



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>

**Detailed Site Plan**  
**Departure from Design Standards**  
**Alternative Compliance**  
**PMG Brooks Drive**

**DSP-20016**  
**DDS-670**  
**AC-20009**

REQUEST	STAFF RECOMMENDATION
<b>DSP:</b> Development of a gas station and food and beverage store.	APPROVAL with conditions
<b>DDS:</b> To reduce the size of standard parking spaces to 9 feet by 18 feet.	APPROVAL
<b>AC:</b> An alternative design to Section 4.2, Landscape Strips Along Streets and Section 4.6, Buffering Development from Special Roadways.	APPROVAL

<b>Location:</b> In the southwest quadrant of the intersection of Brooks Drive and Marlboro Pike.	
Gross Acreage:	0.60
Zone:	C-M
Dwelling Units:	N/A
Gross Floor Area:	3,000 sq. ft.
Planning Area:	75A
Council District:	07
Election District:	06
Municipality:	N/A
200-Scale Base Map:	203SE05
<b>Applicant/Address:</b> PMIG 2359 Research Court Woodbridge, VA 22192	
<b>Staff Reviewer:</b> Adam Bossi <b>Phone Number:</b> 301-780-8116 <b>Email:</b> Adam.Bossi@ppd.mncppc.org	



Planning Board Date:	11/19/2020
Planning Board Action Limit:	11/27/2020
Staff Report Date:	11/03/2020
Date Accepted:	09/18/2020
Informational Mailing:	03/20/2020
Acceptance Mailing:	09/08/2020
Sign Posting Deadline:	10/20/2020

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/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-20016  
Departure from Design Standards DDS-670  
Alternative Compliance AC-20009  
PMG Brooks Drive

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

**EVALUATION**

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

- a. The requirements of the Prince George's County Zoning Ordinance in the Commercial Miscellaneous (C-M) Zone and the site design guidelines;
- b. The requirements of the 2010 *Prince George's County Landscape Manual*;
- c. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- d. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and,
- e. Referral comments.

**FINDINGS**

Based upon the evaluation and analysis of the subject detailed site plan, the Urban Design staff recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) requests approval for the development of a 3,000-square-foot food and beverage store and a gas station with six multi-product dispensers. The companion Departure from Design Standards DDS-670, requests a reduction in the standard parking space size from 9.5 feet by 19 feet to 9 feet by 18 feet.

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
<b>Zone</b>	C-M	C-M
<b>Use(s)</b>	Gas Station	Food or beverage store and gas station
<b>Gross Acreage</b>	0.60	0.60
<b>Total Gross Floor Area</b>	183 sq. ft.	3,000 sq. ft.

**OTHER DEVELOPMENT DATA**

**Parking Spaces**

	<b>Required</b>	<b>Provided</b>
1 space per employee (1 employee) plus 1 space per 150 square feet for the first 3,000 square feet of GFA	17*	18
Handicap-Accessible**	1	1
<b>Total***</b>	<b>17</b>	<b>18</b>

**Note:** \*In accordance with Section 27-572 of the Prince George’s County Zoning Ordinance, the proposed development qualifies for a 20 percent reduction in the total off-street parking requirement, as a joint parking lot is provided to serve the two proposed uses. Therefore, the requirement is reduced from 21 spaces to 17.

\*\*Accessible spaces are included in the total number of required and provided parking spaces.

\*\*\*DDS-670 requests all non-accessible spaces to be 9 feet by 18 feet.

**Loading Spaces**

	<b>Required</b>	<b>Provided</b>
1 loading space per 2,000-10,000 square feet GFA	1	1
<b>Total</b>	<b>1</b>	<b>1</b>

3. **Location:** The site is in Planning Area 75A and Council District 7. More specifically, it is located at 2000 Brooks Drive, in the southwest quadrant of the intersection of Brooks Drive and Marlboro Pike.
4. **Surrounding Uses:** The subject property is bounded to the northwest by the right-of-way of Brooks Drive, to the northeast by the right-of-way of Marlboro Pike, and to the west and south by a single property in the Commercial Shopping Center Zone that is developed with an auto repair facility and car wash.

5. **Previous Approvals:** The site is known as Parcel A of Lagana Subdivision recorded in Plat Book WWW 68-90 and is not the subject of any prior zoning approvals. The site has been issued an approved Stormwater Management (SWM) Concept Plan, 49830-2019-00, on January 17, 2020.
6. **Design Features:** The subject 0.60-acre site is generally square-shaped and includes an existing gas station built in the 1970s. The site has frontage on both Brooks Drive and Marlboro Pike. Most of the existing site is paved, with a limited amount of landscaping along the periphery of the property. The existing gas station is centrally located on the property and consists of a single canopy, with four fuel dispensers and a small kiosk at its center. There are no other existing buildings on-site. There are four existing vehicular access points to the site, two on its eastern side from Marlboro Pike, and two on its western side from Brooks Drive. As Brooks Drive includes a median in its center adjacent to the site, one of the existing driveways functions as right-in, right-out only. Marlboro Pike is designated as a historic roadway adjacent to the subject site, with both driveways providing ingress and egress.

The proposed development includes razing of the existing gas station and the construction of a new gas station with six multi-product dispensers, a 3,000-square-foot food and beverage store, and associated site features. The proposed triangular-shaped, single-story building is located in the southern corner of the site, with the proposed gas station canopy centrally sited, facing the roadway intersection. A trash enclosure is located west of the building. The building and trash enclosure are each proposed approximately five feet from adjacent lot lines. As there are no residential properties adjoining the subject site, there is no minimum setback required, in accordance with Section 27-462 of the Zoning Ordinance.

Half of the existing vehicular access points to the site are removed, with two points of access retained, one at the far western corner of the site, to Brooks Drive, and second at the far eastern corner of the site, to Marlboro Pike. Pedestrian and bicycle access to the building is provided by a sidewalk from Brooks Drive only. The provision of a pedestrian connection between the building and Marlboro Pike is also appropriate, but is not reflected on the DSP. A condition has been included in the Recommendations section for the provision of this pedestrian connection. A standard five-foot-wide sidewalk is provided along Brooks Drive and a six-foot-wide sidewalk is provided along Marlboro Pike. A total of 18 parking spaces are provided and the departure submitted requests to reduce the size of parking spaces to 9 feet by 18 feet, as discussed in Finding 7 below.

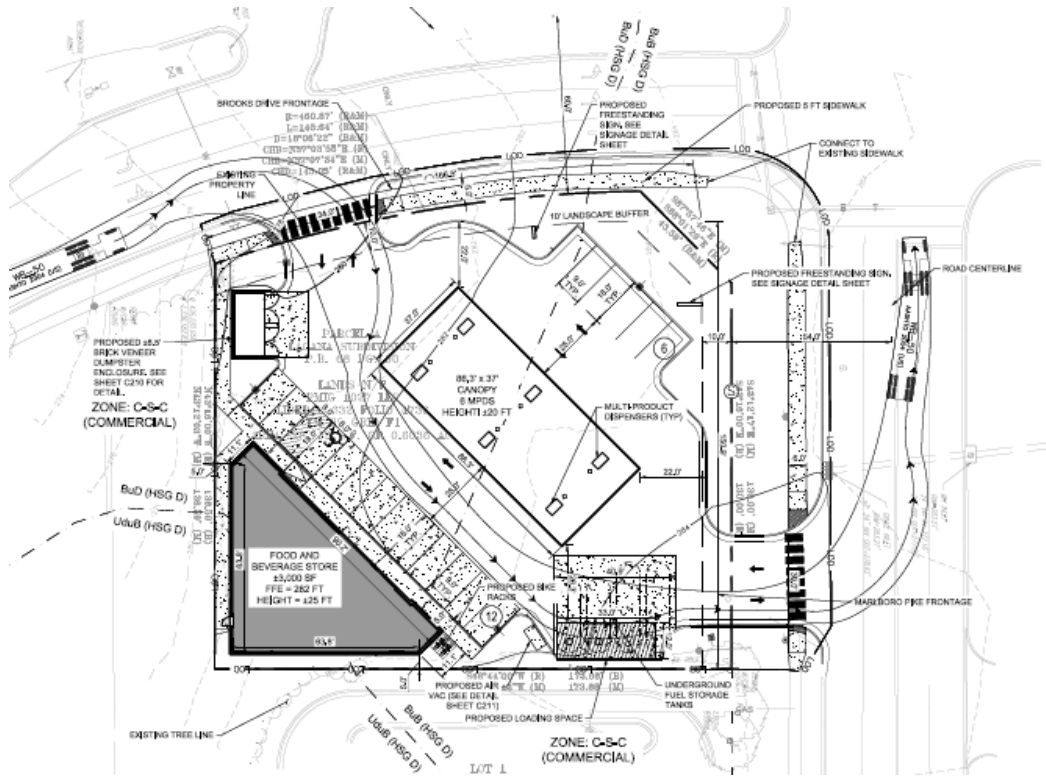


Figure 1: Site Development Plan

### Architecture

The proposed 3,000-square-foot food and beverage store is a 25-foot-high, single-story, triangular-shaped structure. The front façade of the building faces north, toward the interior of the site. Building elevation drawings do not provide dimensional data or details regarding façade treatments. A condition has been included in the Recommendation section for the plan to be revised to provide this information. Based on the elevations as submitted, appropriate fenestration is provided on the front façade, with no windows provided elsewhere on the building. Given the proposed use and configuration of the building on the site, the location and quantity of fenestration provided is acceptable. A raised cornice and lighter material coloration provided in the middle of the front façade adds interest to the design.

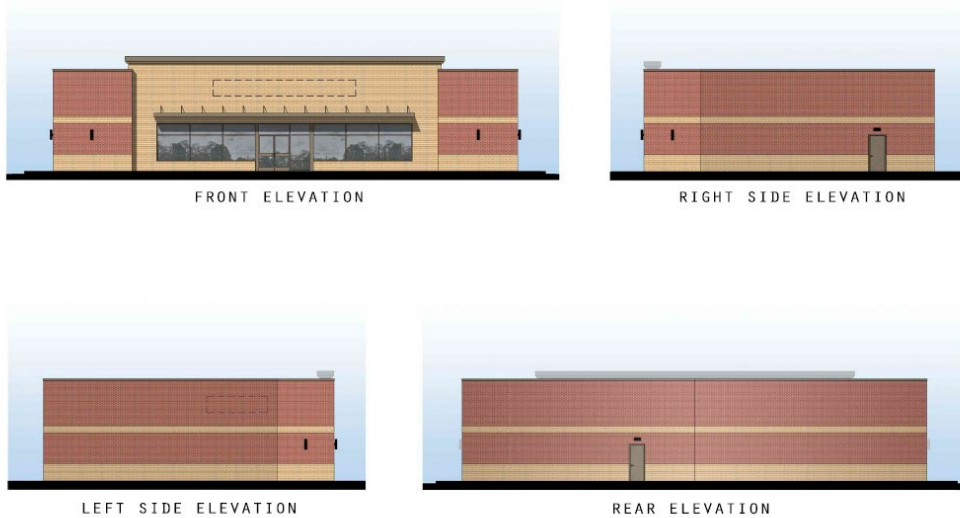


Figure 2: Food and Beverage Store Elevations

The proposed gas station canopy is located in the central portion of the site, with its length parallel to the building's front façade. The canopy is approximately 86 feet long, 37 feet wide, and 20 feet in height. A total of six multi-product dispensers are proposed. The façade of the canopy is faced with branded signage and logos.

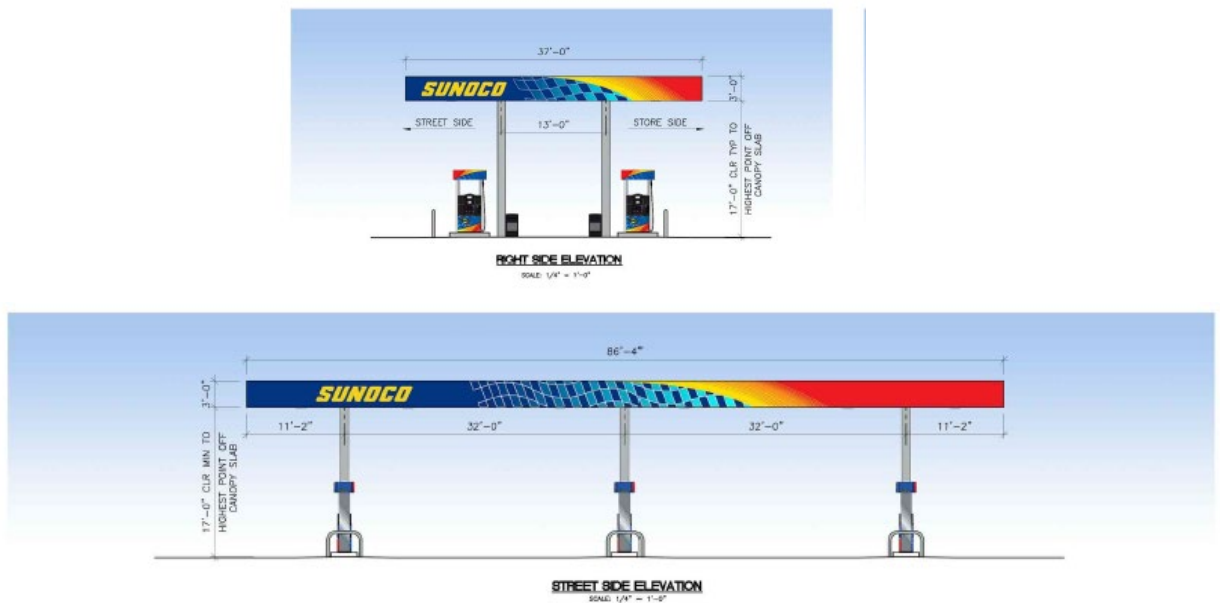


Figure 3: Gas Station Canopy Elevations

**Signage**

A comprehensive signage program is provided that includes freestanding, canopy-mounted, and building-mounted signs for the proposed gas station and food and beverage store. Building-mounted signage is designed in conformance with Section 27-613 of the Zoning Ordinance. Canopy-mounted signage area is not provided on the DSP and appears greater than permissible by Section 27-613(c). Details are provided for two freestanding signs, one with fuel pricing only, and a second larger sign with fuel pricing and business identity and advertising. Locations for both freestanding signs are shown adjacent to the intersection of Brooks Drive and Marlboro Pike. The second, smaller sign with fuel pricing only is permissible per Section 27-594(a) of the Zoning Ordinance, which requires a price sign at each entrance to the station. It is also in conformance with the requirements of Section 27-614(c)(6) of the Zoning Ordinance, relative to allowed area. A condition has been included in the Recommendation section for the signage plan to be revised to conform with Section 27-613.

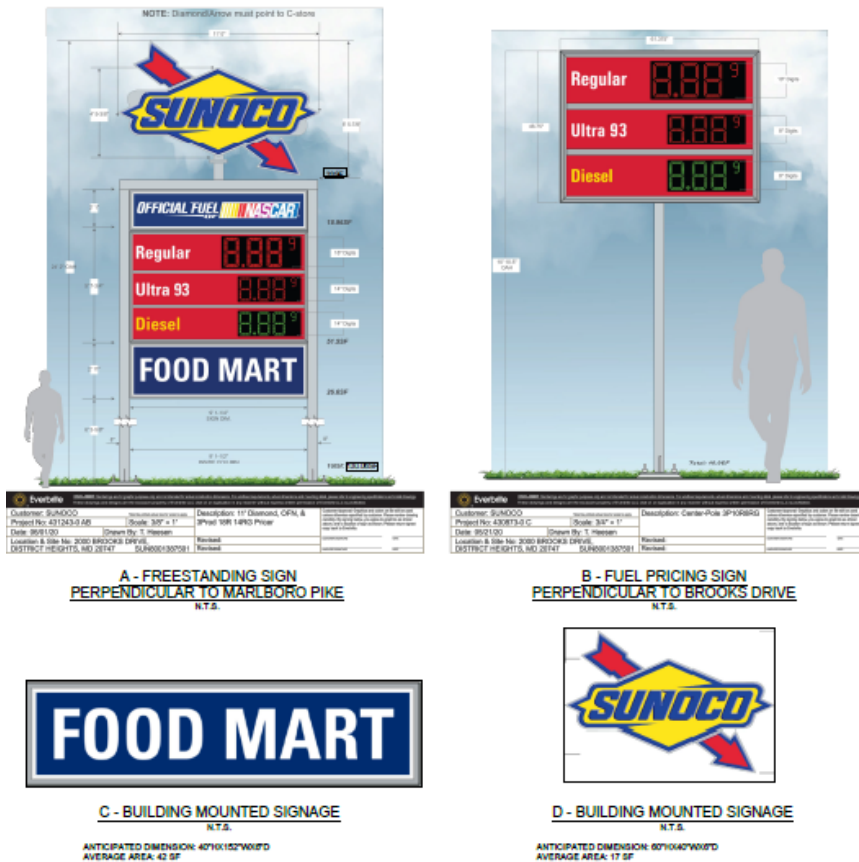


Figure 4: Signage Examples

**COMPLIANCE WITH EVALUATION CRITERIA**

- 7. **Prince George’s County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the Commercial Miscellaneous (C-M) Zone of the Zoning Ordinance:



- a. In accordance with the commercial use table in Section 27-461(b) of the Zoning Ordinance, a food and beverage store in combination with a gas station is a permitted use subject to DSP review unless the gas station requires a special exception. In this case, a special exception is not required, as a gas station is a permitted use in the C-M Zone subject to DSP review, in accordance with Section 27-358(a)(1), (2), (4), (5), (6), (7), (8), (9), and (10) of the Zoning Ordinance, as follows:

**(a) A gas station may be permitted, subject to the following:**

- (1) The subject property shall have at least one hundred and fifty (150) feet of frontage on and direct vehicular access to a street with a right-of-way width of at least seventy (70) feet;**

The subject property has 166.5 feet of frontage on Brooks Drive, which has a right-of-way width of 120 feet, and 150.9 feet of frontage on Marlboro Pike, which has a variable width right-of-way that exceeds 70 feet.

- (2) The subject property shall be located at least three hundred (300) feet from any lot on which a school, outdoor playground, library or hospital is located;**

The subject property is not located within 300 feet of a school, outdoor playground, library, or hospital.

- (4) The storage or junking of wrecked motor vehicles (whether capable of movement or not) is prohibited;**

Storage or junking of wrecked motor vehicles is not proposed on-site by this DSP.

- (5) Access driveways shall be not less than thirty (30) feet wide unless a lesser width is allowed for a one-way driveway by the Maryland State Highway Administration or the County Department of Permitting, Inspections, and Enforcement, whichever is applicable, and shall be constructed in compliance with the minimum standards required by the County Road Ordinance or Maryland State Highway Administration regulations, whichever is applicable. In the case of a corner lot, a driveway may begin at a point not less than twenty (20) feet from the point of curvature (PC) of the curb return or the point of curvature of the edge of paving at an intersection without curb and gutter. A driveway may begin or end at a point not less than twelve (12) feet from the side or rear lot line of any adjoining lot;**

Access driveways are located and sized in conformance with these criteria. The access driveway to Marlboro Pike is 30 feet wide and the driveway to Brooks Drive is 34 feet wide.

**(6) Access driveways shall be defined by curbing;**

As shown on the DSP, the access driveways are defined by curbing.

**(7) A sidewalk at least five (5) feet wide shall be provided in the area between the building line and the curb in those areas serving pedestrian traffic;**

As shown on the plan, a five-foot-wide sidewalk provides a complete pedestrian connection between the proposed food and beverage store building and Brooks Drive. However, in reviewing this requirement relative to the site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance, staff recommends that a clearly defined pedestrian connection also be provided between the building and Marlboro Pike. It is important to have one in this area as there is a bus stop along Marlboro Pike in front of the adjacent property, so there will be pedestrian traffic along this roadway in need of safe access into the site and to the building. A condition requiring such a connection to serve pedestrian traffic is included in the Recommendation section.

**(8) Gasoline pumps and other service appliances shall be located at least twenty-five (25) feet behind the street line;**

Gasoline pumps and service appliances are located further than 25 feet behind the street lines.

**(9) Repair service shall be completed within forty-eight (48) hours after the vehicle is left for service. Discarded parts resulting from any work shall be removed promptly from the premises. Automotive replacement parts and accessories shall be stored either inside the main structure or in an accessory building used solely for the storage. The accessory building shall be wholly enclosed. The building shall either be constructed of brick (or another building material similar in appearance to the main structure) and placed on a permanent foundation, or it shall be entirely surrounded with screening material. Screening shall consist of a wall, fence, or sight-tight landscaping material, which shall be at least as high as the accessory building. The type of screening shall be shown on the landscape plan.**

No vehicle repair service is proposed by this DSP.

**(10) Details on architectural elements such as elevation depictions of each façade, schedule of exterior finishes, and description of architectural character of proposed buildings shall demonstrate compatibility with existing and proposed surrounding development.**

Architectural elevations of each façade of the proposed building and gas station canopy were provided. The images show structures that are compatible with existing development in the surrounding area. Complete details regarding the building's architecture, such as a schedule of exterior finishes, was not provided. A condition has been included in the Recommendation section to require the DSP to be revised to include this information.

- b. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274, as cross-referenced in Section 27-283. For example, adequate illumination is provided, the parking spaces are located close to the use they serve, and the architecture proposed for the building employs a variety of architectural features and designs, such as projections, colors, and materials.
- c. **Departure from Design Standards DDS-670**—In conjunction with this DSP, the applicant has also filed DDS-670, requesting a reduction in the standard parking space size requirement of Section 27-558(a) of the Zoning Ordinance. The required parking space size is 9.5 feet by 19 feet and the applicant has requested a reduction in size to 9 feet by 18 feet. Pursuant to Section 27-239.01(b)(7)(A) of the Zoning Ordinance, the Planning Board must make the following findings to approve this departure request:

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

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

The following are the purposes, as listed in Section 27-550 of the Zoning Ordinance:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**

**(3) To protect the residential character of residential areas; and**

**(4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

The reduced parking space size is acceptable for this DSP given the proposed uses, and limited size of the subject site. The DSP also reduces the number of access points for the site from four to two and does not impact residential areas. This proposal will sufficiently serve the parking needs of the development.

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

The departure is the minimum necessary to accommodate other physical needs of the proposed development on a small site, such as providing sufficient space for car and truck circulation.

**(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;**

The subject site is a small corner lot that was originally developed in the 1970s with the existing gas station. The site's small size and configuration are unique, and departure is necessary to support the redevelopment of the property with a modern gas station and food and beverage store.

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

The departure will reduce the size of parking spaces by one foot in length and one half-foot in width. This will not be readily visible to the public and will not impair the function of the site's parking lot. The integrity of the site or surrounding neighborhood will not be impaired by the granting of this departure.

In summary, staff has determined that the departure is supportable.

- 8. 2010 Prince George's County Landscape Manual:** Development proposed by this DSP is subject to Section 4.2, Requirements for Landscape Strips Along Streets (Brooks Drive); Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from a Special Roadway (Marlboro Pike); Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Regarding the requirements of Sections 4.3, 4.4, 4.7 and 4.9, staff finds the DSP in conformance. Alternative compliance has been requested from the requirements of Sections 4.2 and 4.6.

Section 4.2 requires a minimum 10-foot-wide landscape strip with one shade tree and 10 shrubs per 35 linear feet of frontage, excluding driveway openings. The site includes 122 linear feet of frontage along Brooks Drive and is required to provide 4 shade trees and 35 shrubs. The applicant is requesting a varied width landscape strip and proposes a reduction in the width of the landscape strip from 10 feet to 5 feet for a portion of the property's frontage. This reduction includes approximately 30 linear feet, or 25 percent of the property's frontage, but the required number of plant units for normal compliance is proposed. However, it is noted that one of the shade trees is located outside, but in very close vicinity to the landscape strip along the frontage of Brooks Drive, and is not counted toward the total plant units, or fulfilling any other landscape requirement.

Section 4.6(c)(2)(A)(i) requires the subject site, which is in the Developed Tier, to provide a minimum of a 10-foot-wide buffer with one shade tree and 10 shrubs per 35 linear feet of frontage, excluding driveway openings. As shown in the tables below, the site includes 116 linear feet of frontage along Marlboro Pike, excluding driveway entrances, and is required to provide a minimum 10-foot-wide bufferyard with 4 shade trees and 34 shrubs. The applicant is requesting a reduced landscape buffer area varying from 8.5 to 10 feet in width for a portion of the property's frontage. This reduction includes approximately 31 feet, or 26 percent, of the site's frontage to allow for a 22-foot drive aisle on the property. The proposed landscape buffer provides the required number of plant units. However, it is noted that one of the shade trees is located outside, but in very close vicinity to the landscape buffer, along the frontage of Marlboro Pike, and is not counted toward the total plant units, or fulfilling any other landscape requirement.

The landscape plan submitted provides the required number of shade trees for both of the site's frontages on Brooks Drive and Marlboro Pike, and proposes 11 percent more shrubs than required along these frontages, thereby, satisfying the planting requirements of Sections 4.2 and 4.6. However, as noted above, the two additional shade trees proposed on the landscape plan in the vicinity of the Section 4.2 landscape strip and Section 4.6 landscape buffer have not been counted toward fulfilling any landscape requirement. If these were included in the proposed Section 4.2 and 4.6 schedules, the application would exceed the total required number of plant units by 18 percent. Therefore, it is recommended that the landscape schedules be revised to reflect the additional shade trees in fulfillment of the requirements. The two additional shade trees are conditioned to be added to the planting schedules of Sections 4.2 and 4.6, respectively.

As conditioned, the number and type of the proposed plantings not only satisfies the requirements of Sections 4.2(c)(3)(A)(i), and 4.6(c)(2)(A)(i), but also exceeds the required number of planting units in the landscape strip and the landscape buffer along the site's frontage by 18 percent. Therefore, the Alternative Compliance Committee finds that the applicant's proposed alternative landscape design is equally effective as normal compliance with the requirements of Sections 4.2 and 4.6 of the Landscape Manual.

The Planning Director recommends APPROVAL of Alternative Compliance AC-20009 for PMG Brooks Drive, from the requirements of Section 4.2 (c)(3)(A)(i), Requirements for Landscape Strips Along Streets and Section 4.6(c)(2)(A)(i), Buffering Development from Special Roadways, subject to conditions contained herein.

9. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The site has been issued a standard exemption letter from the Woodland and Wildlife Habitat Conservation Ordinance (S-160-2019) because the site is less than 40,000 square feet in size and has no previous tree conservation plan approvals. A Natural Resource Inventory equivalency letter (NRI-135-2019) has been issued for the site. The NRI was issued based on the standard woodland conservation exemption and that no regulated environmental features will be impacted.
10. **Prince George’s County Tree Canopy Coverage Ordinance:** Section 25-128, Tree Canopy Coverage Requirements, requires properties in the C-M Zone to provide a minimum tree canopy coverage (TCC) of 10 percent. The 0.60-acre subject site is required to provide 0.06 acre (2,614 square feet) in TCC. Through the subject DSP, the applicant has shown that approximately 0.09 acre (4,000 square feet) of TCC will be provided, satisfying this requirement.
11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:
  - a. **Community Planning**—In a memorandum dated October 19, 2020 (Byrd to Bossi), the Community Planning Division noted that pursuant to Part 3, Division 9, Subdivision 3, of the Zoning Ordinance, master plan conformance is not required for this application.
  - b. **Transportation Planning and Trails**—In a memorandum dated October 21, 2020 (Smith and Hancock to Bossi), the Transportation Planning Section noted that the proposed parking and vehicular circulation facilities are acceptable. The reduction of access points to Brooks Drive and Marlboro Pike and relocation of remaining access drives away from the intersection will help avoid traffic conflicts. A five-foot-wide sidewalk is included along Brooks Drive, with connection between the proposed building and Brooks Drive provided. A six-foot-wide sidewalk is provided along Marlboro Pike, in accordance with the recommendations of the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*. Staff has determined that a pedestrian connection between the food and beverage store and Marlboro Pike is appropriate and necessary to demonstrate acceptable pedestrian circulation has been provided, especially because there is a bus stop along Marlboro Pike in the vicinity of the site. A condition has been included in the Recommendation section for this pedestrian connection to be provided.
  - d. **Permits**—In a memorandum dated October 5, 2020 (Hughes to Bossi), the Permits Section identified minor technical corrections to be made to the DSP, which are conditioned herein, as appropriate.
  - e. **Environmental Planning**—In an email dated September 30, 2020 (Schneider to Bossi), the Environmental Planning Section noted that a SWM concept plan and approval letter (49830-2019) were submitted and show the use of micro-bioretenion and a SWM fee of \$31,450.00 in lieu of providing on-site attenuation/quality control measures. No other environmental requirements have been identified for this application.

- f. **Subdivision**—In a memorandum dated October 1, 2020 (Vantandoost to Bossi), the Subdivision Section noted that the site is exempt from the requirement of resubdivision, pursuant to Section 24-111(c)(2) of the Prince George’s County Subdivision Regulations. No more than 5,000 square feet of development is proposed; therefore, the project meets the exemption. Corrections to general notes of the site plan were also noted and have been conditioned herein.
  - g. **Historic Preservation**—At the time of writing of this technical staff report, Historic Preservation did not offer comments on the subject application.
  - h. **Prince George’s County Fire Department**—In an email dated June 25, 2020 (Reilly to Bossi), the Fire Department indicated it has no comments on this DSP.
  - i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
  - j. **Prince George’s County Police Department**—In a memorandum dated September 29, 2020 (Contic to Planer Coordinator), the Police Department noted having no comments on the DSP.
  - k. **Prince George’s County Health Department**—At the time of writing of this technical staff report, the Health Department did not offer comments on the subject application.
  - l. **Maryland State Highway Association (SHA)**—At the time of writing of this technical staff report, SHA did not offer comments on the subject application.
  - m. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum and site plan comments dated September 29, 2020, WSSC provided standard comments on the project’s conceptual water and sewer plan that will require attention through WSSC’s permitting processes.
- 12.** Based on the foregoing and as required by Section 27-285(b) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
- 13.** Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:
- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

No regulated environmental features such as streams, wetlands, 100-year floodplain, associated buffers, or primary management areas are located on-site.

## RECOMMENDATION

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

- A. APPROVE Departure from Design Standards DDS-670 to allow for standard parking spaces to be dimensioned 9 feet by 18 feet in size.
- B. APPROVE Detailed Site Plan DSP-20016 and Alternative Compliance AC-20009 for PMG Brooks Drive, subject to the following condition:
  1. Prior to certification, the detailed site plan shall be revised, or additional information shall be provided, as follows:
    - a. Provide a pedestrian connection, in the form of sidewalks, pavement markings, or other facility, from Marlboro Pike to the entrance of the food and beverage store.
    - b. Provide dimensional data and labels of features and materials on all architectural elevations for the food and beverage store.
    - c. Revise the plan and signage table to include gas station canopy mounted signage data and demonstrate canopy mounted signage conforms with Section 27-613(c) of the Prince George's County Zoning Ordinance.
    - d. Update general notes regarding parking to reference the reduction in parking space size provided by Departure from Design Standards DDS-670 and to provide a breakdown of the number of spaces provided.
    - e. Correct landscape schedules for Section 4.7, Buffering Incompatible Uses, to note that the auto repair and car wash development adjoining the subject site to the southeast and southwest is classified as "high" impact use.
    - f. Correct General Note 5 (Liber/Folio) to indicate the deed reference for the property as Liber 37632 folio 473.
    - g. Correct General Note 6 to give the correct plat number (WWW 68-90).
    - h. Revise the Section 4.2 landscape schedule to include one additional shade tree.
    - i. Revise the Section 4.6 landscape schedule to include one additional shade tree.



ITEM: 6 & 7

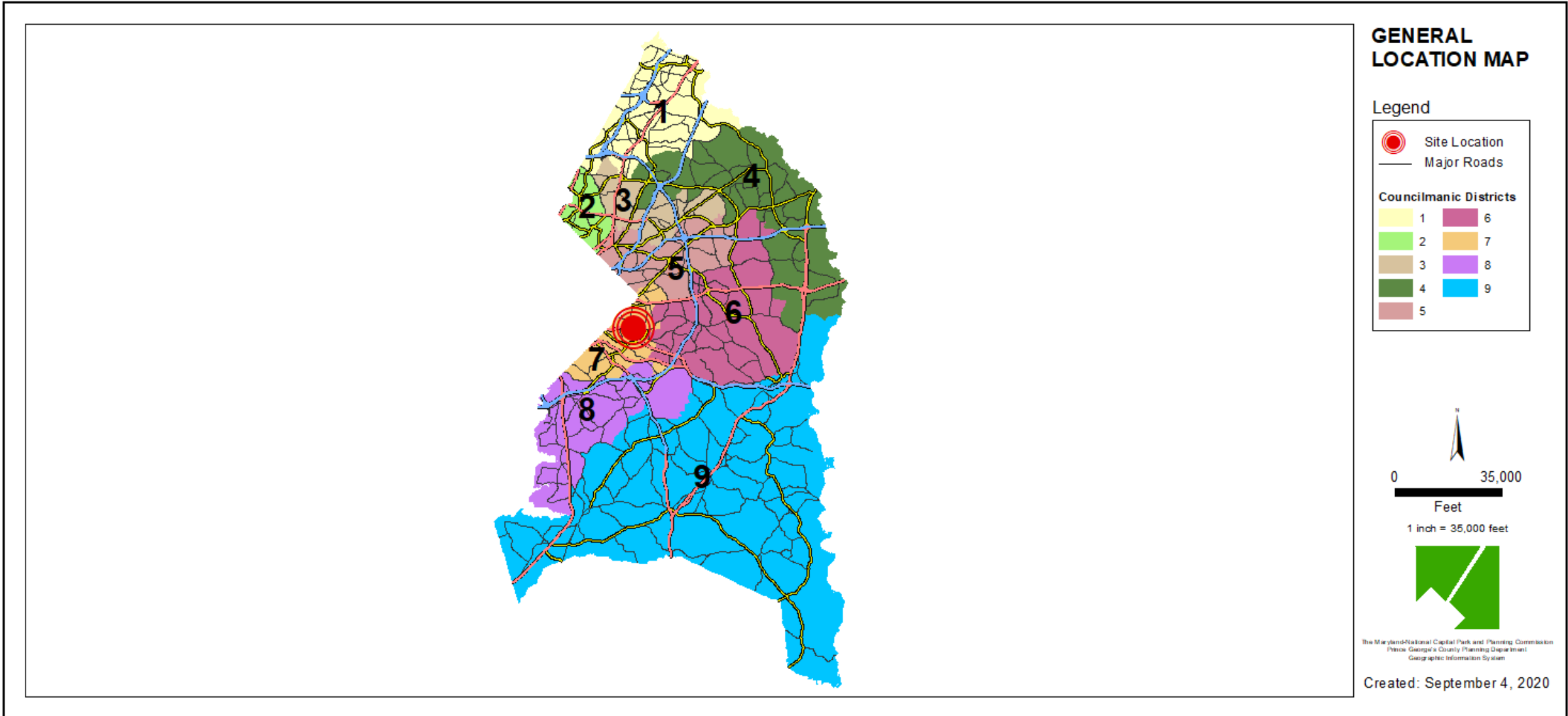
CASE: DSP-20016 & DDS-670

## PMG BROOKS DRIVE

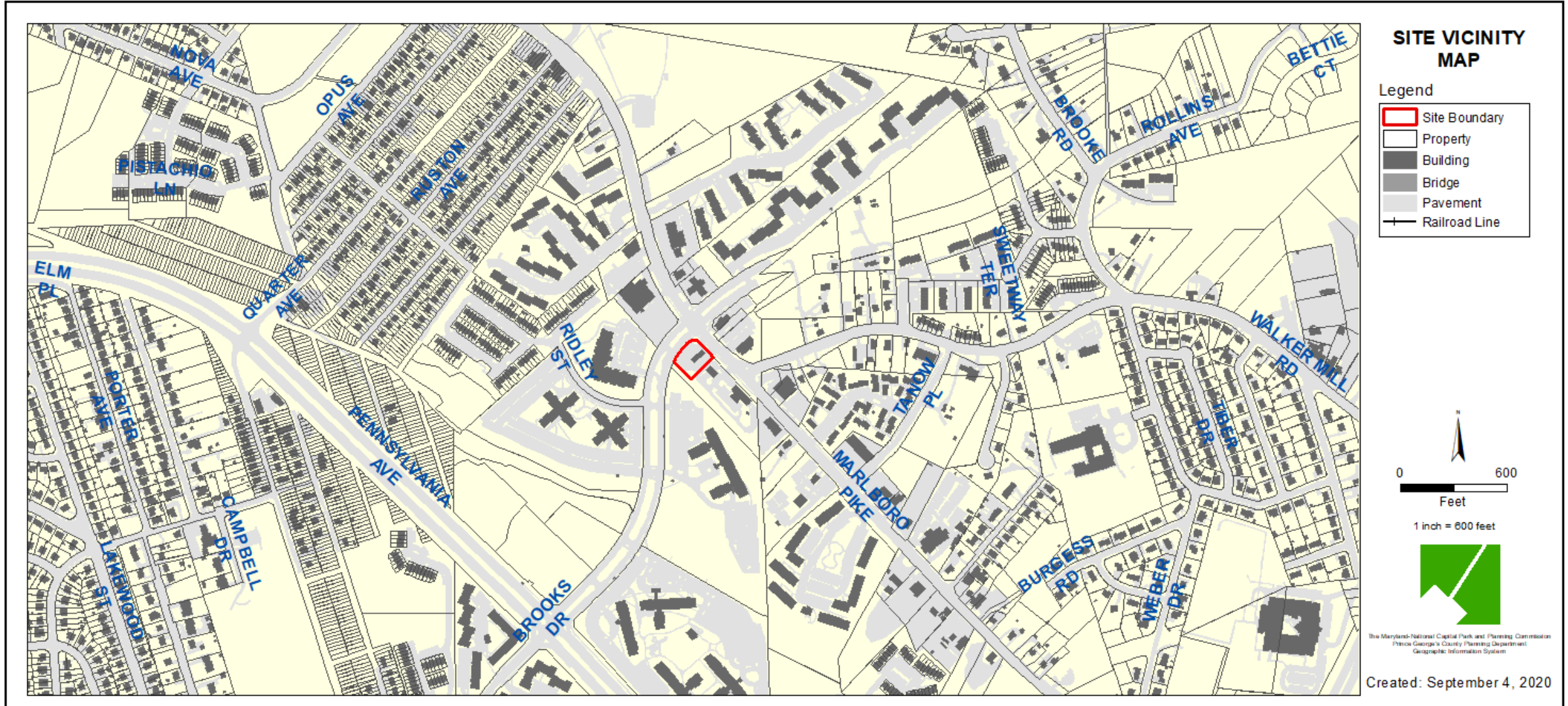
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



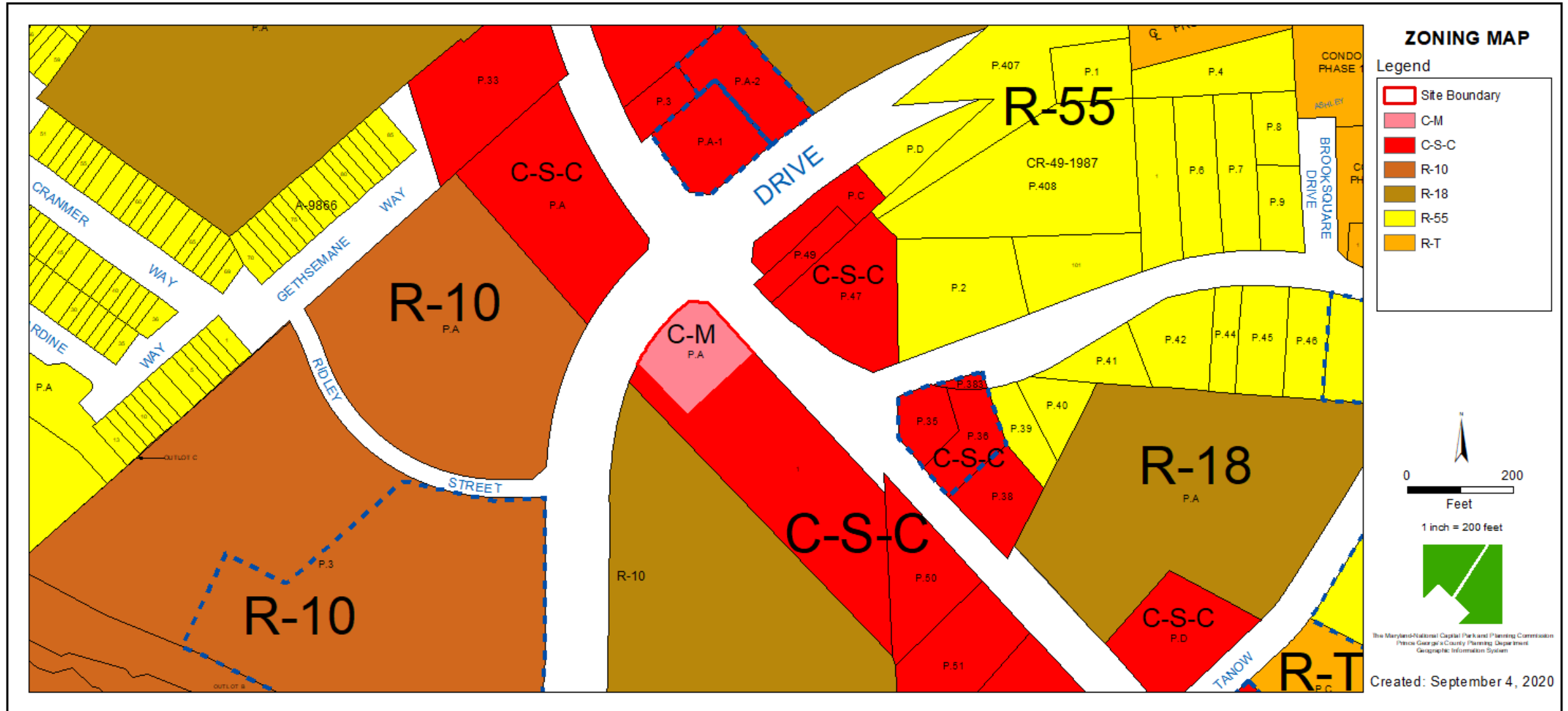
# GENERAL LOCATION MAP



# SITE VICINITY



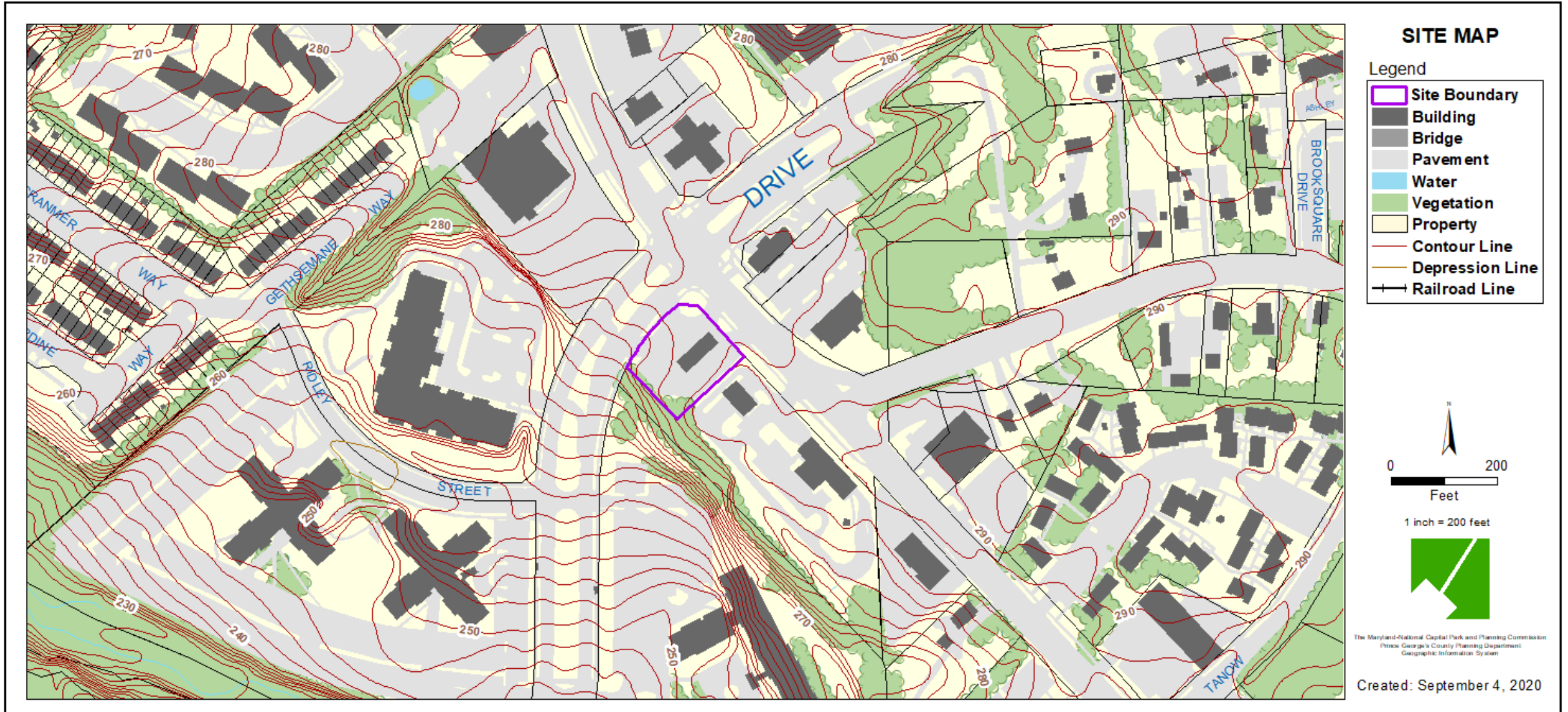
# ZONING MAP



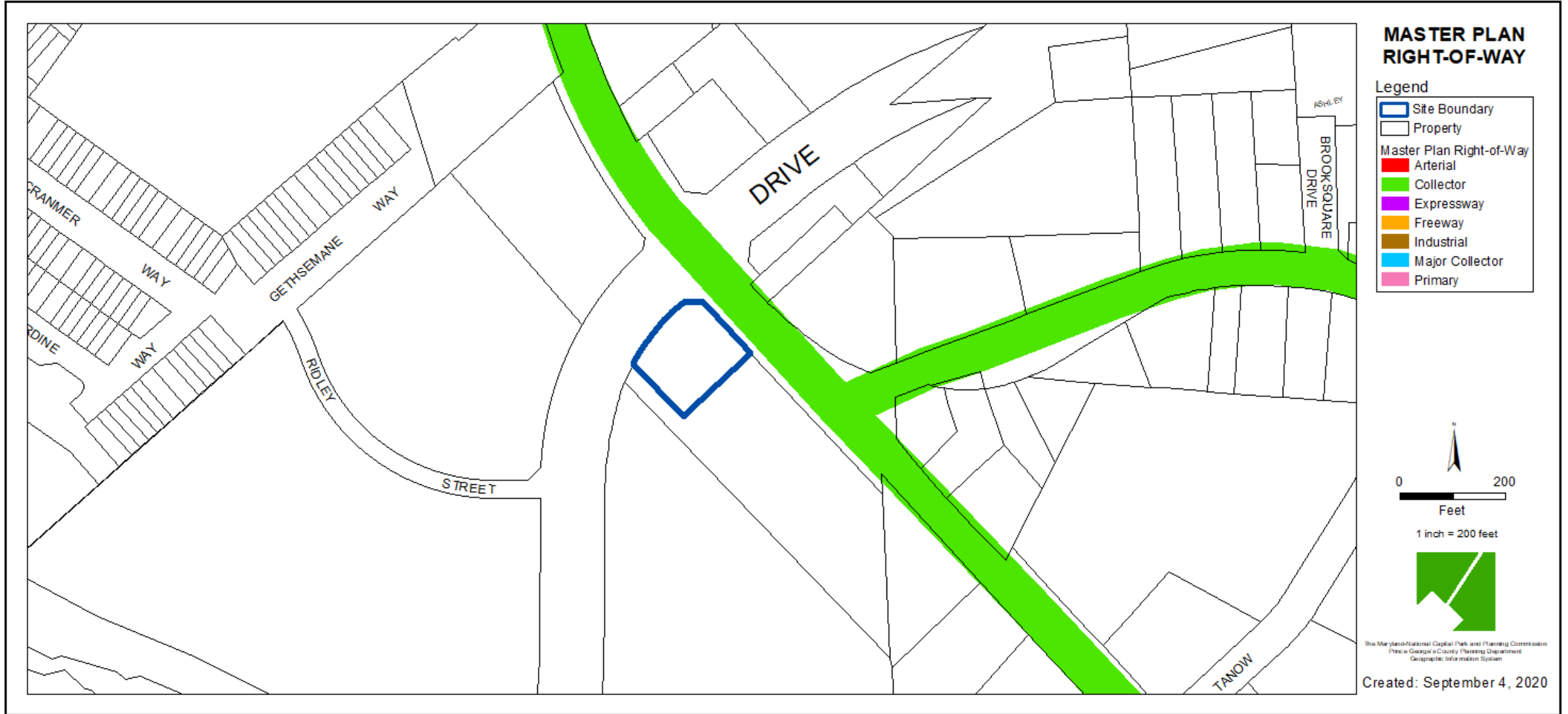
# AERIAL MAP



# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP

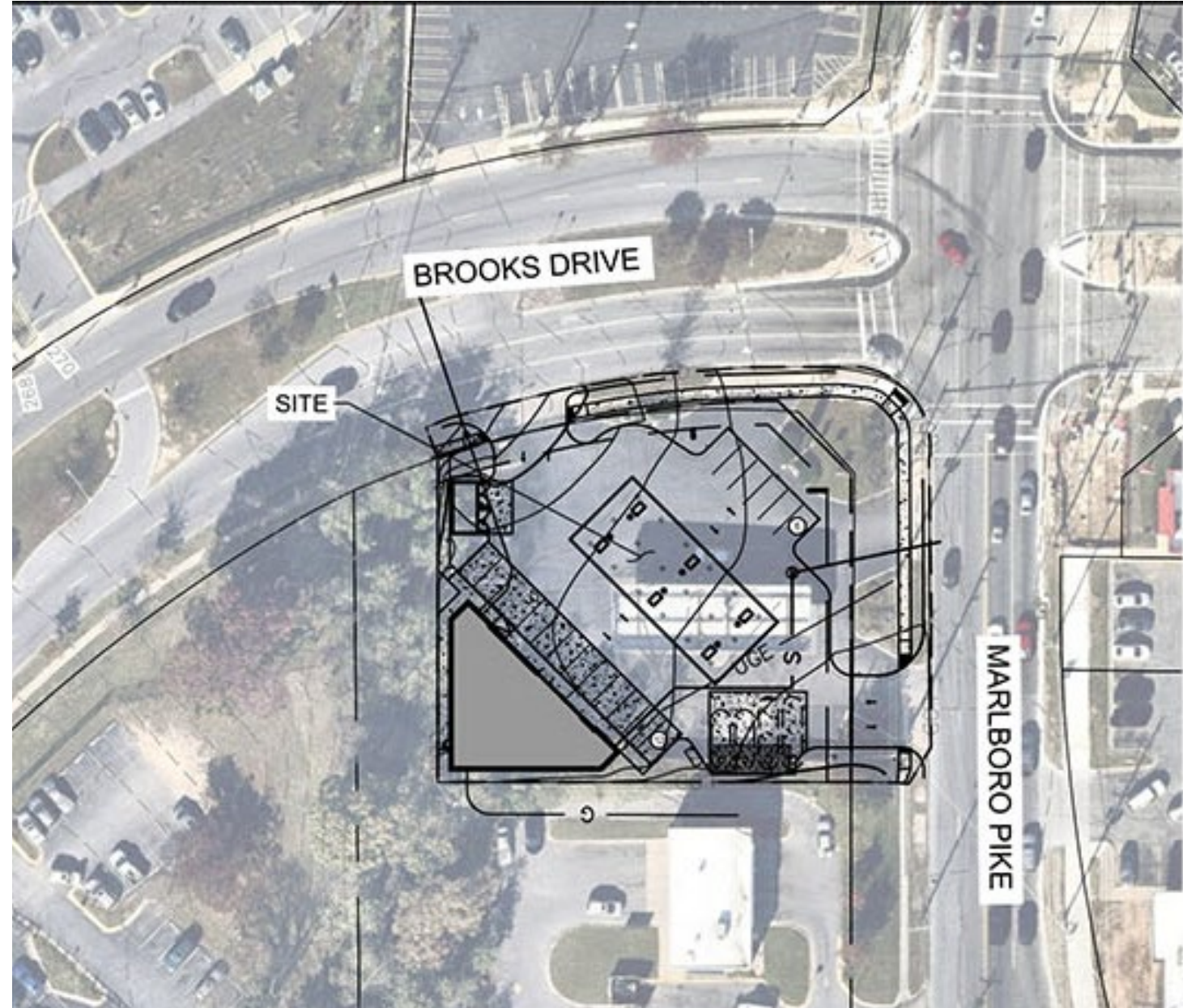


# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

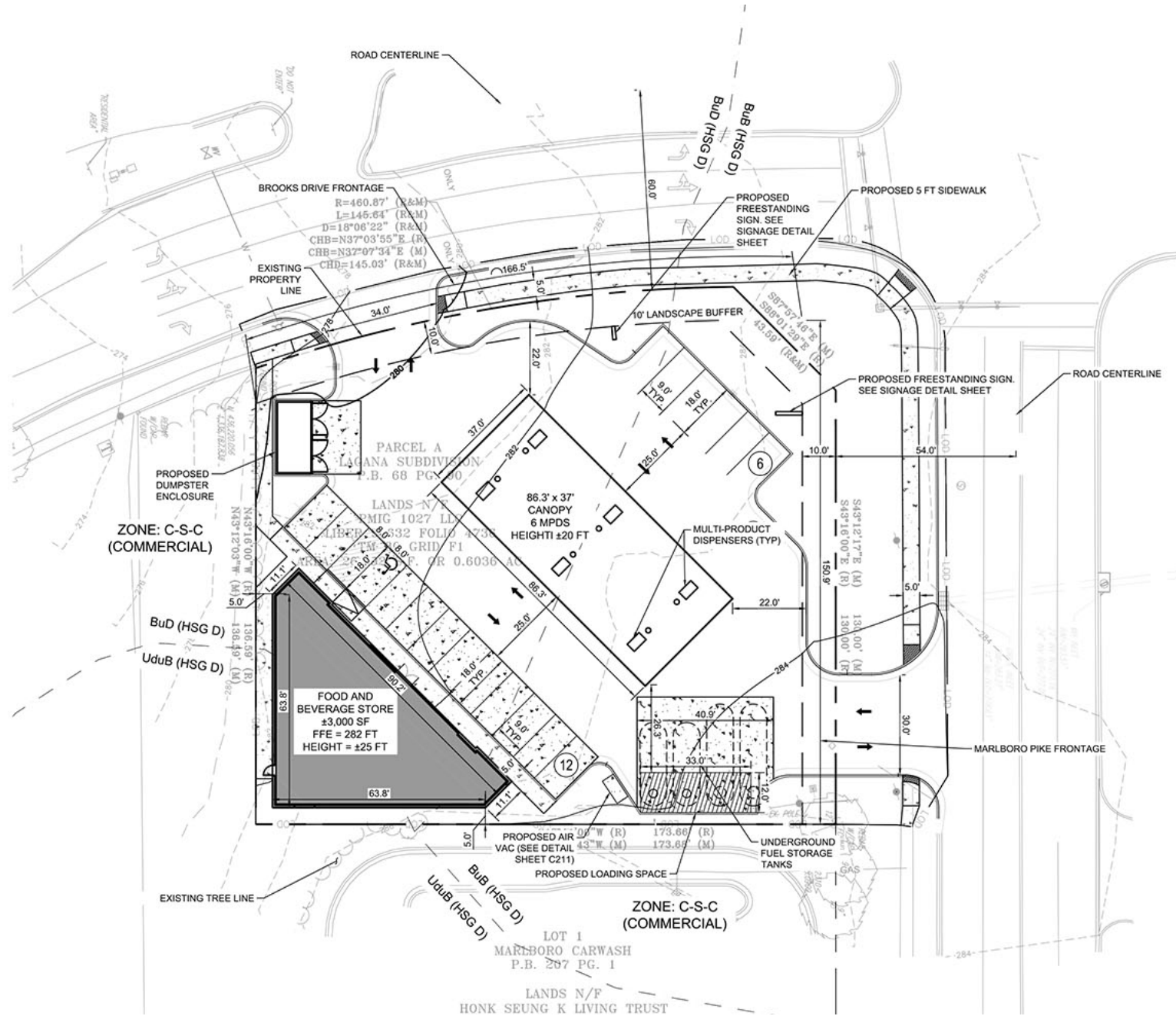




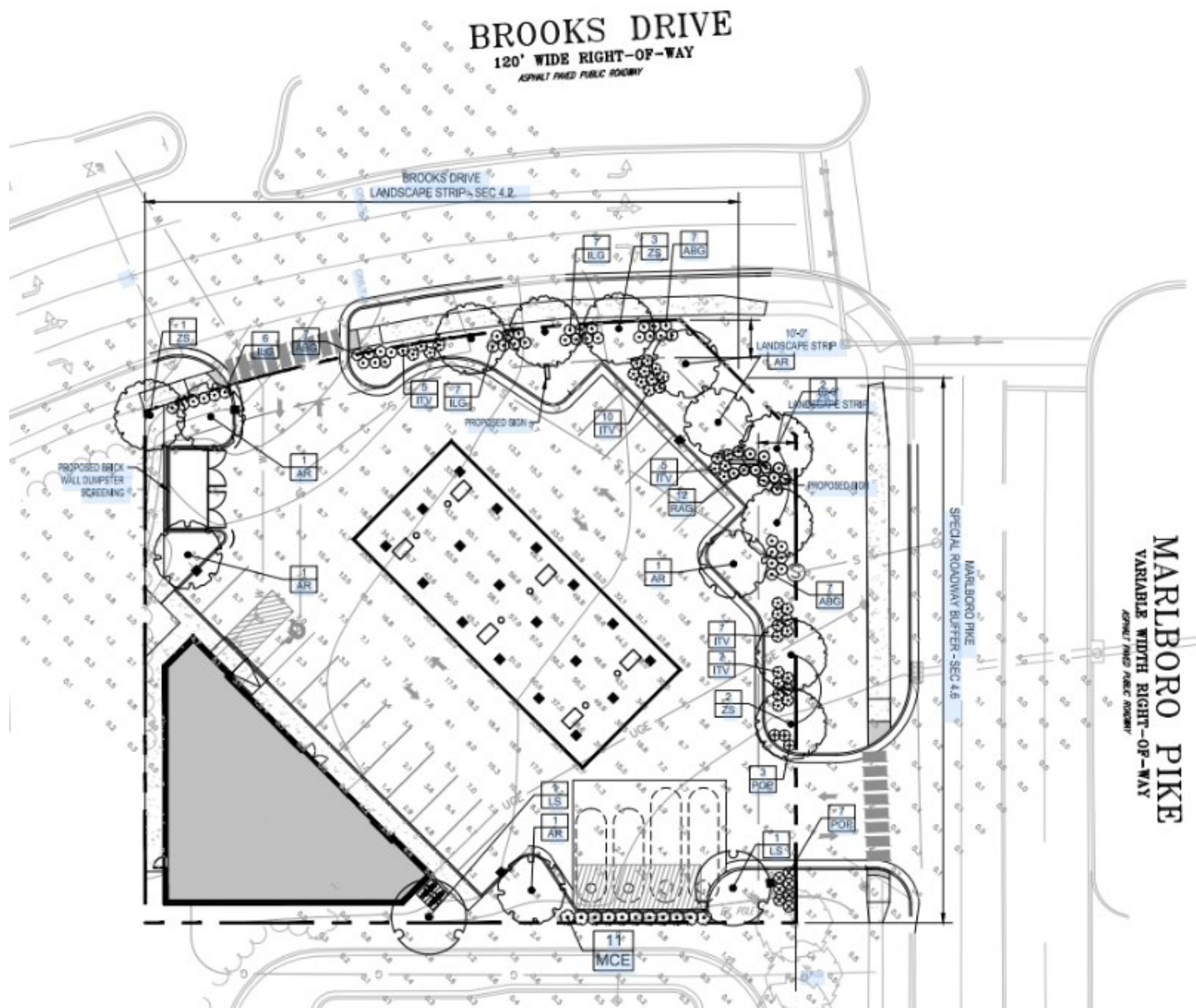
# IMPOSED NEW LAYOUT



# SITE PLAN



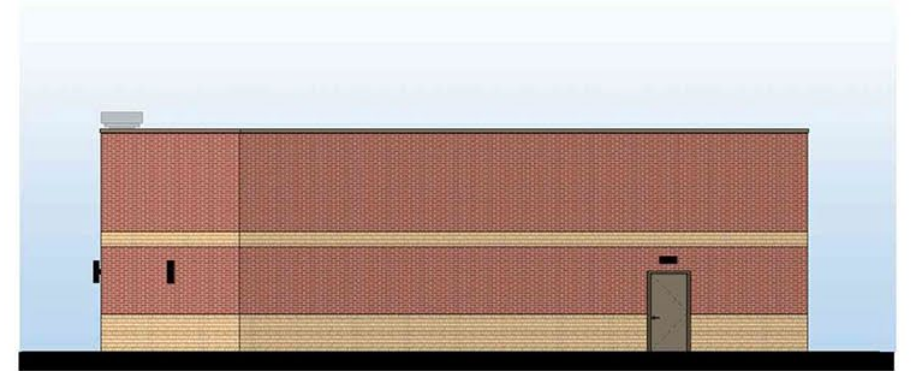
# LANDSCAPE & LIGHTING PLAN



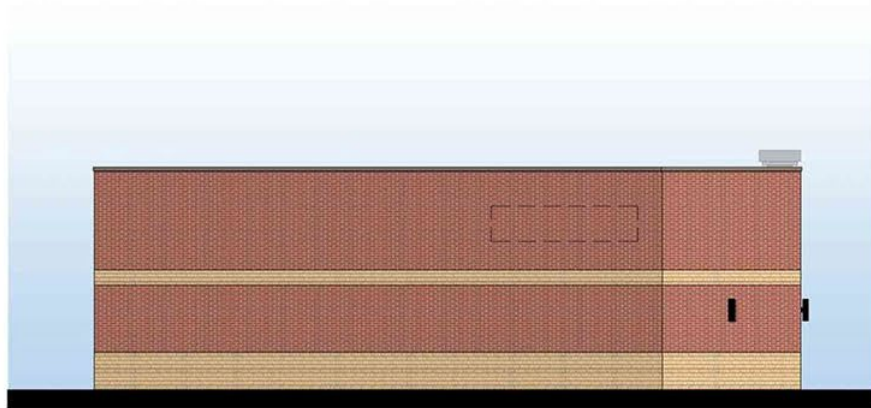
# BUILDING ELEVATIONS



FRONT ELEVATION



RIGHT SIDE ELEVATION

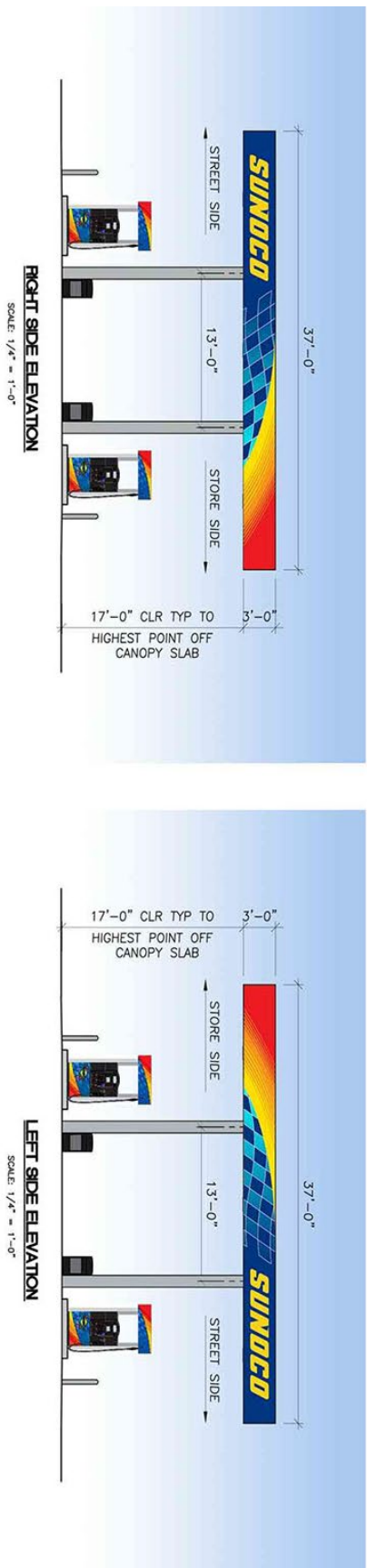
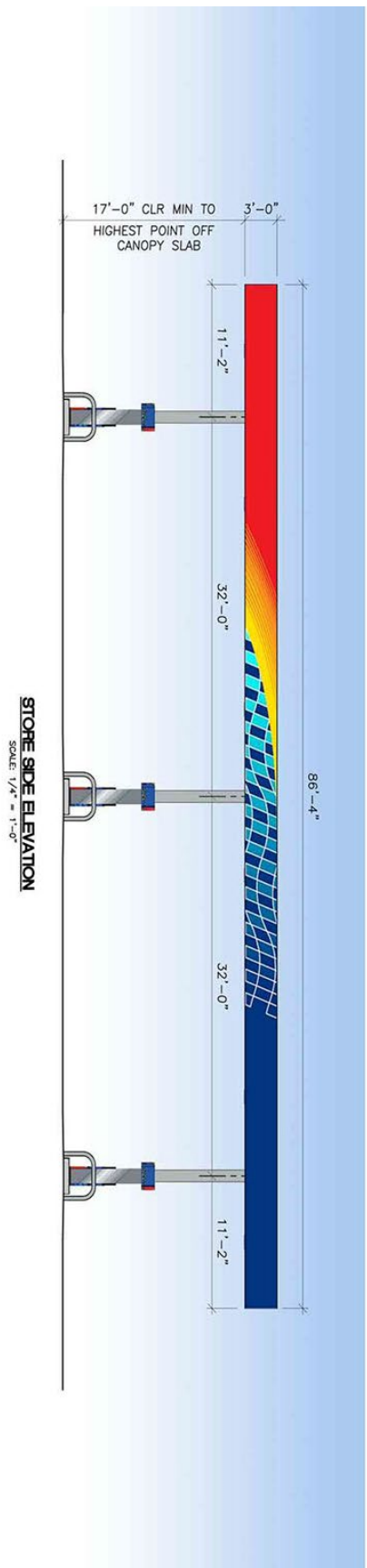
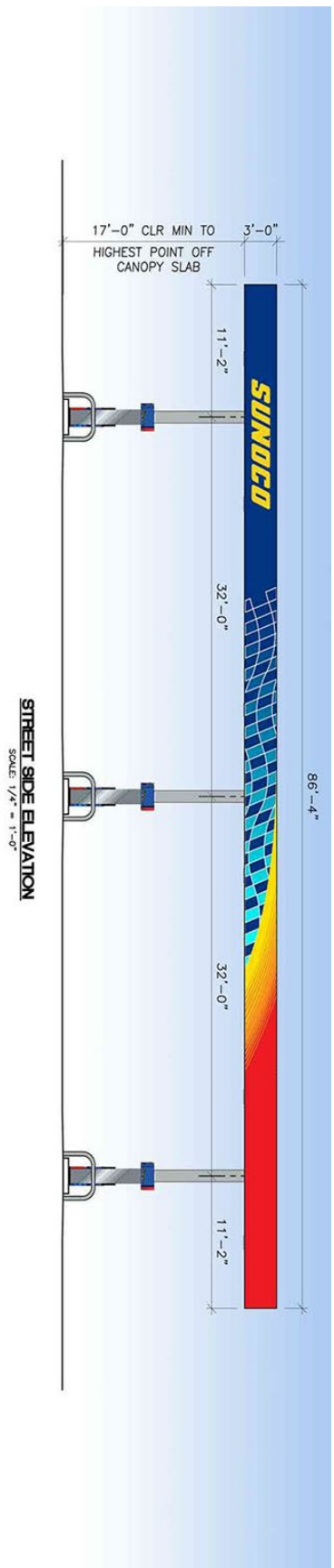


LEFT SIDE ELEVATION

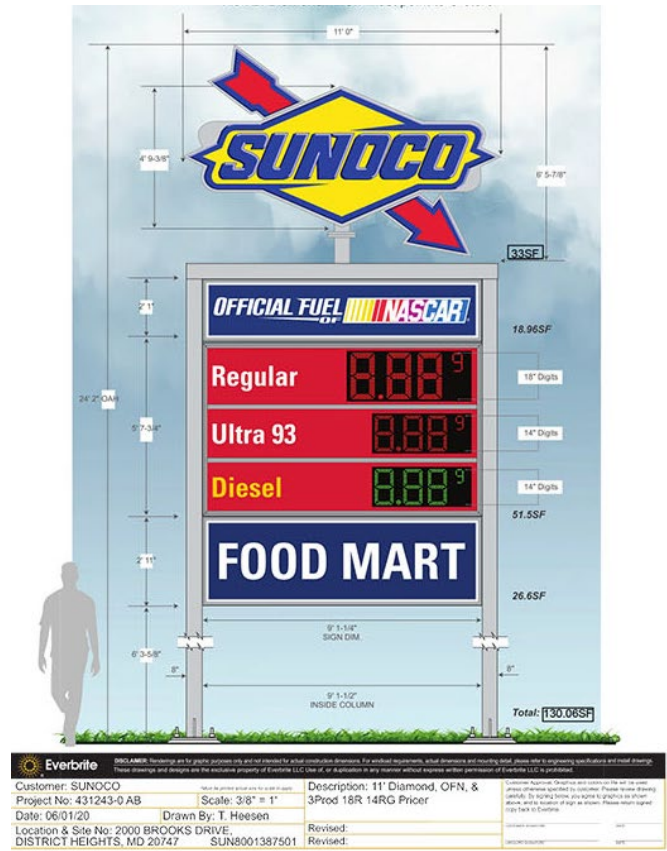


REAR ELEVATION

# GAS CANOPY ELEVATIONS



# SIGNAGE

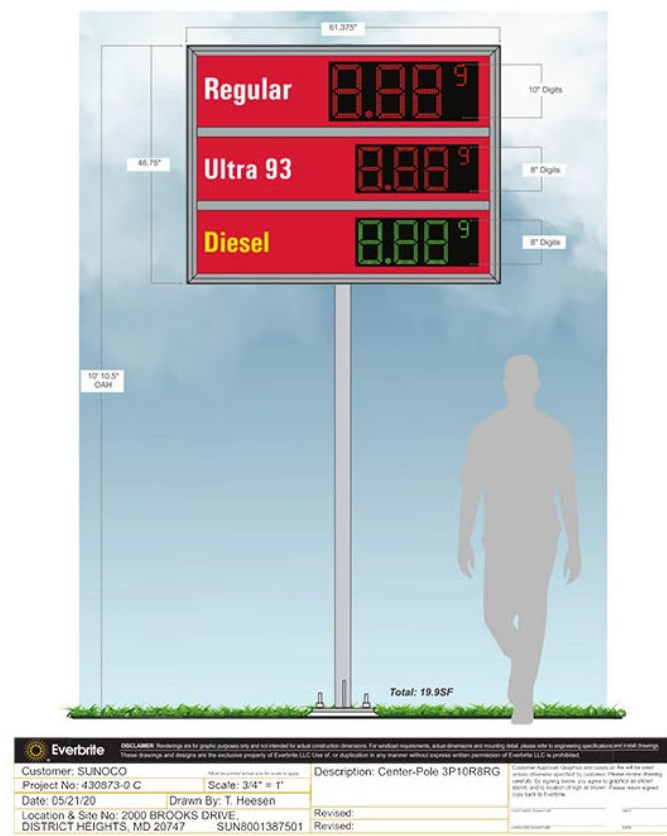


**A - FREESTANDING SIGN**  
**PERPENDICULAR TO MARLBORO PIKE**  
 N.T.S.



**C - BUILDING MOUNTED SIGNAGE**  
 N.T.S.

ANTICIPATED DIMENSION: 40"X152"XW6"D



**B - FUEL PRICING SIGN**  
**PERPENDICULAR TO BROOKS DRIVE**  
 N.T.S.



**D - BUILDING MOUNTED SIGNAGE**  
 N.T.S.

ANTICIPATED DIMENSION: 60"X40"XW6"D

**STATEMENT OF JUSTIFICATION  
DSP-20016  
DDS-670**

**APPLICANT:** PMG 1027, LLC  
2359 Research Ct.  
Woodbridge, VA 22192

**CORRESPONDENT:** Daniel F. Lynch, Esq  
McNamee Hosea  
6411 Ivy Lane, Suite 200  
Greenbelt, Maryland 20770  
(301) 441-2420 Voice  
(301) 982-9450 Fax  
dlynch@mhlawyers.com

**REQUEST:** Detailed Site Plan pursuant to Section 27-461(b) and Departure from Design Standards

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**I. DESCRIPTION OF PROPERTY**

The subject property is located at 2000 Brooks Drive in District Heights and is located in C-M Zone. The property is approximately 0.60 acres in size and is developed with a gas station that consists of 4 multi-product dispensers and a kiosk. The property has 2 right-in/right-out access driveways on Brooks Drive and two full access driveways on Marlboro Pike. There are 7 onsite parking spaces and the landscaping located along the Marlboro Pike and Brooks Drive frontages is located within the dedicated right-of-way. Most of the adjacent properties are developed with retail commercial uses.

**II. APPLICANT'S PROPOSAL**

The Subject Property, which is zoned C-M, is currently developed with as gas station and small kiosk. The Subject Property was first developed with a gas station in the early 1970s. The applicant is proposing to redevelop the property with a gas station and food and beverage store. Specifically, the development proposal calls for the construction of a 3,000 square foot food and beverage store and 6 multi-product dispensers under the cover of a canopy.

Pursuant to Section 27-461(b) of the Zoning Ordinance, a gas station is permitted in the C-M Zone subject to detailed site plan approval. The food and beverage store is a permitted use.

**III. COMMUNITY**

The subject property is located in the *2009 Approved Marlboro Pike Sector*. The subject property is surrounded by the following uses:

*North:* Gas station and food and beverage store in the C-S-C Zone

*South:* Vehicle repair and car wash in the C-S-C Zone.

*East:* Vehicle repair and car wash in the C-S-C Zone.

*West:* Church in the C-S-C Zone.

The Subject Property is located outside of the Marlboro Pike District Development Overlay Zone.

The *2009 Approved Marlboro Pike Sector* (the “Sector Plan”) retained the property in the C-M Zone, and the proposed development is in compliance with the Sector Plan policy to renew or replace declining areas with more economically viable land uses. This proposal will undoubtedly encourage economic development activities that provide additional employment opportunities and a broad, protected tax base. The economic impacts of this development on the local and regional economies are both direct, in the form of new taxes and salaries, as well as indirect due to the multiplier effect on existing service and support businesses in the neighborhood, community, and County. The property taxes, employment taxes, and the numerous food, beverage, and gasoline taxes generated will serve to broaden and strengthen the tax base of Prince George’s County.

Finally, the proposed use will not adversely affect the health, safety, or welfare of residents or workers in the area, as the site was not only designed to be attractive and inviting, but also to provides for the safe ingress and egress of vehicles. Furthermore, a major concern in the design of a food and beverage store with a gas station component is the safe internal flow of vehicles and pedestrians. Obviously, the site must be designed in a manner that provides the drivers of vehicles a clear line of site to pedestrians. This has been accomplished in the proposed site plan by designing the parking area in a manner that facilitates better circulation and safe internal flow of vehicles and pedestrians. In that, all parking facilities have been designed around the food and beverage retail store and are not located in or around the area of the multi-product dispensers. This design ensures that the drive aisles around the multi-product dispensers remain clear for better circulation, which allows patrons navigating through the gasoline facility to avoid other patrons trying to park and access the food and beverage store. The goal is to provide safer internal flow of vehicles and pedestrians, which will better protect the health, safety, and welfare of the residents and workers in the area.

#### **IV. CRITERIA FOR APPROVAL**

The criteria for approval of a Detailed Site Plan are set forth in Section 27-285(b) and the Site Design Guidelines are set forth in Section 27-274.

##### **Section 27-285**



(b) Required findings.

- (1) The plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;

**Comment:** This Detailed Site Plan represents a reasonable alternative for satisfying the site design guidelines. The plan does not require unreasonable costs nor does it detract substantially from the utility of the proposed development for its intended use as a gas station and food and beverage store. The site design guidelines are found in section 27-274 of the Zoning Ordinance.

Section 27-274 Design Guidelines

(1) General.

- (A) The Plan should promote the purposes of the Detailed Site Plan.

COMMENT: The purposes of the Detailed Site Plan are found in Section 27-281 (b) & (c).

Section 27-281. Purposes of Detailed Site Plans.

(b) General purposes.

- (1) The general purposes of Detailed Site Plans are:

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;
- (B) To help fulfill the purposes of the zone in which the land is located;
- (C) To provide for development in accordance with the site design guidelines established in this division; and
- (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

(c) Specific purposes.

- (1) The specific purposes of Detailed Site Plans are:

- (A) To show the specific location and delimitation of buildings and structures , parking facilities, streets, green areas, and other physical features and land uses proposed for the site;
- (B) To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site;
- (C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and
- (D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

**Comment:** This Detailed Site Plan promotes the purposes of Detailed Site Plans. Specifically, this plan helps to fulfill the purposes of the C-M Zone in which the subject land is located. A gas station is permitted in the C-M Zone subject to the approval of a Detailed Site Plan. The plan gives an illustration as to the approximate location and delineation of the building, its parking, streets, green areas, and other similar physical features and land uses proposed for the site.

In addition to the purposes set forth in Section 27-281, Section 27-274 further requires the Applicant to demonstrate the following:

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.

**Comment:** This Detailed Site Plan demonstrates conformance with this Design Guideline. The plan shows that the proposed parking spaces are located perpendicular to the sidewalk located around the food and beverage store. In addition there are generous drive aisles provided to help the safe circulation of vehicles. The applicant believes that this layout will prevent any conflicts between vehicles and pedestrians on the Subject Property.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.

**Comment:** This plan complies with the design guidelines outlined in sub-part (3). Adequate lighting will be provided to illuminate entrances and parking areas throughout the site. Lighting Details are shown on the photometric plan.

(4) Views.

(A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

**Comment:** This Detailed Site Plan complies with the design guidelines outlined in sub-part (4) and the plan is designed to preserve, create, or emphasize views from the public roads that surround the property. There will be 4.2 landscape strips located along the Brooks Drive and Marlboro Pike frontages.

(5) Green Area.

(A) On site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.

**Comment:** The Detailed Site Plan notes that the site will comply with the green space requirements and the Tree Canopy Coverage requirements.

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.

**Comment:** As indicated above, the applicant is proposing to install a 4.2 landscape strip along the Brooks Drive and Marlboro Pike frontages and will also comply with Section 4.3 of the Landscape Manual. Given the size of the property and the nature of the use, the applicant is not proposing any other streetscape amenities.

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.

**Comment:** The site is currently developed with a gas station and the applicant is proposing a minimal amount of additional grading as part of this redevelopment proposal.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive.

**Comment:** The applicant is requesting a departure from the provision of a loading space. Given the size of the store, the applicant is anticipating that the store will be supplied by panel trucks through the front door and therefore there is no need for the provision of a separate loading area.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.

**Comment:** The applicant is not proposing to provide public space as part of this amendment.

(10) Architecture.

(A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with section 27-277.

**Comment:** This Detailed Site Plan complies with the design guidelines outlined in sub-part (10). As stated earlier, this Detailed Site Plan provides the front, rear and side exterior elevations of the proposed building. This Detailed Site Plan also provides the building materials, such as the brick veneer, glass, steel and aluminum that will be used for the proposed building.

With regard to the proposed signage for the site, the Detailed Site Plan contains a compliance chart demonstrating that the building mounted signage and freestanding signage complies with the standards for the C-M Zone

In addition to the requirements outlined in Section 27-274, Section 27-285 further requires that the Applicant demonstrate the following:

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

**Comment:** No Conceptual Site Plan was required.

(3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

**Comment:** Not applicable.

In addition to the requirements of Section 27-285, the applicant must also demonstrate conformance to the requirements for a gas station set forth in Section 27-358(a)(1), (2), (4), (5), (6), (7), (8), (9), and (10) of the Zoning Ordinance.

**Section 27-358: Gas Station.**

**(a) A gas station may be permitted subject to the following:**

**(1) The subject property shall have at least one hundred and fifty (150) feet of frontage on and direct vehicular access to a street with a right-of-way width of at least (70) seventy feet.**

**Comment:** The subject properties meet this requirement with 166.5 feet of frontage along Brooks Drive and 150.9 feet of frontage on Marlboro Pike. Marlboro Pike has a variable right of way widths that exceeds 70 feet while Brooks Drive has a 120 foot right-of-way width.

**(2) The subject property shall be located at least three hundred (300) feet from any lot on which a school, playground, library or hospital is located.**

**Comment:** The subject property is not located within 300 feet of a school, playground, hospital or library.

**(4) The storage or junking of wrecked motor vehicles (whether capable of movement or not) is prohibited.**

**Comment:** There will not be any storage of motor vehicles on the subject properties.

**(5) Access driveways shall not be less than thirty (30) feet wide, and shall be constructed in compliance with the minimum standards required by**

**the County Road Ordinance or the Maryland State Highway regulations, whichever is applicable. In the case of a corner lot, a driveway may begin at a point less than twenty (20) feet from the point of curvature (PC) of the curb return or the point of curvature of the edge of paving at an intersection without curb and gutter. A driveway may begin or end at a point not less than twelve (12) feet from the side or rear lot line of any adjoining lot.**

**Comment:** As demonstrated on the site plan submitted in conjunction with this application, the proposal includes two access driveways. The access driveway located on Brooks Drive is 34 feet in width and the access driveway on Marlboro Pike is 30 feet in width.

**(6) Access driveways shall be defined by curbing.**

**Comment:** The proposed driveways are defined by curbing.

**(7) A sidewalk at least five (5) feet wide shall be provided in the area between the building line and the curb in those areas serving pedestrian traffic.**

**Comment:** As demonstrated on the site plan submitted in conjunction with this application, a five (5) foot sidewalk is provided in accordance with this requirement.

**(8) Gasoline pumps and other service appliances shall be located at least twenty-five (25) feet behind the street line.**

**Comment:** All gasoline pumps and service appliances are located more than 25 feet behind the street line.

**(9) Repair service shall be completed within forty-eight (48) hours after the vehicle left for service. Discarded parts resulting from any work shall be removed promptly from the premises. Automotive replacement parts and accessories shall be stored either inside the main structure or in an accessory building used solely for the storage. The accessory building shall be wholly enclosed. The building shall either be constructed of brick (or another material similar in appearance to the main structure) and placed on a permanent foundation, or it shall be entirely surrounded with screening material. Screening shall consist of a wall, fence, or sight-tight landscape material, which shall be at least as high as the accessory building. The type of screening shall be shown on the landscape plan.**

**Comment:** There is no vehicle repair service proposed.

**(10) Details on architectural elements such as elevation depictions of each façade, schedule of exterior finishes, and description of architectural character of proposed buildings shall demonstrate compatibility with**

**existing and proposed surrounding development.**

**Comment:** As part of the application, the applicant has provided details and an elevation of the proposed building on the site plan. The applicant believes that the architectural character of the proposed building is compatible with the surrounding development.

**V. DEPARTURE FROM DESIGN STANDARDS**

As noted above, the applicant is requesting a Departure from Design Standards to provide non-parallel parking spaces that are dimensioned at 18' x 9' whereas Section 27-558(a) requires that such spaces be dimensioned at 19' x 9.5'. In order for the applicant to provide parallel parking spaces at this reduced dimension, the Planning Board must approved a Departure from Design Standards.

The criteria for the approval of a Departure from Design Standards are set forth in Section 27-239.01(7) of the Zoning Ordinance, which states:

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

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

**COMMENT:** The purposes of Par 11 are set forth in Section 27-550 which states:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access point
- (3) To protect the residential character of residential areas; and
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.

The applicant's proposal calls for a slight reduction in the size of the proposed parking spaces; a 1-foot reduction in length and a ½-foot reduction in width. The purposes of the parking regulations will be served by the applicant's request. The purposes seek to ensure sufficient parking and loading areas to serve the needs of the use, and to aid in relieving traffic congestion on the streets by reducing the use of public streets for parking and loading.

The site will provide increased and attractive landscaping, an efficient parking design, safe on-site circulation, and stormwater management techniques that currently do not exist on the property. The departure will not negatively impact adjacent land or uses. The departure from the size of standard parking spaces promotes the redevelopment of this gas station on a compact property and

will allow the applicant exceed the minimum number of parking required by one space which will in turn help ensure that the needs of the use do not impact the surrounding community. Therefore, the applicant contends that the purposes of Part 11 will be equally well or better served by the applicant's proposal. Moreover, it is worth noting that with the adoption of CB-13-2018 (once effectuated with the adoption of the Countywide Map Amendment ("CMA")), the Zoning Ordinance for Prince George's County will require 90° angled parking to be 9.0' x 18'. This newly adopted standard is consistent with the applicant's proposal. In addition, the applicant's request is consistent with the standards required by neighboring jurisdictions as follows:

- Montgomery County: 8.5' x 18' for a standard perpendicular parking space (Sec. 5-E-2.22(b));
- Calvert County: 9.0' x 18.0' for a standard parking space (Sec. 6-3.01.C.);
- Charles County: 9.0' x 18.0' for a standard parking space (Sec. 297-336(A)); and
- Anne Arundel County: 9.0' x 16.0' for a standard parking space (Sec. 17-6-602).

The applicant therefore contends that the purposes of this Subtitle will be equally well or better served by the granting of this departure.

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

**COMMENT:** The applicant has explored other options to the reduction in the size of the parking spaces in order to provide the one additional parking space and provide for an increase in the width of the drive-aisles. The applicant has provided an extremely efficient layout for the site and attempting to meet all current standards. However, the property is only 0.60 acres in size. The unusual shape of the building demonstrates that the applicant is willing to explore creative solutions in order to meet the retail demand of its customers while maintaining an overall design that provides for the safety of those customers. The provision of parking that complies with the design standards would require the removal of one space and the reduction in the width of the drive aisle. Whereas the provision of the required number of spaces, that will be allowed through the approval of this departure,

(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 subject property is only 0.60 acres in size and while that size property was sufficient to address a gas station in the early 1970s, it does not address a gas station that is designed to meet the retail demand in this market. Today's gas stations require the addition of the food and beverage store to stay competitive in the market.

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

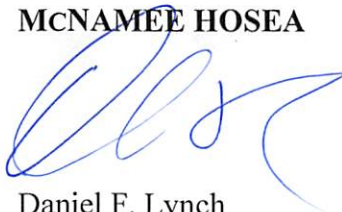
**COMMENT:** The applicant is proposing a 1-foot reduction in the length of the space and a ½ foot reduction in its width. The reduction will not be visible to the travelling public, but will improve the functional operation of the site in that it will allow for the provision on one additional parking space and the provision of wider drive aisles that will in turn, allow for customers to safely travel through the property.

## **VII. CONCLUSION**

The applicant respectfully submits that all of the criteria for granting the proposed detailed site plan and departure have been met and on behalf of PMG 1027, LLC, requests the approval of these applications.

Respectfully submitted,

**MCNAMEE HOSEA**



Daniel F. Lynch



June 8, 2020

M-NCPPC  
Development Review Division  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

**Re: *PMG Brooks Drive  
Alternative Compliance  
DSP-20016***

Dear Sir or Madam:

Please accept this letter as our formal Statement of Justification for the above noted site development project for PMG Brooks Drive which is the subject of DSP-20016

The property is currently developed with a gas station and small kiosk. The property is approximately 0.60 acres in size and located in the C-M Zone. A gas station is permitted in the C-M Zone pursuant to the approval of a Detailed Site Plan. The Subject Property was first developed with a gas station in the early 1970s. The applicant is proposing to redevelop the property with a gas station and food and beverage store. Specifically, the development proposal calls for the construction of a 3,000 square foot food and beverage store and 6 multi-product dispensers under the cover of a canopy. Due to site constraints in the overall site design, the applicant respectively requests alternative compliance from Sections 4.2 of the Landscape Manual.

Section 4.2 of the Landscape Manual required the following with regarding to the Brooks Drive and Marlboro Pike road frontages:

§4.2 Requirements for Landscape Strips Along Streets

§4.2(c)(3)(A)(i) Developing Tier, Developed Tier, Centers and Corridor Nodes. Option 1- Provide a minimum ten (10) foot wide landscape strip to be planted with a minimum of one (1) shade tree and ten (10) shrubs per thirty-five (35) linear feet of street frontage, excluding driveway openings.

The project is in the Developed Tier. There is 116 feet of frontage along Marlboro Pike. The applicant is proposing a slight reduction in the width of the landscape strip from 10 feet to 8.5 for a section approximately 31 feet in length to allow for the provision of 22 foot drive aisles. However, the applicant is proposing to provide the number of plant units that are required for normal compliance. 4 canopy trees are required and 4 are provided. 34 shrubs are required and 34 are provided.

With regard to the Brooks Drive landscape strip, the applicant is again requesting a reduction in the width requirement from 10 feet to 5 feet. This reduction is for a 107-foot long section of the landscape strip. However, the applicant is proposing to provide the number of plant units required for normal compliance. 4 canopy trees are required and 4 are provided and 35 shrubs are required and 35 are provided.

In conclusion, it is our opinion that this request for Alternative Compliance is fully justified based on the above arguments, and represents an alternative that is equally effective as normal compliance in meeting the guidelines and intent of the Landscape Manual.

Please contact me if you have any questions or need additional information for your review at 301-441-2420 or [dlynch@mhlawyers.com](mailto:dlynch@mhlawyers.com).



Sincerely,



Daniel F. Lynch

October 19, 2020

**MEMORANDUM**

**TO:** Adam Bossi, Senior Planner, Planner Coordinator, Development Review Division  
**VIA:** David A. Green, Master Planner, Community Planning Division   
**FROM:** Brian Byrd, Planner Coordinator, Long Range Planning Section, Community Planning Division   
**SUBJECT: DSP-20016 & DDS-670, PMG BROOKS DRIVE (PROPERTY)**

**FINDINGS**

Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.

**BACKGROUND**

**Application Type:** Gas station and food and beverage store

**Location:** Located in the southwest quadrant of the intersection of Brooks Drive and Marlboro Pike

**Size:** 0.60 acres

**Existing Uses:** Commercial C-M (Commercial Miscellaneous)

**Proposal:** Gas station with food and beverage store & departure to provide non-parallel parking spaces that are dimensioned at 18 x 9 whereas section 27-558(a) requires that spaces be dimensioned at 19 x 9.5.

**GENERAL PLAN, MASTER PLAN, AND SMA**

**General Plan:** This application is in the *Established Communities*. The vision for “Established Communities is most appropriate for context-sensitive infill and low-to-medium density development,” (p. 20).

**Master Plan:** *The 2009 Approved Marlboro Pike Sector Plan* recommends commercial land uses on the subject property.

**Planning Area:** 75 A

**Community:** Coral Hills & Vicinity,

**Aviation/MIOZ:** N/A

**SMA/Zoning:** *The 2009 Approved Marlboro Pike Sector Plan* retained Commercial C-M (Commercial Miscellaneous) zoning on the subject property.

#### **ADDITIONAL INFORMATION**

N/A

c: Long-range Agenda Notebook

Scott Rowe, AICP CNU-A, Supervisor Long Range Section Community Planning Division



**INTER-OFFICE MEMORANDUM  
PRINCE GEORGE'S COUNTY  
POLICE DEPARTMENT**



**M E M O R A N D U M**

DATE: September 29, 2020  
TO: Planning Coordinator, Urban Design Application Section  
Development Review Division  
FROM: Captain Wendy Contic, Assistant Commander, Planning & Research Division  
SUBJECT: DSP-20016 PMG Brooks Drive

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Upon review of the site plans, there are no comments at this time.

October 5, 2020

**MEMORANDUM**

TO: Adam Bossi, Urban Design Section

FROM: Michelle Hughes, Permit Review Section, Development Review Division

SUBJECT: Referral Comments for PMG Brooks Drive (Property) DSP-20016 DDS-670

1. DDS-670 shall be placed in the General Notes for the substandard parking spaces.
2. A breakdown of the number of parking spaces with the dimensions shall be in the parking schedule.
3. Section 27-572 Joint Use of Parking Lot will not apply if there is no longer a kiosk with 1 employee operating on the property.
4. The height and type of the dumpster enclosure shall be labeled on the site plan.
5. The 4.7 landscape schedule shall indicate High Impact for the adjacent auto repair facility.
6. The requirements for landscape strip along streets shall be in accordance with sample schedule 4.2-1.

October 1, 2020

**MEMORANDUM**

**TO:** Adam Bossi, Urban Design Section  
**VIA:** Sherri Conner, Supervisor, Subdivision and Zoning Section *SC*  
**FROM:** Mahsa Vatandoost, Subdivision and Zoning Section *MV*  
**SUBJECT:** DSP 20016 & DDS 760

The subject property is located on Tax Map 80 in Grid F1 and is known as Parcel A of Lagana Subdivision recorded in Plat Book WWW 68-90. The subject site is 0.60 acres and is zoned C-M. The site is currently developed with Gas Station. The applicant is proposing to redevelop the property with a 3,000 square foot food and beverage store and 6 multi-product dispensers under the cover of a canopy.

According to Section 27-461(b) of the Zoning Ordinance, a gas station is permitted in the C-M Zone subject to detailed site plan approval. The site is exempt from the requirement of resubdivision pursuant to Section 24-111(c)(2) of the Subdivision Regulations:

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
- (2) **The total development proposed for the final plat on a property that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County code and does not exceed five thousand (5,000) square feet of gross floor area**

No more than 5,000 square feet of development is proposed for the subject development, therefore, the project meets the above exemption.

**Plan Comments:**

1. Correct general note #5 (Liber/ Folio) to indicate the deed reference for the property as Liber 37632 folio 473.
2. Correct general note #6 to give the correct plat number (WWW 68-90).

3. Reference the correct site development concept approval date which of January 17, 2020 in General note #14.

The referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the record plat. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat. There are no other subdivision issues at this time.





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Transportation Planning Section  
Countywide Planning Division

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
TTY: (301) 952-4366  
www.mncppc.org/pgco  
301-952-3680

October 21, 2020

**MEMORANDUM**

**TO:** Adam Bossi, Urban Design Review, Development Review Division

**FROM:** Noelle Smith, Transportation Planning Section, Countywide Planning Division *NS*  
Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division *CSH*

**VIA:** Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division *BW*  
Tom Masog, Transportation Planning Section, Countywide Planning Division

**SUBJECT: Detailed Site Plan Review for Multimodal Transportation, DSP-20016 and DDS-670 PMG Brooks Drive**

The following detailed site plan (DSP) was reviewed for conformance with the appropriate sections of Subtitle 27, Part 3, Division 9; 2009 *Approved Marlboro Pike Sector Plan* and sectional map amendment (area master plan), and the 2009 *Approved Countywide Master Plan of Transportation* to provide the appropriate multimodal transportation recommendations.

Type of Master Plan Bikeway or Trail

Municipal R.O.W.	<u> X </u>	Public Use Trail Easement	_____
PG Co. R.O.W.	_____	Nature Trails	_____
SHA R.O.W.	_____	M-NCPPC - Parks	_____
HOA	_____	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	_____
Additional Signage	_____	Bicycle Signage	_____

<b>DEVELOPMENT APPLICATION BACKGROUND</b>	
Building Square Footage (non-residential)	3,000 SF
Number of Units (residential)	N/A
Abutting Roadways	Brooks Drive Marlboro Pike
Abutting or Nearby Master Plan Roadways	Marlboro Pike (C-410)
Abutting or Nearby Master Plan Trails	Bike lane along Marlboro Pike and Brook Drive (planned)
Proposed Use(s)	Convenience store and gas station
Zoning	C-M
Number of Parking Spaces Required	18

Number of Parking Spaces Provided	19
Centers and/or Corridors	Transportation Service Area 1
Prior Approvals on Subject Site	N/A
Prior Approval Subject to 24-124.01	N/A

**Development Proposal**

The applicant requests approval of a detailed site plan to construct a 3,000-square-foot food and beverage store with a gas station on the .60-acre site.

**Existing Conditions**

The existing site serves as a gas station with four multi-fuel dispensers and a small cashier enclosure. Four access points and seven marked parking spaces are shown on the plans. The site has existing sidewalk along the property frontages of Brooks Drive and Marlboro Pike. Additionally, standard crosswalks are also located crossing Marlboro Pike and Brooks Drive.

**Prior Conditions of Approval**

This application does not have previous conditions of approval.

During the original review of this development, a trip cap was not provided so staff developed one for this case. Based on information provided in the *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers), the proposed development (ITE-960) will generate approximately 28 AM and 39 PM during the peak-hours including the pass-by trips.

**Access and Circulation and Conformance with Zoning Ordinance**

The property currently has one right-in/right-out access on Brooks Drive, and two access points on Marlboro Pike. While Brooks Drive has a median preventing left turns, Marlboro Pike is a four-lane collector and there are no signs prohibiting turning movements. The proposed site layout has reduced the size and number of access points. The submitted proposal provides one access point on both Brooks Drive and Marlboro Pike. They are located away from the intersection to avoid traffic conflicts.

Sections 27-283, Site Design Guidelines and 27-274(a)(2), Parking, Loading and Circulation, provide provisions for the design of the multimodal facilities associated with the subject application.

The proposed plan displays a surface parking lot with 19 parking spaces. Twelve of them situated between the convenience store and the fuel dispensers while the other seven are in the front of the property near the Brooks Drive and Marlboro Pike intersection. All the parking spaces are sized 9 by 18 feet which do not meet the current code requirement; however, the applicant has filed a request for a departure from design standards (DDS) with this application. The drive aisles on this site are between 22 and 25 feet.

**Comment:** Staff find that the surface parking lot depicted in the submitted site plan reflect the design guidelines of the Zoning Ordinance. This is acceptable.

Pursuant to Section 27-568 and 27-582, the subject site is required to provide 18 parking spaces and one loading space. The submitted development application includes a departure from design standards based on Sections 27-587 and 27-239.01(7)(A).

(I)The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

**Comment:** As stated in the state of justification (SOJ), the applicant requests a reduction in the size

of the proposed parking spaces by 1-foot in length and a ½-foot in width. The reduction allows the applicant to meet the required number of spaces for the site and provide an additional parking space. It also seeks to ensure sufficient parking and loading areas to serve the needs of the use, and to aid in relieving traffic congestion on the streets by reducing the use of public streets for parking, and loading. Finally, the departure promotes the redevelopment of this gas station on a compact property and will allow the applicant to exceed the minimum number of parking required by one space and help ensure that the needs of the use do not impact the surrounding community.

(II) The departure is the minimum necessary, given the specific circumstances of the request;

**Comment:** Staff notes that this is a small, corner site with limited options for site development and parking siting. The SOJ indicates that the applicant has explored other options in the reduction in size of the parking spaces to provide the one additional parking space and provide for an increase in the width of the drive-aisles.

(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 size of the property and current configuration is consistent with gas stations developed in the early 1970s. A small property acreage is not necessarily a circumstance unique to the site. The proposed gas station and convenience store are more in line with today's current convenience environment. The applicant stated that today's gas stations require the addition of the food and beverage store to stay competitive in the market.

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

**Comment:** The approval of this departure will not impair the surrounding neighborhood, or the visual, functional, or environmental quality of the site. The parking space size reduction will not be readily apparent to the public, but it will improve the function of the site, by adding a parking space and increasing the width of the drive aisles.

**Comment:** Overall, staff concur with the findings addressed by the applicant and recommend approval of the Departure from Design Standards to permit the reduced parking space size of 18'x9'.

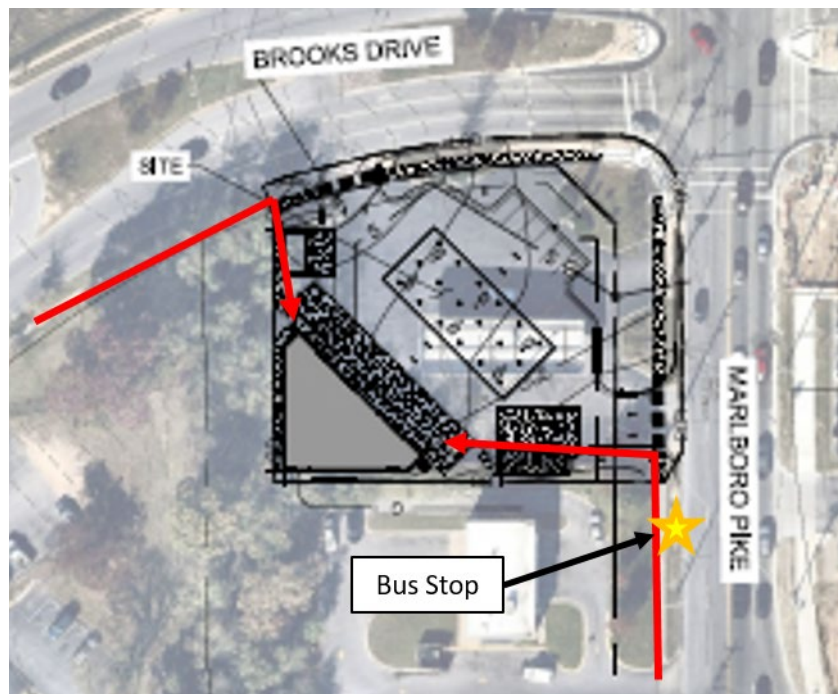
The submitted site plan proposes vehicular and pedestrian circulation that includes two access points, with drive aisles of a sufficient width and a layout that accommodates the expected truck traffic for re-fueling the station. Additionally, 5-foot-wide sidewalk along the property frontage of Brooks Drive and 6-foot-wide sidewalk along the property frontage of Marlboro Pike are proposed. The plan also proposes a 5-foot sidewalk connection from Brooks Drive to the building entrance. Conversely, the submitted plans do not include a pedestrian connection between the food and beverage store and Marlboro Pike. Lastly, continental style crosswalks are also provided crossing all vehicle access points.

**Comment:** Staff find that the vehicular and pedestrian circulation depicted in the submitted site plan does not reflect the design guidelines of the Zoning Ordinance, pursuant to Section 27-583 and 27-274, and 27-538. Staff recommend an additional pedestrian connection, in the form of a sidewalk, pavement markings, or other improvements, from Marlboro Pike to the building entrance.

October 7, 2020 correspondence (Schrader to Planning Department Staff) indicate that a 5-foot-wide sidewalk between Marlboro Pike and the building entrance is not feasible due to the size of the site and grading constraints. Staff cannot distinguish between the grading that would need to be altered to build a pedestrian connection and the grading required to build other facilities on the site. While staff does not disagree with the size of the subject's site and its limiting influence on the amount of developable space, staff assert that the tight design of the site reinforces the need to provide separated and clearly marked pedestrian access to the food and beverage store, consistent with Sec. 27-283 and 27-274(a)(2)(C). The proposed food and beverage store will be a destination for pedestrians and will likely generate pedestrian trips, regardless of the existence of a pedestrian connection. A bus stop is located just outside of the southern property line which is likely to contribute to the foot traffic from Marlboro Pike to the building entrance. Additionally, Section 27-538(a)(7) requires:

A sidewalk at least five (5) feet- wide shall be provided in the area between the building line and the curb in those areas serving pedestrian traffic.

Similar to the area between Brooks Drive and the subject site destination, the area between Marlboro Pike and the subject site destination will be an area that serves pedestrian traffic. The recommended connection will help facilitate a guided pathway for those entering the site from Marlboro Pike and improve pedestrian safety and access. The connection should include features or a facility that will bring awareness to the potential pedestrian movement from Marlboro Pike. The image below illustrates expected pedestrian routes (in red) from origins south and west to the destination on the subject site and the approximate location of the bus stop on Marlboro Pike. The image also shows the approximate location of the bus stop on Marlboro Pike.



## Master Plan Policies and Recommendations

This detailed site plan is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and 2009 *Approved Marlboro Pike Sector Plan*, which recommend the following facilities that directly impact the subject site:

1. Planned bicycle lane along Brooks Drive
2. Planned bicycle lane along Marlboro Pike

**Comment:** The recommended bicycle lane along Brooks Drive is beyond the scope of the detailed site plan and can be constructed as part of a future roadway maintenance or a capital improvement project (CIP). The subject site is located just outside the limits of an ongoing Marlboro Pike Pedestrian Safety and Improvements CIP, led by the Department of Public Works and Transportation (DPW&T), to which staff has recommended DPW&T to consider bicycle lanes as part of the infrastructure along Marlboro Pike. We recommend for the applicant to consider bicycle lanes as well along their frontage of Marlboro Pike.

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

- Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.
- Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.
- Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The Transportation Recommendations Section of the 2009 *Approved Marlboro Pike Sector Plan* makes the following policy recommendations:

**GOAL:** Provide a local network of transit, and related services that are accessible, attractive, convenient, reliable, and help reduce dependency on the automobile.

**POLICY 1:** Improve safety at intersections and throughout the corridor. Incorporate traffic calming and traffic control measures along Marlboro Pike to help reduce traffic speeds/and encourage pedestrian circulation. Potential traffic calming measures include reduced lane widths, on-street parking (in targeted areas), medians (where adequate width can be accommodated), increased visibility for pedestrian crossings and situating vertical elements, such as buildings or street trees, closer to the roadway edge.

GOAL: Develop an attractive, safe, and pedestrian-friendly streetscape environment.

POLICY 1: Implement a main street streetscape at select locations throughout the corridor to encourage residents to walk, shop and recreate along Marlboro Pike.

Incorporate a main street typical section at specific locations along the corridor that includes two through lanes in each direction, bike lanes, on-street parking, a landscaped median (where feasible), wide sidewalks with decorative pavement (using scoring patterns or unit pavers), and buildings fronting the sidewalks without significant setbacks.

**Comment:** The submitted plans along with the above staff recommendations are consistent with the MPOT policies. The plans include designated space for bicycle parking which is an important component of a bicycle friendly roadway. Marked crosswalks are included and will assist in pedestrian visibility within the subject site. Additionally, widened sidewalks are also included as a part of the site's frontage improvements while incorporating the main street typical section that recommends wide sidewalk along the frontage of Marlboro Pike.

### **Conclusion**

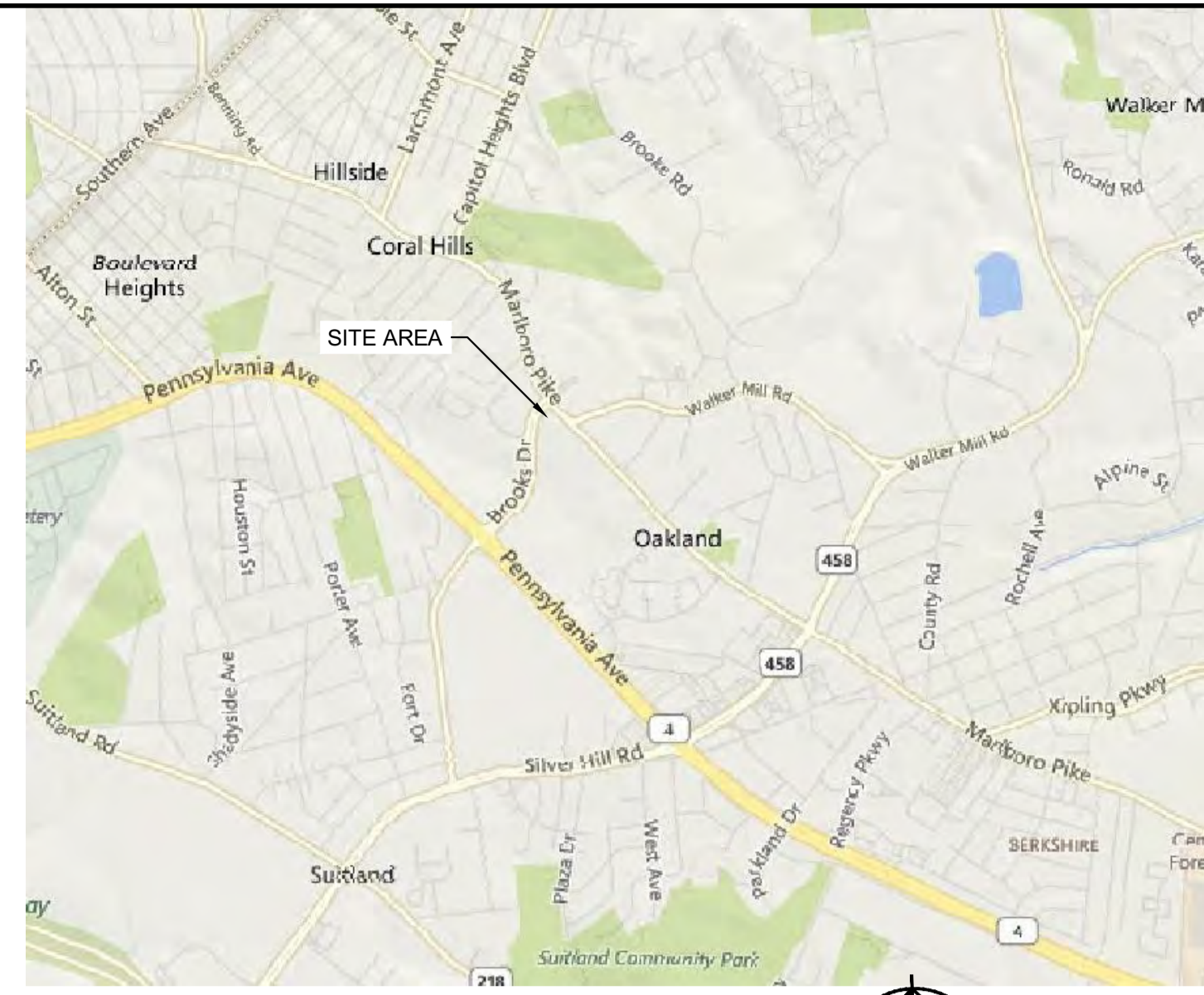
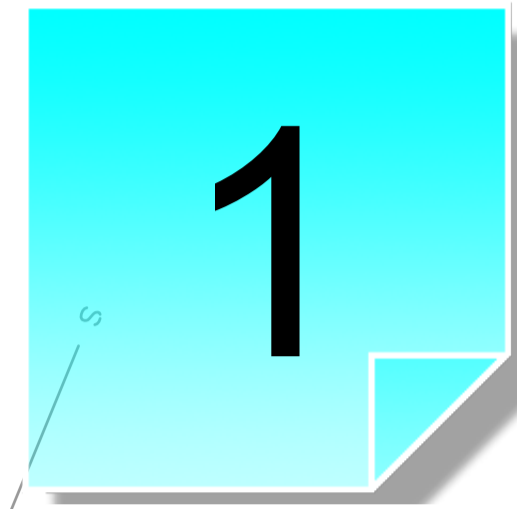
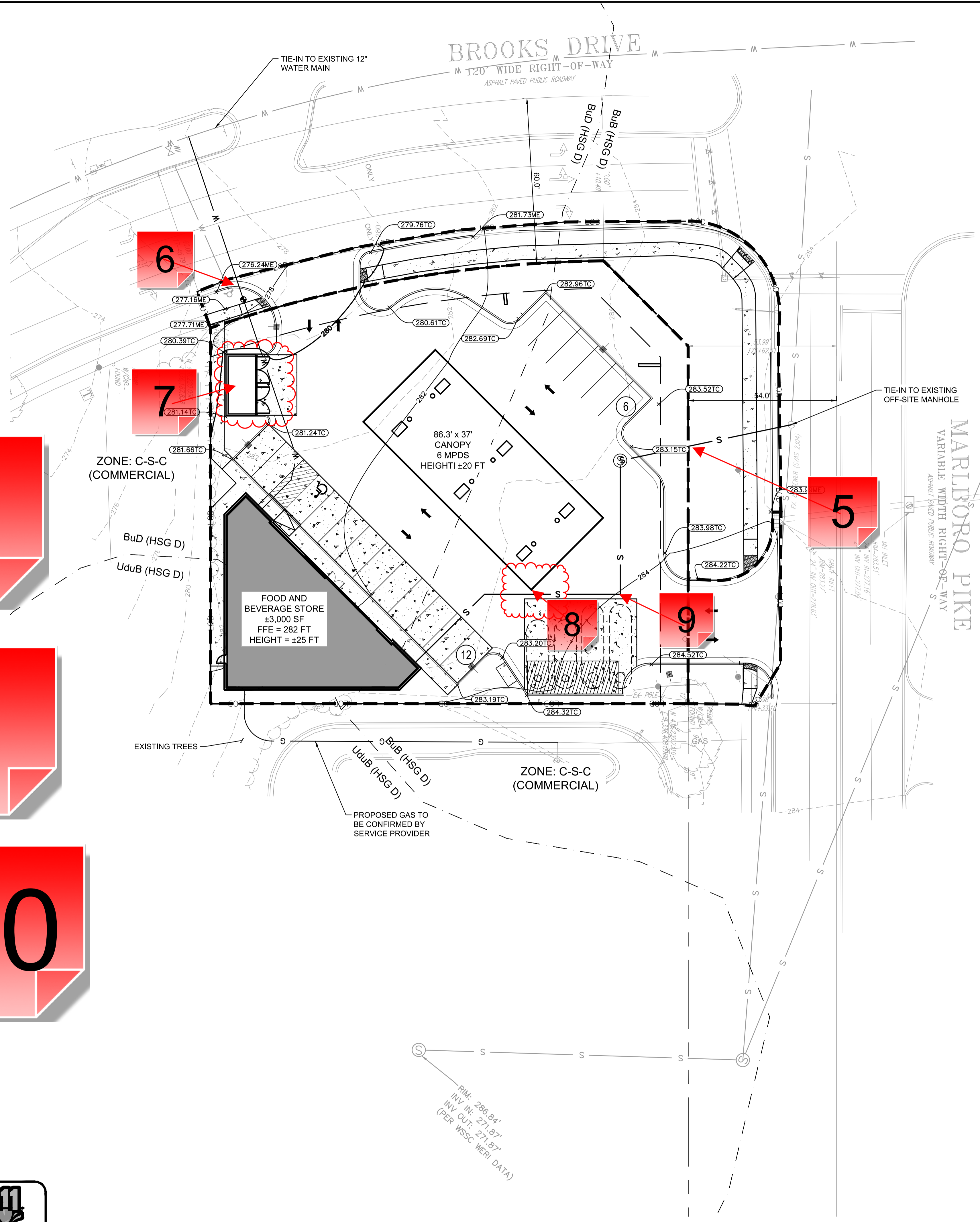
Based on the findings presented above, staff conclude that the multimodal transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274, Parking and Loading Requirements pursuant to Sections 27-568, 27-582 and 27-587, and meets the findings required by Section 27-285(b) for a detailed site plan for multimodal transportation purposes, if the following condition is met:

1. Prior to certification of the detailed site plan, the applicant, or the applicant's heirs, successors, and/or assigns shall revise the plans to provide:

A pedestrian connection, in the form of sidewalks, pavement markings, or other facility, from Marlboro Pike to the building entrance.

Plotted By: Graham, Joanna - Sheet: Set: PMG DISTRICT HEIGHTS - Layout: C-300 UTILITY & GRADING PLAN - May 20, 2020 11:09:33am - K:\NVA-CIVIL\10537-PMG\01-District Heights-2000 Brooks Drive\CAD\PlanSheets\02-DSP\C300 - Utility & Grading Plan.dwg  
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

CALL 48 HOURS BEFORE YOU DIG  
IT'S THE LAW! DIAL 811  
Know what's below. Call 811 before you dig.



VICINITY MAP  
SCALE 1" = 2000'

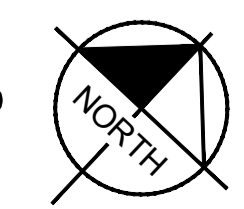


LEGEND

---	PROPERTY LINE
---	LIMITS OF DISTURBANCE (34,721 SF OR 0.81 AC)
---	DRAINAGE AREA
---	SOIL BOUNDARY
G	GAS LINE
UGE	ELECTRIC LINE
W	WATER LINE
S	SANITARY SEWER LINE
XXXXXXTC	TOP OF CURB ELEVATION
XXXXXXME	MATCH EXISTING ELEVATION

NOTES

- 1. 8" SANITARY SEWER ALONG MARLBORO PIKE ASSUMED FROM ON SITE WATER AND SEWER PLAN FOR OLD MARLBORO PIKE AUTO SERVICE CENTER DATED DECEMBER, 1987



THIS BLOCK IS FOR OFFICIAL USE ONLY  
QR label certifies that this plan meets the conditions of final approval by the Planning Board, its designee or the District Council.

**M-NCPPC APPROVALS**

PROJECT NAME: PMG - DISTRICT HEIGHTS  
PROJECT NUMBER: DSP #20016

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet  
Revision numbers must be included in the Project Number

No.	REVISIONS	DATE	BY

**Kimley»Horn**  
© 2010 KIMLEY-HORN AND ASSOCIATES, INC.  
11400 COMMERCE PARK DR., SUITE 400, RESTON, VA 20191  
PHONE: 703-674-1300 FAX: 703-674-1350  
WWW.KIMLEY-HORN.COM

KHA PROJECT	DATE	SCALE	AS SHOWN	DESIGNED BY	JMG	DRAWN BY	JMG	CHECKED BY	CS
110537011	3/23/2020								

**UTILITY & GRADING PLAN**

**PMG BROOKS DRIVE**  
(DSP #20016)  
PREPARED FOR  
**PMG**  
PRINCE GEORGE'S COUNTY  
MARYLAND

SHEET NUMBER  
**C-300**

**1 - 2-WSSC Standard Review Comments for all Plans**

Created by: Irene Andreadis  
On: 09/25/2020 09:28 AM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
  - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
  - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
  - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
  - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSC's pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
  - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
  - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
  - g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at [www.wsscwater.com/Development Services](http://www.wsscwater.com/Development%20Services) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services at (301) 206-4003.

----- 0 Replies -----

**2 - 1-WSSC Plan Review Comments**

Created by: Irene Andreadis  
On: 09/25/2020 09:29 AM

Plan DSP-20016  
PMG Brooks Drive

----- 0 Replies -----

**3 - Water**

Created by: Bryan Hall  
On: 09/29/2020 09:59 AM



1. This site is currently being served by existing and active water connection(s).
2. Existing water mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
3. There is a 16 - inch diameter water main located on or near this property. WSSC records indicate that the pipe material is Cast Iron (CI). Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.
4. Show and label all existing nearby water service connections that may be impacted by the proposed development.

----- 0 Replies -----

#### 4 - Sewer

Created by: Bryan Hall  
On: 09/29/2020 10:05 AM

1. This site is currently being served by existing and active sewer connection(s).
2. Existing sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
3. Show and label all existing nearby sewer service connections that may be impacted by the proposed development.

----- 0 Replies -----

#### 5 - Sewer House Connection (SHC)

Created by: Bryan Hall  
On: 09/29/2020 10:09 AM

The SHC goes from the public main in Marlboro Pike up to the property line. All SHC's 8" and larger must terminate at the property line with a manhole structure. SHC's 4" and 6" can terminate with a cleanout.

----- 0 Replies -----

#### 6 - clearance

Created by: Bryan Hall  
On: 09/29/2020 10:18 AM

Maintain a minimum five feet outside clearance between WHC and existing fire hydrant.

----- 0 Replies -----

#### 7 - building?

Created by: Bryan Hall  
On: 09/29/2020 10:19 AM

of this is a wall or structure with footers it will be treated as a building and must maintain a minimum clearance to the water line of 15-feet.

----- 0 Replies -----

**8 - Clearance**

Created by: Bryan Hall  
On: 09/29/2020 10:21 AM

A minimum of 15-feet should be maintained from the sewer to the canopy.

----- 0 Replies -----

**9 - sewer bends**

Created by: Bryan Hall  
On: 09/29/2020 10:22 AM

You can only use 45-degree bends on 4" sewer. No 90-degree bends. if onsite sewer is 6 or 8 inches any change in direction must be done with a manhole structure.

----- 0 Replies -----

**10 - General comments**

Created by: Bryan Hall  
On: 09/29/2020 10:26 AM

1. Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.

2. Follow WSSC Demolition/Abandonment procedures to obtain a County Raze Permit. Note: Failure to obtain an SDC fixture credit permit inspection prior to the removal of existing fixtures will result in the issuance of Basic Credit Only. To obtain System Development Charge (SDC) credits for existing plumbing fixtures, an SDC Fixture Count Inspection MUST be completed by a WSSC Regulatory Inspector BEFORE REMOVAL OF FIXTURES OR DEMOLITION of the structure. The inspection requires a permit which can only be obtained through a WSSC Registered Master Plumber. SDC Fixture Credit Procedures are available at the WSSC Permit Services website.

----- 0 Replies -----

**From:** [Schneider, Alwin](#)  
**To:** [PGCReferrals](#)  
**Cc:** [Reiser, Megan](#); [Bossi, Adam](#)  
**Subject:** FW: DSP-20016/DDS-670/DPLS-480 / PMG Brooks Drive / 2000 Brooks Drive  
**Date:** Wednesday, September 30, 2020 9:23:50 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)

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PGCReferrals,

Here is the Environmental memo submission for this case.

## Chuck Schneider

**Planner Coordinator** | *County Wide Planning – Environmental Planning Section*



9400 Peppercorn Place, Suite 230 Largo Maryland 20774

301-883-3240 | [alwin.schneider@ppd.mncppc.org](mailto:alwin.schneider@ppd.mncppc.org)



---

**From:** Schneider, Alwin  
**Sent:** Wednesday, September 30, 2020 8:43 AM  
**To:** Bossi, Adam <[Adam.Bossi@ppd.mncppc.org](mailto:Adam.Bossi@ppd.mncppc.org)>  
**Cc:** Reiser, Megan <[Megan.Reiser@ppd.mncppc.org](mailto:Megan.Reiser@ppd.mncppc.org)>  
**Subject:** DSP-20016/DDS-670/DPLS-480 / PMG Brooks Drive / 2000 Brooks Drive

Hi Adam,

The Environmental Planning Section (EPS) has reviewed the referral information received by EPS on September 10, 2020. The proposal is to update the existing gas station kiosk and canopy operation to a gas station/canopy and food and beverage operation.

The site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance (S-160-2019) because the site is less than 40,000 square feet in size and has no previous TCP approval. An NRI equivalency letter has been issued for the site (NRI-135-2019). The NRI was issued based on the standard woodland conservation exemption and that no regulated environmental features will be impacted. A stormwater management concept plan and approval letter (49830-2019) were submitted and show the use of micro-bioretenion and a stormwater management fee of \$31,450.00 in lieu of providing on-site attenuation/ quality control measures.

No other environmental requirements have been identified for this application. This email serves in lieu of a memo.

**Chuck Schneider**

**Planner Coordinator** | *County Wide Planning – Environmental Planning Section*



9400 Peppercorn Place, Suite 230 Largo Maryland 20774

301-883-3240 | [alwin.schneider@ppd.mncppc.org](mailto:alwin.schneider@ppd.mncppc.org)



**Additional Back-up**

**For**

**DSP-20016 & DDS-670**  
**PMG Brook Drive**

## APPLICANT'S REVISED CONDITIONS DSP-20016, DDS-670

1. Prior to certification, the detailed site plan shall be revised, or additional information shall be provided, as follows:

a. Provide a decorative footpath ~~pedestrian connection~~, in the form of pavers ~~sidewalks~~, ~~pavement markings~~, or other ~~-~~ hardscape material ~~facility~~, from Marlboro Pike to the entrance of the food and beverage store.

# DSP-20016

# PMG Brooks Drive

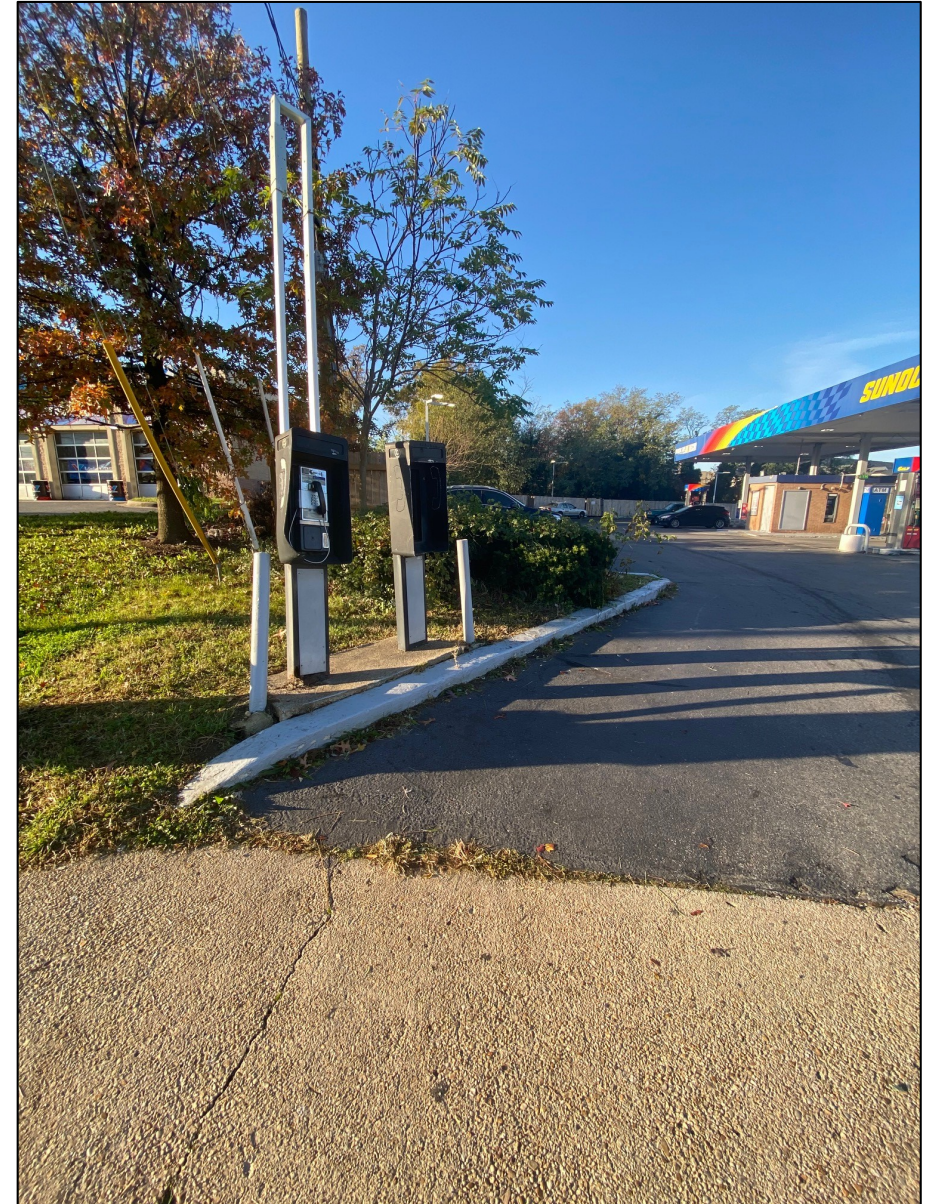
Staff Exhibit

# Pedestrian Access

Section 27-274(a)(2)(C):

Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

- (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;
- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.





# Pedestrian Access

Section 27-358(a):

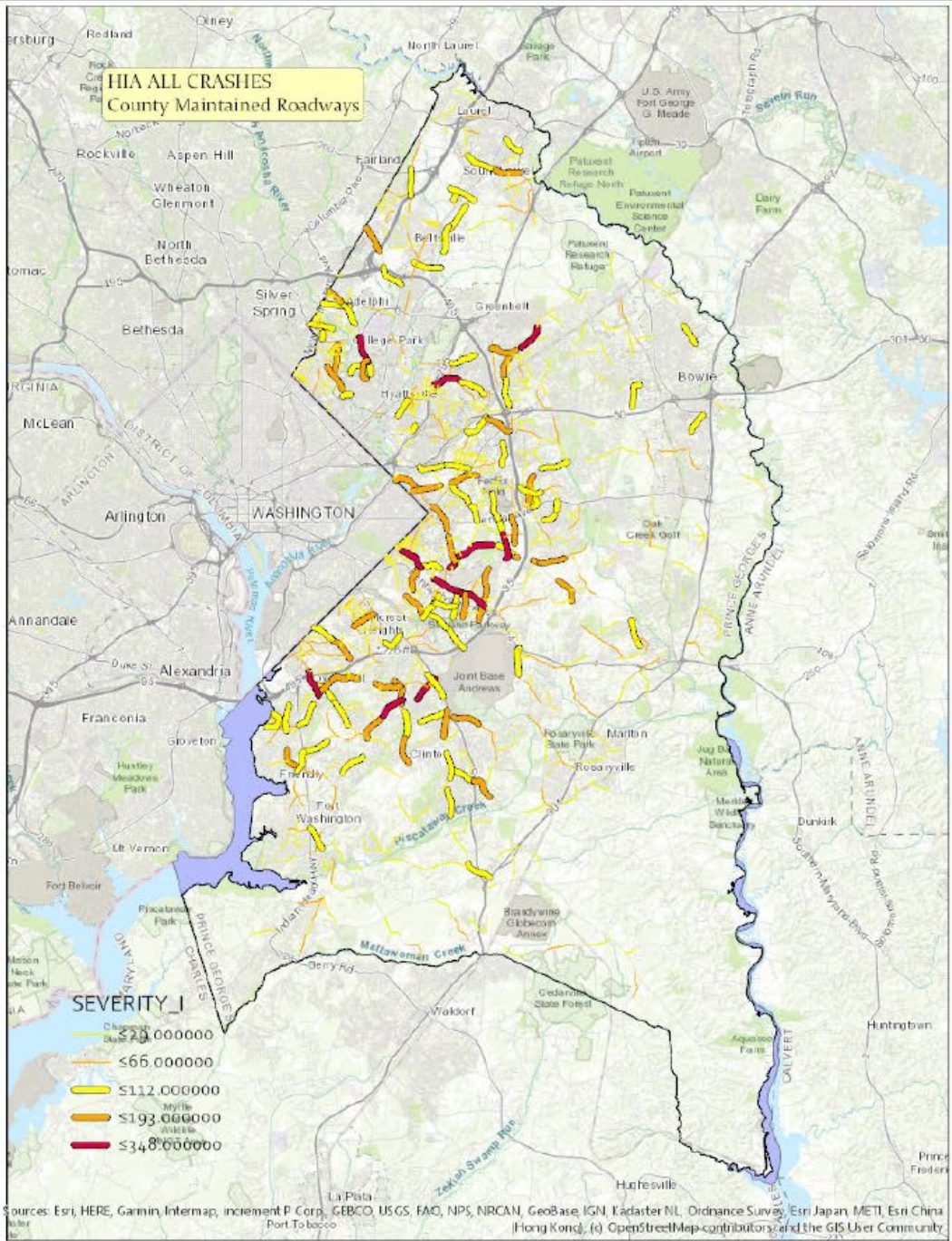
A gas station may be permitted, subject to the following:

(7) A sidewalk at least five (5) feet wide shall be provided in the area between the building line and the curb in those areas serving pedestrian traffic;



# HIA - COUNTY ROADS (2015-2018)

**DRAFT** - MAP AND DATA



Road Name	Section -From	Section -To	Index
Riverdale Rd	Martin Ln	MD - 410	348
Allentown Rd.	Wills Lane	Temple Hill Rd	302
Marlboro pike	XAVIER LA	SPUR FR FORESTVILLE RD	294
Marlboro pike	FOYER AVE	WALKER MILL RD	292
Allentown Rd.	KINGSTON DR	RAMP 1 FR RAMP 4 (FR MD 5) TO MD 337	252
Livingston Rd.	Muir Dr.	BIRCHWOOD DR	244
Marlboro pike	WEPER DR	Xavier Lane	228

**High Incident Area # 4 for County Roads  
Marlboro Pike: Foyer Ave to Walker Mill Rd**

Addison Rd.	MLK Highway	Central Ave. (214)	193
Old Branch Ave.	Clinton St.	Conventry Way	185
Ritchie Marlboro Rd.	McCarthy Dr.	Ritchie Station Ct.	183
Forestville Rd	Suitland Pkwy	Ritchie Rd.	183
Belcrest Rd	QUEENSBURY RD	Adelphi RD	180
Oxon Hill Rd.	Oak Lane	Livingston Rd.	171
SHERIFF RD	Cabin Branch Dr.	Eastern Ave.	166
Contee Rd.	Laurel BOWIE Rd.	Baltimore Ave	166
SHERIFF RD	John Carroll Park- Dutch Village Drive	Martin Luther King Hwy	161
ST Barnabas Rd.	Livingston Rd.	John Hanson Ln	154
Good Luck Rd.	Dawnwood Dr	94th Ave.	152
Cherryhill Rd	County Boundary	Sellman Rd.	149
Brinkley Rd	John Hanson Lane	Glen Rock Ave.	148
OLD ALEXANDRIA FERRY RD	Branch Ave	Highland Meadow Drive	146

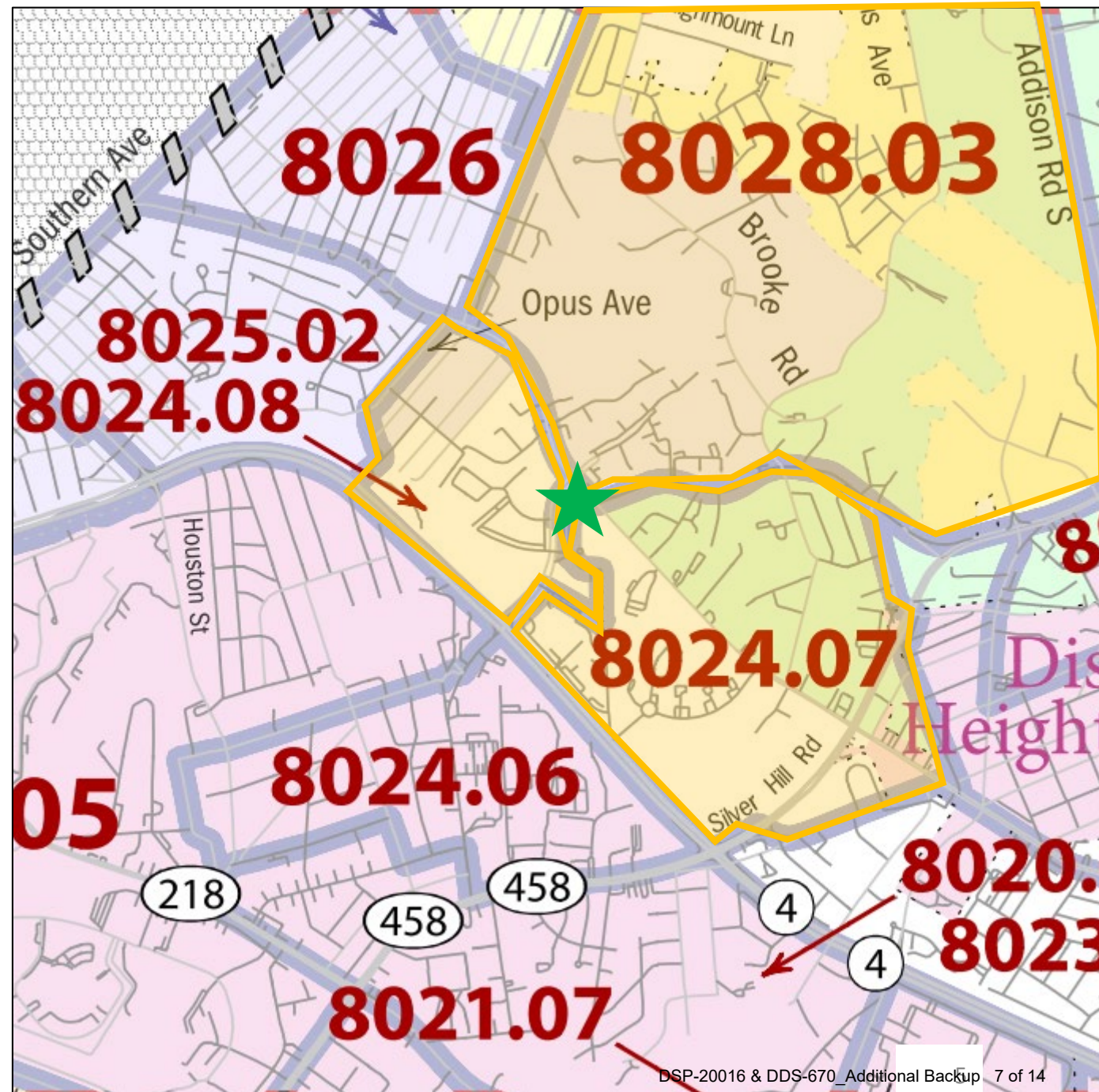
**Prince George's County Vision Zero Stakeholder Committee  
Meeting, February 25, 2020  
Presentation slide # 17**

Adelphi Rd	County Boundary	Mezerott Rd.	127
Ager Rd.	East West Highway	Oglethorpe St	127
Brinkley Rd	Huntley Square Dr.	Temple Hill Rd	127

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

# Census Tracts

- 8024.07
- 8024.08
- 8028.03



# Census Tracts

	8024.07	8024.08	8028.03
Workers >16 years estimate (Margin of Error)	1,983 (+/-212)	1,006 (+/-122)	2,962 (+/-373)
Transit %	26.8 (+/-6.3)	25.4 (+/-6.7)	30.5 (+/-9.1)
Walk %	1.2 (+/-1.9)	1 (+/-1.5)	0.3 (+/-0.6)

2018 American Community Survey, Five Year Estimates  
 Detailed Tables, Commuting Characteristics by Sex  
 (Table S0801)



# Census Tracts

	8024.07	8024.08	8028.03
Workers >16 years estimate (Margin of Error)	1,983 (+/-212)	1,006 (+/-122)	2,946 (+/-374)
No Vehicles Available	272 (+/-130)	172 (+/-88)	211 (+/-113)

2018 American Community Survey Five-Year Estimates  
 Detailed Tables, Sex of Workers by Vehicles Available  
 (Table B08014)



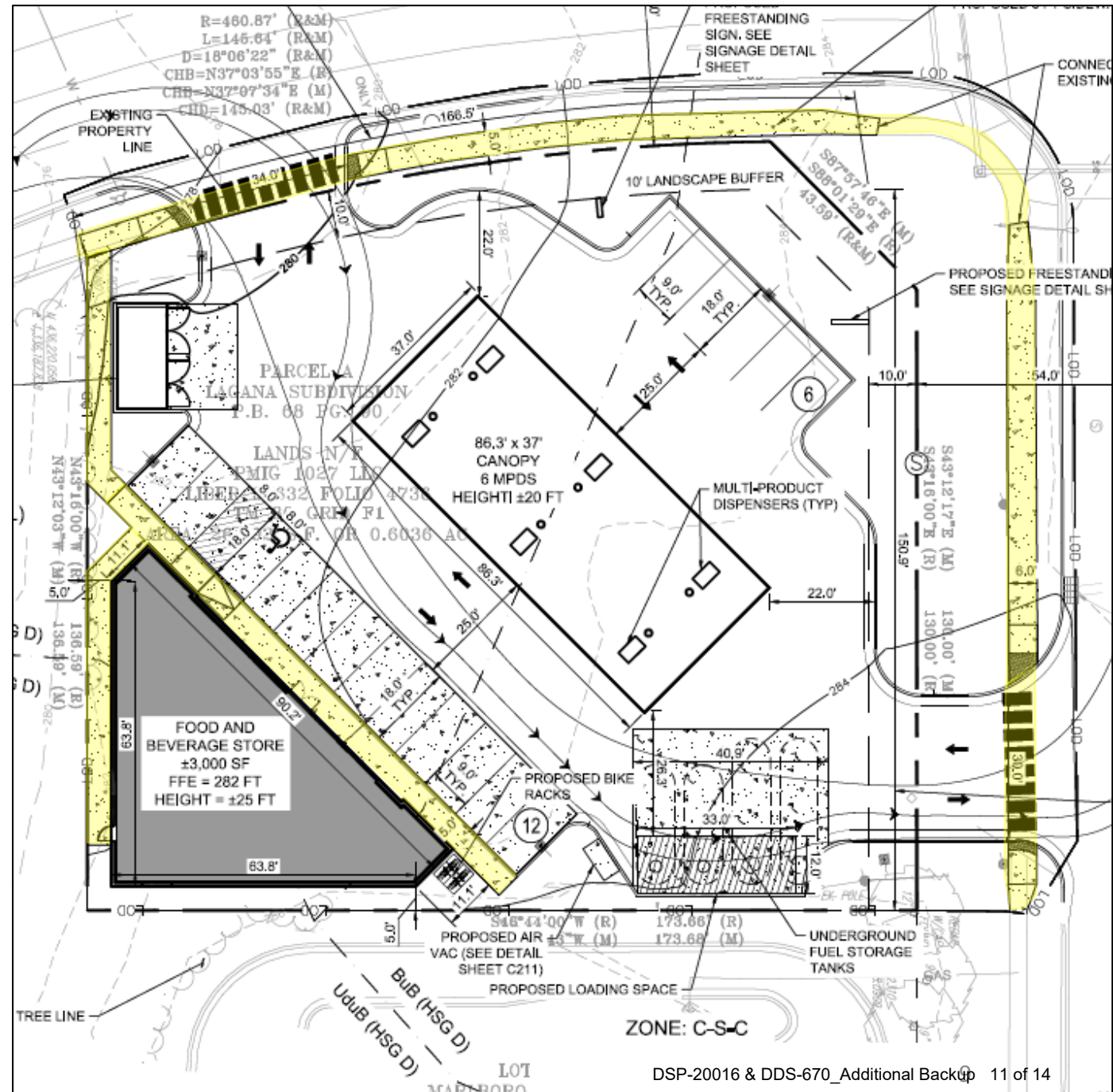
# Potential Routes

- Subject Site ■
- Residential ■
- Commercial ■
- Bus Stop ●
- Potential Walk Route ■
- Approx. 0.25 mi ■



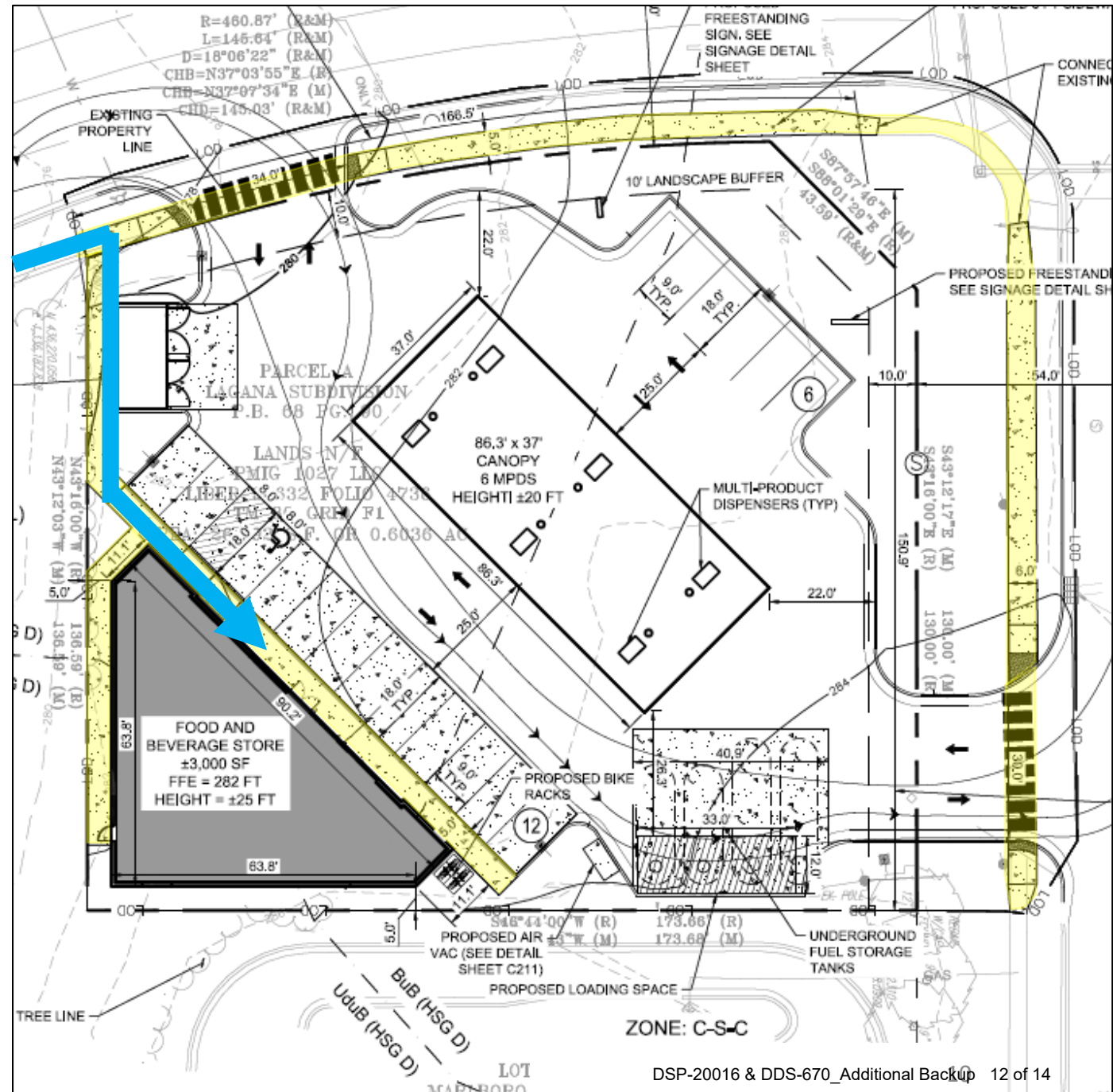
# Potential Routes

- Proposed Facility



# Potential Routes

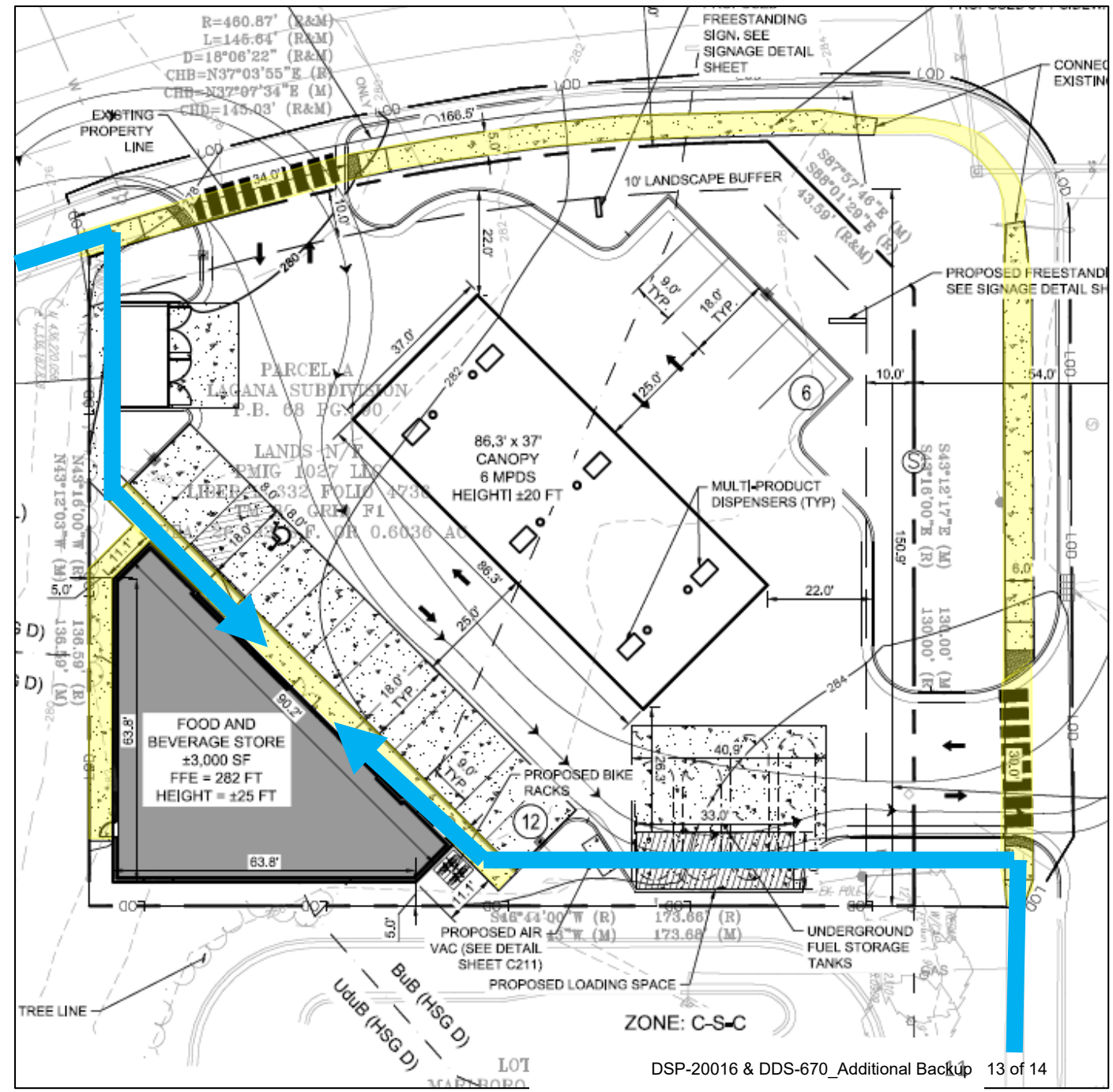
- Proposed Facility ■
- Potential Walk Route ■





# Potential Routes

- Proposed Facility ■
- Potential Walk Route ■



# Potential Routes

- Proposed Facility ■
- Potential Walk Route ■
- Unlikely Walk Route ■

