

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>.

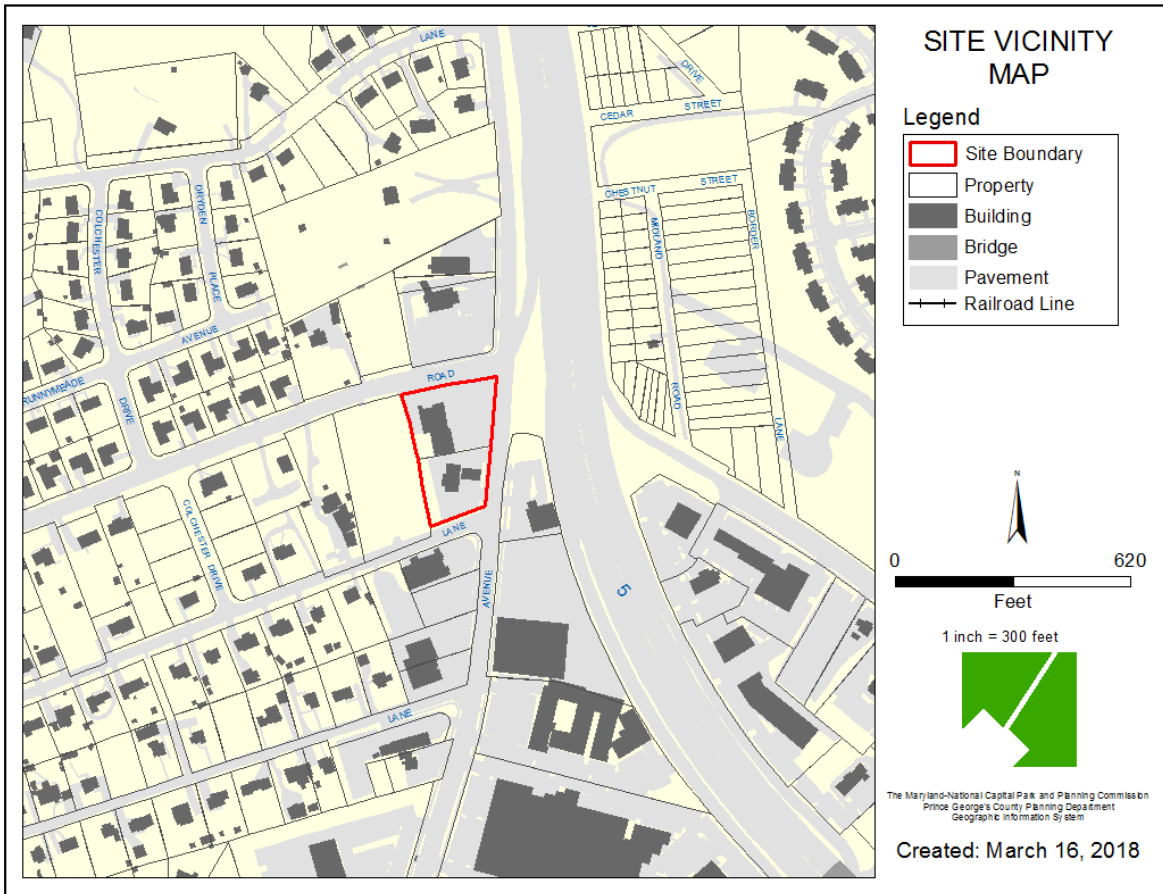
Detailed Site Plan
Departure from Design Standards
Alternative Compliance

DSP-16032-01
DDS-643
AC-17006-01

Application	General Data	
Project Name: SMO, Incorporated Location: West side of Old Branch Avenue between Kirby Road and Arbutus Lane. Applicant/Address: SMO, Incorporated PO Box 2810 LaPlata, MD 20646	Planning Board Hearing Date:	10/25/18
	Staff Report Date:	10/10/18
	Date Accepted:	07/12/18
	Planning Board Action Limit:	10/22/18
	Plan Acreage:	1.58
	Zone:	C-M/M-I-O
	Dwelling Units:	N/A
	Gross Floor Area:	6,236 sq. ft.
	Planning Area:	81A
	Council District:	09
	Election District:	09
	Municipality:	N/A
	200-Scale Base Map:	210SE06

Purpose of Application	Notice Dates	
Modification of site improvements for a 3,400-square-foot food and beverage store, a gas station and a 2,926-square-foot car wash. A Departure from Design Standards (DDS) for a loading space to be located within 50 feet of residentially-zoned land. Alternative Compliance (AC) from Section 4.6, Buffering Development from Special Roadways.	Informational Mailing:	05/11/18
	Acceptance Mailing:	06/26/18
	Sign Posting Deadline:	09/25/18

Staff Recommendation		Staff Reviewer: Ras Tafari Cannady II, MURP Phone Number: 301-952-3411 E-mail: Ras.Cannady@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-16032-01
Departure from Design Standards DDS-643
Alternative Compliance AC-17006-01
SMO, Incorporated

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

EVALUATION

The 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, Military Installation Overlay (M-I-O) Zone and the site design guidelines;
- b. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- c. The requirements of Detailed Site Plan DSP-16032;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referral comments.

FINDINGS

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

1. **Request:** Modification to site improvements for a one-story, 23-foot-high, 3,400-square-foot food and beverage store, a gas station with, eight multi-product dispensers, and a 2,926-square-foot car wash.

A Departure from Design Standards (DDS) for a loading space to be located within 50 feet of residentially-zoned land.

Alternative Compliance (AC) from Section 4.6, Buffering Development from Special Roadways, of the 2010 *Prince George's County Landscape Manual*.

2. **Development Data Summary:**

Zones Uses	EXISTING C-M/ M-I-O Food and Beverage Store/ Service Station/Car Wash	PROPOSED C-M/M-I-O Food and Beverage Store/ Gas Station/ Car Wash
Acreage	1.43	1.43
Parcel	2	2
Total Gross Floor Area (GFA) (Square Feet)	6,326	6,326

OTHER DEVELOPMENT DATA

Total Parking Spaces Required	30 spaces (2 ADA)
Food and Beverage Store	
3,000 GFA @ 1 space per 150 GFA	20 spaces
400 + GFA @ 1 space per 200 GFA	2 spaces
Gas Station	
2 Employees @ 1 space per Employee	2 spaces
Car Wash	
2,926 GFA @ 1 space per 500 GFA	6 spaces
Total Parking Spaces Provided	32 Spaces (3 ADA)
Regular Spaces (9.5 ft. x 19 ft.)	27 spaces
Compact Spaces (8 ft. x 16.5 ft.)	2 spaces
ADA Spaces (8 ft. x 19 ft.)	3 spaces
Loading Spaces Required	1 space
Loading Spaces Provided	1 space

3. **Location:** The subject site is located on the west side of Old Branch Avenue between Kirby Road and Arbutus Lane, in Planning Area 81A and Council District 9. More specifically, the property is located at 7505 and 7509 Old Branch Avenue in Clinton, Maryland.
4. **Surrounding Uses:** The property is currently developed with a food and beverage store, vehicle service facility, and dry cleaner and is bounded on the east side by the public right-of-way of Old Branch Avenue, a designated historic road, and beyond by a vacant building in the Commercial Miscellaneous (C-M) Zone. To the west is a vacant One-Family Detached Residential (R-80) zoned property. The site is bounded to the north by the public right-of-way of Kirby Road, with a

bank in the C-M Zone beyond, and to the south by the public right-of-way of Arbutus Lane, with a food and beverage store in the C-M Zone beyond.

5. **Previous Approvals:** The subject property is a part of the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (Central Branch Avenue Corridor Sector Plan), which retained the site in the C-M Zone. The site was developed with a gas station and retail uses in the 1960s. The site also has a Stormwater Management (SWM) Concept Plan (37816-2016-00), which was approved on March 1, 2017 and is valid through March 1, 2020.

Detailed Site Plan DSP-16032 (PGCPB Resolution No. 17-95), in conjunction with Alternative Compliance AC-17006, was approved by the Planning Board on June 29, 2017 with two conditions. The conditions imposed with the original DSP have been satisfied with this revision to the previously approved DSP.

Departure from Sign Design Standards DSDS-691 (PGCPB Resolution No. 17-96) was approved by the Planning Board on June 29, 2017 with no conditions attached. The DSDS for the car wash freestanding signage, where the main building is located less than 40 feet behind the front street line, remains valid with this application.

6. **Design Features:** The subject application does not propose any major changes to the design features, such as architecture, signage, and lighting, approved with the original DSP. More specifically, the subject modifications include the following:

- (1) The previously approved island abutting the entrance of the proposed car wash has been reduced from a three-foot-wide radius to a one-foot-wide radius, allowing for a wider access point to the car wash's entrance.
- (2) The previously approved car wash exit lane was increased from 15 feet to 20 feet, allowing for a wider exit from the proposed car wash.
- (3) A reduction in the provided landscape buffer width along Old Branch Avenue, resulting from the widening of the car wash exit lane, necessitating an amendment to AC-17006.
- (4) A relocation of the proposed loading space closer to the residentially-zoned property adjacent to the west, resulting in the need for DDS-643.

The subject site is roughly rectangular in shape, with the west side adjacent to vacant residentially-zoned property. The site fronts on Kirby Road to the north with one proposed vehicular access point, Old Branch Avenue to the east with a second vehicular access point, and Arbutus Lane to the south with a third vehicular access point, which will be 'exit-only.'

The DSP, as previously approved, proposes a one-story, 23-foot-high, 3,400-square-foot food and beverage store, located along the northwestern edge of the property and facing east. Two surface parking areas are located along the east and north sides of the building, with a loading space and trash enclosure along the south side. The applicant also proposes a gas station with eight multi-product dispensers under an 18-foot-high canopy located to the east of the food and beverage store. Finally, the DSP, as previously approved proposes a 2,926-square-foot, approximately 26-foot-high car wash along the southern edge of the property. Parking is provided along the north side of the car wash with self-serve vacuum cleaners. Adequate handicapped parking has been provided for the project. Stormwater management is being accommodated by on-site underground storage and treatment.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application was previously fully reviewed for compliance with the requirements of the C-M Zone, Military Installation Overlay Zone (M-I-O) and the site plan design guidelines of the Zoning Ordinance in the original approved Detailed Site Plan (DSP-16032) (PGCPB Resolution No. 17-95), incorporated herein by reference. The specific modifications in this DSP amendment do not modify the previous findings, except relative to the Departure from Design Standards (DDS) required for the loading space, discussed as follows:

Departure from Design Standards (DDS-643): The application requires a departure from Section 27-579(b) of the Zoning Ordinance, which prohibits a loading space from being located less than 50 feet from residentially-zoned property. Specifically, Section 27-579(b) states the following:

- (b) **No portion of an exterior loading space, and no vehicular entrances to any loading space (including driveways and doorways), shall be located within fifty (50) feet of any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan).**

On the west side of the site is vacant property zoned R-80 and the subject development proposes to locate the required loading space within 50 feet of it. The development provides only 20.5 feet as opposed to the required 50 feet.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Planning Board to grant the departure:

- (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;**

Detailed Site Plan, DSP-16032 was approved with Alternative Compliance from Section 4.7 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), which allowed for the incompatible use bufferyard to be provided on the adjacent residentially-zoned property. Said bufferyard is subject to a Landscape Easement recorded within the Land Records of Prince George's County. The Section 4.7 buffer located on the adjacent property is approximately 40 feet in width. Therefore, the proposed loading space will be set back approximately 60.5 feet from the area of the adjacent property where future residential development may occur.

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

As delineated within the applicant's Statement of Justification (SOJ) submitted July 12, 2018, the applicant has explored other options to the reduction in the setback requirements for the loading space but has determined that compliance with the 50-foot setback would impact the drive aisle located between the loading area and the fuel dispensers. The applicant has located the loading space as far away from the

residentially-zoned property without compromising the circulation of the site. Staff concurs with the applicant, as relocating the loading space would impede adequate circulation of the site.

- (iii) **The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

The existing site, which consists of two legal parcels, is wide with long street frontages, but shallow. Relief is also being sought from Landscape Manual requirements due to this property configuration. This combination of circumstances is unique to the site and justifies approval of allowing the loading space to be located less than 50 feet from the abutting residentially-zoned property.

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

The proposed loading space will be buffered from the abutting property by the required landscape bufferyard that is subject to the easement. As stated in the applicant's SOJ, the applicant believes that the proposed location of the loading space is better screened by the buildings located to the north and south. If the space was relocated to meet the 50-foot setback requirement, the space would have a greater visual impact on the surrounding neighborhood. In addition, granting of this departure will contribute to better circulation on site since the loading space will be set back further from the drive aisle and fuel pumps.

Based on the analysis above, staff recommends that the Planning Board approve the departure request with conditions, as contained in the Recommendation section of this report.

8. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This project is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site contains less than 10,000 acres of woodland and does not have a previously approved tree conservation plan. A Natural Resources Inventory (NRI) Equivalence Letter, NRI-088-2016, approved on April 14, 2016 was submitted with the review package. The NRI shows no regulated environmental features or woodlands on the subject property. The subject site was issued a Woodland Conservation Exemption Letter (S-057-2018) on April 11, 2018 which has an expiration date of April 11, 2020.
9. **2010 Prince George's County Landscape Manual Requirements:** The site plan is subject to the following sections of the 2010 *Prince George's County Landscape Manual* (Landscape Manual): Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6(c)(2), Buffering Development from Special Roadways; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Conformance with these sections was found in the approval of DSP-16032 and is not being modified with this amendment, except relative to Section 4.6(c)(2) for which the applicant has requested an amendment to the previously approved Alternative Compliance, AC-17006.

Alternative Compliance AC-17006 was previously approved by the Planning Board on June 29, 2017, in conjunction with Detailed Site Plan DSP-16032. That application granted approval of alternative compliance from Section 4.2, Landscape Strips along Streets, along Arbutus Lane; Section 4.6(c)(2), Buffering Residential Development from Special Roadways, along Old Branch Avenue; and Section 4.7, Buffering Incompatible Uses, along the western property line. The applicant has filed this request for a revision to the Alternative Compliance from Section 4.6(c)(2), Buffering Development from Special Roadways along Old Branch Avenue, a designated historic roadway, for a further reduction in the required buffer width.

Section 4.6, Buffering Development from Special Roadways

REQUIRED: Section 4.6 (c)(2) Buffering Development from Special Roadways, along Old Branch Avenue, a designated historic roadway

Length of buffer:	308 feet
Minimum buffer width:	20 feet
Plant Units (80 per 100 linear feet):	247

PROVIDED: Section 4.6(c) Buffering Development from Special Roadways, along Ritchie Marlboro Road, a designated historic roadway

Length of buffer:	308 feet
Buffer width:	Varied from 5–28 feet
Plant Units:	165

Justification of Recommendation

The applicant does not meet the requirements of Section 4.6(c)(2), Buffering Development from Special Roadways, along a 175.9-foot portion (57.1 percent) of the 308-foot frontage on the historic Old Branch Avenue because the full required buffer width has not been provided and a reduced number of plant units are provided. Section 4.6(c)(2)(A)(ii) of the Landscape Manual for development along historic roads in the Developing Tier requires the applicant to provide a minimum twenty-foot-wide buffer to be planted with a minimum of 80 plant units per 100 linear feet, which equals a total of 247 plant units for the subject property. The applicant is proposing a buffer with a varied width from 5 to 28 feet for a 175.9-foot portion of the buffer and only 165 plant units. In addition, the applicant also provides a three-foot-high brick wall along the frontage.

The original AC-17006, in relation to the Section 4.6 requirements, was approved for a varied buffer of 13–28 feet and 158 plant units, with a three-foot-high brick wall along the frontage. However, now the applicant has requested a reduction of the buffer to a varied width of 5–28 feet and 165 plant units, with a three-foot-high wall along the frontage. The additional reduction is necessary due to the need to reconfigure the curve of the car wash exit driveway to ensure safe vehicular circulation. This modified proposal promotes better visibility and improves overall safety for drivers as they exit the car wash in relation to the previously approved request.

One of the purposes of Section 4.6 is to “Provide an attractive view of development from streets and special roadways by buffering those developments with appropriate landscaping.” The Planning Director finds that the provision of the decorative brick wall, in addition to the additional plant materials proposed, will be equally effective as normal compliance with Section 4.6 of the Landscape Manual.

In conclusion, the Planning Director finds the request for approval of Alternative Compliance is justified for this redevelopment proposal in an older community due to the space limitation of the site in accordance with Section 1.3(a)(2) of the Landscape Manual.

Recommendation

The Planning Director recommends APPROVAL of Alternative Compliance, AC-17006-01, SMO, Incorporated, 7509 Old Branch Avenue, from Section 4.6(c)(2), Buffering Residential Development from Special Roadways, of the 2010 *Prince George's County Landscape Manual*, along Old Branch Avenue.

10. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a building and/or grading permit for more than 5,000 square feet of disturbance. Properties that are zoned C-M are required to provide a minimum of ten percent of the gross tract area covered in tree canopy. The subject property is approximately 1.56 acres in size, resulting in a TCC requirement of 0.156 acre, or 6,795.36 square feet. The provided tree canopy schedule indicates that this requirement is being met through the proposed landscaping on-site.

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

a. **Community Planning**—In a memorandum dated July 19, 2018 (Lester to Cannady II), the Community Planning Division offered comments relative to the General Plan and Master Plan that are adopted herein by reference. However, Master Plan conformance is not required for this application.

b. **Transportation Planning**—In a memorandum dated July 30, 2018 (Masog to Cannady II), the Transportation Planning Section provided the following comments on the DSP:

The property is located in an area where the development policies are governed by the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*, as well as the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The plan recommends Old Branch Avenue and Kirby Road to be upgraded to collector roads. Old Branch Avenue (four lanes) is currently at its planned cross section and no further widening is likely. Kirby Road is currently two lanes and no permanent structures are being proposed within the master planned 80-foot right-of-way. The applicant has provided a turning radius diagram for trucks circulating within the site. Based on this diagram, the Transportation Planning Section determines that trucks can safely maneuver within the site. There are no previous transportation conditions associated with the site.

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance.

c. **Subdivision Review**—In a memorandum dated August 9, 2018 (Onyebuchi to Cannady II), and adopted herein by reference, the Subdivision Review Section stated that the site is exempt from the requirement of filing a resubdivision pursuant to Section 24-111(c)(4). A building permit for the approved structures was issued on January 12, 2018 (CGU-52716-2017) and two raze permits were issued subsequently on April 24, 2018

(RZW-19231-2018 & 19652-2018). Because the building permit was filed and issued prior to the raze permits, the site remains exempt from the requirement of filing a resubdivision.

The recommendations from the Subdivision Review Section have been included as conditions of approval in this report.

- d. **Trails**—In a memorandum dated August 1, 2018 (Shaffer to Cannady II), adopted herein by reference, the Transportation Planning Section provided an analysis regarding the site plan’s conformance with the with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements.

The submitted site plan reflects sidewalk construction along the site’s frontages of both Old Branch Avenue and Kirby Road. Per earlier discussions with the applicant, a standard sidewalk along Arbutus Lane and bicycle parking have been added to the revised plan. A sidewalk connection is provided from the public right-of-way along Kirby Road to the entrance to the food and beverage store. Other than the provision of bicycle signage along Kirby Road per the master plan recommendation, no additional bicycle and pedestrian recommendations are necessary. This issue was addressed through a condition of the previous approval, which remains valid with this subject project.

- e. **Permit Review**—In a memorandum dated July 19, 2018 (Larman to Cannady II), the Permit Review Section did not offer any comments for the proposed amendment.
- f. **Environmental Planning**—In a memorandum dated August 28, 2018 (Schneider to Cannady II), adopted herein by reference, the Environmental Planning Section reviewed the subject application, found it to be in conformance with applicable requirements and recommended approval of DSP-16032-01.
- g. **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 provide comments on the subject application.
- h. **Historic Preservation Section**—In a memorandum dated July 17, 2018 (Stabler to Cannady II), adopted herein by reference, the Historic Preservation Section provided an analysis of the application and indicated that they recommend approval with no conditions.
- i. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not provide comments on the subject application.
- j. **Prince George’s County Health Department**—At the time of the writing of this technical staff report, the Health Department did not provide comments on the subject application.
- k. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not provide comments on the subject application.

1. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not provide comments on the subject application.
12. Based on the foregoing, and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP if approved with the proposed conditions below, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
13. As required by Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:

The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

The approved NRI equivalency letter indicates that there are no regulated environmental features or woodlands on the subject property. Therefore, this requirement is not applicable to the subject property.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE this application as follows:

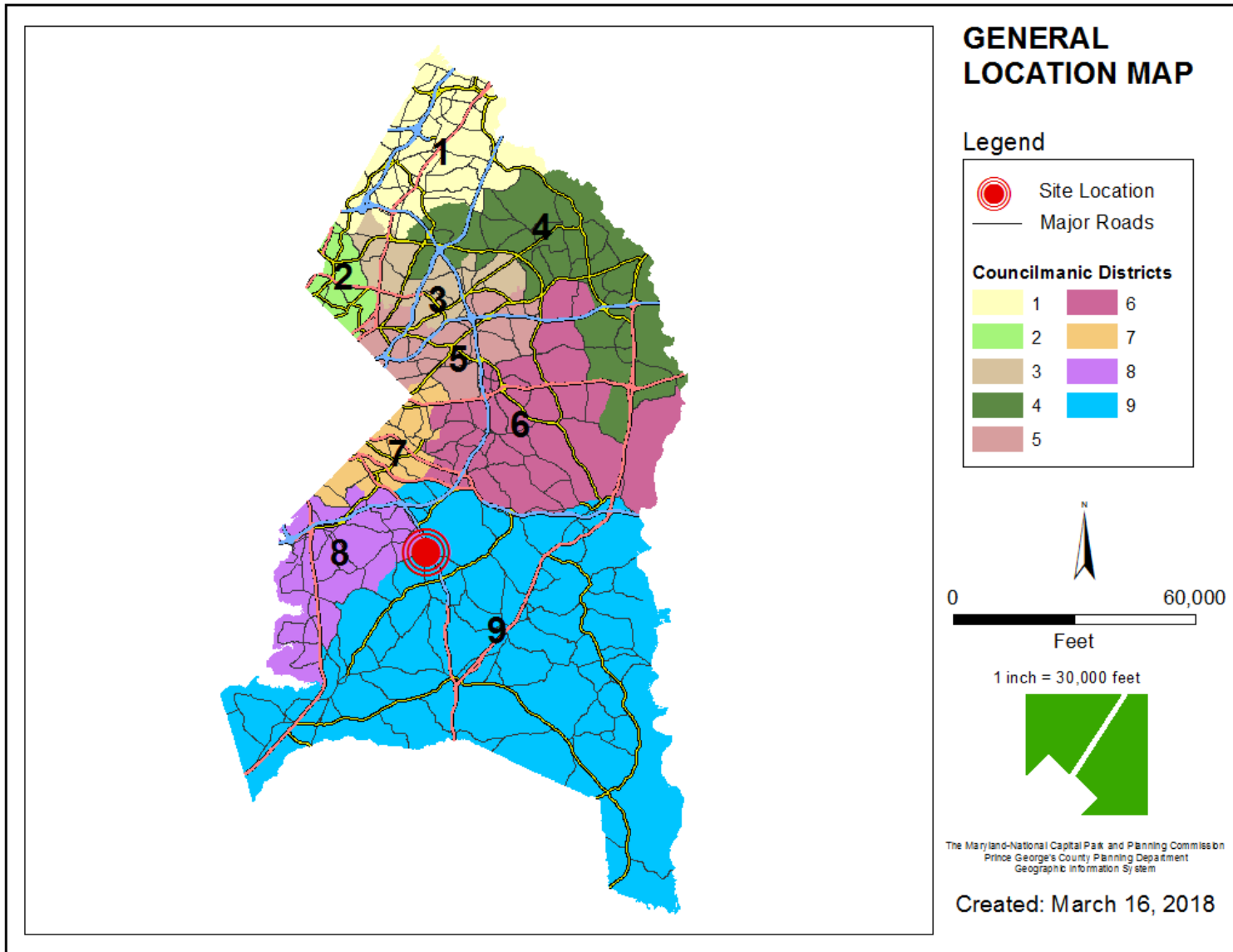
- A. APPROVE Departure from Design Standards DDS-643 for SMO, Incorporated, to allow for a reduction of the setback of a loading space from residentially-zoned property to be 20.5 feet, instead of 50 feet.
- B. APPROVE Detailed Site Plan DSP-16032-01 and Alternative Compliance AC-17006-01 for SMO, Incorporated, subject to the following conditions:
 1. Prior to certificate of approval of the detailed site plan (DSP), the following revisions shall be made, or information shall be provided:
 - a. Replace the four-foot-high chain-link fence, which is to be removed, with a six-foot-high, sight-tight, composite fence.
 - b. Revise the plans to indicate the square footage/area and dedication of land for public use along Kirby Road and Old Branch Avenue.
 - c. Remove the proposed trees out of the ultimate right-of-way along all frontages.
 - d. Remove the “Loading Zone Parking” from the proposed parking summary, recalculating the total number of proposed parking spaces.

ITEM: 5 & 6

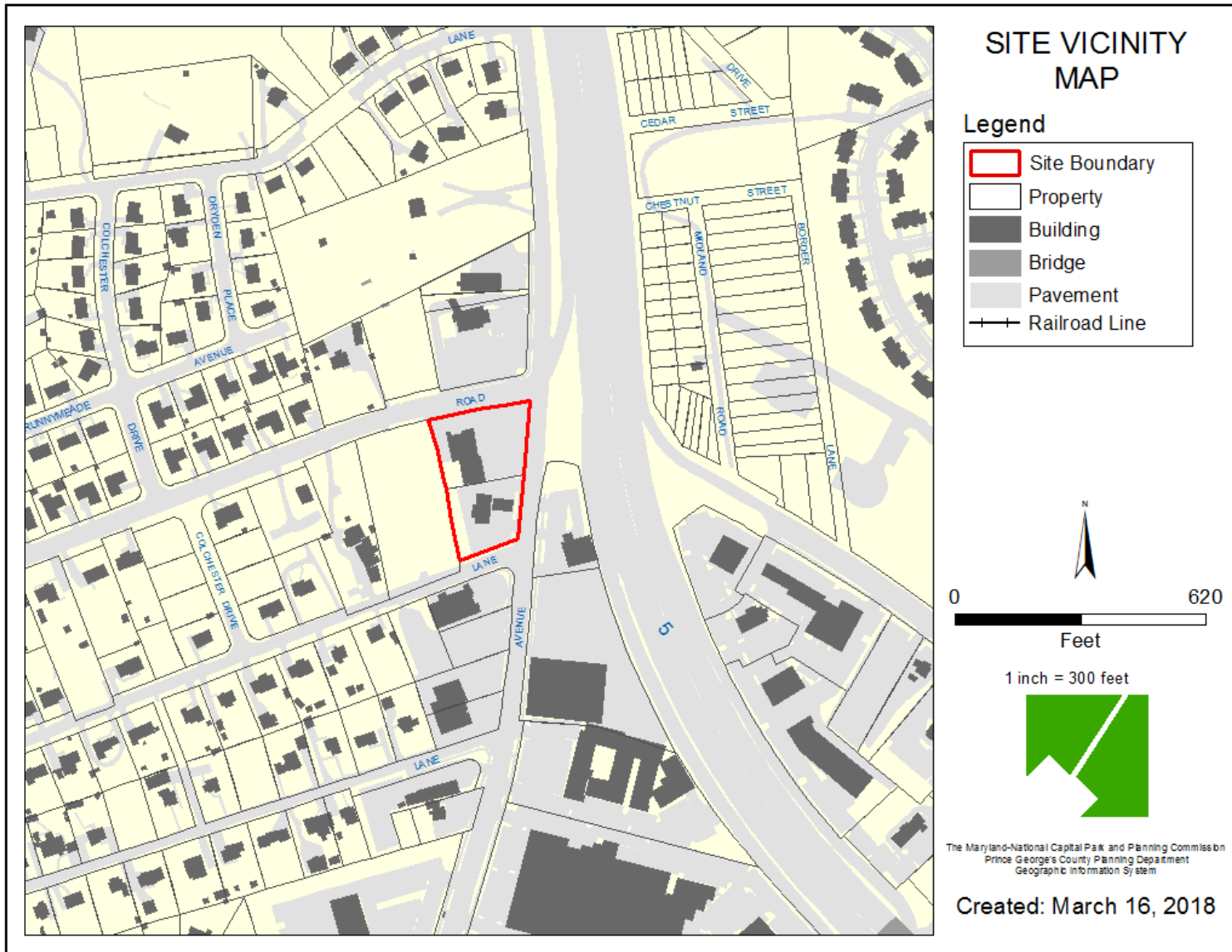
CASE: DSP-16032-01 & DDS-643

SMO, INCORPORATED

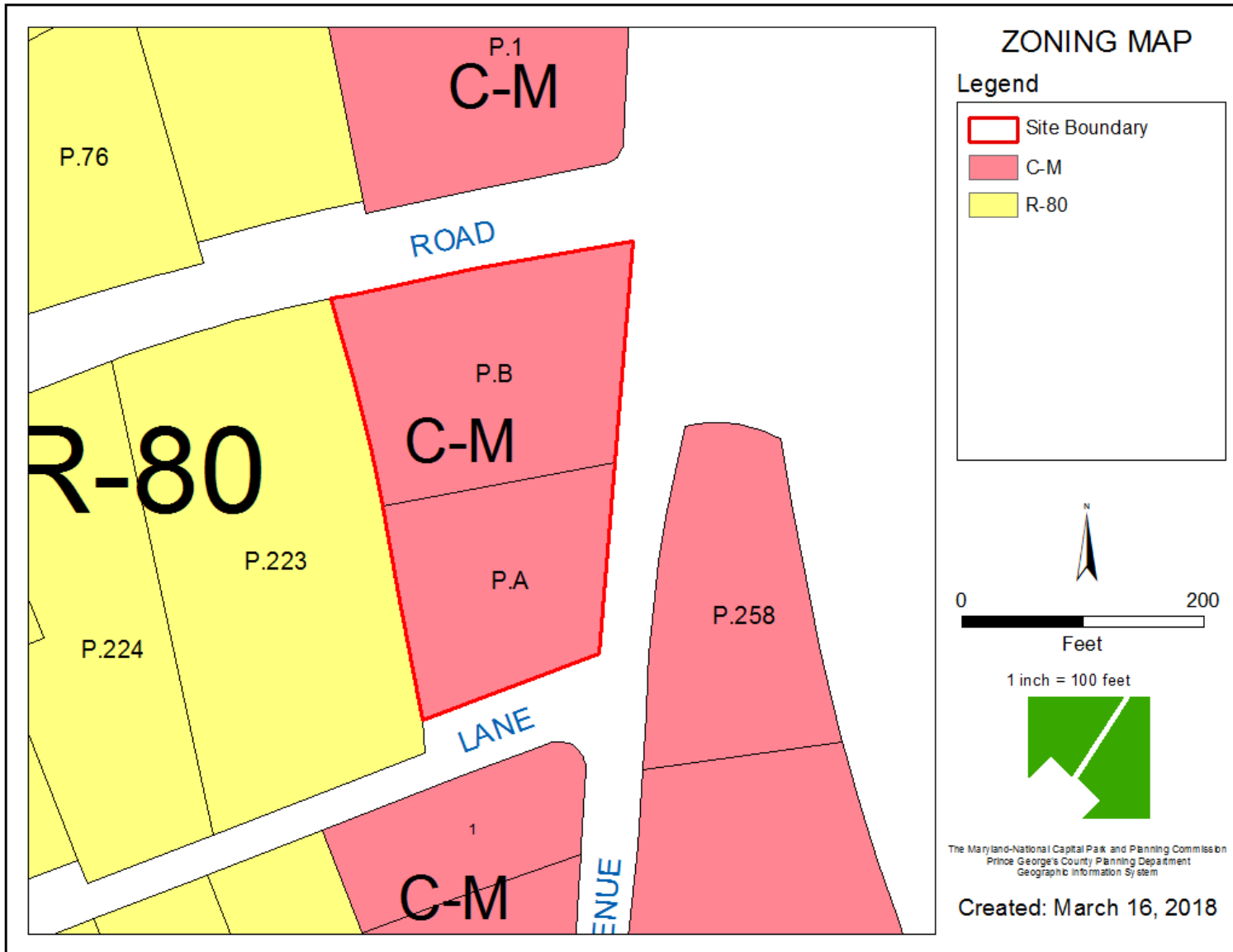
GENERAL LOCATION MAP



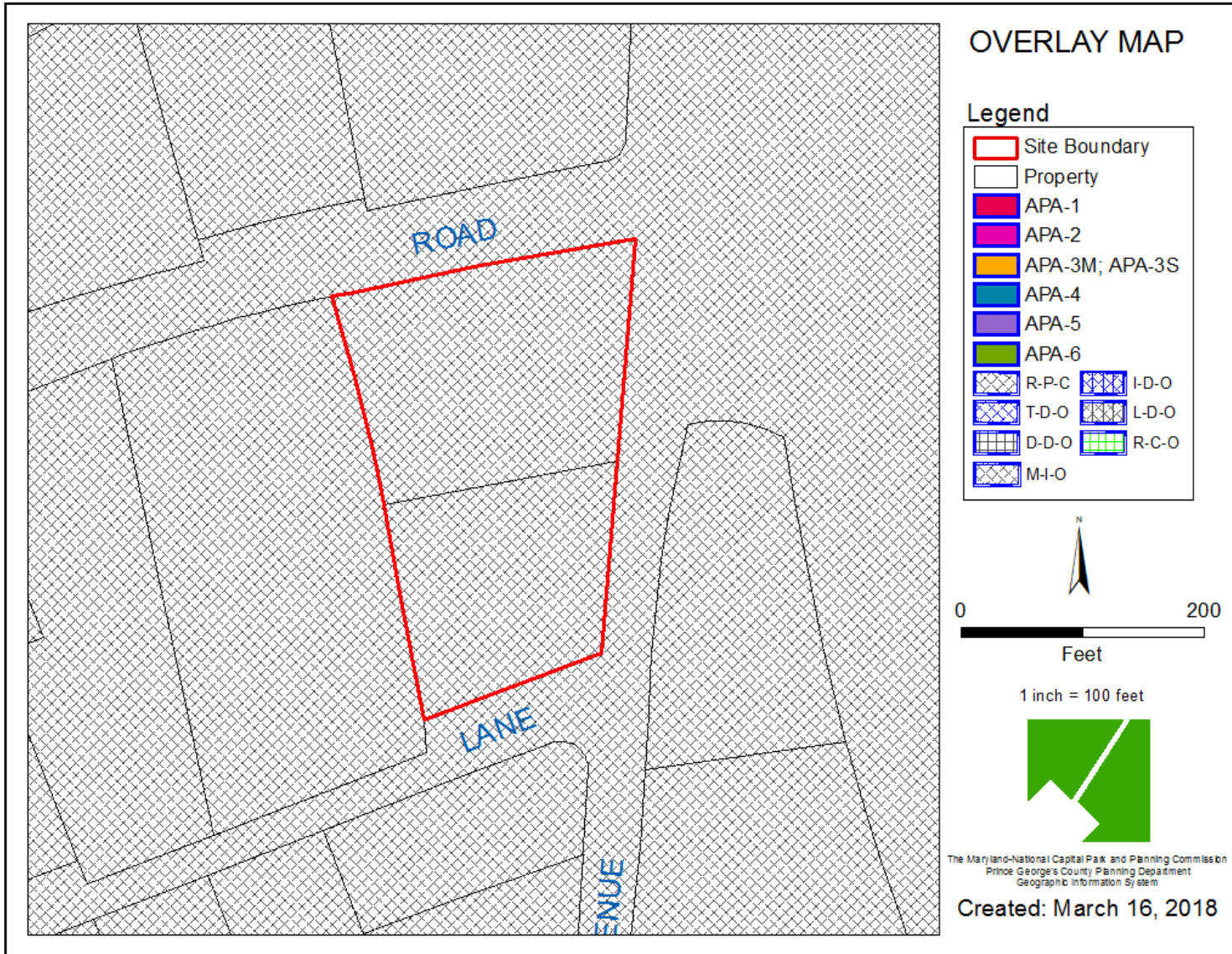
SITE VICINITY



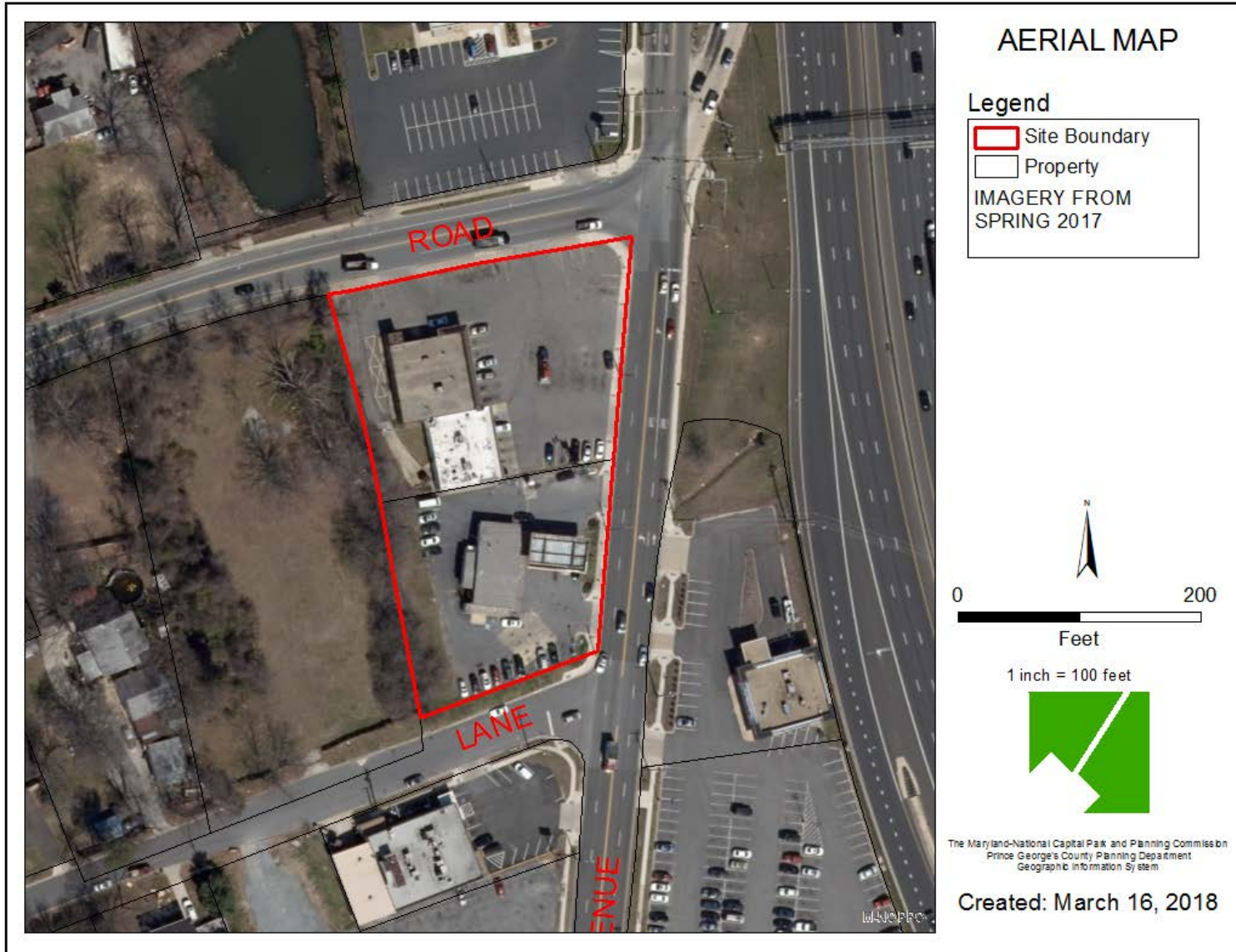
ZONING MAP



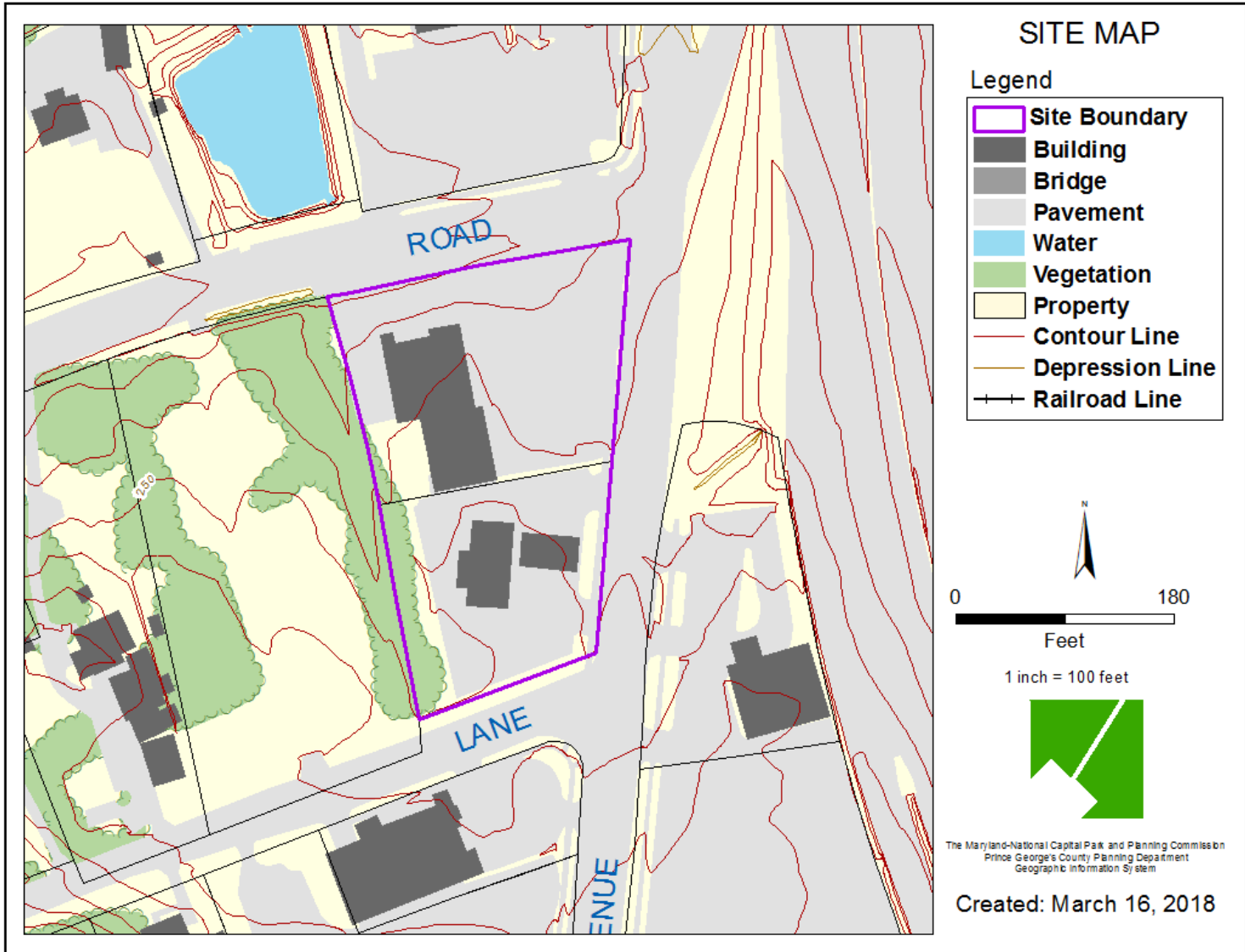
OVERLAY MAP



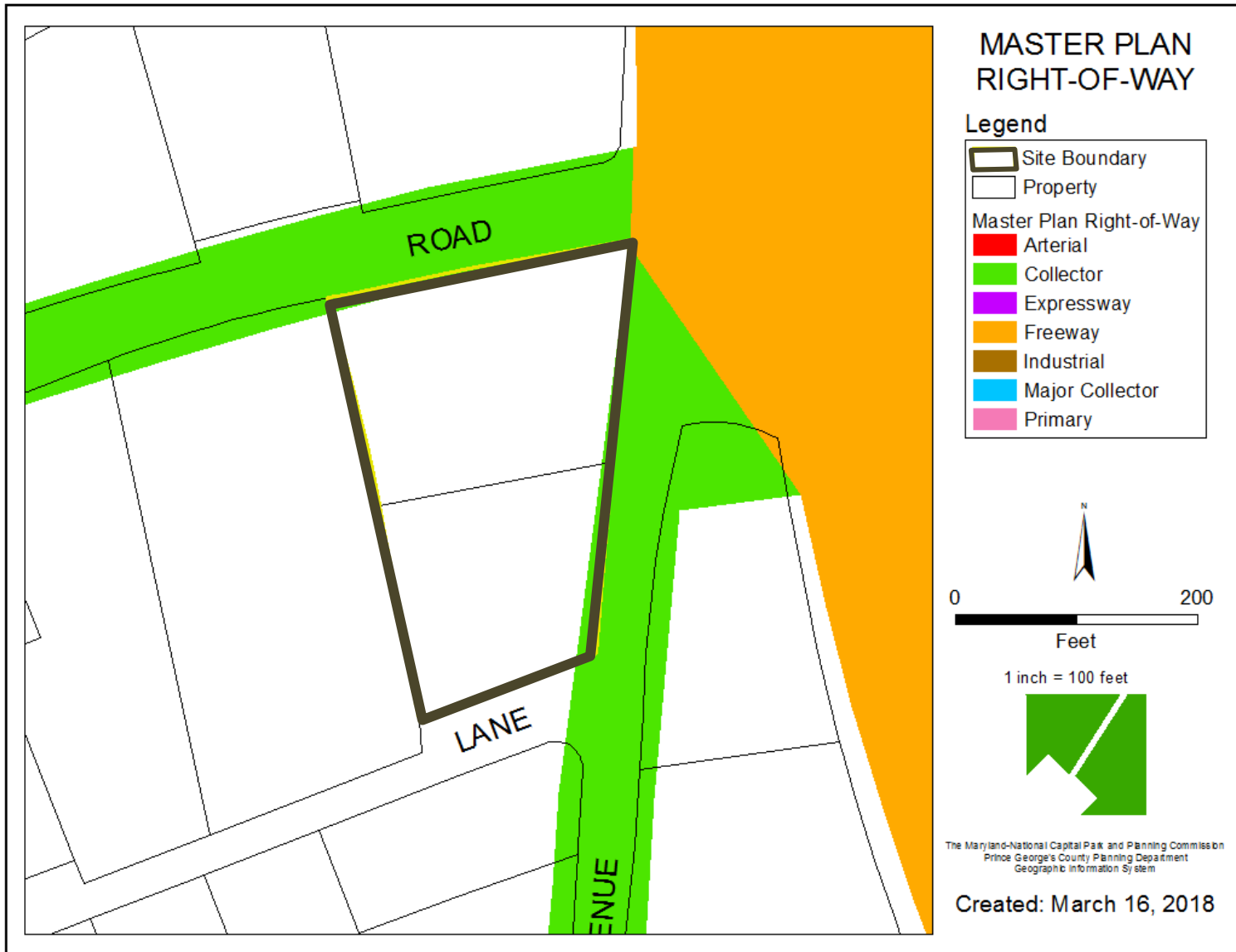
AERIAL MAP



SITE MAP



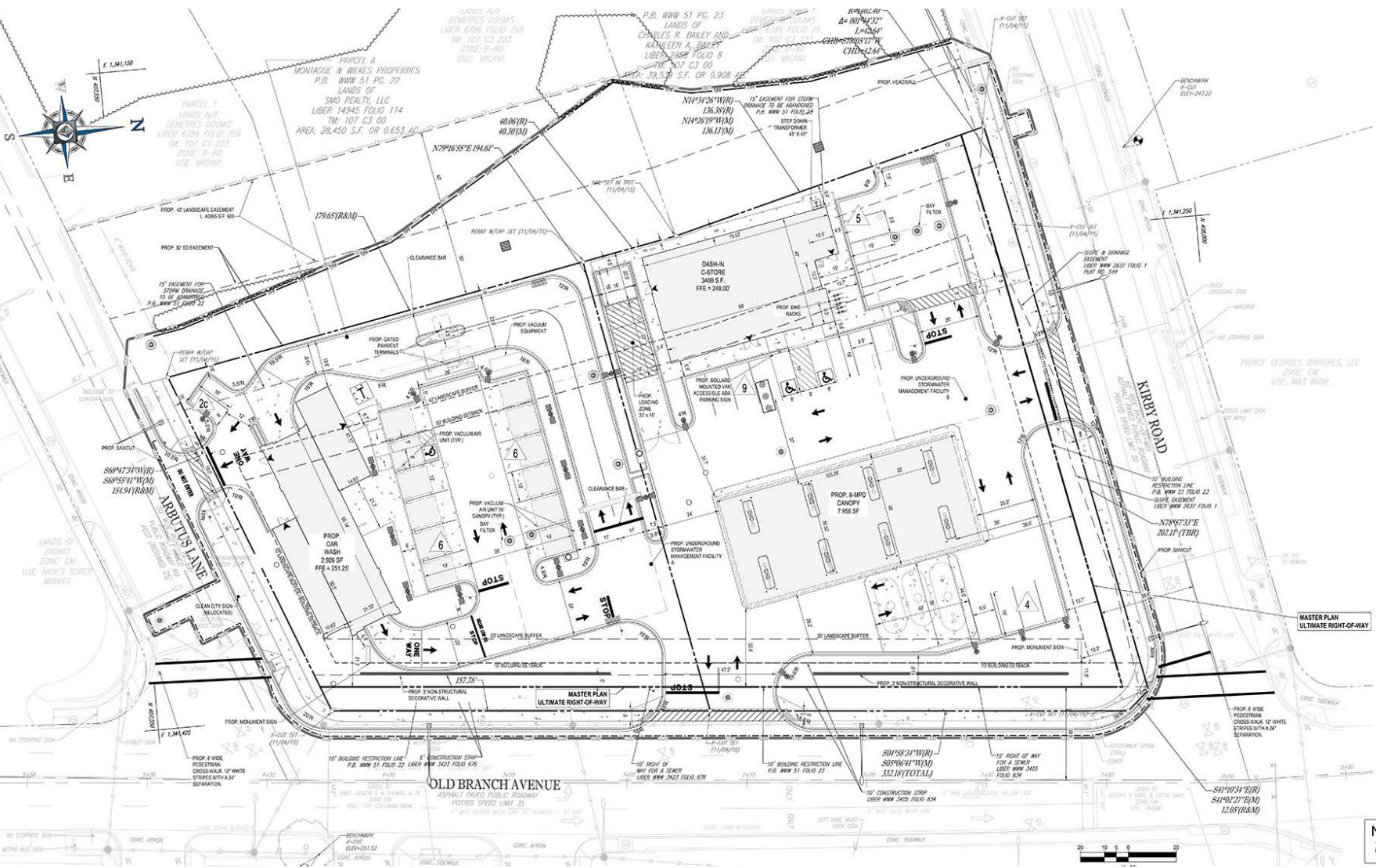
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



DETAILED SITE PLAN



LANDSCAPE PLAN



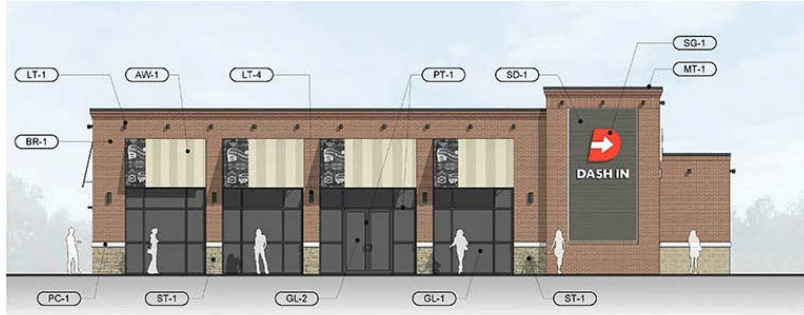
- 1. PARKING LOTS GREATER THAN 50,000 S.F. (1 PER 200 S.F. OF INTERIOR PLANTING AREA PROVE)
- 2. NUMBER OF SHADE TREES PROVIDED
- 3. IS A MINIMUM OF 160 S.F. OF CONTIGUOUS PERVIC PROVIDED PER SHADE TREE?
- 4. IS THERE A PLANTING ISLAND ON AVERAGE EVERY
- 5. IS A CURB OR WHEEL STOP PROVIDED FOR ALL PA ABUTTING A PLANTING OR PEDESTRIAN AREA?
- 6. ARE PLANTING ISLANDS WHICH ARE EITHER PARA PERPENDICULAR TO PARKING SPACES ON BOTH SID 8 FEET WIDE?
- 7. IS A PLANTING ISLAND THAT IS PERPENDICULAR 1 SPACES ON ONE SIDE A MINIMUM OF 6 FEET WIDE?
- 8. FOR PARKING LOTS 50,000 S.F. OR LARGER
- 9. IS THERE A 6 FOOT WIDE PLANTING ISLAND PERP PARKING FOR EVERY 2 BAYS?
- 10. IS THE NUMBER OF SHADE TREES PROVIDED INCR 200 S.F. OF INTERIOR PLANTING AREA REQUIRED?
- 11. THE SYMBOL "*" IS USED TO IDENTIFY PLANT MATER

BUFFERE	
BUFFERING DEVELOPED	
LINEAR FEET OF STREET I EXCLUDING DRIVEWAY E	
1. GENERAL PLAN DESIGN	
2. OPTION SELECTED	
3. WIDTH OF PERMETER I	
4. WIDTH OF PERMETER I	
5. NUMBER OF PLANT UNI	
6. TOTAL PLANT UNITS PR	
NOTE: ALTERNATIVE CON THE SYMBOL "*" IS USED I REQUIREMENT.	

QTY.	BOTANICAL NAME	COMMON NAME	CAL.	CONT.	NATIVE
11	ACER RUBRA	RED MAPLE	210' T. CAL. 1/2" K	84	NATIVE
11	LOQUATUM SPINOSA	RED EGG SHED TREE	213' T. CAL.	84	NATIVE
12	PLATANUS X HYBRIDA LACINIOSA	BLOODWOOD LINDEN PLANT	210' T. CAL. 1/4" K	84	NON-NATIVE
11	DIPILOPSYDON	BANANA PLANT	213' T. CAL.	84	NATIVE
8	DIPILOPSYDON	RED-CK	213' T. CAL.	84	NATIVE



ELEVATIONS



Proposed Exterior Materials:

- AW-1 Fabric Awnings - Final Color and Graphic Design T.B.D.
- BR-1 Thin Brick: McNear Brick & Block, Sandmold Series, Moldular: Color, Genova. Brick Mortar: Workrite #2223 type "S" Masonry cement.
- PC-1 Precast Concrete Watertable: Nitterhouse, Legacy Stone (Terrazzo Finish): Color, LS-2
- ST-1 Man Made Stone Veneer: Color and Style to Match "Stony Point Dressed LedgeStone"
- SD-1 Fiber Cement Panels: Vintage Wood, Color: Dk. Grey
- SG-1 48" Tall Brand Standard Internally Illuminated Sign
- GL-1 1" Thick Insulated Glass
- GL-2 1/4" Thick Tempered Glass
- MT-1 Metal Down Spouts, Scuppers & Coping: PAC Clad, color to match storefront.
- LT-1 LED Wall Washer
- LT-4 LED Wall Sconces
- PT-1 Exterior Metal Grade Paint (Window Mullions, Door Frame): Kawneer 451, Alum / Anodized, #29 Black.

FRONT (EAST) ELEVATION
SCALE: 1/8" = 1'-0"
DASH IN #654 7505 & 18.135



Proposed Exterior Materials:

- BR-1 Thin Brick: McNear Brick & Block, Sandmold Series, Moldular: Color, Genova. Brick Mortar: Workrite #2223 type "S" Masonry cement.
- LT-1 LED Wall Washer
- MT-1 Metal Down Spouts, Scuppers & Coping: PAC Clad, color to match storefront, black
- PC-1 Precast Concrete Watertable: Nitterhouse, Legacy Stone (Terrazzo Finish): Color, LS-2
- PT-3 Exterior Metal Grade Paint on Door & Frame: Color to match storefront, Black
- SD-1 Fiber Cement Panels: Vintage Wood, Color: Dk. Grey
- SF-1 Block: Split Face Block, Nitterhouse: Color, To match ST-1 (TBD)

REAR (WEST) ELEVATION
SCALE: 1/8" = 1'-0"
DASH IN #654 7505 & 7509 18.135



Proposed Exterior Materials:

- AW-1 Fabric Awnings - Final Color and Graphic Design T.B.D.
- BR-1 Thin Brick: McNear Brick & Block, Sandmold Series, Moldular: Color, Genova. Brick Mortar: Workrite #2223 type "S" Masonry cement.
- LT-1 LED Wall Washer
- MT-1 Metal Down Spouts, Scuppers & Coping: PAC Clad, color to match storefront, black
- PC-1 Precast Concrete Watertable: Nitterhouse, Legacy Stone (Terrazzo Finish): Color, LS-2
- SD-1 Fiber Cement Panels: Vintage Wood, Color: Dk. Grey
- SF-1 Block: Split Face Block, Nitterhouse: Color, To match ST-1 (TBD)
- SG-1 48" Tall Brand Standard Internally Illuminated Sign



Proposed Exterior Materials:

- AW-1 Fabric Awnings - Final Color and Graphic Design T.B.D.
- BR-1 Thin Brick: McNear Brick & Block, Sandmold Series, Moldular: Color, Genova. Brick Mortar: Workrite #2223 type "S" Masonry cement.
- LT-1 LED Wall Washer
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- PT-3 Exterior Metal Grade Paint on Door & Frame: Color to match storefront, Black
- SD-1 Fiber Cement Panels: Vintage Wood, Color: Dk. Grey
- SF-1 Block: Split Face Block, Nitterhouse: Color, To match ST-1 (TBD)
- ST-1 Man Made Stone Veneer: Color and Style to Match "Stony Point Dressed LedgeStone"

RENDERINGS



2 RENDERING
ENTRANCE VIEW



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

301-952-3972

July 19, 2018

MEMORANDUM

TO: Ras Cannady, Senior Planner, Urban Design Section, Development Review Division

VIA: Kipling Reynolds, AICP, Division Chief, Community Planning Division ^{RSP}
David A. Green, Master Planner, Community Planning Division ^{DL}

FROM: Thomas Lester, Senior Planner, Long-Range Planning Section, Community Planning Division ^{TEL}

SUBJECT: **DSP-16032-01 & DDS-643, SMO, Inc.**

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: Detailed Site Plan for property outside of an overlay zone, and a Departure from Design Standards request.

Location: 7507-7509 Old Branch Avenue, Clinton, MD, 20735

Size: 1.58 acres

Existing Uses: Gas station, convenience store, and dry cleaner

Proposal: Demolish the existing structures. Construct a gas station with a convenience store and a car wash. Amend the DSP to modify a curb line near the car wash exit and landscape strip. Relocate the loading space to reduce the setback from residentially zoned property from 50 feet to 20.5 feet through a DDS.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the Established Communities policy area. The vision for Established Communities is low- to medium-density infill development. The generalized future land use map recommends commercial land use for the property (p. 101).

DSP-16032-01 & DDS-643, SMO, Inc.

Master Plan: The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* recommends Commercial-Neighborhood land uses on the subject property (p. 112). The property is in the Coventry Way focus area (p. 86).

In addition, the Sector Plan makes the following recommendations that affect the subject property:

- Rezone property designated as Commercial-Neighborhood to the appropriate zoning classification (p. 89).
- Encourage building close to the street for new infill commercial buildings north of Coventry Way to provide for an attractive streetscape with a wide sidewalk and provision for outdoor seating (p. 93).
- Place parking at the rear or side of all buildings in order to avoid a direct view of parking lots from the street. Provide parking islands with landscaping to soften the view of asphalt pavement and to avoid the prospect of a sea of parked cars (p. 115).

Planning Area/

Community: PA 81/Clinton and Vicinity.

Aviation/MIOZ: This application is located within the Military Installation Overlay Zone – Height, Conical Surface (20:1) Left Runway Area E, which restricts height to approximately 300 feet.

SMA/Zoning: The Military Overlay Zoning Map Amendment retained the subject property in the Commercial Miscellaneous (C-M) zone.

c: Long-range Agenda Notebook

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



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**Prince George's County Planning Department
Countywide Planning Division**

**(301) 952-3680
www.mncppc.org**

July 18, 2018

MEMORANDUM

TO: Ras Cannady, Senior Planner, Urban Design Section, Development Review Division

FROM: Jay Mangalvedhe, Senior Planner, Special Projects Section, Countywide Planning Division *JM*

SUBJECT: DDS-643; SMO, Incorporated

The SMO, Incorporated property is located at the west side of Old Branch Avenue, approximately 140 feet from the intersection of Branch Avenue. The Special Projects Section, Countywide Planning Division has reviewed this Departure from Design Standards application for reducing loading setback will have no impact on existing public facilities.

I:\PFS\Development Review\DRD\DDS-643_JM.sp
G:\Referrals\DRD\DDS-643_JM.sp



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

July 30, 2018

MEMORANDUM

TO: Ras Cannady, Urban Design Section, Development Review Division
VIA:  Tom Masog, Transportation Planning Section, Countywide Planning Division
FROM:  Randy Radford, Transportation Planning Section, Countywide Planning Division
SUBJECT: DSP-16032 and DDS 643

The Transportation Planning Section has reviewed the detailed site plan and the departure from design standards applications referenced above. The site is 1.35 acres and is zoned as C-M (commercial miscellaneous). It is located on the west side of Old Branch Avenue with its intersection with Kirby Road.

Review Comments

There is an approved detailed site for the site. This plan proposes to amend the detailed site plan to adjust the curblineline at the site's exit. Also, the applicant proposes to relocate the loading space. This necessitates a departure from design standards as the relocated loading space is within 50 feet of residential properties.

Old Branch Avenue and Kirby Road are recommended to be upgraded to collector roads. Old Branch Avenue (four lanes) is currently at its planned cross section and no further widening is likely. Kirby Road is currently two lanes, and no structure is proposed within the ultimate 80-foot right-of-way.

The applicant has provided a turning radius diagram for trucks circulating within the site. Based on this diagram, the Transportation Planning Section determines that trucks can safely maneuver within the site.

The Transportation Planning Section has no comment regarding the relocation of the space and the related departure from design standards.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in Section 27-285. Once again, no comments are offered regarding the departure.

August 9, 2018

MEMORANDUM

TO: Ras Tafari Cannady II, Subdivision and Zoning Section

VIA: Sherri Conner, Subdivision and Zoning Section *sc*

FROM: Joseph Onyebuchi, Subdivision and Zoning Section *J.O.*

SUBJECT: DSP-16032-01, DDS-643 – SMO, Inc.

The subject property is composed of Parcels A and B in the Montague and Wilkes Properties Subdivision. The property is zoned C-M and is in the M-I-O Zone. Parcels A and B were recorded in Plat Books WW 51-22 and 51-23 in April 1964 and were the subject of Preliminary Plan of Subdivision 12-3019 for which there are no available records.

The instant application is to amend the Detailed Site Plan DSP-16032 for the purpose of modifying a curb line near the car wash exit and 4.6 landscape strip. Additionally, the applicant is proposing to relocate the loading space and is requesting a Departure from Design Standards to reduce the setback from 50 to 20.5 feet.

The site is currently developed with two buildings totaling 9,009 square feet, which have been in existence since the early 1960s. The total area of the site is 67,989 square feet or 1.56 acres and the existing buildings comprise more than 10 percent of the site. The site is exempt from the requirement of filing a resubdivision pursuant to Section 24-111(c)(4) which states:

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
 - (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of a site that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code, has been constructed pursuant to a building permit issued on or before December 31, 1991.**

The Planning Board approved DSP-16032 on June 29, 2017 for a food and beverage store, gas station, and car wash totaling 6,326 square feet. A building permit for the approved structures was issued on January 12, 2018 (CGU-52716-2017) and two raze permits were issued subsequently on April 24, 2018 (RZW 19231-2018 & 19652-2018). Because the building permit was filed and issued prior to the raze permits, the site remains exempt from the requirement of filing a resubdivision.

Plan Comments

1. The applicant is proposing right-of-way dedication along Kirby Road and Old Branch Avenue. The area of dedication is reflected in the General Notes section. However, the plans should be revised to indicate the dedication of land for public use, including the square footage/area, along Kirby Road and Old Branch Avenue.

Recommended Conditions

1. Prior to certification of the detailed site plan, revise the plans to indicate the square footage/area and dedication of land for public use along Kirby Road and Old Branch Avenue.

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




THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

August 1, 2017

MEMORANDUM

TO: Ras Cannady, Development Review Division
FROM:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division
SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following Detailed Site Plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan in order to provide the Master Plan Trails.

Detailed Site Plan Number: DSP-16032 (Revised Memorandum)
Name: SMO, Inc.; Gas Station/Food & Beverage Store and Car Wash

Type of Master Plan Bikeway or Trail

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

*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the detailed site plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff recommendations based on current or proposed conditions are also included in this memo.

Review Comments (Master Plan Compliance and Prior Approvals)

The subject application is located on the west side of Old Branch Avenue (MD 381) and south of Kirby road. The application proposes a gas station, food and beverage store, and car wash on a 1.58 acre site in the C-M zone. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (area master plan).

Two master plan trails/bikeways impact the subject application. Sidewalks and designated bike lanes are recommended along Old Branch Avenue and Kirby Road is designated as a shared use roadway (see MPOT map). Designated bike lanes along MD 381 can be considered by SHA comprehensively for the

corridor at the time of road resurfacing. For the submitted site plan, it is recommended that any restriping along the site's frontage be consistent with the Maryland State Highway Administration January 2015 Bicycle and Policy Design Guidelines. Share the Road signage is recommended along Kirby Road to implement the bikeway recommendation in the MPOT.

The Complete Streets element of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

The submitted site plan reflects sidewalk construction along the site's frontages of both Old Branch Avenue and Kirby Road. Per earlier discussions with the applicant, a standard sidewalk along Arbutus Lane and bicycle parking have been added to the revised plan. A sidewalk connection is provided from the public right-of-way along Kirby Road to the entrance to the Food and Beverage Store. Other than the provision of bicycle signage along Kirby Road per the master plan recommendation, no additional bicycle and pedestrian recommendations are necessary.

Recommendation

1. Provide a financial contribution of \$420 to the Department of Public Works and Transportation/Department of Permitting, Inspections, and Enforcement for the placement of one "Share the Road with a Bike" sign along the site's frontage of Kirby Road. Payment shall be received prior to the issuance of the first building permit.

July 19, 2018

MEMORANDUM

TO: Ras Cannady, Urban Design

FROM: Brooke Larman, Permit Review Section, Development Review Division

SUBJECT: Referral Comments for DSP-16032-01 & DDS-643, SMO, Inc.

1. The DDS is for the loading space being relocated and the departure to the setback since it is within the 50' setback from the adjacent residentially zoned property. No need for Permit Section to review this referral.
2. The DSP revision is to amend the curb line near the car wash exit, landscaping for Section 4.6 and to relocate the loading space. No need for Permit Section to review this referral.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Environmental Planning Section

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

August 28, 2018

MEMORANDUM

TO: Ras Cannady, Senior Planner, Subdivision & Zoning Review Section

VIA: Katina Shoulars, Supervisor, Environmental Planning Section

FROM: Chuck Schneider, Senior Planner, Environmental Planning Section

SUBJECT: **SMO, Inc.; Detailed Site Plan DSP-16032-01/DDS-643
(7505 AND 7509 Old Branch Avenue)**

The Environmental Planning Section (EPS) has reviewed Detailed Site Plan DSP-16032-01 and Departure from Design Standards DDS-643, received by the Countywide Planning Division on July 12, 2018. The Environmental Planning Section recommends approval of the application with no conditions.

The site has a Natural Resource Inventory Equivalency Letter (NRI-088-2016) and Woodland Conservation Exemption Letter (S-071-16) which were issued on April 14, 2016. The site is primarily developed with two structures, a gas pump canopy and paved parking areas. A small maintained grass area and a tree row area are located along the southwestern property line. No woodland or regulated environmental features are located on this site. According to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), the site contains a Grosstown-Hoghole-Urban land complex soil. No unsafe soils containing Christiana complexes or Marlboro clays are associated with this site. This site is not located within a Sensitive Species Protection Review Area (SSPRA) based on a review of the SSPRA GIS layer prepared by the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP). The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan* (2014). No *Countywide Green Infrastructure Plan* of the *Approved Prince George's Resource Conservation Plan* (May 2017) areas are located on-site.

The Environmental Planning Section finds this application to be in conformance with the environmental requirements of Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance).

The site has an approved Stormwater Management Concept Plan #37816-2016-00 that is in conformance with the current code, which is valid until March 1, 2020. The approved concept plan is consistent with the detailed site plan.

No additional Information is required. The Environmental Planning Section Recommends approval of DSP-16032-01.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**Prince George's County Planning Department
Historic Preservation Section**

**(301) 952-3680
www.mncppc.org**

July 17, 2018

MEMORANDUM

TO: Ras Cannady, Senior Planner
Urban Design Section
Development Review Division

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

FROM: Jennifer Stabler, Archeology Planner Coordinator *JAS*
Tyler Smith, Principal Planning Technician *TAS*
Historic Preservation Section
Countywide Planning Division

SUBJECT: **DSP-16032 & DDS-643, SMO, Inc.**

The subject property is located at 7505 and 7905 Old Branch Avenue, on the west side of Old Branch Avenue, approximately 140' from its intersection with Branch Avenue in Clinton, Maryland. The subject application proposes the construction of a food and beverage store in conjunction with a carwash and a departure to reduce the loading setback. The subject property is zoned C-M.

According to tax records, the retail buildings and gas station at 7505 and 7509 Old Branch Avenue were constructed in 1965. The buildings have been modified from their original appearance. No additional documentation of the buildings is recommended.

There are no Prince George's County historic sites or resources on or adjacent to the subject property. The proposed project will have no impact on any Prince George's County historic sites or resources. No significant archeological resources will be impacted by the proposed development. Historic Preservation staff recommends approval of the subject application with no conditions.

I:\HISTORIC\Referrals\2018\DSP-16032 & DDS-643 SMO Inc_HPS 18 July 2018.docx



The Maryland-National Capital Park and Planning Commission
 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772 301-952-
 3530

**** REFERRAL REQUEST ****

Date: 7/12/2018
 To: EMAIL DISTRIBUTION LIST
 From: Ras Cannady – URBAN DESIGN ras.cannady@ppd.mncppc.org
 Subject: DSP-16032-01 & DDS-643, SMO, Inc.

IDENTIFICATION OF MAJOR ISSUES DUE DATE: 7/27/2018

***Note:** E-mail any major issues/problems to the reviewer by the above date.

SDRC MEETING IS SCHEDULED FOR: N/A

REFERRAL DUE DATE: 8/13/2018

- | | |
|---|---|
| <input checked="" type="checkbox"/> Full Review of New Plan | <input checked="" type="checkbox"/> Revision of Previously Approved Plan |
| <input type="checkbox"/> Limited or Special Review | <input type="checkbox"/> Plans/Documents Returned for Second Review Following Revision by Applicant |

NOTE: This case is being reviewed at: Planning Board level OR Planning Director level

Related Cases: _____

NOTE: Plans and documents for this case will be available in Dropbox until Planning Board hearing and decision.

You may download and save for your records but the plans are not final until conditions are met and the plan is certified.

REFERRAL REPLY COMMENTS:

NO COMMENTS

NOTES: The review package is located here:

<https://www.dropbox.com/sh/em49fse5whe0bid/AAC1ys3RFPZJLCokFbK7vdaZa?dl=0>

Paul J. L. 7/12/18

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

Cannady, Ras

From: Kwesi Woodroffe <kwoodroffe@sha.state.md.us>
Sent: Monday, July 23, 2018 11:10 AM
Cc: Cannady, Ras
Subject: RE: EPlan Referral for DSP-16032-01 & DDS-643, SMO, Inc. via DROPBOX

Ras,

I reviewed the subject referral and have no comments.

Thanks, Kwesi
(301) 513-7347

From: ePlan <ePlan@ppd.mncppc.org>
Sent: Thursday, July 12, 2018 8:20 AM
To: Smith, Tyler <tyler.smith@ppd.mncppc.org>; Berger, Howard <Howard.Berger@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Burton, Glen <Glen.Burton@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Contee, Wendy <wendy.contee@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Shaffer, Fred <Fred.Shaffer@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgparks.com>; Gallagher Deborah L <Deborah.Gallagher@ppd.mncppc.org>; Linkins, John <John.Linkins@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Shoulars, Katina <Katina.Shoulars@ppd.mncppc.org>; Kmoladeinde@co.pg.md.us; 'DARichards@co.pg.md.us' <DARichards@co.pg.md.us>; 'BEDevaney@co.pg.md.us' <BEDevaney@co.pg.md.us>; SRLand@co.pg.md.us; 'mreichwein@co.pg.md.us' <mreichwein@co.pg.md.us>; Kwesi Woodroffe <kwoodroffe@sha.state.md.us>; cdaheart@co.pg.md.us; #DSGINTAKE@WSSCWATER.com; wallace.l.brooks <wallace.l.brooks@verizon.com>; jkoroma@pepco.com; wkynard@pepcoholdings.com; joseph.j.bonhoff <joseph.j.bonhoff@bge.com>; Reigel, Herb <Herb.Reigel@smeco.coop>; clerkmorningside@aol.com; Mangalvedhe, Jay <Jay.Mangalvedhe@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; tgaskins@co.pg.md.us; swthweatt@co.pg.md.us; Peter Campanides <PCampanides@sha.state.md.us>; kenneth.l.barnhart@verizon.com; mark.g.larsen@verizo.com; david.humphreys2.civ@mail.mil; paul.a.holland12.ctr@mail.mil; Green, David A <davida.green@ppd.mncppc.org>
Cc: Cannady, Ras <ras.cannady@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Rotondo, Chris <Chris.Rotondo@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Walker, Tineya <tineya.walker@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; Daniel F. Lynch (dlynch@mhlawyers.com) <dlynch@mhlawyers.com>; Suzanne A. Nickle <snickle@mhlawyers.com>
Subject: EPlan Referral for DSP-16032-01 & DDS-643, SMO, Inc. via DROPBOX

All,

This is an EPlan referral for DSP-16032-01 & DDS-643, SMO, Inc. This case was officially accepted as of today, July 12th 2018. Please submit ALL comments to Ras Cannady(email attached).

Click on the hyperlink to view case:

<https://www.dropbox.com/sh/em49fse5whe0bid/AAClys3RFPZJLCokFbK7vdaZa?dl=0> .

Thank you.



DATE: September 19, 2018
 TO: Andree Green Checkley, Planning Director
 VIA: Jill Kosack, Co-Chair, Alternative Compliance Committee *JK*
 FROM: Martin Grigsby, Alternative Compliance Committee
 PROJECT NAME: SMO, Incorporated
 PROJECT NUMBER: Alternative Compliance AC-17006-01
 COMPANION CASE: Detailed Site Plan DSP-16032-01

ALTERNATIVE COMPLIANCE AND TREE CANOPY COVERAGE COMMITTEE REVIEW

Recommendation: X Approval Denial

Justification: SEE ATTACHED

Martin Grigsby

 Reviewer's Signature

PLANNING DIRECTOR'S REVIEW

 Final Decision Approval Denial
 X Recommendation ✓ Approval Denial

 ✓ To Planning Board
 To District Council
 To Zoning Hearing Examiner

Planning Director's Signature Andree Green Checkley

APPEAL OF PLANNING DIRECTOR'S DECISION

Appeal Filed:
 Planning Board Hearing Date:
 Planning Board Decision: Approval Denial
 Resolution Number:

Alternative Compliance: AC-17006-01
Name of Project: SMO, Incorporated; 7509 Old Branch Avenue
Underlying Case: Detailed Site Plan DSP-16032-01
Date: September 19, 2018

A revision is requested to the previously approved Alternative Compliance from the requirements of Section 4.6(c)(2), Buffering Development from Special Roadways, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), along Old Branch Avenue.

Location

The subject 1.56-acre property is located on the west side of Old Branch Avenue between Kirby Road and Arbutus Lane. More specifically, the property is located at 7505 and 7905 Old Branch Avenue, Clinton, Maryland. The Commercial Miscellaneous (C-M)-zoned property is comprised of Parcels A and B. Parcel A is currently developed with a gas station and service facility and Parcel B is currently developed with a food and beverage store and a dry cleaner. The property is bounded on the west by vacant property in the R-80 Zone; on the north, east, and south by the rights-of-way of Kirby Road, Old Branch Avenue, and Arbutus Lane, respectively. The property is located within the geography previously designated as the Developing Tier and reflected on Attachment H(5) of the *Plan Prince George's 2035 Approved General Plan* (Plan 2035), as found in Prince George's County Planning Board Resolution No. 14-10 (see County Council Resolution CR-26-2014, Revision No. 31).

Background

The underlying detailed site plan (DSP) application proposes to redevelop the property to include a 3,400-square-foot food and beverage store, an eight-multi-product dispenser gas station under a canopy, and a 2,926-square-foot car wash. The application is subject to Section 4.2, Landscape Strips Along Streets; Section 4.3 Parking Lot Requirements; Section 4.4 Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and, Section 4.9, Sustainable Landscaping Requirements of the Landscape Manual because it involves construction of new buildings on the subject property.

Alternative Compliance AC-17006 was previously approved by the Planning Board on June 29, 2017, in conjunction with Detailed Site Plan DSP-16032. That application granted approval of alternative compliance from Section 4.2, Landscape Strips along Streets, along Arbutus Lane; Section 4.6(c)(2), Buffering Residential Development from Special Roadways, along Old Branch Avenue; and Section 4.7, Buffering Incompatible Uses, along the western property line. The applicant has filed this request for a revision to the Alternative Compliance from Section 4.6(c)(2), Buffering Development from Special Roadways along Old Branch Avenue, a designated historic roadway, for a further reduction in the required buffer width.

Section 4.6, Buffering Development from Special Roadways

REQUIRED: Section 4.6 (c)(2) Buffering Development from Special Roadways, along Old Branch Avenue, a designated historic roadway

Length of buffer:	308 feet
Minimum buffer width:	20 feet
Plant Units (80 per 100 linear feet):	247

PROVIDED: Section 4.6(c) Buffering Development from Special Roadways, along Ritchie Marlboro Road, a designated historic roadway

Length of buffer:	308 feet
Buffer width:	Varied from 5–28 feet
Plant Units:	165

Justification of Recommendation

The applicant does not meet the requirements of Section 4.6(c)(2), Buffering Development from Special Roadways, along a 175.9-foot portion (57.1 percent) of the 308-foot frontage on the historic Old Branch Avenue because the full required buffer width has not been provided and a reduced number of plant units are provided. Section 4.6(c)(2)(A)(ii) of the Landscape Manual for development along historic roads in the Developing Tier requires the applicant to provide a minimum twenty-foot-wide buffer to be planted with a minimum of 80 plant units per 100 linear feet, which equals a total of 247 plant units for the subject property. The applicant is proposing a buffer with a varied width from 5 to 28 feet for a 175.9-foot portion of the buffer and only 165 plant units. In addition, the applicant also provides a three-foot-high brick wall along the frontage.

The original AC-17006, in relation to the Section 4.6 requirements, was approved for a varied buffer of 13–28 feet and 158 plant units, with a three-foot-high brick wall along the frontage. However, now the applicant has requested a reduction of the buffer to a varied width of 5-28 feet and 165 plant units, with a three-foot-high wall along the frontage. The additional reduction is necessary due to the need to reconfigure the curve of the car wash exit driveway to ensure safe vehicular circulation. This modified proposal promotes better visibility and improves overall safety for drivers as they exit the car wash in relation to the previously approved request.

One of the purposes of Section 4.6 is to “Provide an attractive view of development from streets and special roadways by buffering those developments with appropriate landscaping.” The Alternative Compliance Committee finds that the provision of the decorative brick wall, in addition to the additional plant materials proposed, will be equally effective as normal compliance with Section 4.6 of the Landscape Manual.

In conclusion, the Alternative Compliance Committee finds the request for approval of Alternative Compliance is justified for this redevelopment proposal in an older community due to the space limitation of the site in accordance with Section 1.3(a)(2) of the Landscape Manual.

Recommendation

The Alternative Compliance Committee recommends APPROVAL of Alternative Compliance, AC-17006-01, SMO, Incorporated, 7509 Old Branch Avenue, from Section 4.6(c)(2), Buffering Residential Development from Special Roadways, of the 2010 *Prince George’s County Landscape Manual*, along Old Branch Avenue,

**STATEMENT OF JUSTIFICATION
DSP-16032/01 and DDS-643**

APPLICANT: SMO, Incorporated
P.O. Box 2810
LaPlata, Maryland 20646

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: Amendment to Approved Detailed Site Plan pursuant to Section 27-289, Section 27-461(b)(1)(B) and Section 27-358(a)(1), (2), (4-10).

Departure from Design Standards to reduce the setback set forth in Section 27-579(b).

I. DESCRIPTION OF PROPERTY

1. Address – 7505 and 7905 Old Branch Avenue, Clinton, Maryland 20735
2. Use - Retail Sale of Gasoline with Food and Beverage Store and Car Wash
3. Incorporated Area - N/A
4. Council District – 9th
5. Parcels – A & B
6. Total Area – 1.351 Acres
7. Plat Book – Parcel A, Plat Book WWW51, page 22
Parcel B, Plat Book WWW 51, page 23
8. Tax Map – 107/C3
9. Location – Located on the west side of Old Branch Avenue at its intersection with Kirby Road

10. Zoned: C-M (Commercial Miscellaneous) Zone
11. Owner – SMO, Incorporated
12. Zoning Map – 210SE06

II. APPLICANT'S PROPOSAL

The Subject Property, which is zoned C-M, is comprised of Parcels A and B. Parcel A is currently developed with as gas station and service facility and Parcel B is developed with a convenience store and dry cleaner. Parcel A was first developed with a gas station in the early 1960s and Parcel B was originally developed with retail uses back in the 1960s. The applicant is proposing to redevelop both properties with a gas station, food and beverage and car wash. Specifically, the development proposal calls for the construction of a 3,472 square foot food and beverage store, 8 multi-product dispensers under the cover of a canopy, and a 2,926 square foot car wash.

On July 20, 2017, the Planning Board approved DSP-16032 for the development of a 3,400 square foot food and beverage store, eight multi-product dispensers and a 2,926 square foot car wash. The purpose of this application is to amend that Detailed Site Plan for the purpose of modifying a curb line near the car wash exit and 4.6 landscape strip. In addition, the applicant is proposing to relocate the loading space and as part of that relocation is requesting a Departure from Design Standards to reduce the setback from residentially zoned property from 50 feet to 20.5 feet.

III. COMMUNITY

The subject property is located in the *Approved Central Branch Avenue Corridor Revitalization Plan*. The subject property is surrounded by the following uses:

North: Kirby Road and beyond a bank in the C-M Zone

South: Arbutus Road and beyond a food and beverage store in the C-M Zone.

East: Old Branch Avenue and beyond a vacant building in the C-M Zone.

West: Vacant property in the R-80 Zone.

The Subject Property is part of the commercial strip of retail uses fronting on Old Branch Avenue from its intersection with Kirby Road to its intersection with Mardella Boulevard.

IV. CRITERIA FOR APPROVAL OF AN AMENDMENT TO A DETAILED SITE PLAN

Sec. 27-289 of the Zoning Ordinance authorizes the Planning Board or the Planning Director to approve an amendment to a Detailed Site Plan. Section 27-289 provides:

(a) **General.**

An application to amend a Detailed Site Plan shall be filed with the Planning Board by the owner or authorized owner representative. No amendment of a Detailed Site Plan shall be permitted without the approval of the Planning Board or Planning Director, as provided in this Section. The Director may authorize staff to take any action the Director may take under this Section.

(b) **Amendment, Planning Board.**

All requirements for the filing and review of an original Detailed Site Plan shall apply to an amendment. The Planning Board shall follow the same procedures and make the same findings.

COMMENT: As will be demonstrated below, the amendment to DSP-16032 complies with the requirements set forth in 27-358(a)(1), (2), (4-10). The applicant's proposed amendment and departure do not impact the finding made as part of the Planning Board's decision on DSP-16032. The proposed station will continue to comply with Section 27-358 as demonstrated below:

- (a)(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;

COMMENT: The subject property is a Through Lot and has over 322 feet of frontage along Old Branch Avenue, which is has an ultimate right-of-way width of 120 feet; has over 202 feet of frontage along Kirby Road, which has an ultimate right-of-way of 120 feet; and has over 154 feet of frontage along Arbutus Lane. Additionally, the subject property one 35' wide access driveway on Old Branch Avenue, one 35' wide access driveway on Kirby Road, and one 20' wide access driveway on Arbutus Lane.

- (a)(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;

COMMENT: There are no schools, outdoor playgrounds, libraries, or hospitals within three hundred (300) feet of the subject property.

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

COMMENT: The applicant will not store motor vehicles at the subject property.

- (a)(5) Access driveways shall not be less than 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 Public Works and Transportation, whichever is applicable, and shall be constructed in accordance with the minimum standards required by the County Road Ordinance or the 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 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 12 feet from the side or rear lot line of any adjoining lot.

COMMENT: This proposal provides for a 35' wide full access driveway off Kirby Road, a 35' wide full access driveway on Old Branch Avenue and a 20' wide one way access driveway on Arbutus Lane.

- (a)(6) Access driveways shall be defined by curbing;

COMMENT: As shown on the detailed site plan submitted in conjunction with this application, the access driveways are defined by curbing.

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

COMMENT: A five-foot sidewalk has been provided along Kirby Road, Old Branch Avenue and a portion of Arbutus Lane. In addition sidewalks have been provided on three sides of the food and beverage store.

- (a)(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 twenty-five (25) feet behind the street line.

- (a)(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; and

COMMENT: There is no vehicle repair service proposed.

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

COMMENT: Architectural elevations have been submitted in conjunction with the detailed site plan. The applicant believes that the architectural character of the proposed building (with the use of brick, stone, glass and concrete siding, will not only be an attractive addition to the surrounding community, but will not be inconsistent with the surrounding development. The use of attractive features and sustainable material is carried through on the gas canopy, as all columns will be covered in stone to improve the site aesthetics. At one story, the proposed building will be in keeping with the surrounding community.

V. DEPARTURE FROM DESIGN STANDARDS

As noted above, the applicant is requesting a Departure from Design Standards to reduce the setback requirement for the loading space from 50 feet to 20.5 feet as required under Section 27-579(b) of the Zoning Ordinance.

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: As part of the approval of DSP-16032, Alternative Compliance from 4.7 of the Landscape Manual was approved that allows for the 4.7 Bufferyard to be provided on the adjacent property. That bufferyard will be subject to a Landscape Easement recorded in the Land Records of Prince George's County. The 4.7 buffer located on the adjacent property is 40 in width. Therefore, the loading space will be setback over 60 feet from that area of the adjacent property where future development may occur. The applicant therefore contends that the purposes of this Subtitle will be better served by the applicant's proposal.

(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 setback requirement for the loading space, but has determined that compliance with the 50 foot setback would impact the drive aisle located between the loading area and the fuel dispensers. The applicant has located the loading space as far back from the residentially zoned property without compromising the circulation of the site.

(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 very wide and narrow. This fact is made evident through the approval of Alternative Compliance from 4.7 of the Landscape Manual. The applicant is still finding it difficult to meet the setback from the residential property without obtaining relief through the departure process.

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

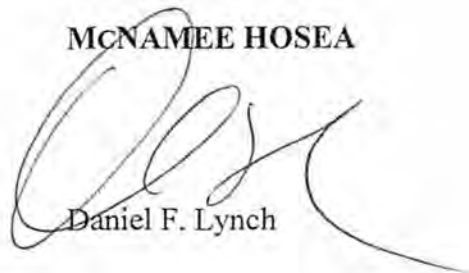
COMMENT: The loading space will be buffered from the adjoining property by the 4.7 landscape strip that is subject to the easement. The applicant believes that the proposed location of the loading space is better screened by the buildings located to the north and south of its location and if the space was relocated to meet the 50 foot setback requirement, the space would have a greater visual impact on the surrounding neighborhood. In addition, granting of this departure will contribute to the better circulation on site since the space will be setback further from the drive aisles and fuel pumps.

V. CONCLUSION

The applicant respectfully submits that all of the criteria for granting the proposed Amendment to Detailed Site Plan and Departure from Design Standards have been met and on behalf of SMO, Incorporated, requests the approval of this application.

Respectfully submitted,

MCNAMEE HOSEA



Daniel F. Lynch

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on June 29, 2017 regarding Detailed Site Plan DSP-16032 for SMO, Incorporated, the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) application is for a proposed 3,400-square-foot food and beverage store, eight multi-product dispenser gas station, and a 2,926-square-foot car wash.
2. **Development Data Summary:**

	EXISTING C-M/ M-I-O	APPROVED C-M/M-I-O
Zones		
Uses	Food and Beverage Store/ Service Station/Dry Cleaner	Food and Beverage Store/ Gas Station/Car Wash
Acreage	1.56	1.43
Parcel	2	2
Total Gross Floor Area (GFA)	9,009 sq. ft.	6,326 sq. ft.

OTHER DEVELOPMENT DATA

Total Parking Spaces Required	31 spaces
Food and Beverage Store	
3,000 GFA @ 1 space per 150 GFA	20 spaces
400 + GFA @ 1 space per 200 GFA	2 spaces
Gas Station	
2 Employees @ 1 space per Employee	2 spaces
Car Wash	
2,926 GFA @ 1 space per 500 GFA	6 spaces
 Total Parking Spaces Provided	 33 Spaces
Regular Spaces (9.5 ft. x 19 ft.)	29 spaces
Compact Spaces (8 ft. x 16.5 ft.)	2 spaces
ADA Spaces (8 ft. x 19 ft.)	2 spaces
 Loading Spaces Required	 1 space
Loading Spaces Provided	1 space*

Note: * On the submitted DSP, the provided loading space is shown to be located within 50 feet of the residentially-zoned property to the west. This is not allowed per Section 27-579(b) of the Zoning Ordinance. The applicant has indicated that they can redesign the loading space to move it more than 50 feet from the adjacent property. Therefore, a condition has been included in this approval requiring this revision.

3. **Location:** The subject site is located on the west side of Old Branch Avenue between Kirby Road and Arbutus Lane, in Planning Area 81A and Council District 9. More specifically, the property is located at 7505 and 7509 Old Branch Avenue in Clinton, Maryland
4. **Surrounding Uses:** The property is currently developed with a food and beverage store, vehicle service facility, and dry cleaner, and is bounded on the east side by the public right-of-way of Old Branch Avenue, a designated historic road, and beyond by a vacant building in the C-M Zone. To the west is a vacant One-Family Detached Residential (R-80) zoned property. The site is bounded to the north by the public right-of-way of Kirby Road, with a bank in the C-M Zone beyond, and to the south by the public right-of-way of Arbutus Lane, with a food and beverage store in the C-M Zone beyond.
5. **Previous Approvals:** The subject property is a part of the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (Central Branch Avenue Corridor Sector Plan and SMA), which retained the site in the C-M Zone. The site was developed with a gas station and retail uses in the 1960s. The site also has a Stormwater Management Concept Plan (37816-2016-00), which was approved on March 1, 2017 and is valid through March 1, 2020.
6. **Design Features:** The subject site is roughly rectangular in shape, with the west side adjacent to vacant residentially-zoned property. The site fronts on Kirby Road to the north with one proposed vehicular access point, Old Branch Avenue to the east with a second vehicular access point, and Arbutus Lane to the south with a third vehicular access point, which will be 'exit-only.'

The applicant proposes a one-story, 23-foot-high, 3,400-square-foot food and beverage store, located along the northwestern edge of the property and facing east. Two surface parking areas are located along the east and north sides of the building, with a loading space and trash enclosure along the south side. The applicant also proposes a gas station with eight multi-product dispensers under an 18-foot-high canopy located to the east of the food and beverage store. Finally, the applicant proposes a 2,926-square-foot, approximately 26-foot-high car wash along the southern edge of the property. Parking is provided along the north side of the car wash with self-serve vacuum cleaners. Adequate handicapped parking has been provided for the project. Stormwater management is being accommodated by on-site underground storage and treatment.

Architecture

The building design for the food and beverage store is rectangular with a flat roof. The exterior finish is brick with a stone veneer or decorative concrete block water table rising to three feet in height around all sides of the building. Dark grey fiber cement panels accent all sides of the

building and storefront windows and double door are provided along the eastern elevation. Fabric awnings are located on the front and sides of the building. The building is attractive and uses high quality materials. In front of the food and beverage store is the gas station dispenser area, covered with an 18-foot-high canopy. The color of the canopy is white with an internally illuminated red bar light. The canopy is supported by a pole system, covered in the same brick veneer featured on the main building.

The building design for the car wash is roughly rectangular with four curved roofs at varying heights and angles. The exterior finish is predominately a “wood-look” fiber cement siding with a stone veneer water table rising to three feet in height around all sides of the building and matching stone veneer accent columns. The building is attractive, uses high-quality materials, and provides a significant amount of windows on all elevations. Overhead doors providing access to the drive-through car wash are located along the western and eastern elevations.

Signage

Two freestanding signs are proposed on the site. The first sign, located at the northeast corner of the property, adjacent to the Kirby Road and Old Branch Avenue intersection, is a 25-foot-high, internally-illuminated, white and red, ground-mounted sign, with three digital displays for the gasoline prices. The second sign, located to the south of the driveway entrance from Old Branch Avenue is a 25-foot-high, internally-illuminated, white, blue and green, ground-mounted sign, with a digital display and stone columns and base. Two additional menu-board signs and two directional signs for the car wash are also proposed.

Two 48-inch-tall, internally illuminated building-mounted signs are located on the east and north elevations of the food and beverage store totaling 70.95 square feet. Two 24-inch tall, internally illuminated signs are located on the east and north elevations of the gas station canopy totaling 69.5 square feet. Three channel-letter building-mounted signs are located on the car wash totaling 78.1 square-feet. All signs are consistent with applicable sign regulations, except as discussed in Finding 7 below.

Site Details

Light Fixtures—Details of the downward light fixtures, canopy lights, wall-mounted lights and the light bollards to be located proximate to the car wash parking area have been provided and the Planning Board found them acceptable.

Dumpster Enclosure—The dumpster enclosure will be composed of concrete masonry unit (CMU), precast concrete and brick. The CMU is located on the watertable and a precast concrete band provides division between the wall and the watertable. Brick is to be utilized above the precast concrete. A variety of light and dark brown colors are coordinated in the dumpster design and match those colors of the food and beverage store. Double gates, finished in composite wood supported by painted steel posts, provide access to the enclosure.

Hardscape—A five-space bicycle parking rack has been provided on the north side of the food and beverage store.

Wall/Fence—A three-foot-high decorative wall is proposed along the Old Branch Avenue frontage. This wall is composed of brick, which matches the food and beverage store, with a pre-cast concrete cap.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-M Zone, Military Installation Overlay Zone (M-I-O) and the site plan design guidelines of the Zoning Ordinance.

- a. The subject application is in general conformance with the requirements of Section 27-461(b) of the Zoning Ordinance, which governs uses in commercial zones. The proposed food and beverage store, a gas station, and a car wash are permitted uses in the C-M Zone, subject to DSP review.

A gas station is permitted in the C-M Zone, subject to DSP review, and the requirements of Section 27-358(a)(1), (2) and (4) through (10), which are as follows:

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

- (1) **The subject property shall have at least one hundred 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 above criterion has been met. The subject property is a through-lot that has direct vehicular access and over 322 feet of frontage along Old Branch Avenue, which has an ultimate right-of-way of 80 feet and has direct vehicular access and over 202 feet of frontage along Kirby Road, which has an ultimate right-of-way of 80 feet.

- (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.**

The above criterion has been met. The subject property is not located within 300 feet of any school, playground, library or hospital.

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

The above criterion has been met. The applicant indicates that they will not store motor vehicles at the subject property.

- (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;**

The above criterion has been met. The proposal provides for a 35-foot-wide full access driveway off Kirby Road, which is located more than 20 feet from the point of curvature of the curb return and more than 12 feet from the rear lot line. The proposal also provides for a 47-foot-wide full access driveway off Old Branch Avenue, which is located more than 20 feet from the point of curvature of the curb return and is not along the same frontage as a rear or side lot.

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

The above criterion has been met. The proposed access driveways are defined by concrete curbing.

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

The above criterion has been met. A five-foot-wide sidewalk is proposed along Kirby Road, Old Branch Avenue, and Arbutus Lane. In addition, sidewalks have been provided on three sides of the food and beverage store. A sidewalk connection should be provided to connect the food and beverage store with the sidewalks within the rights-of-way.

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

The above requirement has been met. 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 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 other 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 site plan.**

The above criterion has been met. No repair facility is proposed for the gas station.

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

The above criterion has been met. The proposed gas station has been designed to not only be consistent with, but to be an attractive addition to, the existing surrounding development.

- b. The DSP shows a site layout that is consistent with Section 27-462 Regulations regarding building setbacks.
- c. The DSP is in general conformance with the applicable site design guidelines as referenced in Section 27-283, and contained in Section 27-274, of the Zoning Ordinance. For instance, vehicular and pedestrian circulation is designed to be safe, efficient, and convenient for both pedestrians and drivers. Streetscape amenities, such as the brick wall, contribute to an attractive, coordinated development that is appropriately scaled for user comfort. Additionally, the light fixtures are durable and compatible with the architecture.

One of the site design guidelines says that pedestrian access should be provided into the site; however, no sidewalk connections to the sidewalks within the right-of-way are shown on the DSP. Therefore, a condition has been included in this approval requiring the addition of one such connection prior to certification of this DSP.

- d. **Military Installation Overlay (M-I-O) Zone:** Part 10(c) of the Zoning Ordinance sets forth criteria for the M-I-O Zone. The subject property is located within the Joint Base Andrews M-I-O Zone area, within Height Surface 'E,' establishing a height limit of

approximately 500 feet above the runway surface, which should be noted in the general notes and on any other future development plans. All the proposed buildings are no more than 26 feet in height and, therefore, meet the requirements of the M-I-O Zone.

- e. Proposed building-mounted and freestanding signage are proposed with the DSP and it appears that they generally conform to the Zoning Ordinance standards in Section 27-613, which governs signs attached to a building or canopy and Section 27-614, Freestanding Signs. However, the site is proposing two freestanding signs, as allowed due to the site's frontage on two parallel (or approximately parallel) streets, Kirby Road and Arbutus Lane. However, in order for this to be applicable, the signs need to be located so as to be fronting on those streets. The gas station freestanding sign location is acceptable at the corner of the intersection of Kirby Road and Old Branch Avenue. However, the car wash freestanding sign needs to be moved from the current location along Old Branch Avenue to along the Arbutus Lane frontage. A condition requiring this revision has been included in this approval.
 - f. The DSP proposes freestanding signage for the car wash where the main building is located less than 40 feet behind the front street line. The applicant requested a Departure from Sign Design Standards (DSDS-691) from Section 27-614(a)(1) of the Zoning Ordinance, that was approved by the Planning Board at the June 29, 2017 public hearing.
8. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This project is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site contains less than 10,000 acres of woodland, and does not have a previously approved tree conservation plan. A Natural Resources Inventory Equivalence Letter, NRI-088-2016, approved on April 14, 2016 was submitted with the review package. The NRI shows no regulated environmental features or woodlands on the subject property. The site received a Woodland Conservation Exemption Letter (S-071-16) on April 14, 2016. A Type 2 Tree Conservation Plan is not required.
9. **2010 Prince George's County Landscape Manual Requirements:** The DSP is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), as follows:
- a. **Section 4.2, Requirements for Landscape Strips along Streets**—Applies to all public and private road frontages, which include the northern and southern frontages of the subject site adjacent to Kirby Road and Arbutus Lane, respectively. The correct schedules are provided on the DSP showing this requirement being met for the majority of the frontages, except for a portion of the Arbutus Lane frontage. Therefore, the applicant filed a request for Alternative Compliance, AC-17006, from Section 4.2 for a reduction in the width of the landscape strip provided.

REQUIRED: 4.2 Landscape Strips along Streets, along Arbutus Lane (Option 1)

Length of Landscape Strip	135 feet
Width of Landscape Strip	10 feet
Shade Trees (1 per 35 linear feet)	4
Shrubs (10 per 35 linear feet)	39

PROVIDED: 4.2 Landscape Strips along Streets, along Arbutus Lane (Option 1)

Length of Landscape Strip	135 feet
Width of Landscape Strip	3–10 feet
Shade Trees	4
Shrubs	48

Justification

The applicant is requesting Alternative Compliance from Section 4.2, Landscape Strips along Streets, for a 48.9-foot portion (36 percent) of the 135-foot frontage on Arbutus Lane. Under normal compliance with Section 4.2, Option 1, the applicant would be required to provide a ten-foot-wide landscape strip fully on the subject property directly behind the right-of-way line, planted with four shade trees and 39 shrubs. Due to space limitations, and to accommodate additional parking, the applicant proposes to narrow a 48.9-foot portion of the landscape strip to a width of between three and seven feet. As an alternative to the normal requirements, the applicant proposes to provide nine shrubs in addition to the normal requirement. The Planning Board agreed that the space limitations on the site make normal compliance with the Section 4.2 requirements impractical and that the alternative design exceeds the quantity requirements of plant materials. However, the Planning Board found that 8–10 additional shrubs should be provided along the westernmost portion of the landscape strip to help screen the parking spaces located adjacent to the right-of-way. With the inclusion of the additional shrubs along the westernmost portion of the landscape strip, the Planning Board found that the applicant's proposed alternative compliance measures be equally effective as normal compliance with Section 4.2 of the Landscape Manual.

- b. **Section 4.3, Parking Lot Requirements**—Section 4.3 requires a percentage of the parking lot, determined by the size of the lot, to be interior planting area and a perimeter landscape strip along all adjacent properties. The required schedules have been provided demonstrating conformance to this section.

- c. **Section 4.4, Screening Requirements**—The site is subject to Section 4.4, which requires screening of loading spaces, trash facilities, and mechanical equipment. A detail for a brick-veneered trash enclosure has been provided for the proposed dumpsters. The proposed loading space will be screened from Kirby Road and Arbutus Lane by the proposed buildings and the 4.2 Landscape Strips. The proposed loading space will be

screened from the adjacent residentially-zoned property by the Section 4.7 bufferyard. The proposed loading space is not shown to be adequately screened from Old Branch Avenue, therefore, a condition has been included in this approval requiring the addition of a fence and gate detail to screen the loading space.

- d. **Section 4.6, Buffering Development from Streets**—Section 4.6 requires a buffer between any use and the right-of-way of a special roadway. Old Branch Avenue is classified as a designated historic roadway adjacent to the subject property. Therefore, a Section 4.6 buffer is required, which includes a minimum 20-foot-wide buffer planted with a minimum of 80 plant units per 100 linear feet of frontage, excluding driveway openings (within the area formerly designated as the Developing Tier). Section 4.6 requires all plant materials to be located outside of any public utility easements adjacent to the right-of-way. The applicant has also filed a request for Alternative Compliance from Section 4.6(c)(2), for a reduction in the required buffer width and amount of plant units, which is discussed as follows:

REQUIRED: Section 4.6 (c)(2) Buffering Development from Special Roadways, along Old Branch Avenue, a designated historic roadway

Length of bufferyard:	308 feet
Minimum bufferyard width:	20 feet
Plant Units (80 per 100 linear feet):	247

PROVIDED: Section 4.6(c) Buffering Development from Special Roadways, along Ritchie Marlboro Road, a designated historic roadway

Length of bufferyard:	308 feet
Bufferyard width:	13–28 feet
Plant Units:	158

Justification

The applicant does not meet the strict requirements of Section 4.6(c)(2), Buffering Development from Special Roadways, along a 175.9-foot portion (57.1 percent) of the 308-foot frontage on the historic Old Branch Avenue because the full required buffer width has not been provided and a reduced number of plant units are provided. Section 4.6(c)(2)(A)(ii) of the Landscape Manual for development along historic roads in the Developing Tier requires the applicant to provide a minimum twenty-foot-wide buffer to be planted with a minimum of 80 plant units per 100 linear feet, which equals a total of 247 plant units for the subject property. The applicant is proposing to reduce the width of the buffer to 13 feet for a 175.9-foot portion of the buffer and to reduce the number of plant units provided to 158 plant units. However, the plan shows an additional 25 plant units are located within the buffer that have not been counted toward the requirement. The Planning Board found to count these plant units in the appropriate planting schedule.

As an alternative, the applicant is proposing to provide a three-foot-high decorative brick wall along the entire frontage. The applicant justifies this arrangement to accommodate an adequate and safe circulation pattern for the gas station, food and beverage store, and car wash.

One of the purposes of the Section 4.6 is to “Provide an attractive view of development from streets and special roadways by buffering those developments with appropriate landscaping.” The Planning Board found that the provision of the decorative brick wall, in addition to the plant materials proposed and the bufferyard width, will be equally effective as normal compliance with Section 4.6 of the Landscape Manual.

- e. **Section 4.7, Buffering Incompatible Uses**—A goal of Section 4.7 is to provide a comprehensive, consistent, and flexible landscape buffering system that provides transition between moderately incompatible uses. This section applies to the subject application because it proposes a new building on the site. The submitted plans provide the appropriate schedules and notes demonstrating conformance to this section, except that the applicant proposes to locate the required buffer on the adjacent, vacant, residentially-zoned property. Therefore, the applicant filed a request for Alternative Compliance, AC-17006, from Section 4.7 to locate the required buffer within an easement on the adjacent property, which is discussed as follows:

REQUIRED: 4.7 Buffering Incompatible Uses, along the western property line, adjacent to vacant residentially-zoned property

Length of bufferyard	336 feet
Minimum building setback	50 feet
Landscape yard width	40 feet
Fence or wall	Yes
Percent with existing trees	0 percent
Plant units (160 per 100 l. f.)	538

PROVIDED: 4.7 Buffering Incompatible Uses, along the western property line, adjacent to vacant residentially-zoned property

Length of bufferyard	336 feet
Minimum building setback	4.97 feet
Landscape yard width	40 feet
Fence or wall	Yes, six-foot-high, sight-tight
Percent with existing trees	0 percent
Plant units (60 per 100 l. f.)	570

Justification

The applicant requests Alternative Compliance from Section 4.7, Buffering Incompatible Uses Requirements of the Landscape Manual to propose an alternative solution to providing the required bufferyard on the subject property. Section 4.7 requires a Type “D” bufferyard, which includes a 50-foot building setback and 40-foot-wide landscape yard along this edge of the property, adjacent to vacant residentially-zoned property.

As a result of the narrow configuration of the lot, provisions to provide a safe, viable project, and adequate circulation is constrained. If the required buffer was provided on the developing lot, pedestrian and vehicle traffic would have a difficult time safely navigating the site. The applicant proposes to provide the full width of the buffer, as well as a six-foot-high sight-tight fence, in an off-site landscape easement on the adjoining vacant property. The proposed off-site easement provides the necessary spatial requirement to meet both the landscape yard and building setback requirements and provide the full buffer necessary along the western portion of the property.

The Planning Board found the applicant’s proposal equally effective as normal compliance with Section 4.7 of the Landscape Manual, as the proposed off-site easement provides the needed spatial requirement necessary to meet both the full landscape yard and building setback. However, the applicant proposes to plant the buffer with shade and ornamental trees only, and the Planning Board found that a portion of these be changed to evergreen trees and shrubs to provide seasonal variety and complimentary screening at different heights. Additionally, the landscape plan indicates an existing tree line within the proposed landscape easement that appears erroneous based on aerial photography. The applicant is not taking any credit for the existing trees; therefore, a condition is included to verify and correct the tree line. Additionally, to ensure appropriateness and maintenance, the easement document should be reviewed by the M-NCPPC Legal Department prior to recordation, and then the recorded Liber and Folio should be added to the plan.

In conclusion, the Planning Board found that the requests for approval of Alternative Compliance are justified for this redevelopment proposal in an older community due to the space limitations of the site, in accordance with Section 1.3(a)(2) of the Landscape Manual and approved the AC application.

- e. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or cultivars is specified below:

Shade trees	50 percent
Ornamental trees	50 percent
Evergreen trees	30 percent
Shrubs	30 percent

The landscape plan provides 70 percent native shade trees, 100 percent native ornamental trees, no evergreen trees, and 38 percent native shrubs and, therefore, meets the above requirements.

- f. **Alternative Compliance AC-17006 Decision**
The Planning Board found to APPROVE the Alternative Compliance application for Section 4.2, Landscape Strips along Streets, along Arbutus Lane; Section 4.6(c)(2), Buffering Residential Development from Special Roadways, along Old Branch Avenue; and Section 4.7, Buffering Incompatible Uses, along the western property line, of the 2010 *Prince George's County Landscape Manual*, subject to conditions, which have been included in this approval.
10. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a building and/or grading permit for more than 5,000 square feet of disturbance. Properties that are zoned C-M are required to provide a minimum of ten percent of the gross tract area covered in tree canopy. The subject property is 1.56 acres in size, resulting in a TCC requirement of 0.156 acre, or 6,795 square feet. The provided tree canopy schedule indicates that this requirement is being met through the proposed landscaping on-site.
11. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
- a. **Community Planning**—This application is consistent with the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) for properties designated commercial located within established communities and within the growth boundary. The application conforms with the commercial-neighborhood land use recommended in the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*. However, it is not consistent with the sector plan design recommendations regarding main street style development.

The proposal is not consistent with design recommendations of the master plan because the proposal does not place the buildings close to the street to create an active streetscape and it locates the parking in front of the building. The sector plan locates the subject property in the Coventry Way focus area. The building and site design principles for the Coventry Way focus area encourage building close to the street to provide for an attractive and active streetscape. The plan suggests having wide sidewalks with street trees and outdoor seating. The plan also suggests placing parking at the rear and side of all buildings, and providing low screening walls and/or hedges where surface parking can be viewed from the street.

The subject DSP is not required to conform to the Sector Plan and the use is such that placing buildings adjacent to the right-of-way is not typical. The DSP does provide for the required landscape strips along all rights-of-way's, including a decorative screening wall along the Old Branch Avenue frontage. Alternative Compliance has been requested and the Planning Board found to approve the AC application.

- b. **Transportation Planning**—The property is located in an area where the development policies are governed by the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*, as well as the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The plan recommends Old Branch Avenue and Kirby Road to be upgraded to collector roads. Old Branch Avenue (four lanes) is currently at its planned cross section and no further widening is likely. Kirby Road is currently two lanes and no permanent structures are being proposed within the master planned 80-foot right-of-way. There are no previous transportation conditions associated with the site.

Transportation Conclusion

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance.

- c. **Subdivision Review**—The subject property is composed of Parcels A and B in the Montague and Wilkes Properties Subdivision. The property is zoned C-M and is in the M-I-O Zone. Parcels A and B were recorded in Plat Books WWW 51-22 and 51-23 in April 1964 and were the subject of Preliminary Plan of Subdivision 12-3019 for which there are no available records.

The site is currently developed with two buildings totaling 9,009 square feet, which have been in existence since the early 1960s. The total area of the site is 67,990 square feet or 1.56 acres and the existing buildings comprise more than 10 percent of the site. At the time of the Planning Board approval, it was determined that the site is exempt from the requirement of filing a resubdivision pursuant to Section 24-111(c)(4) which states:

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
- (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of a site that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code, has been constructed pursuant to a building permit issued on or before December 31, 1991.**

In order for the above exemption to remain valid, the applicant should be aware that a building permit for the proposed structures should be approved prior to the razing of the existing structures or a resubdivision will be required for the development of more than

5,000 square feet of gross floor area. The existing development constitutes 13.25 percent of the total area of the site. The existing buildings are to be razed and this application is proposing a 3,400-square-foot food and beverage store, eight multi-product dispensers under the cover of a canopy and a 2,926-square-foot car wash. The record plats show a 10-foot-wide building restriction line along Old Branch Avenue and Kirby Road, which should be shown on the site plan.

Subdivision conditions are as follows:

- (1) Prior to certification of the DSP, the plans should be revised as follows:
 - (a) Add the bearings and distances to the plan;
 - (b) Add M-I-O to Note 4;
 - (c) Add the 10-foot building restriction line (BRL) to the plan or submit a minor final plat to remove it;
 - (d) Remove "MD Route 381" from the plan.

Failure of the site plan and record plat to match (including bearings, distances and lot sizes) will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues.

The DSP has been revised to address some of the subdivision review issues. Those not addressed have been included as conditions of this approval.

- d. **Trails**—The Planning Board reviewed an analysis regarding the site plan's conformance with the with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements.

Two master plan trails/bikeways impact the subject application. Sidewalks and designated bike lanes are recommended along Old Branch Avenue and Kirby Road, which is designated as a shared use roadway (see MPOT map). Designated bike lanes along MD 381 can be considered by the Maryland State Highway Administration (SHA) comprehensively for the corridor at the time of road resurfacing. For the submitted site plan, any restriping along the site's frontage should be consistent with the Maryland State Highway Administration January 2015 *Bicycle and Policy Design Guidelines*. 'Share the Road' signage is required along Kirby Road to implement the bikeway recommendation in the MPOT.

The Complete Streets element of the MPOT reinforces the need for these improvements and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

The submitted site plan reflects sidewalk construction along the site's frontages of both Old Branch Avenue and Kirby Road. In addition to these improvements, the Planning Board found to require the provision of a sidewalk along the site's frontage of Arbutus Lane. Lastly, a small amount of bike parking should be provided for the food and beverage store.

Trails Conclusion

From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of the applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a DSP, if the following conditions were to be placed:

- (1) Prior to signature approval of the detailed site plan (DSP), the plan shall be revised to include:
 - (a) A standard sidewalk along the subject site's entire frontage of Arbutus Lane, unless modified by DPIE.
 - (b) Provide a bicycle rack(s) accommodating a minimum of five bicycles at a location convenient to the building entrance. A detail for the bike rack(s) shall be included with the site plan details.
- (2) Provide a financial contribution of \$420 to the Department of Public Works and Transportation/Department of Permitting, Inspections, and Enforcement for the placement of one "Share the Road with a Bike" sign along the site's frontage of Kirby Road. Payment shall be received prior to the issuance of the first building permit.

The DSP has been revised to show sidewalk along the Arbutus Lane frontage and bike racks near the building entrance. A condition has been included in this approval requiring the financial contribution for the bike signage.

- e. **Permit Review**—Permit comments have been either addressed by revisions to the plans or are worded in conditions of this approval.
- f. **Environmental Planning**—There are no environmental issues or comments for the proposed application. The entire site is impervious and the proposed impacts will not create any new pervious areas with this application. There are no regulated environmental features on the property. No residential uses are proposed; therefore, there are no noise issues. Old Branch Avenue is a designated historic roadway. Soils are Grosstown-Hoghole-Urban (GkB) land complex and no Marlboro Clay Soils are found on-site.
- g. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated April 26, 2017 DPIE offered the following comments on the subject application:
 - (1) The subject property is located on the west side of Old Branch Avenue, between Kirby Road and Arbutus Lane. The Department of Public Works and Transportation (DPW&T) Specifications and Standards must be followed accordingly for the:
 - (a) Right-of-way dedication and frontage improvements for the existing Old Branch Avenue (Scenic and Historic Rural four-lane Collector Road).
 - (b) Right-of-way dedication and frontage improvements for the existing Kirby Road (Urban five-lane Collector Road).
 - (c) Right-of-way dedication and frontage improvements for the existing Arbutus Lane (Urban Secondary Residential Road).
 - (2) Proposed Master Plan roadways impacting this property will require coordination with DPIE, DPW&T, and Maryland-National Capital Park and Planning Commission (M-NCPPC). These roads will require rights-of-way dedication and possible road construction, in accordance with DPW&T’s Specifications and Standards.
 - (3) A restoration bond is required for the existing driveway entrance within the public rights-of-way along frontage of the site.
 - (4) Half-width, two-inch mill and overlay for all existing County roadway frontages are required.
 - (5) Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance. Existing sidewalks are to remain accessible during construction.

- (6) All pedestrian crosswalks shall have proper sight distance and be constructed in accordance with American with Disabilities Act (ADA) accessibility guidelines.
- (7) The applicant is to provide adequate sight distance in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards for all driveway entrances from the site onto existing roadways.
- (8) The driveways are to be constructed in accordance with DPW&T's commercial driveway entrance standards.
- (9) Improvements within the public rights-of-way, dedicated for public use to the County, are to be in accordance with the County's Road Ordinance, DPW&T's Specifications and Standards, and the Americans with Disabilities Act (ADA).
- (10) The proposed development will require an approved DPIE site development -fine grading permit.
- (11) Compliance with DPW&T's Utility Policy is required. Proper temporary and final patching and the related mill and overlay in accordance with the established "DPW&T's Policy and Specification for Utility and Maintenance Permits" are required.
- (12) Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.
- (13) Conformance with DPWT's street lighting specifications and standards are required. Adjustments to street lighting, to accommodate the proposed plan improvements, are required in accordance with Section 23-140 of the Prince George's Road Ordinance.
- (14) Roadside trees will be required along County-maintained roadways within the limits of the permit area.
- (15) Determination of roadway layout configurations and right-of-way dedications, for Kirby Road within the site, is necessary prior to the Detailed Site Plan approval.
- (16) The proposed roadway layout configurations and right-of-way dedications, meet the intent of the approved Stormwater Management Concept Plan No. 37816-2016, dated March 1, 2017.
- (17) The proposed site is required to obtain DPIE storm drain/stormwater management technical approval to comply with the approved stormwater management concept.

- (18) All stormwater management facilities and drainage systems are to be constructed in accordance with the Specifications and Standards of the DPIE, DPW&T and the Department of the Environment (DoE). Approval of all facilities are required, prior to permit issuance.
- (19) The designated area is considered a “Hotspot”, pollution prevention plan is required.
- (20) An off-site stormdrain and grading easement is required at the west side of the property.
- (21) The existing storm drain easement is to be abandoned prior to permit issuance.
- (22) A soils investigation report, which includes subsurface exploration and a geotechnical engineering evaluation is required, prior to permit issuance.
- (23) This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - (a) Final site layout, exact impervious area locations are not shown on plans.
 - (b) The exact acreage of impervious areas has not been provided.
 - (c) Proposed grading is shown on the plans.
 - (d) Delineated drainage areas at all points of discharge from the site have not been provided.
 - (e) Stormwater volume computations have not been provided.
 - (f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
 - (g) A narrative in accordance with the County Code has not been provided.

The majority of DPIE’s comments are either factual or are required to be addressed prior to issuance of permits and at the time of technical plan approvals by DPIE. It should be noted that DPIE has stated that the plans are consistent with the approved stormwater management concept plan.

- h. **Prince George's County Police Department**—The Police Department did not provide comments on the subject application.
 - i. **Prince George's County Health Department**—The Health Department did not provide comments on the subject application.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not provide comments on the subject application.
12. Based on the foregoing, and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP if approved with the proposed conditions below, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
13. As required by Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:

The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

The approved NRI equivalence letter indicates that there are no regulated environmental features or woodlands on the subject property. Therefore, this requirement is not applicable to the subject property.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan DSP-16032, and further APPROVED Alternative Compliance AC-17006, subject to the following conditions:

- 1. Prior to certificate of approval of the detailed site plan (DSP), the following revisions shall be made, or information shall be provided:
 - a. Provide an accessible pedestrian connection from the food and beverage store to the public rights-of-way.
 - b. Move the proposed loading space to more than 50 feet away from residentially-zoned property.
 - c. Add a general note to the site plan indicating that the property is within Height Surface 'E' of the M-I-O Zone, establishing a height limit of approximately 500 feet above the runway surface.

- d. Provide a fence and gate, including details, to screen the proposed loading space from Old Branch Avenue.
 - e. Add the bearings and distances of all property lines to the site plan.
 - f. Provide detailed dimensions of all signage elements on the elevations and sign details on the detail sheet.
 - g. Provide dimensions from the centerlines to the ultimate rights-of-way.
 - h. Provide mounting method for all building mounted signs.
 - i. Move the freestanding car wash sign to front along Arbutus Lane.
 - j. Show on the plan the location of a six-foot-high, sight-tight fence along the western edge of the proposed landscape buffer.
 - k. Revise the landscape plan as follows:
 - (1) Provide 8–10 additional shrubs along the westernmost portion of the landscape strip adjacent to Arbutus Lane.
 - (2) Revise the Section 4.6 schedule to count the 25 Rosa ‘knockout’ shrubs toward the provided plant units.
 - (3) The applicant shall prepare a perpetual landscape and maintenance easement to be reviewed by the M-NCPPC Legal Department prior to recordation, and the recorded easement shall be indicated on the plans.
 - (4) Convert approximately one-third of the proposed ornamental trees located in the Section 4.7 landscape yard to evergreen trees and shrubs. Revise the schedules as necessary.
 - (5) Verify or correct the existing tree line shown within the Section 4.7 landscape yard.
2. Prior to the issuance of the first building permit, the applicant and the applicant’s heirs, successors, and/or assignees shall provide a financial contribution of \$420 to the Department of Public Works and Transportation (DPW&T)/Department of Permitting, Inspections, and Enforcement (DPIE) for the placement of one “Share the Road with a Bike” sign along the site’s frontage of Kirby Road.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, June 29, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 20th day of July 2017.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:JK:rpg

RESOLUTION

WHEREAS, the Prince George’s County Planning Board has reviewed Departure from Sign Design Standards DSDS-691 requesting relief from Section 27 614(a)(1) of the Zoning Ordinance for freestanding signage for the car wash where the main building is located less than 40 feet behind the front street line, in accordance with Subtitle 27 of the Prince George’s County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on June 29, 2017, the Prince George’s County Planning Board finds:

1. **Request:** The subject departure from sign design standards application is for the purpose of seeking relief from Section 27 614(a)(1) of the Zoning Ordinance for freestanding signage for the car wash where the main building is located less than 40 feet behind the front street line. This case is companion to Detailed Site Plan DSP-16032, which is for a proposed 3,400-square-foot food and beverage store, eight multi-product dispenser gas station, and a 2,926-square-foot car wash.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zones	C-M/ M-I-O	C-M/M-I-O
Uses	Food and Beverage Store/ Service Station/Dry Cleaner	Food and Beverage Store/ Gas Station/Car Wash
Acreage	1.56	1.43
Parcel	2	2
Total Gross Floor Area (GFA)	9,009 sq. ft.	6,326 sq. ft.

OTHER DEVELOPMENT DATA

Total Parking Spaces Required	31 spaces
Food and Beverage Store	
3,000 GFA @ 1 space per 150 GFA	20 spaces
400 + GFA @ 1 space per 200 GFA	2 spaces
Gas Station	
2 Employees @ 1 space per Employee	2 spaces
Car Wash	
2,926 GFA @ 1 space per 500 GFA	6 spaces

Total Parking Spaces Provided	33 Spaces
Regular Spaces (9.5 ft. x 19 ft.)	29 spaces
Compact Spaces (8 ft. x 16.5 ft.)	2 spaces
ADA Spaces (8 ft. x 19 ft.)	2 spaces
Loading Spaces Required	1 space
Loading Spaces Provided	1 space*

Note: * On the submitted DSP, the provided loading space is shown to be located within 50 feet of the residentially-zoned property to the west. This is not allowed per Section 27-579(b) of the Zoning Ordinance. The applicant has indicated that they can redesign the loading space to move it more than 50 feet from the adjacent property. Therefore, a condition was included in DSP-16032 requiring this revision.

- Location:** The subject site is located on the west side of Old Branch Avenue between Kirby Road and Arbutus Lane, in Planning Area 81A and Council District 9. More specifically, the property is located at 7505 and 7509 Old Branch Avenue in Clinton, Maryland
- Surrounding Uses:** The property is currently developed with a food and beverage store, vehicle service facility, and dry cleaner, and is bounded on the east side by the public right-of-way of Old Branch Avenue, a designated historic road, and beyond by a vacant building in the C-M Zone. To the west is a vacant One-Family Detached Residential (R-80) zoned property. The site is bounded to the north by the public right-of-way of Kirby Road, with a bank in the C-M Zone beyond, and to the south by the public right-of-way of Arbutus Lane, with a food and beverage store in the C-M Zone beyond.
- Previous Approvals:** The subject property is a part of the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (Central Branch Avenue Corridor Sector Plan and SMA), which retained the site in the C-M Zone. The site was developed with a gas station and retail uses in the 1960s. The site also has a Stormwater Management Concept Plan (37816-2016-00), which was approved on March 1, 2017 and is valid through March 1, 2020.
- Design Features:** The subject site is roughly rectangular in shape, with the west side adjacent to vacant residentially-zoned property. The site fronts on Kirby Road to the north with one proposed vehicular access point, Old Branch Avenue to the east with a second vehicular access point, and Arbutus Lane to the south with a third vehicular access point, which will be 'exit-only.'

The applicant proposes a one-story, 23-foot-high, 3,400-square-foot food and beverage store, located along the northwestern edge of the property and facing east. Two surface parking areas are located along the east and north sides of the building, with a loading space and trash enclosure along the south side. The applicant also proposes a gas station with eight multi-product dispensers under an 18-foot-high canopy located to the east of the food and beverage store. Finally, the applicant proposes a 2,926-square-foot, approximately 26-foot-high car wash along the southern

edge of the property. Parking is provided along the north side of the car wash with self-serve vacuum cleaners. Adequate handicapped parking has been provided for the project. Stormwater management is being accommodated by on-site underground storage and treatment.

Architecture

The building design for the food and beverage store is rectangular with a flat roof. The exterior finish is brick with a stone veneer or decorative concrete block water table rising to three feet in height around all sides of the building. Dark grey fiber cement panels accent all sides of the building and storefront windows and double door are provided along the eastern elevation. Fabric awnings are located on the front and sides of the building. The building is attractive and uses high quality materials. In front of the food and beverage store is the gas station dispenser area, covered with an 18-foot-high canopy. The color of the canopy is white with an internally illuminated red bar light. The canopy is supported by a pole system, covered in the same brick veneer featured on the main building.

The building design for the car wash is roughly rectangular with four curved roofs at varying heights and angles. The exterior finish is predominately a "wood-look" fiber cement siding with a stone veneer water table rising to three feet in height around all sides of the building and matching stone veneer accent columns. The building is attractive, uses high-quality materials, and provides a significant amount of windows on all elevations. Overhead doors providing access to the drive-through car wash are located along the western and eastern elevations.

Signage

Two freestanding signs are proposed on the site. The first sign, located at the northeast corner of the property, adjacent to the Kirby Road and Old Branch Avenue intersection, is a 25-foot-high, internally-illuminated, white and red, ground-mounted sign, with three digital displays for the gasoline prices. The second sign, located to the south of the driveway entrance from Old Branch Avenue is a 25-foot-high, internally-illuminated, white, blue and green, ground-mounted sign, with a digital display and stone columns and base. Two additional menu-board signs and two directional signs for the car wash are also proposed.

Two 48-inch-tall, internally illuminated building-mounted signs are located on the east and north elevations of the food and beverage store totaling 70.95 square feet. Two 24-inch tall, internally illuminated signs are located on the east and north elevations of the gas station canopy totaling 69.5 square feet. Three channel-letter building-mounted signs are located on the car wash totaling 78.1 square-feet. All signs are consistent with applicable sign regulations, except as discussed in Finding 7 below.

Site Details

Light Fixtures—Details of the downward light fixtures, canopy lights, wall-mounted lights and the light bollards to be located proximate to the car wash parking area have been provided and the Planning Board found them acceptable.

Dumpster Enclosure—The dumpster enclosure will be composed of concrete masonry unit (CMU), precast concrete and brick. The CMU is located on the watertable and a precast concrete band provides division between the wall and the watertable. Brick is to be utilized above the precast concrete. A variety of light and dark brown colors are coordinated in the dumpster design and match those colors of the food and beverage store. Double gates, finished in composite wood supported by painted steel posts, provide access to the enclosure.

Hardscape—A five-space bicycle parking rack has been provided on the north side of the food and beverage store.

Wall/Fence—A three-foot-high decorative wall is proposed along the Old Branch Avenue frontage. This wall is composed of brick, which matches the food and beverage store, with a pre-cast concrete cap.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-M Zone, Military Installation Overlay Zone (M-I-O) and the site plan design guidelines of the Zoning Ordinance.
- a. The subject application is in general conformance with the requirements of Section 27-461(b) of the Zoning Ordinance, which governs uses in commercial zones. The proposed food and beverage store, a gas station, and a car wash are permitted uses in the C-M Zone, subject to DSP review.

A gas station is permitted in the C-M Zone, subject to DSP review, and the requirements of Section 27-358(a)(1), (2) and (4) through (10), which are as follows:

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

- (1) The subject property shall have at least one hundred 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 above criterion has been met. The subject property is a through-lot that has direct vehicular access and over 322 feet of frontage along Old Branch Avenue, which has an ultimate right-of-way of 80 feet and has direct vehicular access and over 202 feet of frontage along Kirby Road, which has an ultimate right-of-way of 80 feet.

- (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.**

The above criterion has been met. The subject property is not located within 300 feet of any school, playground, library or hospital.

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

The above criterion has been met. The applicant indicates that they will not store motor vehicles at the subject property.

- (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;**

The above criterion has been met. The proposal provides for a 35-foot-wide full access driveway off Kirby Road, which is located more than 20 feet from the point of curvature of the curb return and more than 12 feet from the rear lot line. The proposal also provides for a 47-foot-wide full access driveway off Old Branch Avenue, which is located more than 20 feet from the point of curvature of the curb return and is not along the same frontage as a rear or side lot.

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

The above criterion has been met. The proposed access driveways are defined by concrete curbing.

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

The above criterion has been met. A five-foot-wide sidewalk is proposed along Kirby Road, Old Branch Avenue, and Arbutus Lane. In addition, sidewalks have been provided on three sides of the food and beverage store. A sidewalk

connection should be provided to connect the food and beverage store with the sidewalks within the rights-of-way.

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

The above requirement has been met. 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 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 other 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 site plan.**

The above criterion has been met. No repair facility is proposed for the gas station.

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

The above criterion has been met. The proposed gas station has been designed to not only be consistent with, but to be an attractive addition to, the existing surrounding development.

- b. The DSP shows a site layout that is consistent with Section 27-462 Regulations regarding building setbacks.
- c. The DSP was found to be in general conformance with the applicable site design guidelines as referenced in Section 27-283, and contained in Section 27-274, of the Zoning Ordinance. For instance, vehicular and pedestrian circulation is designed to be safe, efficient, and convenient for both pedestrians and drivers. Streetscape amenities, such as the brick wall, contribute to an attractive, coordinated development that is appropriately scaled for user comfort. Additionally, the light fixtures are durable and compatible with the architecture.

One of the site design guidelines says that pedestrian access should be provided into the site; however, no sidewalk connections to the sidewalks within the right-of-way were shown on the DSP. Therefore, a condition has been included in the DSP approval requiring the addition of one such connection prior to certification.

- d. **Military Installation Overlay (M-I-O) Zone:** Part 10(c) of the Zoning Ordinance sets forth criteria for the M-I-O Zone. The subject property is located within the Joint Base Andrews M-I-O Zone area, within Height Surface 'E,' establishing a height limit of approximately 500 feet above the runway surface, which should be noted in the general notes and on any other future development plans. All the proposed buildings are no more than 26 feet in height and, therefore, meet the requirements of the M-I-O Zone.
- e. Proposed building-mounted and freestanding signage are proposed with the DSP and it appears that they generally conform to the Zoning Ordinance standards in Section 27-613, which governs signs attached to a building or canopy and Section 27-614, Freestanding Signs. However, the site is proposing two freestanding signs, as allowed due to the site's frontage on two parallel (or approximately parallel) streets, Kirby Road and Arbutus Lane. However, in order for this to be applicable, the signs need to be located so as to be fronting on those streets. The gas station freestanding sign location is acceptable at the corner of the intersection of Kirby Road and Old Branch Avenue. However, the car wash freestanding sign needs to be moved from the current location along Old Branch Avenue to along the Arbutus Lane frontage. A condition requiring this revision has been included in the DSP approval.
- f. **Departure from Sign Design Standards (DSDS-691):** The DSP proposes freestanding signage for the car wash where the main building is located less than 40 feet behind the front street line. The applicant has requested a departure from sign design standards (DSDS-691) with this application. The specific sign design standard in Section 27-614(a)(1) is as follows:

(a) **Location.**

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

The proposed car wash building is located approximately 21 feet behind the front street line along Old Branch Avenue. The applicant is requiring a 19-foot departure.

Section 27-239.01(b)(7) of the Zoning Ordinance sets forth the required findings for a departure from sign design standards as follows:

(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 purposes of the Zoning Ordinance set forth in Section 27-589, in general, are to protect the health, safety, and welfare of the general public and to encourage economic development activities in Prince George's County. Old Branch Avenue is a four-lane roadway and the site is also visible from Branch Avenue to the east. While the proposed car wash building is only 21 feet behind the right-of-way, a building-mounted sign would not adequately identify the site from these major roadways. The signage will support the Subtitle purposes by adequately identifying the proposed on-site business, while also allowing for adequate identification for safe vehicular operation.

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

The applicant considers the departure to be the minimum necessary as the car wash cannot be located in another area of the site without comprising setbacks and drive aisle widths. For these reasons, it is reasonable to conclude that the departure is the minimum necessary given the specific circumstances of the request.

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

The existing site, which consists of two legal parcels, is wide with long street frontages, but shallow. Relief is also being sought from Landscape Manual requirements due to this property configuration. This combination of circumstances is unique to the site and justifies approval of the decrease in the building setback behind the front street line.

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

The requested departure assists in the overall effort to provide safe attractive signage for this vehicular-related use. The departure will not impair the visual, functional, or environmental quality or integrity of the surrounding neighborhood and nearby community. By contrast, it fits in with the overall commercial character of the immediate neighborhood.

In summary, the Planning Board found to approve DSDS-691 to allow for a freestanding sign to be located on a property where the main building associated with the sign is located 21 feet behind the front street line.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the above-noted application to allow for a freestanding sign to be located on a property where the main building associated with the sign is located 21 feet behind the front street line.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, June 29, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 20th day of July 2017.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:JK:rpg

WOODLAND CONSERVATION LETTER OF EXEMPTION APPLICATION FORM

APPLICANT TO FILL OUT THIS SECTION

Property Owner Name(s), Address and Phone: SMO, Inc. 102 Centennial Street, Suite 100 LaPlata, MD 20646 301-542-8088	Agent/Contact, Company, Address, Phone and E-mail (all required): Bohler Engineering/Emily Dean P.E. 16701 Melford Blvd Suite 310 Bowie, MD 20715 301-809-4500 edean@bohlereng.com Signature: _____ Date: <u>04/06/2018</u>
Payment by check, money order, or cashier's check ONLY – made payable to M-NCPPC Letter of Exemption from Woodland Conservation Ordinance (\$50) Name on Check: <u>Bohler engineering</u> Check No. <u>3044</u> Revision to Approved Plan # _____	
PROJECT NAME: SMO 464- Old Branch Avenue	
Street Address (if available) and Geographic Location (related to or near major intersection): 7505 & 7509 Old Branch Avenue, Clinton MD, Southwest of the intersection of Old Branch Avenue & Kirby Road	
Companion Case(s) and/or Resolutions (Preliminary Plan, Site Plan, or Special Exception, etc.): N/A	
Total Area (acres): <u>1.561</u>	Tax Account #: <u>0850396 & 0964866</u> WSSC Grid: <u>210SSE06</u>
Total Number of Lots or Parcels: <u>2</u>	Current Zone: <u>C-M</u> Environmental Strategy Area (ESA) (Plan 2035): <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4
Lot Numbers/Blocks/Parcels: <u>Parcels A & B</u>	Overlay Zone: <u>N/A</u> Municipality(ies): <u>N/A</u>
Is this site in a Priority Funding Area (PFA)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is there a historic site or resource on the subject property? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Historic Site ID <u>N/A</u>	
Has a Historic Area Work Permit (HAWP) application been filed with the Historic Preservation Commission? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Proposed Activity: Existing fuel station with proposed upgraded convenience store, fuel tanks, canopy, and new proposed car wash with associated parking, drive isles and landscaping	

RESPONSE (TO BE COMPLETED BY EPS STAFF)

APPLICATION TYPE: Numbered Exemption <input type="checkbox"/> Standard Exemption <input checked="" type="checkbox"/> Case No.(s): <u>S-057-2018</u>	
Acceptance Date: <u>04/11/2018</u> Plan Reviewer: <u>ks</u> Receipt Number <u>6081</u> Filing Fee: <u>\$50</u>	
Your request for a Standard Letter of Exemption (<u>S-057-2018</u>) from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) is hereby approved . This Standard Letter of Exemption is issued because the property has no previous TCP approvals and: <ul style="list-style-type: none"> <input type="checkbox"/> is less than 40,000 square feet in size; and/or <input checked="" type="checkbox"/> contains less than 10,000 square feet of woodland; or <input type="checkbox"/> the project is subject to the Maryland Forest Conservation Act and will be reviewed by Department of Natural Resources 	
Your request for a Numbered Letter of Exemption (_____) from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) is hereby approved . The site plan is prepared by _____ and dated _____. This Letter of Exemption is issued because the site is over 40,000 square feet in size and contains over 10,000 square feet of woodland; however the project has no previous TCP approvals and: <ul style="list-style-type: none"> <input type="checkbox"/> results in the clearing of less than 5,000 square feet of woodland (acreage of proposed clearing is _____); or <input type="checkbox"/> the project is a government or linear project that results in the clearing of less than 20,000 square feet of woodland (acreage of proposed clearing is _____); or <input type="checkbox"/> the proposed activity is for a timber harvest. 	
This letter is valid for two years from approval or until such time as the cumulative woodland disturbance exceeds the minimum specified above during the validity period. If a development review application (preliminary plan, detailed site plan, etc. is required the Numbered Exemption may be considered invalid in accordance with Section 25-119(b)(5)(A). A copy of this letter must be submitted at time of development activity or permit application.	
Preparer Initials: <u>Shoulars</u> Approval Date: <u>04/11/2018</u>	Planner Initials: <u>Shoulars</u> Expiration Date: <u>04/11/2020</u>



Rushern L. Baker, III
County Executive

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



MEMORANDUM

September 28, 2018

TO: Ras Cannady, Urban Design Section
Development Review Division, M-NCPPC

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

Re: Dash-In Old Branch Avenue - Parcels A and B
Detailed Site Plan No. DSP-16032-01
Departure from Design Standards No. DDS-643

CR: Old Branch Avenue
CR: Kirby Road
CR: Arbutus Lane



In response to the Revision of Detailed Site Plan No. DSP-16032-01 referral and Departure form Design Standards No. DDS-643, the Department of Permitting, Inspections and Enforcement (DPIE) has no objection to relocate a loading space, and to the proposed Revision of Departure from Design Standards.

- The property is located on the west side of Old Branch Avenue, between Kirby Road and Arbutus Lane.
- The proposed site development is consistent to the approved DPIE Stormwater Management Concept Plan No. 37816-2016, dated March 1, 2017.
- For all other comments, regarding DSP-16032-01, please refer to the previous memorandum (DSP-16032) which was approved in 2017 (See Attached).

If you have any questions or require additional information, please contact Mr. Mariwan Abdullah, District Engineer for the area, at (301) 636-2060.

MCG:MA:csw

cc: Mariwan Abdullah, P.E., District Engineer, S/RPRD, DPIE
Mcnamee Hosea, 6411 Ivy Lane, Suite 200, Greenbelt, MD 20770
SMO, Inc., P.O. Box 2810, La Plata, Maryland 20646

9400 Peppercorn Place, 2nd Floor, Suite 230, Largo, Maryland 20774
Phone: 301.636.2060 ♦ <http://dpi.e.mypgc.us> ♦ FAX: 301.925.8510



Rushern L. Baker, III
County Executive

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



MEMORANDUM

April 26, 2017

TO: Jill Kosack, Urban Design Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director *myg* 4-25-17
Site/Road Plan Review Division, DPIE

RE: Dash-In Old Branch Avenue - Parcels A and B
Detailed Site Plan No. DSP-16032
Departure from Sign Design Standards No. DSDS-691

CR: Old Branch Avenue
CR: Kirby Road
CR: Arbutus Lane

In response to the Detailed Site Plan No. DSP-16032 and Departure from Sign Design Standards No. DSDS-691 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The subject property is located on the west side of Old Branch Avenue, between Kirby Road and Arbutus Lane. The Department of Public Works and Transportation (DPW&T) Specifications and Standards must be followed accordingly for the:
 - Right-of-way dedication and frontage improvements for the existing Old Branch Avenue (Scenic and Historic Rural 4-Lane Collector Road).
 - Right-of-way dedication and frontage improvements for the existing Kirby Road (Urban 5-Lane Collector Road).
 - Right-of-way dedication and frontage improvements for the existing Arbutus Lane (Urban Secondary Residential Road).

- Proposed Master Plan roadways impacting this property will require coordination with DPIE, DPW&T, and Maryland-National Capital Park and Planning Commission (M-NCPPC). These roads will require rights-of-way dedication and possible road construction, in accordance with DPW&T's Specifications and Standards.

9400 Peppercorn Place, 2nd Floor, Suite 230, Largo, Maryland 20774
Phone: 301.636.2060 ♦ <http://dpi.e.mypgc.us> ♦ FAX: 301.925.8510

Jill Kosack
April 26, 2017
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- A restoration bond is required for the existing driveway entrance within the public rights-of-way along frontage of the site.
- Half-width, 2-inch mill and overlay for all existing County roadway frontages are required.
- Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance. Existing sidewalks are to remain accessible during construction.
- All pedestrian crosswalks shall have proper sight distance and be constructed in accordance with American with Disabilities Act (ADA) accessibility guidelines.
- The applicant is to provide adequate sight distance in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards for all driveway entrances from the site onto existing roadways.
- The driveways are to be constructed in accordance with DPW&T's commercial driveway entrance standards.
- Improvements within the public rights-of-way, dedicated for public use to the County, are to be in accordance with the County's Road Ordinance, DPW&T's Specifications and Standards, and the Americans with Disabilities Act (ADA).
- The proposed development will require an approved DPIE site development - fine grading permit.
- Compliance with DPW&T's Utility Policy is required. Proper temporary and final patching and the related mill and overlay in accordance with the established "DPW&T's Policy and Specification for Utility and Maintenance Permits" are required.
- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.

- Conformance with DPWT's street lighting specifications and standards are required. Adjustments to street lighting, to accommodate the proposed plan improvements, are required in accordance with Section 23-140 of the Prince George's Road Ordinance.
- Roadside trees will be required along County-maintained roadways within the limits of the permit area.
- Determination of roadway layout configurations and right-of-way dedications, for Kirby Road within the site, is necessary prior to the Detailed Site Plan approval.
- The proposed roadway layout configurations and right-of-way dedications, meet the intent of the approved Stormwater Management Concept Plan No. 37816-2016, dated March 1, 2017.
- The proposed site is required to obtain DPIE storm drain/stormwater management technical approval to comply with the approved stormwater management concept.
- All stormwater management facilities and drainage systems are to be constructed in accordance with the Specifications and Standards of the DPIE, DPW&T and the Department of the Environment (DoE). Approval of all facilities are required, prior to permit issuance.
- The designated area is considered a "Hotspot", pollution prevention plan is required.
- An off-site storm drain and grading easement is required at the west side of the property.
- The existing storm drain easement is to be abandoned prior to permit issuance.
- A soils investigation report, which includes subsurface exploration and a geotechnical engineering evaluation is required, prior to permit issuance.

Jill Kosack
April 26, 2017
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This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:

- a) Final site layout, exact impervious area locations are not shown on plans.
- b) Exact acreage of impervious areas has not been provided.
- c) Proposed grading is shown on plans.
- d) Delineated drainage areas at all points of discharge from the site have not been provided.
- e) Stormwater volume computations have not been provided.
- f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
- g) A narrative in accordance with the code has not been provided.

Please submit any additional information described above, at the time of permit application, for further review.

If you have any questions or require additional information, please contact Mr. George Holmes, District Engineer for the area, at 301.636.2060.

MCG:MT:dar

cc: George Holmes, District Engineer, S/RPRD, DPIE
Mahmoud Tayyem, Engineer, S/RPRD, DPIE
McNamee & Hosea, 6411 Ivy Lane, Suite 200, Greenbelt,
Maryland 20770
SMO, Inc., P.O. Box 2810, La Plata, Maryland 20646