the approved development for the overall Sunnyside subdivision, which remains unchanged by this application.

	EXISTING
Zone	I-1
Use(s)	Light Industrial
Total Acreage	2.96
Number of Lots	1
Parcels	0
Outlots	0

3. **Location:** The subject property considered in this DSDS is located on Tax Map 18 in Grid F-3 and is known as Lot 15, Block C, Section 1 of Sunnyside, recorded in the Prince George’s County Land Records, in Plat Book WWW 87 page 7, dated December 11, 1973. The subject site is 2.96 acres and is zoned Light Industrial (I-1). The site currently contains a car wash and self-storage facility.
4. **Surrounding Uses:** The subject site is surrounded by commercial, industrial, and open space uses. The subject lot is bound by Rhode Island Avenue to the west with lots in the Commercial Shopping Center Zone beyond. Industrial lots in the Heavy Industrial Zone abuts the site to the north. Light Industrial (I-L) property is to the east. Sunnyside Avenue bounds the lot to the south with properties in the Reserved Open-Space and I-1 Zones beyond.
5. **Previous Approvals:** Lot 15 was created via resubdivision of Lots 4 through 14, Block C, Section 1 of Sunnyside recorded in Plat Book SDH 3 page 32. The subject property also includes the area of Libbie Drive located to the east of the property, which was vacated in May 1986 by Vacation Petition V-86058. Lot 15 is subject to Preliminary Plan of Subdivision (PPS) 12-3011, which was approved prior to 1973. The resolution of approval and other documents from the approval of PPS 12-3011 are no longer available. The final plat does not have any conditions of approval attached to it. This DSDS includes Lot 15 as depicted on record plat 87-7 in its entirety, and the part of Libbie Drive vacated under V-86058, with the correct bearings and distances. A new final plat should be filed to incorporate the part of Libbie Drive vacated by V-86058 to complete the vacation process.

The existing development on the site is subject to a Detailed Site Plan (DSP-98022). The existing development on the subject site was constructed in accordance with DSP-98022 and is presumed compliant with the underlying subdivision approvals. The scale and nature of the DSDS proposal would not represent a substantial revision to the mix of uses that affect Subtitle 24 adequacy findings nor would it be expected to impact the current development entitlement for the subject property.

6. **Master Plan Recommendation:** The subject property is located in Planning Area 61 and is within the limits of the 2010 *Approved Master Plan and Sectional Map Amendment for Subregion 1 (Planning Areas 60, 61, 62, and 64)*. The master plan recommendation is for industrial land uses. The subject lot was approved and platted for light industrial use and are, therefore, consistent with the land use recommendation of the master plan. The addition of signage has no effect on this finding of conformance. The Subregion 1 Master Plan retained the property in the I-1 Zone.

7. **Zoning Ordinance Requirements for Freestanding Signs:** Section 27-614 of the Zoning Ordinance provides the following freestanding sign regulations that pertain to the departure request:

Section 27-614

(a) Location.

- (1) In all Commercial and Industrial Zones (except the I-3 and U-L-I Zones), signs shall only be located on property where the main building associated with the sign is located at least forty (40) feet behind the front street line. This shall not apply to integrated shopping centers, other commercial centers with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial centers, or office building complexes.**

The subject property is not within a center or complex and therefore, is subject to this provision. In this case, the main building associated with the sign is the car wash. However, the car wash is not more than 40 feet behind the front street line.

The car wash is oriented toward Rhode Island Avenue and set back more than 40 feet behind the street line. The Zoning Ordinance provides that the term 'front street line' is synonymous with 'front lot line,' which is defined as "the line running along the 'front of the lot' and separating it from the 'street.'" For corner lots such as the subject property, the Zoning Ordinance defines 'front of the lot' as "the shortest lot line that abuts the street." Given the orientation of the building, the 'front street line' extends along Sunnyside Avenue, which is approximately 175 feet. The end wall of the car wash drive-through is 33 feet behind the street line for Sunnyside Avenue. Due to the physical characteristics of the existing site, visibility is limited to the southwest corner of the property, rendering a building mounted signage ineffective.

As a result, in order to construct a freestanding sign for the car wash, the applicant has submitted the DSDS request to allow one additional sign that is less than 40 feet from the front street line.

- (4) Notwithstanding any other provisions of this Subtitle addressing setbacks and yards, in all Commercial and Industrial Zones (except the I-3 Zone), signs need only be located ten (10) feet behind the street line. Where the street line is situated behind the actual existing street right-of-way line, freestanding on-site signs may be temporarily located within the area between the street line and the existing street right-of-way line) the area of proposed future widening of an existing street), provided that:**

- (A) The land area involved has not been, and is not in the process of being, acquired for street purposes;**

- (B) The sign is located at least ten (10) feet behind the existing street right-of-way line; and**
- (C) A written agreement between the owner and the Department of Permitting, Inspections, and Enforcement assures that the sign will be removed, at the owner’s expense, at the time of acquisition of that area for street purposes.**

Per the DSDS site plan, the sign will be located at least 10 feet behind the street line, satisfying Part B of this requirement. Part A does not apply because the street is not in the process of, nor has it been, acquired for street purposes. Finally, Part C is not applicable because the street line is not situated behind the existing street right-of-way line.

(b) Height.

- (1) The maximum height of signs shall be as shown in the following table. Measurements are from the finished grade at the base of the sign to the top of the sign.**

ZONE	MAXIMUM HEIGHT (IN FEET)
C-O	8
Commercial Zones (except C-O)	25
Industrial Zones (except I-3)	25
I-3 Zone	Not greater than the lowest point of the roof of any building in the employment park

The subject property is in the I-1 Zone, so it may have a sign up to 25 feet high. The proposed sign is 7 feet high, which is in conformance with this requirement.

(c) Area.

- (3) In all Commercial Zones (except the C-O Zone) and all Industrial Zones (except the I-3 Zone), the area of the sign shall be not more than either:**

- (A) One (1) square foot for each two (2) lineal feet of street frontage, to a maximum of two hundred (200) square feet for each sign, if the building is located in a integrated shopping center, other commercial center with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex. The street frontage shall be measured on the property occupied by the center or complex associated with the sign; or**

- (B) One (1) square foot for each four (4) lineal feet of street frontage, to a maximum of two hundred (200) square feet for each sign, if the business is not located in an integrated shopping center, other commercial center with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex. The street frontage shall be measured on the property occupied by the use associated with the sign.**

The subject site is not located within an industrial center; therefore, Subsection (c)(3)(B) applies to the site. The property contains approximately 620 feet of lineal street frontage. Based on the calculation provided in this section, the site may have up to 155 square feet of signage. The existing self-storage sign comprises 48 square feet, leaving 107 square feet available for further signage. The proposed sign is approximately 47.22 square feet in area. Therefore, the total amount of signage on the site will not exceed the allotted amount and is in conformance with the standard.

(d) Quantity.

- (2) In all Commercial Zones (except the C-0 Zone) and all Industrial Zones (except the I-3 Zone), there are two (2) options (subparagraphs (A) and (B), below) which may be used to calculate the number of signs allowed. Option One can be used for any property which has the specified minimum frontage on one (1) or more streets. Option Two may be used only for property which has the specified minimum frontage on each of two (2) parallel (or approximately parallel) streets. Both options can apply to either a business located within an integrated shopping center, other commercial center with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex, or a business not located in a center or complex. In the case of a center or complex, the street frontage is that which the entire center or complex has, and the number of signs permitted are the total number for the entire center or complex.**

The applicant provided analysis for Option One per the submitted statement of justification (SOJ). Option One details that for properties located within an industrial zone, and that have 100 to 1,100 feet of lineal street frontage, one (1) freestanding sign is permitted. The site, overall, has 620 feet of lineal frontage and therefore, is permitted to have one (1) sign. The applicant has submitted the subject DSDS to allow departure from this standard for one (1) additional sign to serve the car wash.

Section 27-239.01(b)(7)(A) of the Zoning Ordinance provides that, in order for the Planning Board to grant the departure, it shall make the following findings:

- (i) The purpose of this Subtitle will be equally well or better served by the applicant's proposal.**

Section 27-589(a) of the Zoning Ordinance contains the following purposes for regulating signs:

- (1) To promote the health, safety, and welfare of the present and future inhabitants of the Regional District;**
- (2) To encourage and protect the appropriate use of land, buildings, and structures;**
- (3) To regulate unsightly and detrimental signs which could depreciate the value of property and discourage quality development in the Regional District;**
- (4) To regulate signs which are a hazard to safe motor-vehicle operation;**
- (5) To eliminate structurally unsafe signs which endanger a building, structure, or the public;**
- (6) To prevent the proliferation of signs that could detract from the scenic qualities of the landscape or the attractiveness of development; and**
- (7) To control the location and size of signs, so as to provide for adequate identification and advertisement in a manner that is compatible with land uses in the Regional District.**

In general, the purposes of the sign regulations are to promote the health, safety, and welfare of residents, workers, and motorists by increasing and enhancing sign visibility and readability, to regulate unsightly and detrimental signs which could depreciate the value of the property, to prevent the proliferation of signs that could detract from the attractiveness of development, and to control scale, consistent with the intended advertising purposes.

The proposed sign is sufficiently sized and located so motorists can easily identify the car wash. The proposed sign will not impede visibility for drivers entering or exiting the business. The placement of the sign on the southwest corner of the lot will provide adequate identification and will not create an appearance of proliferation. The sign will promote the use of enduring, high-quality materials, which will benefit present and future patrons of the site.

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

As has been previously detailed above, the subject site is comprised of two uses on one condominium lot. This specific circumstance is unique. A sign exists for the consolidated storage facility, which is differentiated from the car wash by a masonry wall that physically separates the two uses. As such, the site does not appear or function as two uses on a single lot. The applicant's SOJ provides that the additional freestanding sign is necessary to ensure sufficient visibility and identification of the car wash use, while respecting the overall appearance of the site and surrounding uses. Given the specific circumstances of this request, the departure is the minimum necessary.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949.

This criterion is not applicable in this instance.

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

The placement of the sign will not impair the visual or functional integrity of the surrounding neighborhood. The use of gray split face concrete block, similar to the material used in the construction of the car wash, compatible color-scheme, and durable aluminum sign cabinet, promote the environmental quality and integrity of the surrounding neighborhood and the visibility of the car wash.

8. Referrals: No referral agencies provided any comments or concerns that would affect the recommendation of approval for this application. The relevant comments submitted for this application were included in this technical staff report. The following referral memorandums were received, are included as back-up to this technical staff report, and adopted by reference herein:

- Transportation Planning Section, dated March 29, 2021 (Masog to Sievers)
- Transportation Planning Section-Trails, dated April 5, 2021 (Ryan to Sievers)
- Environmental Planning Section, dated April 19, 2021 (Juba to Sievers)
- Urban Design Section, dated April 19, 2021 (Bossi to Sievers)
- Community Planning Section, dated March 10, 2021 (Luckin to Sievers)
- Historic Preservation Section, dated December 27, 2019 (Stabler to Sievers)
- Subdivision Planning Section, dated April 2, 2021 (DiCristina to Sievers)
- Prince George's County Department of Permitting, Inspections and Enforcement Site/Road Review Division, dated April 15, 2021 (Giles to Sievers)

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Zoning staff recommends that the Planning Board adopt the findings of this report and APPROVE Departure from Sign Design Standards DSDS-711 for College Park Car Wash, subject to the following condition:

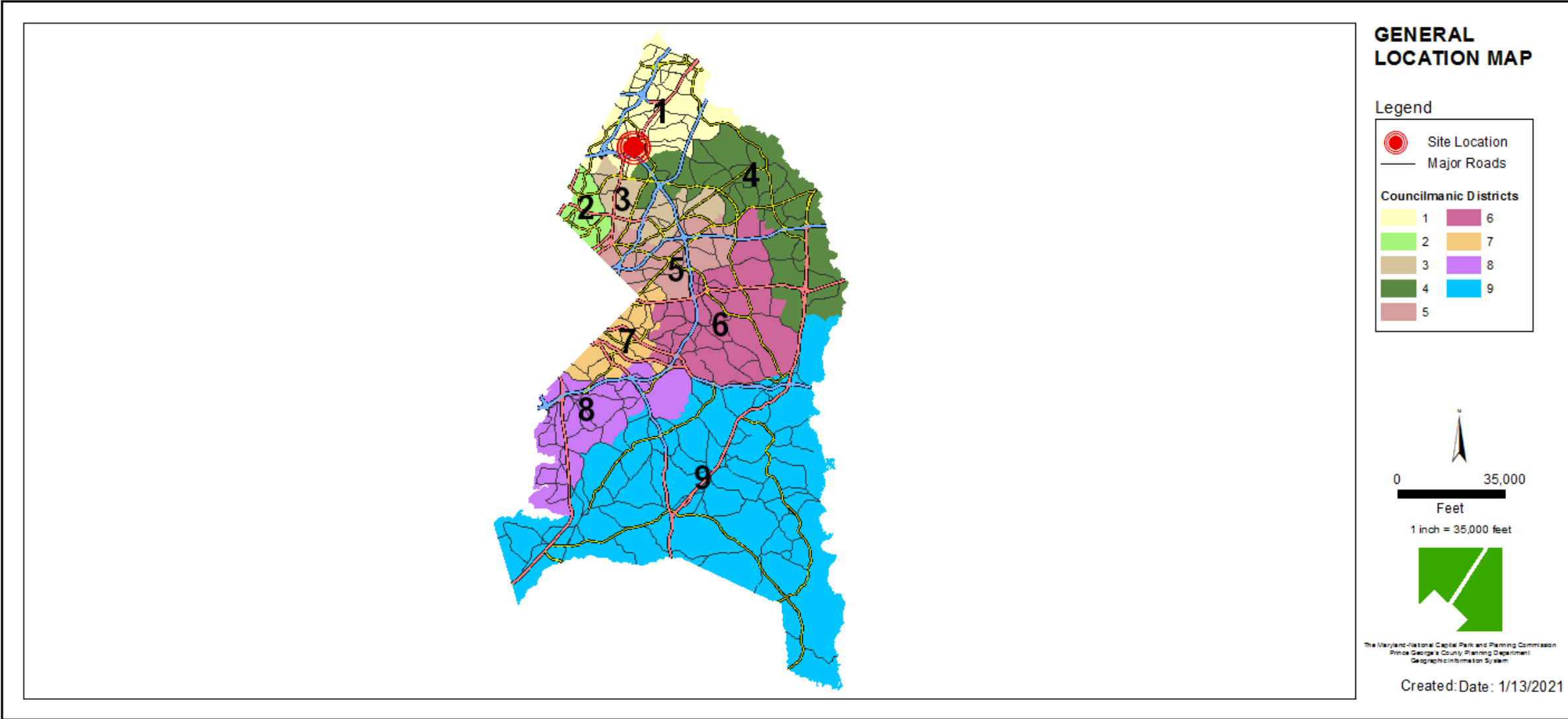
1. Prior to signature approval, the following correction shall be made:
 - a. On the property survey/condominium boundary detail, label the record plat reference for Lot 15.

ITEM: 5

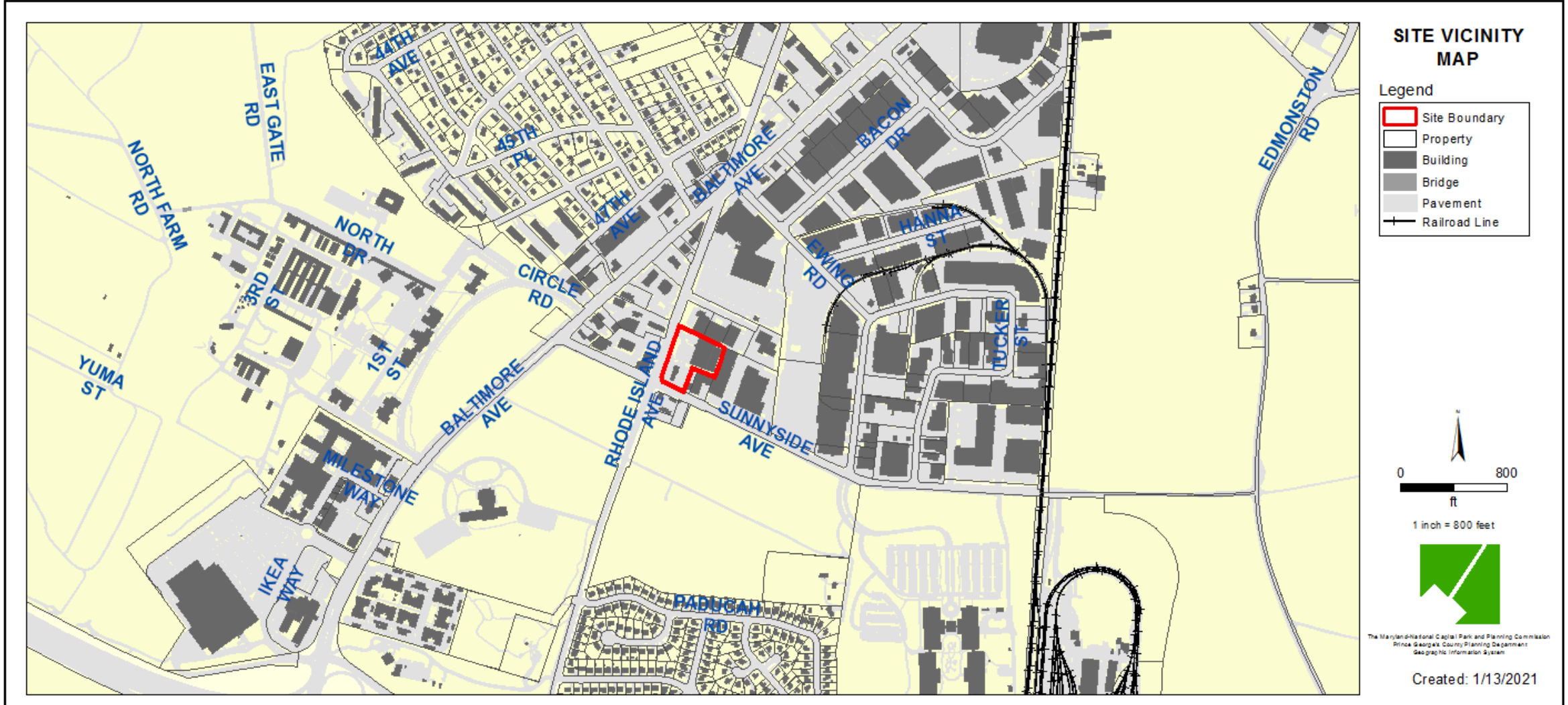
CASE: DSDS-711

COLLEGE PARK CAR WASH

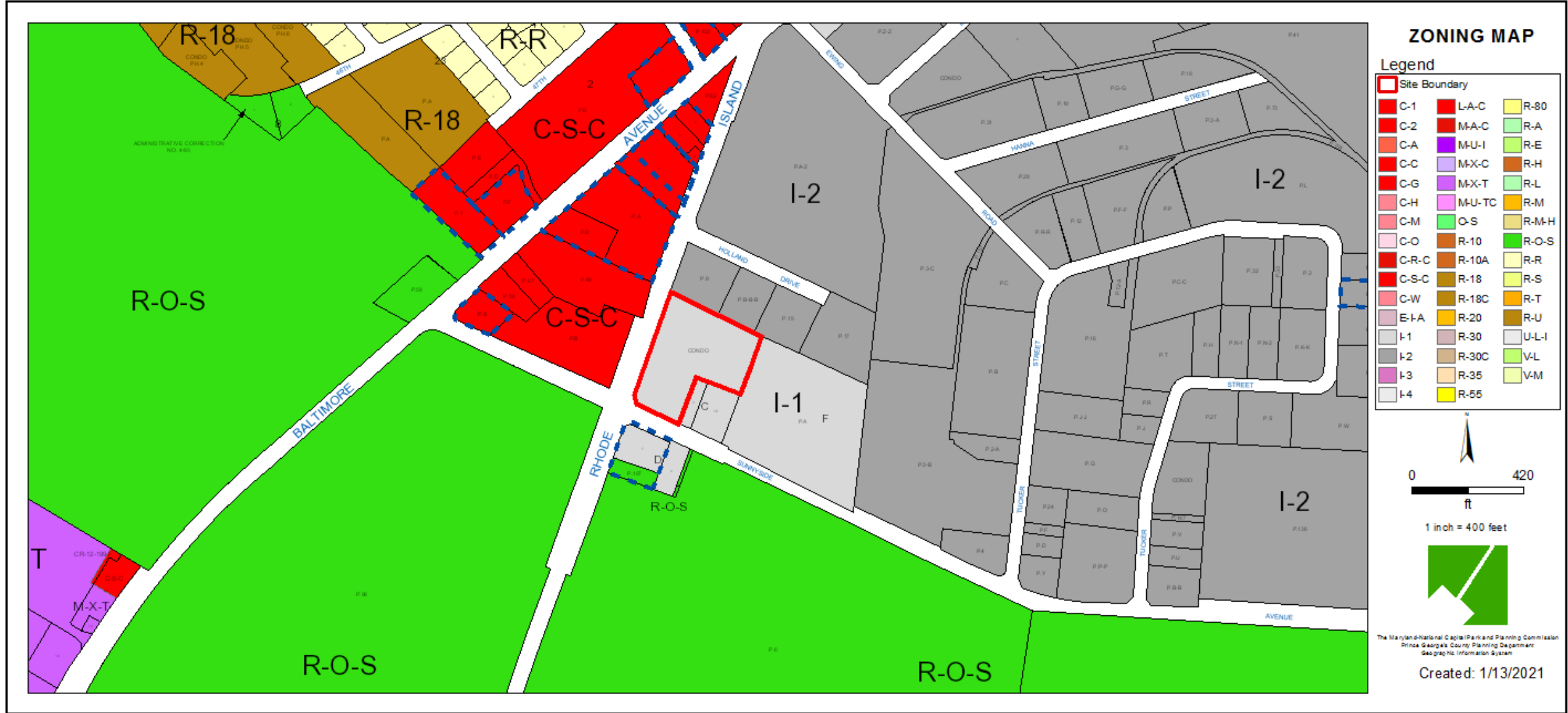
GENERAL LOCATION MAP



SITE VICINITY



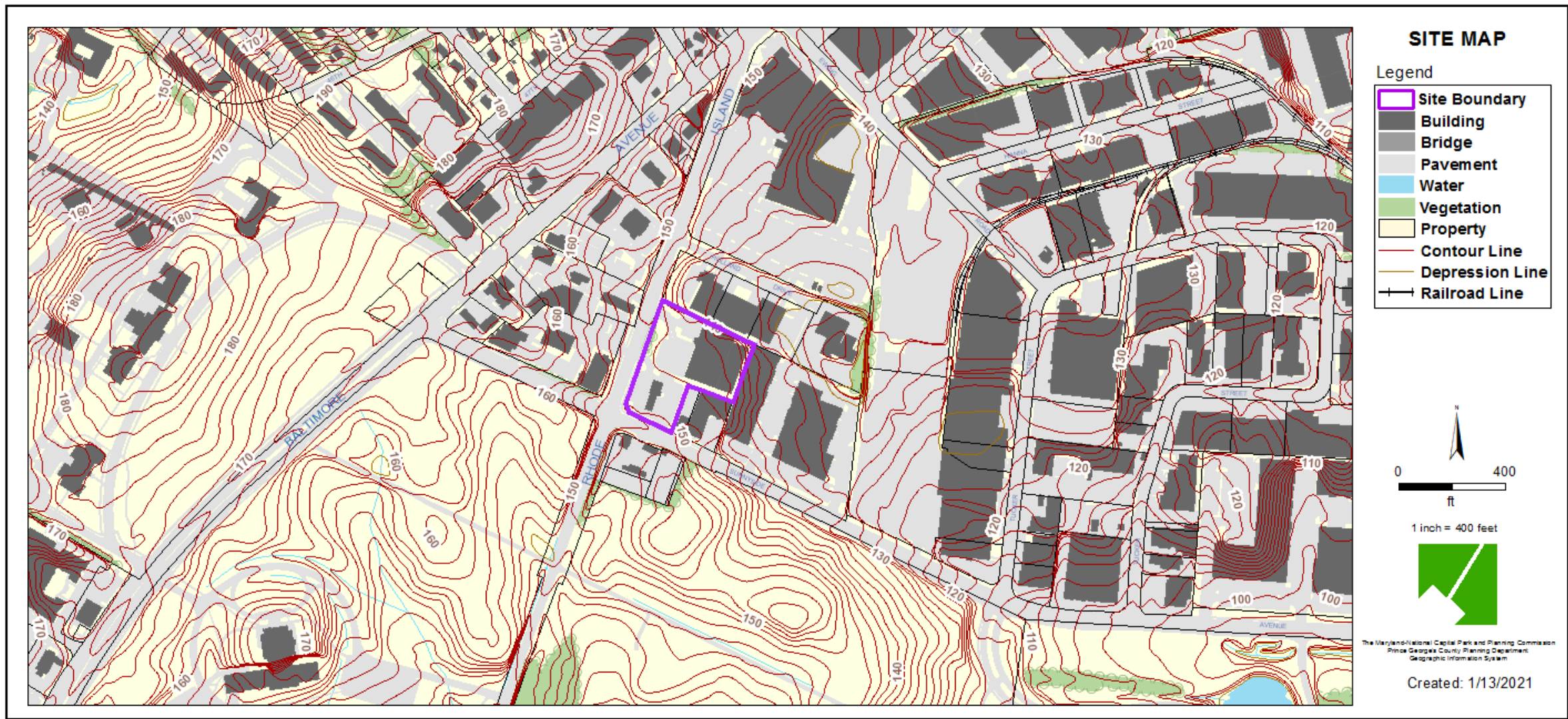
ZONING MAP



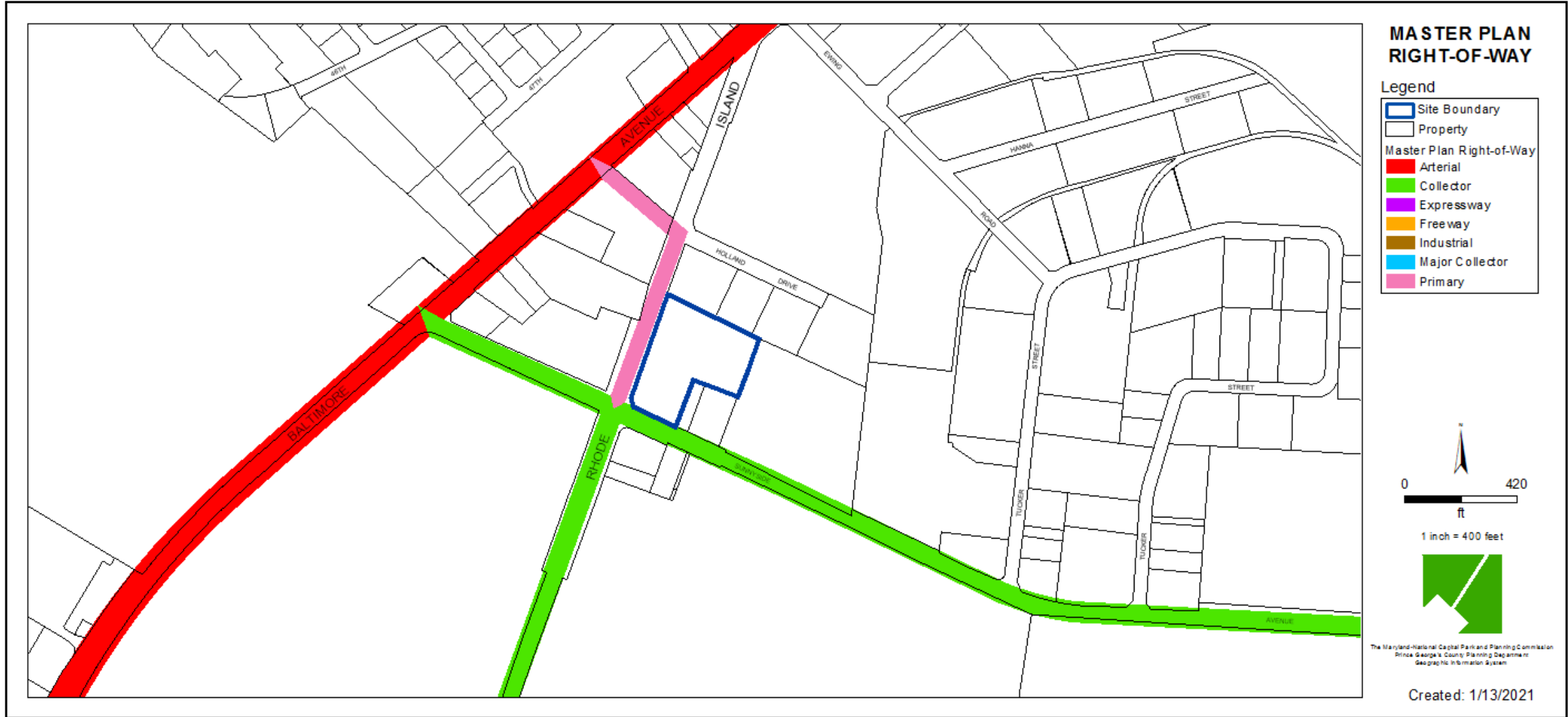
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



SITE PLAN

SCREENING WALL ELEVATION NT 8

EXISTING FREE STANDING BUSINESS SIGN - SEE THIS SHEET FOR DETAILS

Benchmark (1) 1' nail in place in Pipe
PUB # 813.854.7418
Elev. 175.12'

AREA TABULATION:
LOT IS 0.0007 AC (35.29 x 100.00)
VACATED LIBBIE RD 9.7874 AC @ 0.1882 AC
TOTAL AREA 1.0201 AC @ 2.0217 AC

RHODE (ISLAND) AVENUE
SUNNYSIDE AVENUE

KEYSTONE RETAINING WALL NO SCALE

GENERAL NOTES

1. The project is located in Prince Georges County, MD.
2. The site is located on Lot 15, Block C & D, Portion of Vacated Libbie Drive, Beltsville Commercial Condominium & Section 1, Prince Georges County, MD.
3. The site is located on the east side of Rhode (Island) Avenue, between Sunnyside Avenue and Sunnyvale Avenue.
4. The site is located on the east side of Rhode (Island) Avenue, between Sunnyside Avenue and Sunnyvale Avenue.
5. The site is located on the east side of Rhode (Island) Avenue, between Sunnyside Avenue and Sunnyvale Avenue.

SCREENING WALL ELEVATION NT 8

VACUUM PUMP ISLAND DETAIL
See Architecture plans for construction details, DETAIL AT 5.

LEGEND

DEVELOPER / APPLICANT
DUGOFF PROPERTIES LLC
7106 RIDGEWOOD AVE
CHEVY CHASE, MD 20815
ATTN: DAVID DUGOFF
PHONE: (301) 529-4530

REVISIONS

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	5/20/21
2	REVISIONS	5/20/21

DATE 5-20-21

DESCRIPTION SITE PLAN FOR DEPARTURE FROM SIGN DESIGN STANDARDS LOT 15, BLOCK C & D PORTION OF VACATED LIBBIE DRIVE BELTSVILLE COMMERCIAL CONDOMINIUM & SECTION 1 SUNNYSIDE WANNVILLE DISTRICT #1 PRINCE GEORGE'S COUNTY, MARYLAND

SCALE 1" = 20'

C-1 of 2

DRD THE DEVELOPMENT REVIEW DIVISION



LANDSCAPE PLAN

EXISTING FREE STANDING BUSINESS SIGN - SEE SHEET C-1 FOR DETAILS

PROPOSED FREE STANDING BUSINESS SIGN - SEE SHEET C-2 FOR DETAILS

PERIMETER AREA

- Linear feet of parking lot perimeter adjacent to property line: 757.4'
- Number of plants required between parking lot and property line: 22 (shade trees for equivalent ornamental or evergreen trees) / 7 (shrubs)
- Number of plants provided between parking lot and property line: 22 (shade trees for equivalent ornamental or evergreen trees) / 7 (shrubs)

PLANT LIST

SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	REMARKS
As	2	Acer saccharinum	Sugar Maple	24" x 24"	As Spaced	24" x 24"
Es	2	Shorea robusta	Shorea	18" x 18"	Es Spaced	18" x 18"
Fs	2	Ficus religiosa	Shamrock Fig	18" x 18"	Fs Spaced	18" x 18"
Gs	2	Thuja occidentalis	Green Tree	18" x 18"	Gs Spaced	18" x 18"
Is	2	Ilex coccinea	Red Holly	18" x 18"	Is Spaced	18" x 18"
Ls	2	Ligustrum japonicum	Holly	18" x 18"	Ls Spaced	18" x 18"
Ms	2	Magnolia grandiflora	Southern Magnolia	18" x 18"	Ms Spaced	18" x 18"
Ns	2	Nandina domestica	Heavenly Bamboo	18" x 18"	Ns Spaced	18" x 18"
Os	2	Osmanthus fragrans	Sweet Olive	18" x 18"	Os Spaced	18" x 18"
Ps	2	Prunella sp.	Shrub	18" x 18"	Ps Spaced	18" x 18"
Qs	2	Quercus sp.	Oak	18" x 18"	Qs Spaced	18" x 18"
Rs	2	Rosa sp.	Rose	18" x 18"	Rs Spaced	18" x 18"
Ss	2	Syringa sp.	Lilac	18" x 18"	Ss Spaced	18" x 18"
Ts	2	Taxus canadensis	White Pine	18" x 18"	Ts Spaced	18" x 18"
Vs	2	Viburnum sp.	Shrub	18" x 18"	Vs Spaced	18" x 18"
Ws	2	Wisteria sp.	Wisteria	18" x 18"	Ws Spaced	18" x 18"
Xs	2	Xanthoxylum sp.	Shrub	18" x 18"	Xs Spaced	18" x 18"
Ys	2	Yucca sp.	Yucca	18" x 18"	Ys Spaced	18" x 18"
Zs	2	Zelkova sp.	Shrub	18" x 18"	Zs Spaced	18" x 18"

PLANT STATUS

- EXISTING PLANTS: (Symbol)
- PLANTS SHOWN THIS ARE EXISTING
- PLANTS SHOWN THIS ARE PROPOSED

VICINITY MAP
SCALE: 1" = 200'

PLANTING SPECIFICATIONS

- 1. All plants shall be delivered to the site in a healthy condition.
- 2. All plants shall be delivered to the site in a container.
- 3. All plants shall be delivered to the site in a container.
- 4. All plants shall be delivered to the site in a container.

TYPICAL SITE LIGHTING

NOTE: ALL WORK OUTSIDE OF THE PERIMETER OF THE BUILDING SHALL BE DONE IN A MANNER THAT DOES NOT INTERFERE WITH THE OPERATION OF THE BUILDING.

INTERIOR PLANTING

- Area of parking compound: 5,150 sq ft
- Interior landscaped area required (1% and no. 18"): 51.5
- Number of shade trees provided: 2
- Number of shade trees provided: 2

COMMERCIAL AND INDUSTRIAL LANDSCAPED STRIP

- Linear feet of street frontage: 459.00'
- Option selected: 1
- Number of plants provided: 2 (shade trees for equivalent ornamental or evergreen trees) / 2 (shrubs)
- Number of plants provided: 2 (shade trees for equivalent ornamental or evergreen trees) / 2 (shrubs)

REVISIONS

DATE	DESCRIPTION	BY
05/20/2021	ISSUED FOR PERMIT REVIEW	DAVID DUSOFF
05/20/2021	REVISED PER COMMENTS	DAVID DUSOFF
05/20/2021	REVISED PER COMMENTS	DAVID DUSOFF

DEVELOPER/APPLICANT

DUSOFF PROPERTIES LLC
7108 RIDGEWOOD AVE
CHEVY CHASE, MD 20815
ATTN: DAVID DUSOFF
PHONE: (301) 520-1530

DRD
THE DEVELOPMENT REVIEW DIVISION



DETAIL SHEET AND SIGN PLAN

PROPERTY SURVEY/ CONDOMINIUM BOUNDARY DETAIL
SCALE: 1"=30'

LEGEND

- BOUNDARY LINE
- CONDO BOUNDARY
- R.O.W. VACATION

108"
80"
72"
36"
85"
51"

COLLEGE PARK
Car Wash
A Clean Car Feels Great!

PREPARED BY: PERRY PERILLI

Routed Aluminum Push Through Plex.

Electronic Message Center. Typical: 36" x 72"

Cabinet Depth 24".

Masonry Base 32" Deep.

Sign Box = 47.22 sf.
NTS

COMPLIANCE WITH SIGN STANDARDS

Sec. 27-414 Freestanding Signs

a. Location

(1) Main building associated with the sign is located at least 47' behind the front street line.

(4) Signs need only be located 10' behind the street line.

b. Height

(1) Max 25' for signs in the S-1 Zone

c. Area

(3)(B) 1 SF for each 4 LF of street frontage to a maximum of 200 SF

d. Quantity

(2)(A) 1 sign permitted for 40-1,100 LF of road frontage

Does not comply- The car wash building is 33.7'-6" behind the front (Sunnyside Ave.) street line.

Complies

Complies- Proposed height= 11'-4"

Complies- Total street frontage= 620.8 LF
Total sign area permitted= 155.2 SF
Area of existing Self-Storage signs= 53 SF±
Area of proposed Car Wash sign= 47.22 SF
Total sign area= 99.92 SF±.

Does not comply- Existing sign plus 1 proposed sign are requested

DSDS-711
DETAIL SHEET FOR DEPARTURE
FROM SIGN DESIGN STANDARDS
LOT 15, BLOCK C &
PORTION OF VACATED LIBBIE DRIVE
**BELTSVILLE COMMERCIAL
CONDOMINIUM & SECTION 1**
SUNNYSIDE
VANSVILLE DISTRICT #1
PRINCE GEORGE'S COUNTY, MARYLAND

This survey was prepared by me or under my responsible charge in compliance with requirements set forth in COMAR 09.13.03.12 and I am a duly Licensed Professional Land Surveyor under the laws of the State of Maryland.

Ben O'Neil, Inc.

Ben O'Neil, Inc.
Mark E. Frazier
Professional Land Surveyor
MDS No. 21115
Expiry/Reinstatement Date: January 28, 2023

OWNER / APPLICANT
DUSOFF PROPERTIES LLC
7106 DUNDAS AVE
CHEVY CHASE, MD 20815
ATTN: DAVID DUSOFF
PHONE: (301) 509-4530

C-2 of 2

DATE: 03/03/2020
DESCRIPTION: SIGN REVISIONS

DATE: 03/03/2020
DESCRIPTION: SIGN REVISIONS

DATE: 03/03/2020
DESCRIPTION: SIGN REVISIONS



STATEMENT OF JUSTIFICATION
COLLEGE PARK CAR WASH
DEPARTURE FROM SIGN DESIGN STANDARDS

1.0 INTRODUCTION/OVERVIEW/ORIENTATION

The College Park Car Wash is located at 5100 Sunnyside Avenue in Beltsville, Maryland ("Subject Property"). It was recently purchased by Dugoff Properties, LLC ("Applicant"). David Dugoff, the managing member of the LLC, wishes to make certain modifications to the existing car wash, including façade and roofing renovations. Mr. DuGoff also intends to construct a freestanding sign related to the car wash. Pursuant to the Prince George's County Code, only one freestanding sign is permitted at the subject property. Given that there is already one freestanding sign, this Departure from Sign Design Standards is filed to allow for the construction of a second freestanding sign.

The subject property is located in the northeast quadrant of the intersection of Rhode Island Avenue and Sunnyside Avenue. The subject property is the subject of a land condominium which divides the property into two separate condominium units. The condominium plat is referenced as the Beltsville Commercial Condominium and is recorded among the Land Records of Prince George's County at Plat Book CH 192 Plat No. 15, a copy of which is attached hereto as Exhibit "A". As depicted on the condominium plat, the car wash is situated on the "Car Wash Unit", which contains 38,932 square feet of land. The second condominium lot is improved with a

consolidated storage facility and is situated on the "Storage Building Unit, containing 90,080 square feet of land.

The subject property is currently served by two access points. One access point is located on the north side of Sunnyside Avenue, approximately 190± feet east of its intersection with Rhode Island Avenue. The other access point is located on the east side of Rhode Island Avenue, approximately 245± feet north of its intersection with Sunnyside Avenue. Approximately 180± feet north of that access point is the access point for the adjacent self-storage facility. As can be seen from the condominium plat and from viewing an aerial photograph, there is not vehicular interparcel connectivity between the two uses. They are completely separate and distinct from a use standpoint. There is one existing sign, which is located at the self-storage access point and which only identifies the consolidated storage facility.

The proposed freestanding sign will be constructed in the southwest corner of the subject property where Rhode Island Avenue and Sunnyside Avenue intersect. It will be oriented to face toward the southwest quadrant of the intersection, such that it will be visible to passersby from every direction. An aerial photograph depicting the location of the proposed sign is marked Exhibit "B" and attached hereto. The sign itself is an inviting monument sign with a low profile. It is designed to complement the soon to be newly renovated car wash.

2.0 DEVELOPMENT HISTORY AND SUMMARY OF PROPOSAL

As noted above, the subject property consists of two separate land condominium units. The total area of the subject property is approximately 2.96± acres and is zoned I-1 (Light Industrial). The subdivided lot which constitutes the subject property is more particularly described as Lot 15, Block "C", Section 1 of a subdivision entitled "Sunnyside" and is depicted on a plat of subdivision recorded among the Land Records of Prince George's County at Plat Book 87 Plat No. 7, a copy of which is attached hereto as Exhibit "C". The car wash and self-storage uses were established by the same owner on the same lot approximately 20 years ago. Upon information and belief, at the time these two uses were established, the entity that operated the consolidated storage facility also operated car washes, and constructed the two uses on the same lot as complementary uses.

The car wash and self-storage facility were approved pursuant to a Detailed Site Plan (DSP-98022), which placed certain conditions on the development.¹ A copy of DSP-98022 is marked Exhibit "D" and attached hereto. Finding No. 7 of DSP-98022 confirms that signage was not included on the Detailed Site Plan. Signage was instead addressed in Condition 1(e), which states:

Pole or pylon mounted signs shall not be permitted. If a freestanding sign is desired, a monument sign shall be

¹ It should be noted that the construction of the car wash did not then, and does not today, require approval of a detailed site plan. The detailed site plan was required for construction of the consolidated storage facility. However, since the car wash was located on the same lot as the storage facility, it was required to be shown and the conditions of approval are applicable to the car wash.

required which will not exceed forty-eight square feet in total area, and which shall be constructed with the same materials as the approved architecture. The Planning Board or its designee shall have final approval of proposed signage.

Shortly after DSP-98022 was approved, the then-owner constructed what is now the existing freestanding sign at the self-storage access point along Rhode Island Avenue. A photograph of that sign is marked Exhibit "E" and attached hereto. Pursuant to Condition 1(e) of DSP-98022, the existing self-storage sign is forty-eight (48) square feet.

In 1998, the subject property was sold by the original developer to Beltsville Land, LLLP, which still owns the consolidated storage facility. However, Beltsville Land, LLLP does not own or operate car washes. As a result, in 2001, the owner recorded the condominium plat in order to sell the car wash to a separate entity. The condominium plat was recorded in June, 2001 and the car was sold to GRM Bay Wash, LLC in August, 2001. The applicant purchased the car wash from GRM Bay Wash, LLC in July, 2019. Since 2001, the uses have operated under separate ownership and on land bays with no physical connection. The Applicant now has no affiliation with the self-storage facility. In 2007, DSP-98022 was revised to allow for a 32,400 sq. ft. expansion to the self-storage facility. A copy of the revised Detailed Site Plan resolution is marked Exhibit "F" and attached hereto. That revision did not impact the car wash or the condition related to signage.

Even though the condominium plat divided the subject property into two land bays, with the car wash on the southern lot and the self-storage facility on the northern lot, the two uses are still technically located on only one subdivided lot because a condominium plat is not recognized as an act of subdivision. Therefore, for purposes of calculating signage, the condominium lots may not be considered separately. Rather, the car wash and self-storage facility are subject to review as a single lot.

The Prince George's County Zoning Ordinance provides that the quantity of freestanding signs permitted on a single lot is determined by the number of linear feet of road frontage the lot has. The entirety of the subject property - including both the car wash and the self-storage facility - has approximately 620± feet of road frontage. According to the Zoning Ordinance, this amount of road frontage only allows for one freestanding sign. Given the unique circumstances affecting the subject property, this Departure from Sign Design Standards is requested to permit two freestanding signs on the lot, the existing signage identifying the consolidated storage facility and the proposed sign identifying the car wash. An analysis of conformance with the requirements of a DSDS is set forth below.

3.0 DESCRIPTION OF PROPOSED FREESTANDING SIGN

The Applicant desires to construct a freestanding monument sign in the southwest corner of the subject property. A depiction of the proposed sign is marked Exhibit "G" and attached hereto.

The proposed sign is largely similar to the existing self-storage sign in that the sign itself is situated atop a small foundation of gray split face concrete block (compare Exhibit "G" with Exhibit "D"). This is consistent with Condition 1(e) of DSP-98022 which requires that signs be constructed of materials similar to the building architecture. The car wash and self-storage facility are each constructed with gray split face concrete block.

The proposed sign will utilize a color scheme of red, white, and blue. This is consistent with the color scheme of the self-storage sign, the self-storage facility, and the car wash itself. The base color of the sign is blue. Pictured at the top left of the sign is a classic red convertible. The top right of the sign will contain the name of the car wash in white print: "College Park Car Wash." The bottom portion of the sign is white, and within that area is dark blue text which reads: "A Clean Car Feels Great!"

In terms of size, the block foundation is proposed to be approximately 4' 3" tall and 9' wide. The sign itself will be situated atop the foundation and will be 7' 1" tall and 6' 8" wide. The sum of the sign area is approximately 47.22 square feet, which is within the 48 square foot limit imposed by Condition 1(e).

4.0 DESCRIPTION OF REQUIRED DEPARTURES FROM SIGN DESIGN STANDARDS

As discussed in greater detail below, two departures from sign design standards are required for the proposed sign. A departure is required from Section 27-614(a) related to the

building setback, and a departure is required from Section 27-614(d) related to the number of signs permitted.

Freestanding signs are addressed in Section 27-614 of the Zoning Ordinance. The specific design standards applicable to the subject property are as follows, and a comment addressing each standard is set forth below.

(a) Location.

- (1) In all Commercial and Industrial Zones (except the I-3 and U-L-I Zones), signs shall only be located on property where the main building associated with the sign is located at least forty (40) feet behind the front street line. This shall not apply to integrated shopping centers, other commercial centers with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial centers, or office building complexes.**

COMMENT: The subject property is not within a center or complex and is therefore subject to this provision. In this case, the "main building associated with the sign" would be the car wash. However, the car wash is not more than 40' behind the front street line.

In this instance, the carwash is oriented toward Rhode Island Avenue and sets back more than 40 feet behind the street line. However, the Zoning Ordinance provides that the term "front street line" is synonymous with "front lot line," which is defined as "the line running along the 'front of the lot' and separating it from the 'street.'" For corner lots such as the subject property, the Zoning Ordinance defines "front of the lot" as "the shortest lot line that abuts the street." Thus, notwithstanding the orientation of the building, the "front street line" extends along

Sunnyside Avenue, which is approximately 175 feet. The end wall of the car wash drive through is 33' behind the street line for Sunnyside Avenue.

As a result, in order to construct a freestanding sign for the car wash, the Applicant will need a departure from the building setback requirement of Section 27-614(a)(1). The intent of the signage limitation for buildings constructed close to the street is that building signage can provide the same level of business identification as a freestanding sign. However, in this instance, and on a corner lot, such is not the case. The lack of signage visibility is demonstrated by the view of the car wash from the adjacent streets. Attached hereto and marked as Exhibits "H," "I," and "J" are three photographs of the car wash from various angles.

Exhibit "H" shows a view of the subject property from Sunnyside Avenue, and Exhibit "I" shows the view from Rhode Island Avenue. These photographs show that the landscaping features along each road obscure the visibility of the car wash site. Clearly, an attached sign would go unnoticed from either street. Exhibit "J" shows the view of the car wash site from the intersection of Sunnyside and Rhode Island Avenues. This photograph shows a clear and unobstructed view of the car wash where the proposed freestanding sign would be located. Moreover, this angle shows that the sides of the car wash are actually large bays where customers bring their cars through to be washed. Clearly, there is no area where a sign could be attached. Given the physical

character of the subject property, the best location for a sign is one that is freestanding in the southwest corner of the site. In view of these facts, the Applicant submits that a departure from the standards of Section 27-614(a)(1) is justified.

- (4) Notwithstanding any other provisions of this Subtitle addressing setbacks and yards, in all Commercial and Industrial Zones (except the I-3 Zone), signs need only be located ten (10) feet behind the street line. Where the street line is situated behind the actual existing street right-of-way line, freestanding on-site signs may be temporarily located within the area between the street line and the existing street right-of-way line (the area of proposed future widening of an existing street), provided that:

- (A) The land area involved has not been, and is not in the process of being, acquired for street purposes;
- (B) The sign is located at least ten (10) feet behind the existing street right-of-way line; and
- (C) A written agreement between the owner and the Department of Permitting, Inspections, and Enforcement assures that the sign will be removed, at the owner's expense, at the time of acquisition of that area for street purposes.

COMMENT: The proposed sign will be at least ten (10) feet behind the street line and thus conforms to this criterion. The latter portion of this provision is inapplicable because the street line is not situated behind the existing street right-of-way line.

(b) Height.

- (1) The maximum height of signs shall be as shown in the following table. Measurements are from the finished grade at the base of the sign to the top of the sign. (See Figure 65).

ZONE	MAXIMUM HEIGHT (IN FEET)
C-0	8
Commercial Zones (except C-0)	25
Industrial Zones (except I-3)	25
I-3 Zone	Not greater than the lowest point of the roof of any building in the employment park

COMMENT: The subject property is in an industrial zone, so it may have a sign up to 25' high. The proposed sign will only be 7' high.

(c) Area. (See Figure 66.)

(3) In all Commercial Zones (except the C-0 Zone) and all Industrial Zones (except the I-3 Zone), the area of the sign shall be not more than either:

(A) One (1) square foot for each two (2) lineal feet of street frontage, to a maximum of two hundred (200) square feet for each sign, if the building is located in an integrated shopping center, other commercial center with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex. The street frontage shall be measured on the property occupied by the center or complex associated with the sign; or

(B) One (1) square foot for each four (4) lineal feet of street frontage, to a maximum of two hundred (200) square feet for each sign, if the business is not located in an integrated shopping center, other commercial center with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex. The street frontage shall be measured on the property occupied by the use associated with the sign.

COMMENT: The subject property is not located within an industrial center. Therefore, for purposes of calculating sign area, Subsection (c)(3)(B) will apply. The formula in that Subsection states that sign area is calculated at a ratio of one (1) square

foot for each two (4) lineal feet of street frontage. Regardless of total frontage, the sign cannot exceed 200 square feet.

The entirety of the subject property, which includes both the car wash and self-storage facility, contains approximately 620 lineal feet of street frontage. That figure divided by four equals 155. Therefore, the subject property may have up to 155 square feet of signage. The self-storage sign already comprises 48 square feet, meaning that a remaining 107 square feet of signage is allowed. The Applicant's proposed sign will not exceed 48 square feet. This size conforms to the area limitation contained in Condition 1(e) of DSP-98022, and it is far below the 107 square feet which is allowed under the Zoning Ordinance.

The methodology for measuring sign area is contained in Section 27-591. This section is not applicable just to commercial signs, but is applicable to any sign. That section states:

The area of a sign shall include the entire face of the sign and any wall work incidental to its decoration. The area shall include the space between letters, figures, and designs, except where they are mounted directly on the architectural face of a building with no other decorative wall work. The actual faces of these letters, figures, and designs on walls shall constitute the sign, and the spaces between them shall not be considered part of the sign. To calculate the area of the faces of these letters, figures, and designs, the square footage of the sign, as would be normally computed, shall be calculated and reduced by fifty percent (50%). This fifty percent (50%) shall be presumed to equal the spaces between the letters, figures, and designs.

At 47.22 square feet, the face of the proposed sign will conform to DSP-98022 and the Zoning Ordinance. The block foundation

upon which the sign is situated does not count as part of the sign area. Indeed, the block foundation of the existing self-storage sign is not included in the calculation of overall sign area.

(d) Quantity.

(2) In all Commercial Zones (except the C-0 Zone) and all Industrial Zones (except the I-3 Zone), there are two (2) options (subparagraphs (A) and (B), below) which may be used to calculate the number of signs allowed. Option One can be used for any property which has the specified minimum frontage on one (1) or more streets. Option Two may be used only for property which has the specified minimum frontage on each of two (2) parallel (or approximately parallel) streets. Both options can apply to either a business located within an integrated shopping center, other commercial center with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex, or a business not located in a center or complex. In the case of a center or complex, the street frontage is that which the entire center or complex has, and the number of signs permitted are the total number for the entire center or complex.

(A) Option One:

TOTAL STREET FRONTAGE ON ALL STREETS	NUMBER OF SIGNS PERMITTED
If in an integrated shopping center, other commercial center with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex:	
0 to under 100 feet	None
100 to 1,100 feet	1.0
Each additional 1,000 feet (or fraction)	1.0
If not in an integrated shopping center, other commercial center with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex:	
0 to under 40 feet	None
40 to 1,100 feet	1.0
Each additional 1,000 feet (or fraction)	1.0

COMMENT: For properties located within an industrial zone and that have 100 to 1,100 feet of lineal street frontage, the above table states that one (1) freestanding sign is permitted. As previously discussed, there is approximately 620 lineal feet of frontage when combining the car wash and self-storage facility. Conversely, the car wash lot by itself has approximately 408 lineal feet of street frontage. If the car wash condominium unit was viewed as an individual lot, it would be entitled to one sign. But because the two land condominium units are actually on one subdivided lot, only one sign is permitted. For the Applicant to construct the proposed sign, a departure from this sign quantity standard is needed. Given the unique character of the lots at the subject property, the Applicant submits that a departure is justified.

5.0 ANALYSIS OF CONFORMANCE TO STATUTORY CRITERIA

A. Departures from Sign Design Standards

Departures from Sign Design Standards are authorized by the provisions of Section 27-612 of the Zoning Ordinance. These departures must satisfy the requirements of Section 27-239.01 of the Zoning Ordinance. That section provides that the Planning Board, in determining whether to grant a Departure from Sign Design Standards, must make the following findings:

- i. The purpose of this Subtitle will be equally well or better served by the applicant's proposal.**

COMMENT: The purposes of the Zoning Ordinance related to signs are set forth in Section 27-589. They are as follows:

i. To promote the health, safety and welfare of the present and future inhabitants of the Regional District;

COMMENT: The proposed sign departure will promote the health, safety, and welfare of present and future inhabitants of the surrounding community because it will promote a welcoming invitation to a valued community service. Moreover, present and future inhabitants deserve an aesthetic improvement to a resource that has unfortunately fallen into disrepair.

ii. To encourage and protect the appropriate use of land, buildings, and structures;

COMMENT: The current car wash use is permitted by right within the I-1 Zone, and it has existed at the current location as a community service for approximately two decades. The proposed sign will establish a sense of permanence for the car wash, and it will reflect a finishing touch to the proposed façade renovations.

iii. To regulate unsightly and detrimental signs which could depreciate the value of the property, and discourage quality development in the Regional District;

COMMENT: The proposed sign will enhance the value of the subject property and the surrounding uses. This is especially true when the sign is viewed in conjunction with the façade upgrades which the Applicant is also proposing.

iv. To regulate signs that are a hazard to safe motor vehicle operation;

COMMENT: The proposed sign will make it easier for motorists to identify the car wash. It will be located so as not to impede the visibility of motorists entering or exiting the car wash and

passing through the intersection of Rhode Island Avenue and Sunnyside Avenue.

v. To eliminate structurally unsafe signs that endanger a building, structure or the public;

COMMENT: This is not applicable.

vi. To prevent proliferation of signs that could detract from the scenic qualities of the landscape or the attractiveness of development; and

COMMENT: Attached and marked collectively as Exhibit "K" are copies of two photographs taken from the intersection of Rhode Island Avenue and Sunnyside Avenue. The first is facing north and looking up Rhode Island Avenue, whereas the second is facing east and looking down Sunnyside Avenue. As depicted in the first photograph, the existing self-storage sign is not visible from the intersection. The trees which run along the eastern edge of Rhode Island Avenue serve to block visibility of that sign. Nor are there visible signs along Sunnyside Avenue. Therefore, the proposed car wash sign will not create a proliferation of signage.

vii. To control the location and size of signs, so as to provide for adequate identification and advertisement in a manner that is compatible with land uses in the Regional District.

COMMENT: As abovementioned, the proposed sign will be setback at a distance of at least ten (10) feet, which conforms to the provisions of Section 27-614(a)(4). Moreover, the size of the sign is well within the 107 square foot limit which is allowed by Section 27-614(c). Likewise, the sign will comply with the 48 square foot limit imposed by Condition 1(e) of DSP-98022. The size

of the sign will be nearly identical to the adjacent self-storage sign which was constructed approximately twenty years ago.

Also, the quality and design of the sign is entirely compatible with surrounding land uses. This is evidenced by the fact that Condition 1(e) requires that a proposed monument sign shall consist of the same materials as the approved architecture for the car wash and self-storage facility. The base of the proposed sign will be constructed out of split face concrete block, which is the same material used on the façade of the car wash and self-storage facility.

Finally, the sign provides for more than adequate identification and advertisement of the car wash. The car wash has been in operation for almost twenty years and has never had a sign or any other form of advertisement. The proposed sign will draw attention to the car wash and make identification easier for passing motorists. It is precisely this reason why the Applicant requests a departure from the provision stating that freestanding signs are only allowed if the building which it serves is setback at least forty feet. If the Applicant were to follow that provision, it would only be entitled to an attached sign. As demonstrated by Exhibit "H," to follow the Zoning Ordinance and use an attached sign would inhibit advertisement and identification. This is because there is nowhere on the car wash to attach a sign, and even if a sign were attached, the existing landscaping would obscure motorists' visibility of the sign.

ii. The departure is the minimum necessary, given the specific circumstances of the request.

COMMENT: Given the interpretation that the condominium unit cannot be used as the basis for determination of signage, and given the statutory definition of the lot front regardless of the orientation of the building, the departure requested is the minimum necessary given the circumstances. The building has been constructed and the setback of the building from Sunnyside Avenue cannot be moved. Further, the subject property has been totally developed and the two uses have been physically separated such that the uses do not appear or function as two uses on a single lot. If they were on separate lots, they would each qualify for a sign. Given the unique circumstances of this request, the departures requested are the minimum necessary.

iii. The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949.

COMMENT: The site is afflicted by extraordinarily unique circumstances. As previously discussed, a minor technicality is the only thing preventing the subject property from obtaining its own sign. Put simply, the car wash would be entitled to one sign, but for the fact that it sits on a condominium rather than a subdivided lot. The applicant explored the possibility of filing a preliminary plan of subdivision, but water and sewer services was provided to the site as a single lot. Subdividing the property would require costly modifications which are not justified or

affordable. Also, due to the location of the carwash drive through lane, a departure was required in any instance. In all other respects, the proposed sign satisfies the signage criteria. To reiterate, the proposed sign will be setback at least ten feet; it will be only 7' feet high despite a 25' limit; it will comply with the 48 square foot limit imposed by Condition 1(e) of DSP-98022, which is far less than the 107' limit permitted by the Zoning Ordinance; and with approximately 408 lineal feet of street frontage, the subject property would be entitled to one sign if it was on its own subdivided lot, which is all that the Applicant is requesting.

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

COMMENT: The proposed sign for the College Park Car Wash will have no negative impacts. Much to the contrary, it will aesthetically enhance the car wash site, as well as the surrounding neighborhood. The sign is low-profile and would be constructed in conjunction with certain other façade and roofing upgrades which the Applicant intends to add to the car wash. Taken together, these improvements will reflect the Applicant's goal of creating a vibrant site for a community service. Taken by itself, the sign will serve as a welcoming invitation to community members.

6.0 CONCLUSION

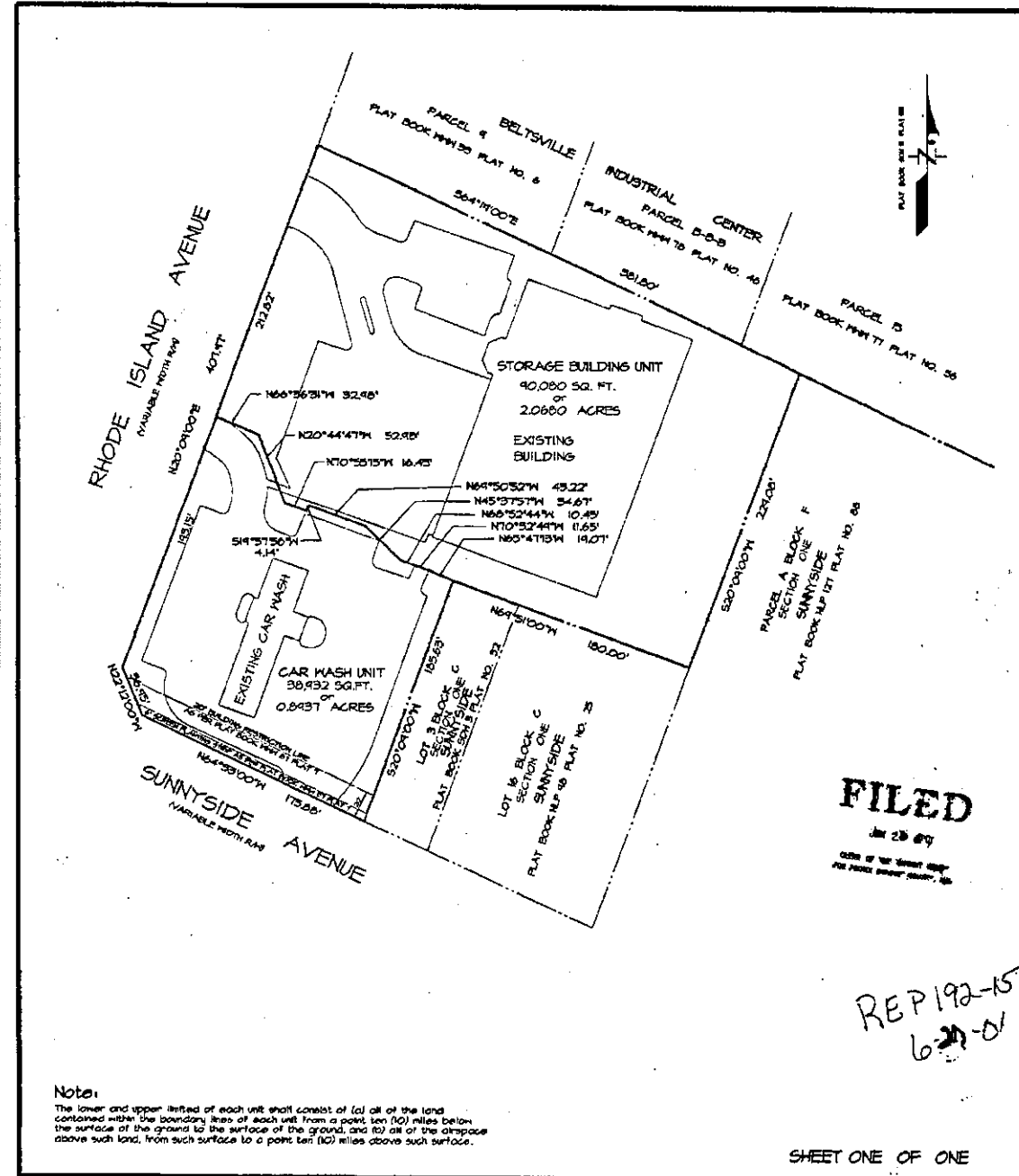
In conclusion, the Applicant submits that the required findings have been satisfied for a Departure from Sign Design

Standards. For the reasons detailed above, the Applicant respectfully requests approval of this DSDS application.

Respectfully submitted

A handwritten signature in blue ink, appearing to read 'T. Haller', with a long horizontal flourish extending to the right.

Thomas H. Haller
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301) 306-0033



REP 192-15

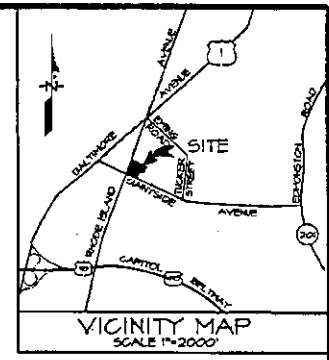


Exhibit "A"

OWNER'S DEDICATION

Beltsville Land, LLLP, a Maryland limited liability partnership, record owner of the property shown hereon and described in the Surveyor's Certificate, hereby adopts this plat of Condominium pursuant to the provisions and requirements of the Real Property Article, Title II, Sections 11-101 et seq. of the Annotated Code of Maryland.

5-25-01
DATE
John Mills
WITNESS

BELTSVILLE LAND LLLP
By Beltsville Storage LLLP, General Partner
By Siena Corporation, General Partner
Kenneth L. Hankin
KENNETH L. HANKIN, President

SURVEYOR'S CERTIFICATE

I hereby certify that this plat and plan of condominium subdivision is correct, that it is a condominium subdivision of land located on Lot 15, Block C, as shown on a plat of subdivision entitled "Section 1, Sunnyside," recorded among the Land Records of Prince George's County, Maryland, in Plat Book 1444 B7 at Plat No. 07, and a portion of Lacey Drive Votated by M.N.Z.P. P.C., Petition Number V-66050, being all of the lands conveyed by Development Company of America, to Beltsville Land LLLP, by deed dated April 20, 1988, and recorded among the aforesaid Land Records in Liber 12151 at Folio 004, and that it is prepared in accordance with the requirements of the Real Property Article, Title II, Sections 11-101 et seq. of the Annotated Code of Maryland. I further certify that the locations and dimensions of all units have been carefully established by a traverse survey and that unless otherwise shown there are no visible encroachments and that the requirements of the Real Property Article, Section 9-105, of the Annotated Code of Maryland have been complied with in preparation of this plat and plan, and that: (i) This plat together with the applicable wording of the Declaration is a correct representation of the condominium described, and (ii) the identification and location of each unit and the common elements, as constructed, can be determined from them, and that the total area included within the bounds of this condominium subdivision is 2.9617 acres.

5-24-01
DATE

David Stevens
David Stevens Certify
Professional Land Surveyor
Maryland No. 10809

FILED
MAY 25 2001
CLERK OF THE CIRCUIT COURT
FOR PRINCE GEORGES COUNTY, MD

CONDOMINIUM PLAT

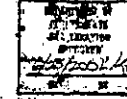
BELTSVILLE COMMERCIAL CONDOMINIUM
VANESVILLE ELECTION DISTRICT No. 1
PRINCE GEORGE'S COUNTY, MARYLAND
SCALE: 1" = 50'
APRIL, 2001

REP 192-15
6-21-01

BEN DYER ASSOCIATES, INC.
ENGINEERS - SURVEYORS
11721 WOODMORE ROAD
MITCHELLVILLE, MARYLAND 20712
PHONE: (301) 430-2000

Note:
The lower and upper limits of each unit shall consist of (a) all of the land contained within the boundary line of each unit, from a point ten (10) miles below the surface of the ground to the surface of the ground, and (b) all of the airspace above such land, from such surface to a point ten (10) miles above such surface.

SHEET ONE OF ONE

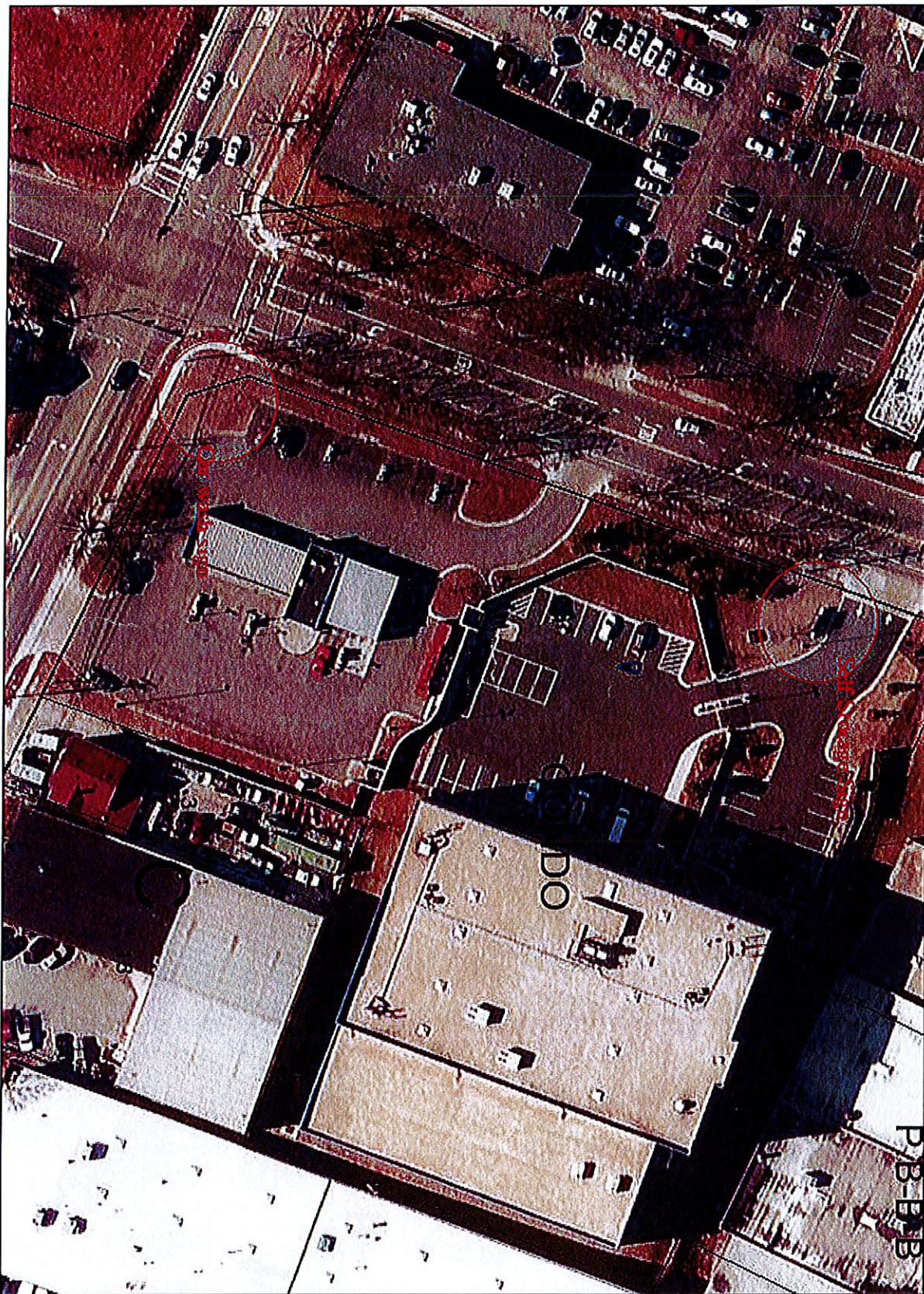


MSA SSU 1250-10751

3-cc-c
P.5586 Z



8.5X11_Landscape

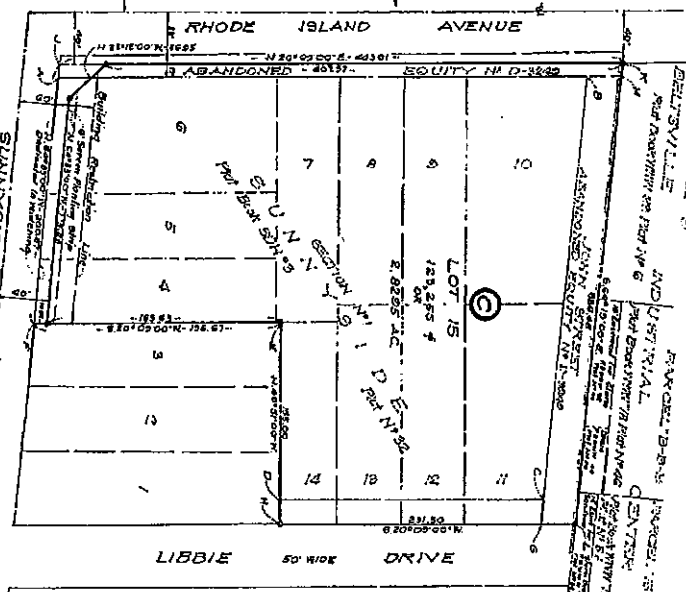
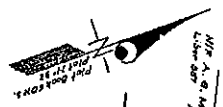


Maryland State Archives

OWNER'S DECLARATION

We, Charles K. O'Neil and Ronald H. O'Neil, owners of the property shown herein and described in the Survey Certificate, hereby certify that the plan of subdivision, including the map, plat, and the original and copies thereof, was duly filed for record in the office of the Clerk of the Prince Georges County, Maryland, on the 23rd day of November, 1973, and that the plan of subdivision is a true and correct copy of the original as filed.

Charles K. O'Neil
Ronald H. O'Neil
 Owners



APPROVED AND FORWARDED:
 HEALTH DEPARTMENT
 PRINCE GEORGES COUNTY, MARYLAND
 November 29, 1973
 D. R. B. [Signature]
 Director

RECORDED
 PLAT NO. []
 DATE []

LOT 15, BLOCK 'C',
 SECTION 1,
 SUNNYSIDE
 VANSVILLE DISTRICT
 PRINCE GEORGES COUNTY, MARYLAND
 SCALE: 1"=50'
 NOVEMBER, 1973
 SUB-DIVISION ASSOCIATES, INC.
 2400 WINDYBROOK DRIVE
 ANNAPOLIS, MARYLAND
 J-63346

87-2

[Signature]
 Surveyor

APPROVED ASSOCIATE OFFICER
 [Signature]



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 852-3786

August 4, 1998

Slena Corporation
12011 Guilford Road, Suite 101
Annapolis Junction, MD 20710

Re: Notification of Planning Board Action on
Detailed Site Plan - 96022, SUNNYSIDE
E-Z STORE & SNOZZLE'S CARWASH

Dear Applicant:

This is to advise you that on July 16, 1998, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

(xx) Pursuant to Section 27-290, the Planning Board's decision will become final 30 calendar days after the date of the final notice of the Planning Board's decision unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or any Person of Record in the case; or
2. Within the 30 days, the District Council decides, on its own motion, to review the action of the Planning Board.

You should also be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permits Office at 883-5784.

Please direct any future communication or inquiries regarding this matter to Ms. Joyce T. Sweeney, Clerk of the Council at the above address.

Very truly yours,



Dale C. Hutchison
Development Review Division

cc: Joyce Sweeney
Persons of Record

PGCPB No. 98-231

Exhibit "D"

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 852-3796

PGCPB No. 98-231

File No. SP-98022

RESOLUTION

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 16, 1998, regarding Detailed Site Plan 98022 for Sunnyside E-Z Store and Snozzle's Car Wash, the Planning Board finds:

1. The site development data is as follows:

**Site Development
Sunnyside E-Z Store and Snozzle's Car Wash
SP-98022**

Zone	I-1
Area	2.9617 acres
Use	Mini-warehouse and Car wash
Parking spaces required	26
Parking spaces provided	26

2. The subject site is located at the northeast corner of the intersection of Sunnyside Avenue and Rhode Island Avenue. The proposed use is a car wash and mini-storage units. The proposed mini-storage has 120,679 square feet of gross floor area, and is six (6) stories (70 feet) tall. The warehouse has 1,039 units, 636 square feet of office space, and an apartment with two bedrooms, kitchen, living room, dining room and one (1) bathroom for the resident manager. The building square feet for the proposed car wash is 771.63 square feet. There is no resident manager on site at the car wash.
3. Section 27-475.04(a) of the Prince George's County Zoning Ordinance states:
 - (A) *No entrances to individual mini-warehouse units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).*
 - (B) *Entrances to individual mini-warehouse units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.*

The proposed Detailed Site Plan does not effectively address the screening of the mini-storage building. The site plan indicates that the applicant intends to screen the view into the site by utilizing an iron decorative fence and landscaping. Condition 1.a. below is proposed to remedy this situation.

4. The loading spaces located on the west side of the parking lot for the mini-storage units are not presently screened in an appropriate manner. The Prince George's County *Landscape Manual*, Section 4.4.a, states:

"...loading spaces, loading docks, and maintenance areas shall be screened from public streets."

These five (5) loading spaces should be appropriately screened from Rhode Island Avenue. The eight *Acer saccharum* (Red maple) on the north side of the subject site should be replaced with *Ilex opaca* (American Holly) in order to accomplish this screening.

5. The proposed mini-warehouse has brought concern from referral agencies about its architecture and height. While the applicant meets the setback requirements of the I-1 Zone for the proposed 70-foot height of the building, several referrals state that the height and mass of the building are somewhat objectionable. As proposed in Condition 1.d. below, the design of the west facade in particular should be refined in order to break up the large, flat expanse of wall. Following are comments addressing the height, size and appearance of the proposed architecture:

The Agricultural Research Services (ARS), Facilities Division, Real Property Management Branch, offers the following comments (Ingrid Schmidt, Realty Specialist, Administrative & Financial Management to Whitmore, July 1, 1998):

ARS recommends:

"The structures should be redesigned so that they are less obtrusive in color and material. There were color and material requirements for the design and construction of the Beltsville Office Facility, about one-quarter mile down Sunnyside Road.

"The site is not adjacent to the Beltsville Agricultural Research Center (BARC) and would not be viewed significantly from BARC land, but since the buildings bordering US 1 are potentially eligible for inclusion on the National Register of Historic Places, building features should not compete with the BARC buildings.

"The structure should be reduced in height, in order to not exceed the height of other light industrial buildings in the vicinity."

The Historic Preservation Section made the following comments (Rothrock to Whitmore, May 15, 1998):

"The project is visible from the handsome USDA campus and from a major roadway (Rhode Island Avenue) within the Anacostia Trailways Heritage Area. The Heritage Area is an area where reinvestment will depend on quality design. If possible develop a solution to reduce the bulk and mass and make the color of the doors as unobtrusive as possible."

The Greenbelt Metro Area Sector Plan Team, in a memorandum dated June 19, 1998, offers the following findings and recommendations for the proposed architecture:

"2. Greenbelt Metro Area Sector Plan

"The site adjoins the Greenbelt Metro Area Sector Plan area, which is to the south. The Sector Plan area covers approximately 1,600 acres and may intensify transit-oriented development surrounding the Greenbelt Metro Station and neighboring land parcels. Also, the Prince George's County Economic Development Corporation is promoting a highly visible "high-tech corridor" in this area near major research/educational/high-tech institutions such as Beltsville Agriculture Research Center (BARC), the University of Maryland and the NASA Goddard Space Flight Center. This high-tech area is proposed as a high profile business/employment corridor with quality design standards.

"Several primary goals of the Sector Plan are to emphasize quality design, improve access into and around the Greenbelt Metro Station site and to provide aesthetic natural features in the Sector Plan area. Concepts to successfully achieve these goals have been explored. For example, a new Beltway interchange near the Greenbelt Metro Station that would provide direct access into the new U.S. Department of Agriculture (USDA) Headquarter Complex on Sunnyside Avenue is under study. Also, additional office/research facilities to create a BARC Office Center may be located on the USDA East Farm just south of Sunnyside Avenue. Both of these ideas will be evaluated during the current preparation of a comprehensive plan for the BARC property by the National Capital Planning Commission.

"3. Conclusion and Recommendation

"It should be noted that while this use and proposed height are allowed under the current zoning guidelines, the proposed building design and mass is not compatible with the existing and proposed surrounding

development. This structure will have the greatest building mass in the Beltsville Industrial Center with a length of approximately 200 feet and a height of 70-feet. The majority of the other industrial buildings in the complex have an average height of 20-30 feet.

"Also, because the site is located at the corner of Rhode Island and Sunnyside Avenue, no relief will be provided from smaller buildings and the structure will consequently change the street wall condition along these roadways. This change would most likely severely impact the existing and proposed USDA facilities on both Sunnyside Avenue and Rhode Island Avenue and potentially along US 1. Thus, the Greenbelt Metro Area Sector Plan Team is very concerned about the applicant's proposal for a structure of this mass, its lack of facade definition and its exposure to Sunnyside Avenue and Rhode Island Avenue.

"The traditional image for the area has been exclusively warehousing and industrial. There is no doubt that the completion of the USDA Headquarter Complex will create a new image for this area. If the subject building had been located within the complex rather than at the edge, the impact on the surrounding development may have been less severe.

"We recommend that the applicant consider reducing the bulk of the structure and modifying the architectural design. The facade materials should be upgraded to brick, stone or another similar type of masonry material currently used in the Beltsville Industrial Center. Consideration should also be given to providing some facade relief, possibly with the use of recessed walls or panels. Blank walls could be softened by recessed walls introducing color and texture variation.

"Lastly, the applicant's structure may not require such a bold detail at the roofline through the use of false metal doors to announce the building use. A building sign on the top portion of the facade combined with a simpler facade treatment can provide additional visual relief from such a tall structure while maintaining a successful sight line to attract potential consumers."

6. The site is located in the Anacostia Trailways Heritage Area as described in a memorandum from the Neighborhood Revitalization Division (Baxter to Whitmore, July 7, 1998):

"In January 1998, the State accepted the joint application of 14 municipalities and Prince George's County to designate the Anacostia Trailways Heritage Area as a State "Recognized" Heritage Area (see Map 1 for delineation). Once a

Heritage Area has been "Recognized" it becomes eligible for State grant assistance for up to 50 percent of the cost of preparing a Management Plan, a requirement for becoming a "Certified" Heritage Area.

"In May 1998, the State approved a \$100,000 grant to be matched by Heritage Area partners to prepare a Heritage Management Plan. The Management Plan will examine all tourism-related attractions and resources and develop a program for linking and coordinating these assets into a comprehensive economic development program focused on promoting heritage tourism. The Maryland Heritage Areas Authority will designate the area as a "Certified" Heritage Area upon its approval of the Management Plan....

"At this time, there are no regulatory criteria for the Heritage Board or Prince George's Heritage to act upon development review applications within the Heritage Area other than through the public hearing process. The Management Plan proposes to identify "...key issues involved in protection of heritage resources, including the effectiveness of current policies for historic buildings, cultural landscapes, and the climate for rehabilitation and/or adaptive use." Also, the Management Plan will assess mechanisms "...for improving the stewardship of heritage resources, including private voluntary and regulatory mechanisms". However, until the management plan is completed and "Certified" by the State, there are no standards or criteria to guide decisions relative to land development other than current master plans, zoning, development regulations, the Historic Preservation Ordinance, and the involvement of any State agency that may be involved if the area is "Certified" prior to agency involvement."

7. No signage was submitted with this Detailed Site Plan for approval. Condition 1.c. below is proposed to insure that signage on the site is appropriate to the character of the site and the neighborhood.
8. Retaining walls and fences are being proposed on the subject site. The type and size of these should be labeled on the Detailed Site Plan.
9. Building setback in excess of the normal I-1 requirement is necessary due to the height of the mini-warehouse building. This information should be clearly indicated in the general notes on the plan. The setback required is 43 feet (thirty feet with one-third foot for each additional foot in height for the sideyards). The building is set back 115 feet from the east property line and 175 feet from the west property line.
10. The Natural Resources Division has determined that the site is exempt from the Woodland Conservation and Tree Preservation Ordinance because it contains less than 10,000

square feet of woodland at this time and does not have a previously approved Tree Conservation Plan.

11. The applicant has submitted a stormwater management plan to DER that addresses the runoff from the car wash facility.
12. The plan will, if revised in accordance with the proposed conditions of approval, represent a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the proposed development for its intended use.

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 the Detailed Site Plan for the above-described land, subject to the following conditions:

1. Prior to certificate approval, the following revisions shall be made to the Detailed Site Plan or the specified information shall be supplied:
 - a. Masonry walls shall be constructed with materials matching the building where the ornamental fence is now located on the plan. The height of the walls shall be determined by the Urban Design Section upon a demonstration by the applicant with section views from all relevant directions that proposed wall heights will fully screen the 10-foot doors and the proposed loading spaces for the mini-warehouses.
 - b. The gate shall remain ornamental iron with masonry piers to match the wall.
 - c. All ornamental bands and/or architectural elements shall extend all the way around the building.
 - d. Windows shall be added on the west-facing facade along Rhode Island Avenue and in accordance with Exhibit 2 provided by the applicant to the Planning Board on July 16, 1998.
 - e. Pole or pylon mounted signs shall not be permitted. If a freestanding sign is desired, a monument sign shall be required which will not exceed forty-eight square feet in total area, and which shall be constructed with the same materials as the approved architecture. The Planning Board or its designee shall have final approval of proposed signage.
 - f. All retaining walls and ornamental fencing shall be labeled on the plan with the type and size.

- g. The notes on the plan shall be revised to indicate the setback of the mini-warehouse.
- h. Building materials for the car wash shall be the same materials as are required for the mini-storage warehouse.
- i. The eight *Acer saccharum* (Red Maple) on the north side of the subject site shall be replaced with *Ilex opaca* (American Holly) six to eight feet in height.
- j. The subject plan shall be revised so as to reduce the height of the building to a maximum of 60 feet and change the "footprint" of the building from its current dimensions, 200' x 100' to 200' x 125' (and in accordance with all legally required setbacks).

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action may be filed with the District Council of Prince George's County within thirty (30) days following the adoption of this Resolution.

* * * * *

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 McNeill, seconded by Commissioner Boone, with Commissioners McNeill, Boone, Brown and Dabney voting in favor of the motion, and with Commissioner Howlett absent, at its regular meeting held on Thursday, July 16, 1998, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 30th day of July 1998.

Trudye Morgan Johnson
Executive Director

By *Frances J. Gueffin*
Frances J. Gueffin
Planning Board Administrator

TMJ:FJG:EW:aj

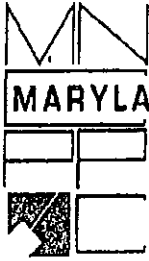
APPROVED AS TO LEGAL SUFFICIENCY

J. Turner
M-NCPPD Legal Department

Date 7/16/98



Image capture: Sep 2018 © 2020 Google



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-3798

PGCPB No. 07-112

File No. DSP-98022/01

RESOLUTION

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 May 31, 2007, regarding Detailed Site Plan DSP-98022/01 for Beltsville EZ Storage, the Planning Board finds:

1. **Request:** The subject application requests a 32,400 square-foot expansion to the rear of an existing storage facility in the I-1 Zone. The expansion will include a three-story addition, 36 feet in height. The site currently operates a car wash and mini-storage units.

Development Data Summary

	EXISTING	PROPOSED
Zone	I-1	I-1
Use(s)	Storage; Car Wash	Storage, Car Wash
Acreage	2.96	2.96
Lots	Lot 15, Block C	Lot 15, Block C
Building Square Footage/GFA	132,428 + 772 = 133,200	165,600
Building Height	60 feet	60 feet and 36 feet

Other Development Data

	REQUIRED	PROPOSED
Total parking spaces		
Standard spaces	18	31
Compact spaces	14	0
Van accessible handicapped spaces	1	3
Total loading spaces		
	REQUIRED	PROPOSED
	6	6

2. **Location:** The site is in Planning Area 61, Council District 1. More specifically, it is located in the northeast corner of the intersection of Sunnyside Avenue and Rhode Island Avenue, known as 5100 Sunnyside Avenue, Beltsville, MD 20705.
3. **Surroundings and Use:** The subject property is bounded to the north by I-2 Zone; east by I-1 Zone; to the west by C-S-C Zone; and to the south by ROS and I-1 Zone. The subject property is bounded by Sunnyside Avenue to the south and Rhode Island Avenue to the west.

4. **Previous Approvals:** The proposed site for the storage facility addition is the subject of DSP-98022 and 4-85109. The subject site plan was approved through Detailed Site Plan 98022 with conditions. The pertinent conditions are listed in the requirements section.

The subject site has an approved letter of exemption from the Environmental Planning Section dated October 24, 2006, from the Prince George's County Woodland Conservation Ordinance. The approval will be valid until October 24, 2008.

5. **Design Features:** The proposed architecture originally consisted of a three-story building with a gray, striated metal wall panel and a turndown slab on concrete foundation walls. The right and left side (north and south) elevations of the proposed structure consist of six aluminum windows to match the windows of the existing structure. There are three windows on the rear elevation. A transformer is currently located on the left side (southern elevation) of the building and will be relocated to accommodate the addition. The existing five-story building is composed of dark gray splitface concrete masonry (CMU) with blue and orange painted accent. The third story of the addition will be visible on the left and right side. However, the lower levels will be blocked by existing buildings on adjacent properties. Condition 1(c) of SP-98022 requires all ornamental bands and/or architectural elements extend all the way around the building. The appearance of the side elevations would be improved if the top level were constructed of material similar to the existing building. Staff recommended the facade materials be upgraded to brick, stone or another similar type of masonry material used on the existing building. Staff noted that if this is not technically feasible, then the entire left and right elevation should be constructed with the same material as the existing building. The Board agrees with staff's suggestion as reflected in the recommended conditions. The applicant submitted new material samples at the hearing consisting of a textured metal and EIFS. The Board deems these proposed materials acceptable for the addition.

Total finished area for the proposed structure is 32,400 square feet. The proposed addition will be 36 feet in height. No signage is proposed or approved as a part of this application. The subject site plan identifies concrete on-site parking and loading spaces for the storage facility.

COMPLIANCE WITH EVALUATION CRITERIA:

6. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the I-1 Zone and the site plan design guidelines of the Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-473, which governs permitted uses in industrial zones. The proposed storage facility addition is a permitted use in the I-1 Zone.
 - b. The subject application is in conformance with the requirements of Section 27-475.04 which governs consolidated storage facilities.

Sec. 27-475.04. Consolidated Storage:

- (a) **Beginning June 23, 1988, a Detailed Site Plan shall be approved for consolidated storage developments in accordance with Part 3, Division 9, of this Subtitle to insure compliance with the provisions of this Section.**

Comment: The application is a part of the approved site plan SP-98022.

(1) **Requirements.**

- (A) **No entrances to individual consolidated storage units shall be visible from street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).**

Comment: The proposed addition does not contain any external entrances.

- (B) **Entrances to individual consolidated storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.**

Comment: The proposed addition does not contain any external entrances.

- (C) **The maximum height shall be thirty-six (36) feet. Structures exceeding this height and approved before January 1, 2000, shall not be considered nonconforming.**

Comment: The height of the proposed addition is 36 feet.

7. **Requirements of SP-98022:** Detailed Site Plan 98022 was approved by the Planning Board on July 16, 1998. The following conditions (in boldface type) included in that approval are relevant to the subject site, followed by staff comment.

- 1c. All ornamental bands and/or architectural elements shall extend all the way around the building.**

Comment: The proposed expansion is not constructed of the same material as the existing building. While much of it will be out of view due to surrounding buildings, the top level would still be visible. Staff recommends that the architectural elements of the existing building be used on the top level of the proposed addition.

lg. The notes on the plan shall be revised to indicate the setback of the mini-warehouse.

Comment: The notes on the proposed site plan indicate the revised setback requirements of the mini-warehouse. However, the setbacks of the building are not labeled on the drawing.

8. **Landscape Manual:** The proposed development is subject to Section 4.2, Commercial and Industrial Landscape Strip Requirements and Section 4.3(a), Parking Lot Landscape Strip Requirements. No bufferyard planting is required.

The applicant provided the landscape schedule from SP-98022.

9. **Woodland Conservation Ordinance:** There are no previously approved Tree Conservation Plans associated with this property. The property is not subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the property contains less than 10,000 square feet of woodland on-site, is more than 40,000 square feet in size, and has no previous TCP approvals. A standard letter of exemption has been issued for this site and will be valid for two years through October 24, 2008.

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

Subdivision: In a memorandum dated February 26, 2007, Subdivision staff offered the following:

The property consists of one lot (Lot 15, Block C of Sunnyside) which was recorded in the 1970s in Plat Book 87, Plat 7. It is itself a resubdivision of numerous recorded lots which were consolidated to form Lot 15. The applicant is proposing to add a three-story, 60 by 180 foot addition to the existing mini-warehouse use for a combined additional GFA of 32,400 square feet. Pursuant to Section 24-111 of the Subdivision Regulation, a preliminary plan of subdivision is not required because the more than 5,000 square feet of development constituting at least ten percent of the total site area was constructed on the site pursuant to a building permit issued prior to December 31, 1991. There are no other Subdivision issues at this time

Community Planning: In a memorandum dated February 9, 2007, the Community Planning section offered the following:

This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier. The application conforms to the employment land use recommendation in the 1990 *Master Plan for Subregion I*.

Transportation: In a memorandum dated January 26, 2007, the Transportation Planning Section offered the following:

"There are no underlying plans that appear to restrict this expansion from the standpoint of transportation. Access and circulation are unchanged. Both Sunnyside and Rhode Island Avenue

are master plan collectors. The existing right-of-ways are consistent with the master plan recommendations. The plan is acceptable.”

Permits: In a memorandum dated February 28, 2007, the Permit Review Section offered numerous comments that have either been addressed by revisions to the plans or in the recommended conditions below:

Environmental Planning: In a memorandum dated February, 6, 2007, the Environmental Planning Section stated, “There are no Woodland Conservation issues relating to this application. A standard Letter of Exemption was issued on October 24, 2006, for the proposed addition.” No additional comment is needed.

Fire Department: The Fire Department had not responded to the referral request at the time the staff report was written.

Department of Public Works and Transportation (DPW&T): The subject site has an approved stormwater management concept approval, No. 44561-2006-00, subject to two conditions. It is dated November 21, 2006 and valid for three years until November 21, 2009. In a memo dated March 21, 2007, DPW&T offered the following:

“In response to the Revision of Site Plan No. 98022/1 referral, the Department of Public Works and Transportation (DPW&T) offers the following:

- The property is located on the Southeast corner of the intersection of Sunnyside Avenue and Rhode Island Avenue. Both roadways are County-maintained. Right-of-way dedication and improvements along the frontages of Sunnyside Avenue and Rhode Island Avenue in accordance with DPW&T’s Specifications and Standards are required.
- Any damage to existing roadway, sidewalk, or curb and gutter along Sunnyside Avenue or Rhode Island Avenue must be repaired at the discretion of DPW&T.
- All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T’s Specifications and Standards and the Americans with Disabilities Act.
- Conformance with street tree and street lighting standards is required.
- Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.”

Maryland State Highway Administration (SHA): In a letter dated March 16, 2007, SHA offered the following:

"The SHA has completed a review of the site plan and offers the following comments: "The subject property is located in the northeast quadrant of the Sunnyside Avenue and Rhode Island Avenue intersection. Our State Highway Location Reference Guide identifies Sunnyside Avenue and Rhode Island Avenue as local roads owned and maintained by the County. Coordination with DPW&T is necessary to obtain a permit for improvements within the County public right-of-way."

City of College Park: In an email memorandum dated February 28, 2007, the City of College Park stated, "Please be advised that the City of College Park will not be taking a position on this application."

City of Greenbelt: In an email dated March 5, 2007, the City of Greenbelt stated, "City of Greenbelt staff has reviewed the plans and has no comment to offer at this time. It is my understanding that there are no proposed impacts to sensitive environmental resources and that the proposed addition meets all zoning requirements."

11. As required by Section 27-285(b) 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.

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 the Detailed Site Plan DSP-98022/01, subject to the following conditions:

1. Prior to certificate approval, the following modifications or revisions shall be made to the detailed site plan, or the following information shall be provided:
 - a. The building addition, shall be constructed of gray EIFS and textured metal matching that on the existing storage facility and car wash, as submitted at the Planning Board hearing.
 - b. The number of parking spaces shall be corrected to provide 33, or the general note shall be corrected to indicate 34 spaces.
 - c. Label the height of the addition and the area of each structure in square feet.
 - d. The word "proposed" shall be removed from all existing structures (including the dumpster, fence, storage facility, screen wall, gate, equipment building slab, and car wash).
 - e. Provide specifications for all fences and gates on the site plan.

- f. Label the distance of drive aisle between loading spaces and seven parking spaces, or relocate parking spaces.
- g. Remove diagonal lines from previous recreational vehicle storage areas.
- h. Label setbacks on all sides of the building.

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 Squire, seconded by Commissioner Eley, with Commissioners Squire, Eley, Clark, Vaughns and Parker voting in favor of the motion at its regular meeting held on Thursday, May 31, 2007, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 21st day of June 2007.

R. Bruce Crawford
Executive Director

Frances J. Guertin

By Frances J. Guertin
Planning Board Administrator

RBC:FJG:KW:bjs

APPROVED AS TO LEGAL SUFFICIENCY.

Berge Blau
M-NCP

Date 6/5/07



Routed Aluminum Push Through Plex.

Electronic Message Center. Typical: 36" x 72"

Cabinet Depth 24".

Masonry Base 32" Deep.

Exhibit "G"

Sign Box= 47.22 sf.



Exhibit "H"

College Park, Maryland



Street View

Image capture: Sep 2018 © 2020 Google



Exhibit 'P'

Beltsville, Maryland

Image capture: Sep 2018 © 2020 Google



Street View

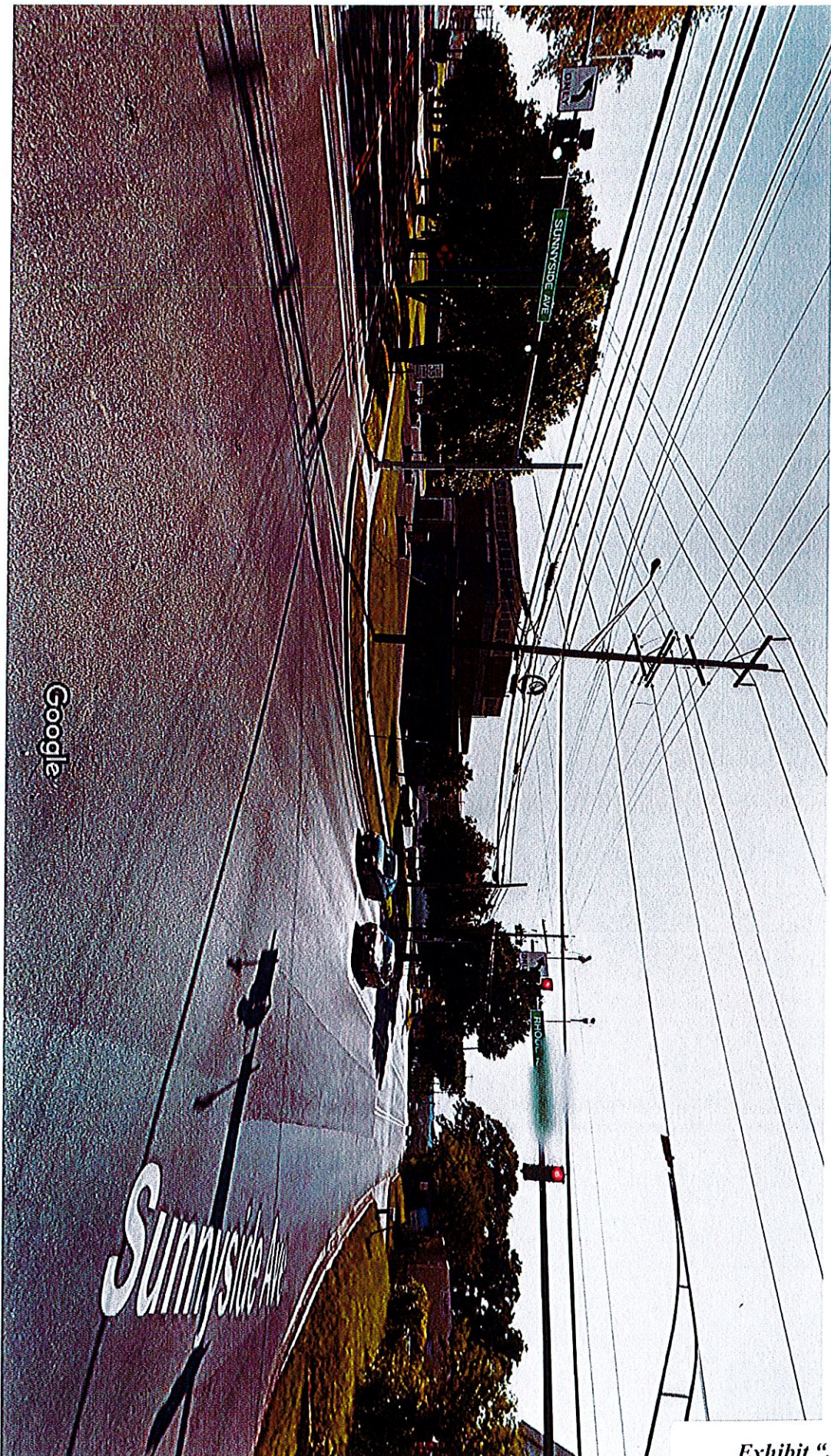


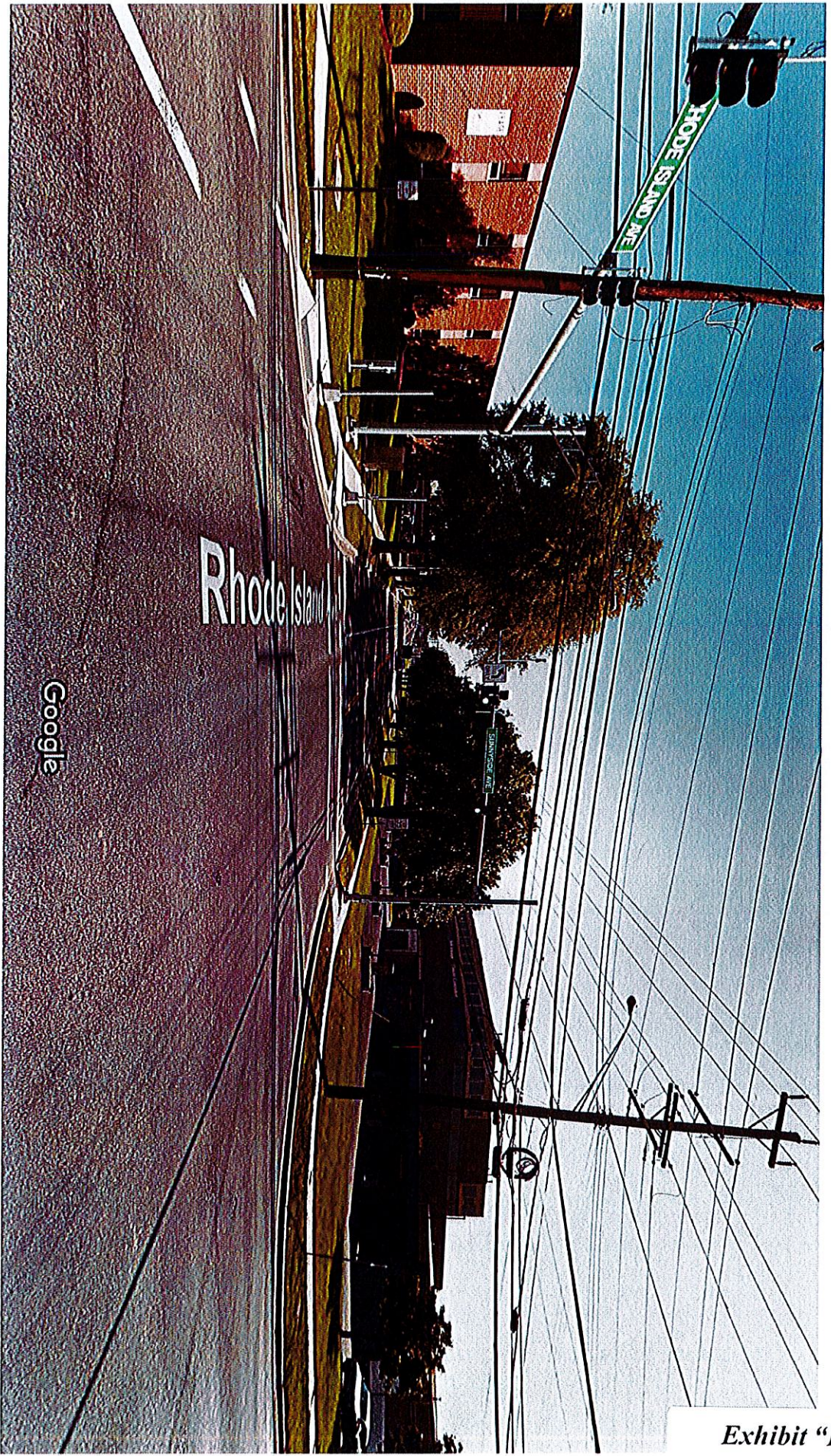
Image capture: Aug 2017 © 2020 Google

Beltsville, Maryland



Street View

Exhibit "J"



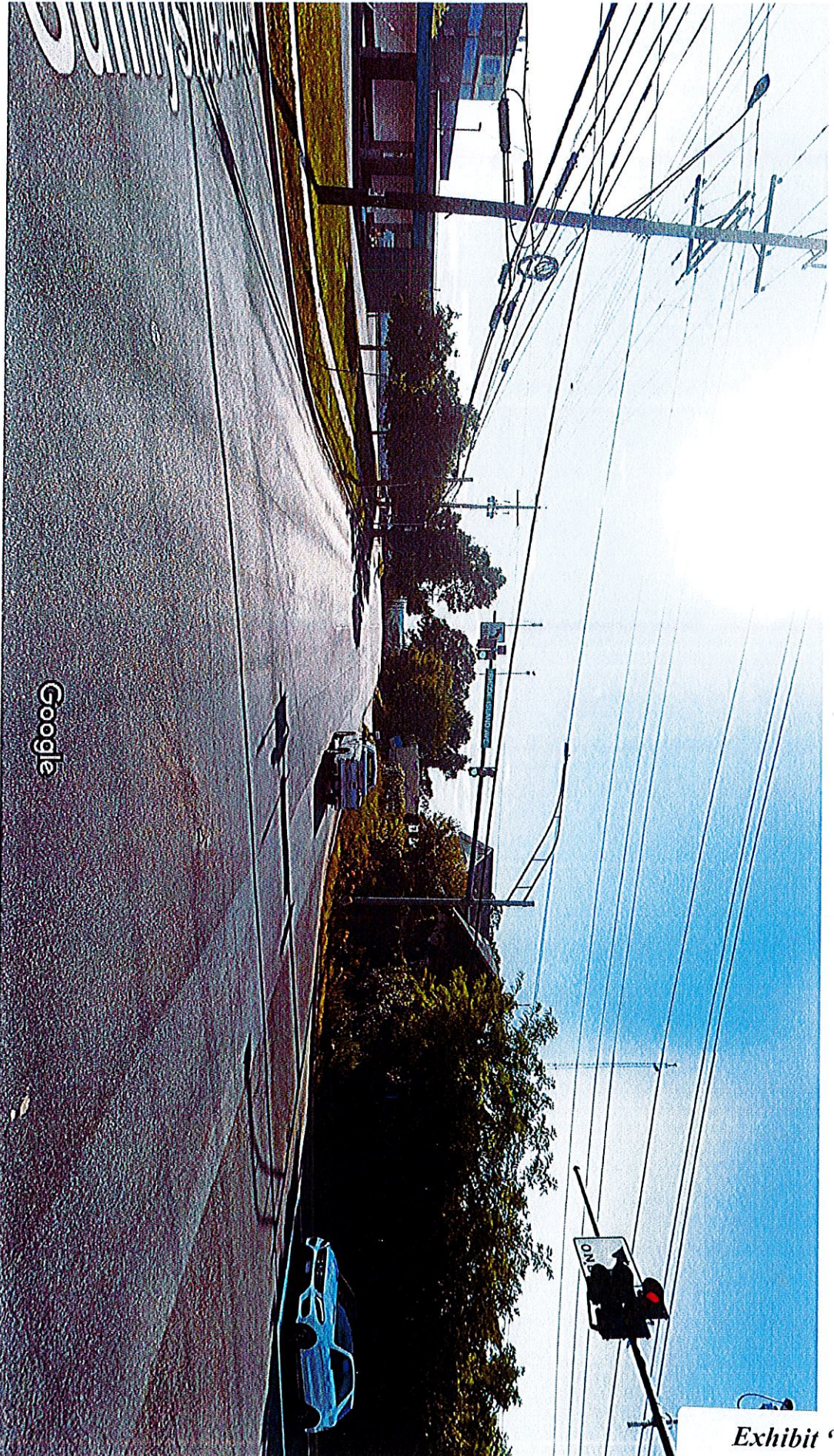
Beltsville, Maryland



Street View

Exhibit "K"

Image capture: Aug 2017 © 2020 Google



College Park, Maryland



Street View

Exhibit "K"


Image capture: Aug 2019 © 2020 Google


301-952-3972

March 10, 2021

MEMORANDUM

TO: Thomas Sievers, Senior Planner, Subdivision and Zoning Review Section,
Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Zachary Luckin, Planner, Neighborhood Revitalization Section, Community Planning
Division 

SUBJECT: DSDS-711 College Park Carwash

FINDINGS

The Community Planning Division finds that, pursuant to Section 27-614 - Freestanding, this application will not substantially impair the integrity of the 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment for Planning area 61*.

BACKGROUND

Application Type: DSDS

Location: 5100 Sunnyside Ave, Beltsville, MD 20705.

Size: 2.9617 acres

Existing Uses: Carwash and self-storage facility

Proposal: Construct a freestanding monument sign related to the carwash at the intersection of Rhode Island Ave and Sunnyside Ave.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: Plan 2035 place this application in the Established Communities Growth Policy Area. The vision for the Established Communities is to create the most appropriate for context sensitive infill and low- to medium density development. p.20

DSDS-711 College Park Carwash

Master Plan: The 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment* recommends industrial land uses on the subject property.

Planning Area: 61

Community: Fairland-Beltsville & Vicinity

Aviation/MIOZ: This application is not located within the Aviation or Military Installation Overlay Zone.

SMA/Zoning: The 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment* retained the subject property into the I-1 zone.

c: Long-range Agenda Notebook

Frederick Stachura, J. D., Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division

April 2, 2021

MEMORANDUM

TO: Thomas Sievers, Senior Planner, Zoning Section
VIA: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*
FROM: Kayla DiCristina, Senior Planner, Subdivision Section *KD*
SUBJECT: DSDS-711; College Park Carwash

The subject property considered in this Departure from Sign Design Standards (DSDS) is located on Tax Map 18 in Grid F-3 and is known as Lot 15, Block C, Section 1 of Sunnyside, recorded in Prince George's County Land Records in Plat Book WWW 87 page 7 dated December 11, 1973.

The subject site is 2.96 acres and is zoned Light Industrial (I-1). The site currently contains a car wash and self-storage facility. The applicant has submitted this DSDS to permit the installation of a second freestanding sign on the subject property.

Lot 15 was created via a resubdivision of Lots 4 through 14, Block C, Section 1 of Sunnyside recorded in Plat Book SDH 3 page 32. The subject property also includes the area of Libbie Drive located to the east of the property, which was vacated in May of 1986 by petition V-86058. A new final plat should be filed to incorporate the part of Libbie Drive vacated by V-86058 to complete the vacation process. Lot 15 is subject to Preliminary Plan of Subdivision (PPS) 12-3011, which was approved prior to 1973. The resolution of approval and other documents from the approval of PPS 12-3011 are no longer available. The final plat does not have any conditions of approval attached to it. This DSDS includes Lot 15 as depicted on record plat 87-7 in its entirety, and the part of Libbie Drive vacated under V-86058, with the correct bearings and distances.

The existing development on this site is subject to a Detailed Site Plan (DSP-98022). The existing development on the subject site was constructed in accordance with DSP-98022 and is presumed compliant with the underlying subdivision approvals. The scale and nature of the DSDS proposal would not represent a substantial revision to the mix of uses that affect Subtitle 24 adequacy findings nor would it be expected to impact the current development entitlement for the subject property.

Plan Comments

1. A property survey was added to the DSDS to show the existing property boundaries and condominium plat boundaries. The record plat reference for Lot 15 should be shown.

Recommended Conditions

1. Prior to signature approval, the following corrections shall be made:
 - a. On the property survey/condominium boundary detail, label the record plat reference for Lot 15.

The referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. This DSDS has been found to be in substantial conformance with the record plat. All property line bearings and distances must be clearly shown on the DSDS and be consistent with the record plat or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Transportation Planning Section


14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

301-952-3680

March 29, 2021

MEMORANDUM

TO: Thomas Sievers, Zoning Review Section, Development Review Division

FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DSDS-711: College Park Car Wash**

Proposal

The applicant is seeking a departure for a second freestanding sign on the subject site.

Background

Departures have very limited findings that are identified within Section 27-239.01 of the Zoning Ordinance. These findings are not transportation related. Aside from setback from a right-of-way line, there are no transportation-specific requirements for a freestanding sign or regarding the use requiring the signage.

Analysis of Traffic Impacts

The application requests a departure to allow a second freestanding sign for the site. Toward that end, the transportation review notes the following:

1. The proposed signage is placed outside of all dedicated rights-of-way.
2. The existing rights-of-way are coincident with the ultimate rights-of-way along Sunnyside Avenue and Rhode Island Avenue, and are shown correctly for the purpose of establishing setbacks. The proposed sign faces the intersection of these streets.

The site is adjacent to Sunnyside Avenue, a master plan collector facility with a planned 80-foot right-of-way. The site is also adjacent to Rhode Island Avenue, a master plan primary facility with a planned 60-foot right-of-way. Adequate rights-of-way along both facilities (minimum 40 feet from centerline along Sunnyside Avenue and minimum 30 feet from centerline along Rhode Island Avenue) was dedicated when the underlying Lot 15, Block C of Sunnyside was created in 1973. As noted above, the additional signage is proposed outside of the rights-of-way.

Conclusion

In conclusion, the transportation staff have no objection to the departure.



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Countywide Planning Division
 Transportation Planning Section

301-952-3680

April 5, 2021

MEMORANDUM

TO: Thomas Sievers, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division 

VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division 

SUBJECT: **Departure from Sign and Design Standards for Pedestrian and Bicyclist Transportation Master Plan Compliance**

The following departure from sign and design standards (DSDS) was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*, the 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment*, and the Zoning Ordinance to provide the appropriate pedestrian and bicycle transportation recommendations.

Departure Number: DSDS-711

Development Case Name: College Park Car Wash

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<input type="checkbox"/>	Public Use Trail Easement	<input type="checkbox"/>
PG Co. R.O.W.*	<input type="checkbox"/>	Nature Trails	<input type="checkbox"/>
SHA R.O.W.*	<input type="checkbox"/>	M-NCPPC - Parks	<input type="checkbox"/>
HOA	<input type="checkbox"/>	Bicycle Parking	<input type="checkbox"/>
Sidewalks	<input checked="" type="checkbox"/>	Trail Access	<input type="checkbox"/>

Subject to 24-124.01: No

Departure from Sign and Design Standards Background	
Building Square Footage (non-residential)	N/A
Number of Units (residential)	N/A
Abutting Roadways	Sunnyside Avenue, Rhode Island Avenue
Abutting or Nearby Master Plan Roadways	Sunnyside Avenue (C-120), Rhode Island Avenue (P-105 / C-108), Baltimore Avenue (A 9)
Abutting or Nearby Master Plan Trails	Planned Bicycle Lane: Rhode Island Avenue Planned Side Path: Sunnyside Avenue
Proposed Use(s)	Car Wash

Zoning	I-1
Centers and/or Corridors	Baltimore Avenue Corridor
Prior Approvals on Subject Site	DSP-98022

The subject application proposes one eleven-foot four-inch-high free-standing sign to be located at the southwest corner of the subject property at the intersection of Rhode Island Avenue and Sunnyside Avenue. Staff has determined that the location of the proposed sign is outside of the public right-of-way.

Previous Conditions of Approval

DSP-98022 was approved by the Prince George’s County Planning Board in July of 1998, for a mini-warehouse and a car wash. DSP-98022-01 was approved by the Planning Board in June of 2007, revising the original detailed site plan to add 32,400 square-feet to the existing storage facility. Neither the originally approved DSP nor the revision contained any conditions of approval related to bicycle or pedestrian improvements

Master Plan Recommendations

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation (MPOT)*, which recommends the following facilities:

Planned Bicycle Lane: Rhode Island Avenue

Planned Side Path: Sunnyside Avenue

Comment

The planned Rhode Island Avenue bicycle lane and the planned Sunnyside Avenue side path are beyond the scope of this development.

The Bicycle, Pedestrian and Equestrian Facilities Section of the 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment (p.58)* makes the following recommendations:

Policy 2: Provide sidewalks and neighborhood trail connections within existing communities to improve pedestrian safety, allow for safe routes to schools, and provide for increased nonmotorized connectivity between neighborhoods.

Comment

The subject property has sidewalks along its frontage of Rhode Island Avenue and Sunnyside Avenue. As previously discussed, the construction of master plan trails is beyond the scope of this application. Should the property go through detailed site plan or other development activity, staff will pursue bicycle and pedestrian improvements as appropriate with the given application.

Conclusion

Based on the findings presented above, staff conclude that the pedestrian and bicycle site access and circulation of this plan is acceptable, for the purposes of a departure from sign and design standards.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
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TTY: (301) 952-4366
www.mncppc.org/pgco

Countywide Planning Division
Historic Preservation Section

301-952-3680

March 2, 2021

MEMORANDUM

TO: Thomas Sievers, Subdivision and Zoning Section, Development Review Division

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JRS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: DSDS-711 College Park Car Wash

The subject property comprises 2.69-acres and is located on the north side of Sunnyside Avenue at its intersection with Rhode Island Avenue. The subject application proposes a departure from the sign design standards to allow one additional freestanding sign for a building located less than 40 feet from the street line. The subject property is Zoned I-1.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not recommended. Historic Preservation staff recommend approval of DSDS-711 College Park Car Wash with no conditions.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
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Prince George's County Planning Department
Countywide Planning Division

301-952-3650

April 19, 2021

MEMORANDUM

TO: Tom Sievers, Senior Planner, Zoning Review Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD *SN for MR*

FROM: Marc Juba, Planner Coordinator, Environmental Planning Section, CWPD *MJ*

SUBJECT: **College Park Car Wash; DSDS-711**

The Environmental Planning Section (EPS) has reviewed the departure from the sign design standards (DSDS-711) to allow for one additional freestanding sign for a building located less than 40 feet from the street line, received by the Countywide Planning Division on April 9, 2021. The Environmental Planning Section recommends approval of the amended departure from the sign design standards with no conditions.

Environmental Review

The site has a Natural Resource Inventory Equivalency Letter (NRI-195-13-01), which was issued on April 18, 2020. The area of proposed construction has previously been entirely developed. It has been determined that the proposed development will not result in any changes to the Limits of Disturbance (LOD) of the previously approved site plan used to issue Standard Letter of Exemption (S-020-2020) or create any additional impacts to any Regulated Environmental Features (REF).

The departure from the sign design standards proposed with DSDS-711 does not raise any additional surface water issues that would impact either the subject property or adjacent properties, as the area is already impervious and treated for stormwater, as required by prior approvals. However, the Prince George County Department of Permitting, Inspections and Enforcement DPIE will further review the proposed development's conformance to stormwater management regulations prior to permit.

No additional environmental review issues have been identified for the subject site.

Marc Juba

Planner Coordinator, Environmental Planning Section | Countywide Planning Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772
301-883-3239 |



From: [Bossi, Adam](#)
To: [Sievers, Thomas](#)
Cc: [Zhang, Henry](#); [Butler, Tierre](#); [Hurlbutt, Jeremy](#); [PGCReferrals](#)
Subject: Urban Design Referral - DSDS-711
Date: Monday, April 19, 2021 4:27:18 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)

Hi Tom,

This email is in lieu of a formal memorandum from the Urban Design Section.

The Urban Design Section has reviewed Departure from Sign Design Standards DSDS-711 for College Park Car Wash, which asks for the relief from the requirements of 27-614(a)(1) to allow the existing building to be located 33.7 feet (required 40 feet) behind the front street line along Sunnyside Avenue; and 27-614(d)(2)(A) to allow two (only one is permitted) freestanding signs on this property.

The building material of the masonry base of the proposed new sign should match that of the existing building.

The Urban Design Section has no objections to the approval of this DSDS application.

Please feel free to contact me with any questions. Thanks.

Adam

Adam Bossi

Planner Coordinator | Urban Design Section | Development Review Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-780-8116 | adam.bossi@ppd.mncppc.org





Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



Melinda Bolling
Director

MEMORANDUM

April 15, 2021

TO: Thomas Sievers, Urban Design Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director *Mary Giles*
Site/Road Plan Review Division, DPIE

RE: College Park Carwash
Departure from Sign Design Standards No. DSDS-711

CR: Sunnyside Avenue
CR: Rhode Island Avenue

This is in response to the Departure from Sign Design Standards No. DSDS-711 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located at 5100 Sunnyside Avenue which is on the north side of Sunnyside Avenue at its intersection with Rhode Island Avenue. Sunnyside Avenue and Rhode Island Avenue are County maintained roadways.
- The applicant is proposing a Departure from Sign Design Standards related to:
 - 1) Minimum setback to main building
 - 2) Quantity of signs
- The applicant is proposing a Departure from Sign Design Standards to allow one additional freestanding sign for a building located less than 40 feet from the street line. The additional freestanding sign will be located at least 10 feet from the street line (R/W line)
- DSDS-711 is consistent with Site Development Concept Plan No. 49596-2019 issued on May 2, 2020.
- DPIE has no objection to the proposed DSDS.

MCG:DJK:ag

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Dana Karzoun, Engineer, S/RPRD, DPIE
Dugoff Properties, LLC, 7106 Ridgewood Avenue, Chevy Chase, MD 20815
Gibbs & Haller, 1300 Caraway Court, Suite 102, Upper Marlboro, MD 20774

9400 Peppercorn Place, Suite 230, Largo, Maryland 20774
Phone: 301.636.2060 ♦ <http://dpie.mypgc.us> ♦ FAX: 301.925.8510

From: [Kwesi Woodroffe](#)
To: [Sievers, Thomas](#)
Cc: [PGCReferrals](#)
Subject: RE: EPLAN Acceptance of DSDS-711 College Park Car Wash (PB); SHA; KW
Date: Monday, March 1, 2021 7:33:34 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Thomas,

I reviewed the subject referral and have no comments.

Thanks, Kwesi

Kwesi Woodroffe
Regional Engineer
District 3 Access Management
MDOT State Highway Administration
KWoodroffe@mdot.maryland.gov
301-513-7347 (Direct)
1-888-228-5003 – toll free
Office Hours
M-Thurs.: 6:30a-3:30p
Fr: 6:30a-10:30a
9300 Kenilworth Avenue,
Greenbelt, MD 20770
<http://www.roads.maryland.gov>



From: ePlan <ePlan@ppd.mncppc.org>

Sent: Friday, February 26, 2021 10:54 AM

To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnettwoods@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Zhang, Henry <Henry.Zhang@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgparks.com>; Walker, Tineya <tineya.walker@ppd.mncppc.org>; Ray, Bobby <Bobby.Ray@ppd.mncppc.org>; PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>; 'Reilly, James V' <JVReilly@co.pg.md.us>; SLToth@co.pg.md.us; ljdillon@co.pg.md.us; AMGullickson@co.pg.md.us; tgaskins@co.pg.md.us; 'De Guzman, Reynaldo S.' <rsdeguzman@co.pg.md.us>; WKEdelen@co.pg.md.us; Giles, Mary C. <mcgiles@co.pg.md.us>; rlattivor@co.pg.md.us; 'Snyder, Steven G.' <SGSnyder@co.pg.md.us>; 'Abdullah, Mariwan' <MAbdullah@co.pg.md.us>; Formukong, Nanji W. <nwformukong@co.pg.md.us>; Salles, Cicero D. <cdsalles@co.pg.md.us>; sabranch@co.pg.md.us; jtarr@co.pg.md.us; Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Tania Brown <TBrown13@mdot.maryland.gov>; shayla.taylor@pgcps.org; rhianna.mccarter@pgcps.org; 'Aheart, Charlotte D.' <CDAheart@co.pg.md.us>; #dsgintake@wsscwater.com; kenneth.l.barnhart@verizon.com; mark.g.larsen@verizon.com; jkoroma@pepco.com; wkynard@pepcoholdings.com; Charles.curry@bge.com; Herb.Reigel@smeco.coop; 'Ulrich,Keith' <Keith.Ulrich@SMECO.coop>; kencrouse@comcast.net; 'WIGFIELD, GARY S' <gw1349@att.com>; bm2692@att.com; 'AZZAM, ABDULKADER' <aa9168@att.com>; 'IBRAHIM, WALID' <wi340d@att.com>; 'sh3700@att.com' <sh3700@att.com>; pmartinez@washgas.com; pwojahn@collegeparkmd.gov; tschum@collegeparkmd.gov; Miriam Bader <mbader@collegeparkmd.gov>; thruby@greenbeltmd.gov; ejordan@greenbeltmd.gov; chollingsworth@hyattsville.org; Planning@hyattsville.org; mayorcarey@upmd.org; amarcavitch@upmd.org

Cc: Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Knights, Lola <Lola.Knights@pgparks.com>; Sherman, Jerome <Jerome.Sherman-Jr@Pgparks.com>; Townsend, Donald <Donald.Townsend@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Windsor, Theresa <Theresa.Windsor@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; Checkley, Andree <andree.checkley@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>

Subject: EPLAN Acceptance of DSDS-711 College Park Car Wash (PB)

Greetings:

This is an EPlan ACCEPTANCE of **DSDS-711 COLLEGE PARK CARWASH** to be reviewed at the **Planning Board** level.

This case was officially accepted as of today, **February 26, 2021**.

SDRC is scheduled for 3/19/2021.

Major Issue Referral Deadline 3/15/2021

Referral Due Date (as shown on TSR Due Date matrix) 3/25/2021

- All responses must be emailed to the assigned reviewer and to PGCReferrals@ppd.mncppc.org ;
- attach signed memo's on official letterhead
- attach a signed PDF and Word version of the document.
- The email subject must include: Case number + Case name + Dept + Reviewer initials.
- Please indicate in the body of your email if the attached response is the 1st, 2nd or 3rd

Please submit ALL comments to assigned reviewer **Thomas Sievers** email attached.

Final Referral Due Date 3/30/2021

Click on the hyperlink to view the case:

<https://www.dropbox.com/sh/r3u5cr47no67mqh/AADQa1LPKIT5VsYvWyPFtwCBa?dl=0> (2-26-2021 acceptance)

NOTE: Plans and documents for this case will be available in Dropbox until Planning Board hearing and decision. You may download and save for your records but the plans are not final until conditions are met and the plan is certified.

Please send all comments to the reviewer's email provided. If you need assistance please contact Cheryl.summerlin@ppd.mncppc.org.

Thank you,

Randa Lee

Senior Planning Technician, Development Review Division

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-3867 | randar.lee@ppd.mncppc.org



From: DRDapplications <DRDapplications@ppd.mncppc.org>

Sent: Friday, February 26, 2021 8:22 AM

To: Lee, Randar <Randar.Lee@ppd.mncppc.org>

Subject: FW: DSDS-711 College Park Car Wash Acceptance

<https://www.dropbox.com/sh/r3u5cr47no67mqh/AADQa1LPKIT5VsYvWyPFtwCBa?dl=0> (2-26-2021 acceptance)

Randa,

Acceptance package for processing...

From: Justin Korenblatt <jkorenblatt@gibbshaller.com>
Sent: Thursday, February 25, 2021 5:06 PM
To: DRDapplications <DRDapplications@ppd.mncppc.org>
Subject: DSDS-711 College Park Car Wash Acceptance

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

I recently submitted a dropbox link with acceptance materials for the above captioned case but was notified that it was incomplete. I have since created a new dropbox link with all required documents and plans. That link is shown below. Please let me know if anything else is needed.

<https://www.dropbox.com/sh/nwmrwdqzgxgudj7/AADZmyCiYs3NcZI2hIHHQjTTa?dl=0>

[DSDS-711 Acceptance](#)

Shared with Dropbox

www.dropbox.com

Justin S. Korenblatt
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
Phone: (301) 306-0033
Fax: (301) 306-0037
jkorenblatt@gibbshaller.com



AT&T Corp.
Gary Wigfield
4800 Winchester Blvd.
Frederick, MD 21703-7444

T: 301-874-1180
gw1349@att.com

February 28, 2021

Maryland National Capital Park and Planning Commission
Attn: Randa Lee
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: EPLAN Acceptance of DSDS-711 College Park Car Wash (PB)

Dear Randa Lee:

This letter is in response to your correspondence dated February 26, 2021 regarding the above referenced project.

AT&T Core / AT&T Legacy / AT&T Long Distance does not have facilities in the area of the proposed project.

Please contact Ed Hwary; ah5959@att.com, for a response from AT&T Local / AT&T Metro / AT&T TCA.

If there are any questions or if you should need more information, please contact me at (301) 874-1180.

Sincerely,

A handwritten signature in cursive script that reads "Gary Wigfield".

Gary Wigfield
AT&T Engineering Manager
WV, MD, VA & DC