

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



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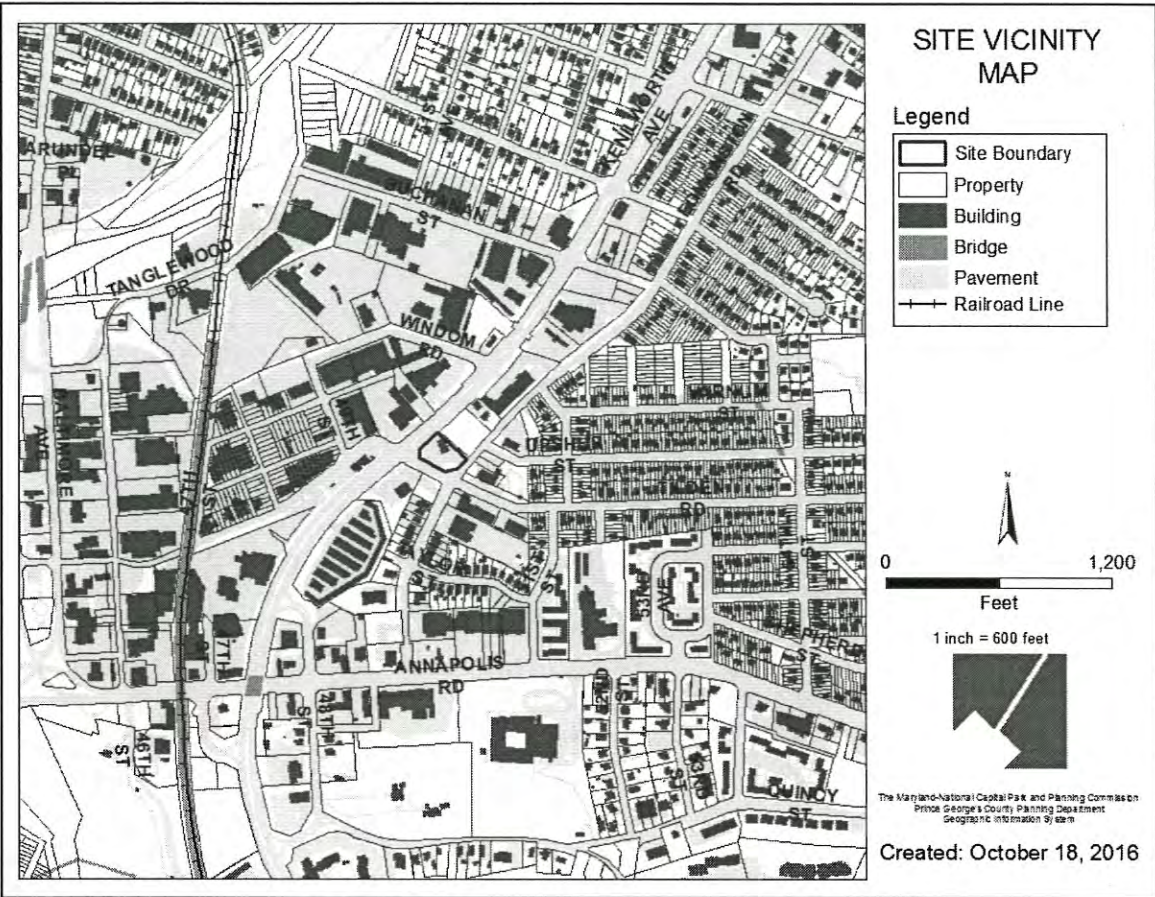
Detailed Site Plan

DSP-16048

Application	General Data	
Project Name: Quarles #408 Location: On the north side of Tilden Road, between Edmonston Road and Kenilworth Avenue (MD 201). Applicant/Address: Quarles Petroleum, Inc. 1701 Fall Hill Avenue, Ste. 200 Fredericksburg MD 22401	Planning Board Hearing Date:	09/14/17
	Staff Report Date:	08/30/17
	Date Accepted:	06/07/17
	Planning Board Action Limit:	09/18/17
	Plan Acreage:	0.60
	Zone:	M-X-T/D-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	N/A
	Planning Area:	69
	Council District:	05
	Election District	02
	Municipality:	Bladensburg
200-Scale Base Map:	205NE04	

Purpose of Application	Notice Dates	
Modify an existing gas station to remove existing vacant service building and add a new gasoline-pump island and two canopies.	Informational Mailing:	04/06/17
	Acceptance Mailing:	06/02/17
	Sign Posting Deadline:	08/14/17

Staff Recommendation		Staff Reviewer: Taslima Alam Phone Number: 301-952-4976 E-mail: Taslima.Alam@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-16048
Quarles #408

The Subdivision and Zoning staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this report.

EVALUATION

The detailed site plan has been reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the 2009 *Approved Port Town Sector Plan and Sectional Map Amendment* and the standards of the Development District Overlay (D-D-O) Zone;
- b. The requirements of Mixed-Use Transportation-Oriented (M-X-T) Zone, Development District Overlay (D-D-O) Zone, and site design guidelines of the Zoning Ordinance;
- c. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO);
- d. The 2010 *Prince George's County Landscape Manual*;
- e. The Prince George's County Tree Canopy Coverage (TCC) Ordinance;
- f. Referral Comments.

FINDINGS

Based upon evaluation and analysis of the subject application, the Subdivision and Zoning staff recommends the following findings:

1. **Request:** The detailed site plan is for modification of an existing gas station. The applicant proposes to demolish an existing 1,964-square-foot vacant one-story auto service building, and construct a 60-square-foot shed and a 102-square-foot insulated cabinet for above ground Diesel Exhaust Fluid (DEF) storage tank, relocate three (3) existing gas-pump islands and add a fourth Diesel gas-pump island, as well as an above ground diesel storage tank. Two (2) canopies, one of which is 24 feet by 80 feet, and the other one is 24 feet by 34 feet, are also proposed over the gasoline pump islands to shelter the pump islands. Other general work includes restore, resurface, and restripe the existing parking lot.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-X-T/D-D-O	M-X-T/D-D-O
Use	Gas station	Gas station
Acreage (gross)	0.65	0.65
100-Year Floodplain	N/A	N/A
Lot/Parcel	1	1
Gross Floor Area (GFA)	1,964	60

Floor Area Ratio (FAR) in the M-X-T Zone

Based FAR	0.4
Proposed FAR	0.002

OTHER DEVELOPMENT DATA

Parking Spaces	Required/Allowed*	Proposed
Standard spaces	1	1
Handicap Parking	1	1
Total parking spaces	1	2
Loading Spaces**	None	None

Note: *The number of parking spaces for development in the M-X-T is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations. In this case, the applicant chosen to provide the number of parking spaces normally required under Section 27-568 for a self-service gas station although the gas station service is exclusively through contractual arrangements with governmental entities, including, but not limited to the Town of Bladensburg. The fueling station does not provide fuel to the general motoring public, thus it does not have any employees on-site.

** In accordance with the requirements of Section 27-583 of the Zoning Ordinance, loading facilities in the M-X-T Zone does not have specific number requirements, but rather is decided by the Planning Board at the time of DSP review and approval. Zoning Ordinance does not specifically require any loading space for gasoline station use. Therefore, no loading spaces are provided.

3. **Location:** The subject site is located on the north side of Tilden Road between Edmonston Road and Kenilworth Avenue (MD 201), in Planning Area 69, Council District 5.
4. **Surrounding Uses:** The subject property is a corner lot. It is bounded by public rights-of-way on three sides. The south side is bounded by a 30-foot-wide Tilden Street and gas station development beyond in the M-X-T Zone. The east side is bounded by the 60-foot-wide Edmonston Road, with Police Station and Fire Station of Town of Bladensburg beyond in the M-X-T Zone. The west side is bounded by 80-foot-wide Kenilworth Avenue (MD 201) with

office and warehouse beyond in the I-1 Zone. The north side across a 7.5-foot private alley has a vacant parcel in the M-X-T Zone.

5. **Previous Approvals:** On March 17, 1954, Special Exception application SE-178 was approved for a two-bay automobile filling station. The filling station has been in operation since 1956. At the time, the property was zoned C-1(Local Commercial, Existing). On September 17, 1969, Special Exception application SE-2093 and a variance V-1-95 was approved (PGCPB Resolution No. 529-1969) by the District Council. The purpose of the special exception request was to add a third bay and a storage room addition to an existing automobile filling station. Furthermore, a variance (V-1-95) was granted by the Board of Appeals pursuant to the Special Exception (SE-2093). The variances include a waiver of 13 feet from the minimum of 25-foot setback requirement for the location of gasoline pumps, requirements for 5-foot-wide sidewalks between the building line and the curb, 10-foot planting strips and having frontage of 150 feet on a highway with an existing right-of-way of at least 70 feet for the subject site. On July 22, 1982, the approved Master Plan for *Bladensburg-Defense Height and Vicinity* rezoned the subject property to the C-S-C Zone. On February 13, 1995, Permit No. 10833-94-U was approved for three-bay automobile filling station. On July 20, 1999, Permit No. 5797-99 U was issued for the site with three filling stations with a parking lot and a convenience store. On August 3, 2009, Permit No. 25186-2009-CG was issued to upgrade the fuel system in-kind only. On October 2009, the *Approved Port Towns Sector Plan and Sectional Map Amendment* rezoned the subject property to the M-X-T (Mixed-Use Transportation-Oriented) Zone and superimposed a Development District Overlay (D-D-O) Zone on the subject property. The property has a Stormwater Management Concept Plan and Approval Letter No. 63979-2016-00 was submitted with the subject application. The approval is valid until March 3, 2020.
6. **Design Features:** The application is proposing three single-sided gasoline pump island and one two-sided diesel pump island. The gross floor area (GFA) of the site will be reduced to 60 square feet. The overall vehicle circulation will remain the same. All access driveways and curve cuts remain to be the same per prior special exception site plan SE-2093 approval. The site has a total of 5-driveway-access points. Two of the driveway accesses are from Kenilworth Avenue, two driveway accesses are from Tilden Street, and one driveway access is from Edmonston Road.

Parking Calculation—The subject self-service gas station requires one parking space for each employee. There are no employees on the site. The plan proposes two parking spaces, one of which is a van-accessible handicap space.

Freestanding Signage—The site plan is showing two on-site freestanding signs. Sign #1 is proposed to be located at the corner of Tilden Street and Kenilworth Avenue that is six-foot-high non-illuminated, aluminum sign with white graphic on blue background. The second freestanding sign, Sign #2 is an existing sign, located at the intersection of Tilden Street and Edmonston Road that is 20 feet high. The sign detail states that this is illuminated with blue graphics on white background. However, the site visit revealed that this sign has white graphic on blue background. Since the site is exempt from the D-D-O Zone standards, the applicant applied sign regulations of the Zoning Ordinance. In the Mixed-Use Zones, the design standards for freestanding on-site signs should be determined by the Planning Board at the time of Detailed Site Plan (DSP). However, it appears that the applicant provided the sign calculation in accordance with Section 27-614 of the Zoning Ordinance, for a freestanding sign for all commercial and industrial zones in general. This section allows a maximum of 75 square feet of freestanding sign for a 150 linear feet of road frontage. The maximum height of each sign could be 25 feet. The total square footage of the two gas station signs appears to be 49 square feet, well within the allowable size limit. Staff believes that the proposed signage is appropriate in size and type given the proposed location and

the use. However, to be consistent with the sign design, staff recommends revision of the freestanding signs to be white decal lettering on the blue background for both signs.

Canopy Signages—The applicant is proposing five canopy signs consisting of blue brand logo adhered on the white background. Each sign is approximately 15 square feet in face area, located on the southeast and west elevations. As previously stated, in the M-X-T Zone, the design standards for all signs attached to a building should be determined by the Planning Board for each individual development at the time of detailed site plan review. However, the standard guideline for the allowable area of building and canopy signs in any commercial and industrial zones are dependent on the width of the canopy, the distance between the edge of the canopy, the street line toward which the sign faces, and whether the permissible sign area is divided between the building and the canopy. Based on the Section 27-613 of the Zoning Ordinance, for signs attached to canopy, the sign area to be used on a canopy is two square feet for each linear foot of width along the front of the building canopy. For an 82-foot canopy width, a maximum 164-square-foot building sign is allowed. Staff believes that the proposed 75-square-foot canopy signage meets the requirements of the standard commercial and industrial zones and is appropriate for the site.

CONFORMANCE WITH EVALUATION CRITERIA

7. **The 2009 Approved Port Towns Sector Plan and Sectional Map Amendment and Development District Overlay Zone**—The subject site is in the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* (Port Town Sector Plan and SMA), within the boundary of the Bladensburg Town Center (BBTC) Character Area. A gas station with or without a service center is a permitted use in the M-X-T/D-D-O Zones per the use table of the sector plan. This application is proposing an expansion of an existing nonresidential use that does not involve increasing in gross floor area (GFA) by more than ten percent. Accordingly, the proposed development is exempt from the Development District Overlay Zone standards of the Port Towns Sector Plan and SMA.
8. **Zoning Ordinance:** The subject DSP has been reviewed for compliance with the requirements of the M-X-T Zone, requirements of the D-D-O Zone, and the site plan design guidelines of the Zoning Ordinance.

a. **Conformance with the M-X-T Zone Requirements as follows:**

Section 27-546. Site Plans.

- (d) **In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

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

Comment: The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542 as follows:

Section 27-542, Purposes.

(a) **The purposes of the M-X-T Zone are:**

- (1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

Comment: The subject application is an amendment of an existing operational gas/fuel station use that has been in this location since mid-1950s. This gasoline station has been providing services to the vehicle fuel (i.e., gasoline and diesel) exclusively through contractual arrangements with governmental entities including but not limited to the Town of Bladensburg. While it is not a desirable source of employment for the people living in the area, as it does not have any employees on-site, it however, enhances economic status and tax base for the citizens in the County.

- (2) **To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

Comment: The subject application is exempt from Development District Standards of the Port Towns Development District Overlay Zone and from the Detailed Site Plan requirements of the D-D-O Zone. However, it is in conformance with all the M-X-T Zoning regulations and standards.

- (3) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

Comment: There is no proposed change in the operational characteristics of the existing business through the implementation of this application request.

- (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

Comment: This standard is not applicable to the subject application.

- (5) **To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

Comment: The applicant will continue the operation of the business that provides twenty-four 24-hour services to the fleet vehicles of governmental agencies and entities.

- (6) **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**
- (7) **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

Comment: The site is not proposing to change its existing uses that has been in this location for many decades, and had been in keeping with its surrounding uses. Due to the nature and intent of this modification, such as the relocation of all gasoline pump island in one consolidated row, the application will not only decrease the driving lane from six to five, but will also improve traffic alignment and circulation at the existing driveway entrances from Kenilworth Avenue and Edmonston Road. This configuration reduces potential traffic conflicts by encouraging improved on-site stacking for vehicles.

- (8) **To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

Comment: The proposed improvements are designed in accordance with the provisions of Part 3 Division 9 of the County Code, as submitted with this application. The proposed canopies over the fuel pump islands will function to improve storm run-off quality by minimizing precipitation contact with inadvertent fuel spills that might occur on the pavement in the fuel lane areas. In addition, the proposed landscaping provide street and parking lot perimeter landscape will improve both the appearance of the property and the overall environmental health for the Bladensburg Road Town Center Character Area.

The subject property is located within the Water and Sewer Master Plan Service Category 3 for both Water and Sewer.

- (9) To permit a flexible response to the market and promote economic vitality and investment; and**

Comment: This standard is not applicable to the subject application.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

Comment: The applicant is not proposing any new building on-site, rather demolishing the existing 1,964-square-foot building. The proposed improvements with regards to fuel lanes are designed in accordance with industry standards for providing safe access. All access points will be maintained as part of the site upgrade. The relocation of the gas pumps and razing of the repair facility will provide much better on-site circulation. The facility is designed so that the proposed canopies over the fuel pump islands will function to improve storm run-off quality by minimizing precipitation contact with inadvertent fuel spills that might occur on the pavement in the fuel lane areas. In addition, the proposed street and parking lot perimeter landscaping will improve both the appearance of the property and the overall environmental health for the Bladensburg Road Town Center Character Area.

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

Comment: The subject site was placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, specifically by the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* (Sector Plan). The use is permitted in the Table of Uses for the Bladensburg Road Town Center Character Area. The proposed modification is for an existing nonresidential development that does not increase the gross floor area by more than ten percent. Therefore, the proposed DSP is exempt from the D-D-O Zone standards of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*. The Sector Plan states, “an addition to a nonresidential structure that was lawful and not nonconforming on the date of the SMA approval is exempt from the development district standards.” (pg. 151)

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

Comment: This application is just an alteration of an existing gas station, which will not affect the existing physical integration with the adjacent development. Although the DSP is not subject to the Prince George's County Landscape Manual requirements, it proposes some new landscaping along the streets. This will improve both the appearance of the property, enhance sustainable development measures and the overall environmental health for the Bladensburg Road Town Center Character Area.

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

Comment: The proposed redevelopment will continue to be compatible with nearby existing and proposed development.

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

Comment: The existing gas station will remain to be a gas station. The application complies with the applicable site design guidelines to which this property is subject to. It reflects a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

Comment: This requirement is not applicable for the instant application for modification of an existing gas station. The development will be completed in a single phase upon approval.

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

Comment: The application is for alteration of an existing gas station only. However, there are existing and proposed sidewalks along the frontages of the property on both Kenilworth Avenue (MD 201) and Tilden Street. The walkways will encourage pedestrian activity and provide linkages to the surrounding development.

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

Comment: The DSP is a gas station exclusively for contractual governmental entities. It is not a place for public gathering. However, the proposed improvements include some landscaping to beautify the site.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development, The findings by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

Comment: This requirement is not applicable to this DSP.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.

Comment: This requirement is not applicable to this Detailed Site Plan.

- (11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

Comment: The subject site contains a total of 0.65 acre; therefore, this regulation does not apply.

- b. The DSP application is also in conformance with additional regulations of the M-X-T Zone as follows:

Section 27-544. Regulations.

- (a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the MXT Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

Comment: The plan has been reviewed in accordance with Section 27-544 of the Zoning Ordinance as discussed in Findings 2, 6, and 9 within this staff report

Section 27-548. M-X-T Zone.

- (a) **Maximum floor area ratio (FAR):**
- (1) **Without the use of the optional method of development -- 0.40 FAR; and**
 - (2) **With the use of the optional method of development -- 8.00 FAR.**

Comment: The subject DSP is not proposing any additional gross floor area. Rather it proposes to demolish its existing vacant service building, therefore, the FAR is well below 0.4

- (b) **The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

Comment: The proposed use is located on one lot. The DSP satisfies the requirement.

- (c) **Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

Comment: The DSP shows the required information, which will be the guide for the development of the subject site. The development being proposed is in full compliance with guidance and standards of the Prince George's County Zoning Ordinance.

- (d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

Comment: The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 10 below provides a detailed discussion on the plan's conformance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**
- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

Comment: The subject DSP is a gas station that does not involve additional gross floor area. In fact, total GFA will be significantly reduced with this DSP.

- (g) **Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

Comment: The subject site is a corner lot and has direct frontage on Kenilworth Avenue (MD 201), Tilden Street and Edmonston Road.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on...**
- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

Comment: The subject DSP is a gas station, therefore, Requirements (h) and (i) do not apply.

- (j) **As noted in Section 27-544(b), which references property placed in the MXT Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the MXT Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).**

Comment: As previously stated, the subject site was retained in the M-X-T Zone on October 2009. This site is exempt from the D-D-O Zone, standards because the use is nonresidential and does not involve any increase in GFA of more than ten percent. The applicant has proposed a site plan in accordance with design guidelines of the Zoning Ordinance, specifically in regard to parking, loading, and circulation. Landscaping has been also provided in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements.

- c. The subject DSP is exempt from the D-D-O Zone standards of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* as discussed in the above Finding 7. No other D-D-O Zone requirements are applicable to this DSP.

- d. The subject DSP is in general conformance with the applicable site design guidelines in Section 27-283, which further cross references to the same guidelines in Section 27-274 of the Zoning Ordinance.
9. **The 2010 Prince George’s County Landscape Manual:** Section 27-548 of the Zoning Ordinance states that landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual). The proposal is exempt from the requirements of the Landscape Manual because it does not involve the change of use from a lower- to a higher-intensity use category or from a residential use to a nonresidential use. In addition, it does not involve an increase in impervious surface, and do not involve an increase in the gross floor area (GFA) either. However, the site plan proposes some landscaping strip along the streets per Section 4.2 of the Landscape Manual. While the planting schedule appears to provide native plants, a landscape schedule per Section 4.9, Sustainable Landscaping Requirements, should be provided.
10. **The Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO):** The subject DSP is exempt from WCO because the site is less than 40, 000 square feet and has no previous Tree Conservation Plan approvals. A letter of exemption No. S-182-2016 has been issued and is valid until November 14, 2018. An NRI equivalency letter (NRI- 212-2016) has been issued based on the standard woodland conservation exemption and that no regulated environmental features are located on the subject property. The NRI equivalency letter is valid until November 14, 2021.
11. **Prince George’s County Tree Canopy Coverage Ordinance:** The subject DSP is exempt from the Tree Canopy Coverage Ordinance because it does not propose any ground disturbance or new gross floor area to the existing building.
12. **Referral Comments:** The subject application was referred to the following concerned agencies and divisions. The referral comments are summarized as follows:
- a. **Community Planning Division**—In a memorandum dated June 16, 2017, the Community Planning Division provided the following summarized comments.
- General Plan**
This site is located within the Established Communities Policy Area. The plan recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries and schools), and infrastructure in these area (such as sidewalks) to ensure the needs of the current residents are met.
- Master Plan**
The 2009 *Approved Port Towns Sector Plan* and *Sectional Map Amendment* rezoned the property to the M-X-T Zone and superimposed a Development District Overlay (D-D-O) Zone on the subject Property. The sector plan identified the subject property within the Bladensburg Town Center Character Area. The Character area is envisioned include mixed-use residential, retail and office development at moderate-to-high densities along Kenilworth Avenue. The subject site is exempt from the D-D-O Zone standards and from the Detailed Site plan requirement specific to the D-D-O Zone.
- b. **Countywide Planning Division, Special Projects Section**—In a memorandum dated June 13, 2017 stated that the modification of the existing station and reduce the intensity of its use will have no impact on existing public facility.

- c. **Countywide Planning Division, Historic Preservation Section**—In a memorandum dated June 14, 2017 stated that there are no historic sites or resources on or adjacent to the subject property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources or known archeological sites.
- d. **Maryland State Highway Administration(SHA)**—In an e-mail dated June 7, 2017, SHA stated that before any work takes place in the SHA right-away a permit will be required.
- e. **Department of Parks and Recreation (DPR)**—In a referral dated June 12, 2017, DPR stated that the modification will have no impact on existing or future park land.
- f. **Environmental Planning Section**—In an e-mail dated June 21, 2017, EPS has stated that the site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance (S-182-2016) because the property is less than 40,000 square feet in size and has no previous TCP approvals. The exemption letter is valid until November 14, 2018. An NRI equivalency letter (NRI-212-2016) has been issued based on the standard woodland conservation exemption and that no regulated environmental features are located on the subject property. The NRI equivalency letter is valid until November 14, 2021. The project has been issued a stormwater management concept approval (63797-2016-00) by DPIE. The concept approval states that the site is exempt from stormwater management requirements because less than 5,000 square feet is proposed to be disturbed. The concept approval is valid until March 3, 2020. The site does not front on any scenic or historic roadways. No other environmental requirements have been identified for this application.
- g. **Transportation Planning Section**—In a memorandum dated June 27, 2017, the Transportation Planning section offered the following comments:

Master Plan and Review Comments

The property is located in an area where the development policies are governed by the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*. The plan recommends Kenilworth Avenue to be upgraded to an arterial road (A-14). Edmonston Road is currently a two-lane road and is recommended to be upgraded to a primary road (P-205). Both master plan roads are currently built to the ultimate cross sections, and consequently, no additional right-of-way will be needed.

The site is currently served by five access point on three roads. All of the access points will be maintained in their current locations as part of the site upgrade. The relocation of the gas pumps as well as the razing of the repair facility will provide much better on-site circulation.

Conclusion

Overall from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a Detailed Site Plan.

- h. **Trail**—In a memorandum dated June 27, 2017 the Trails Section offered the following summarized comments:

The Transportation Planning Section has reviewed the preliminary 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 identified major issues for this memorandum.

The subject application consists of the modification of an existing gas station and the removal of a vacant one-story service center building, which will result in the reduction of intensity of the use. The property is located on the north side of Tilden Road between Edmonston Road and Kenilworth Avenue (MD 201). The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* (area master plan).

Background:

The MPOT recommends bikeway improvements along both Tilden Road and MD 201. Both roads are already built and any striping or pavement markings to accommodate bicycles can be considered and implemented by the operating agency when standard road resurfacing is completed. Future striping along MD 201 will be in conformance with the 2015 *Maryland State Highway Administration Bicycle Policy & Design Guidelines*, which has specific guidelines regarding the type of bicycle facility that is appropriate depending upon the width of the outside curb lane. The MPOT also recommends designated bike lanes along Edmonston Road. Bike lanes can be considered comprehensively for the corridor at the time of road resurfacing for this road as well.

The Complete Streets element of the MPOT includes text regarding the importance of sidewalks and Complete Streets and includes the following policies regarding sidewalk construction and the accommodation of pedestrians in new development.

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.

Sidewalks have recently been constructed along the site's frontage of both MD 201 and Edmonston Road. Staff recommends the construction of a standard sidewalk along the site's frontage of Tilden Road, unless modified by the Town of Edmonston.

Recommendation

1. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*, the following modifications shall be made to the Detailed Site Plan prior to signature approval:
 - a. Include a standard sidewalk along the subject site's entire frontage of Tilden Road, unless modified by the Town of Edmonston.

Comment: The submitted revised site plan proposes a standard sidewalk along the subject site's entire frontage of Tilden Street.

- i. **Subdivision and Zoning Section**—In an e-mail dated June 29, 2017, staff stated that although a decrease in gross floor area is proposed with the subject application, the applicant should be advised that the redevelopment of the site of more than 5,000 square feet of gross floor area (GFA) will require a new Preliminary Plan of Subdivision, pursuant to Section 24-107(c)(7) of the Subdivision Regulations.
 - j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time this report was written, no comment had been received from DPIE.
 - k. **Fire Department**—At the time this report was written, no comment had been received from the Fire Department.
 - l. **Health Department and Department of Environment**—At the time this report was written, no comments had been received from the Health Department.
 - m. **Prince George's County Police Department**—At the time this report was written, no comments had been received from the Police Department.
13. Based on the foregoing and as required by Section 27-285(b)(1), the DSP, if approved with the conditions, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
14. As required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations. Because the development site does not contain any regulated environmental features, this required finding does not apply to the review of this DSP.

RECOMMENDATION

Based upon the foregoing evaluation, analysis and findings of this report, the Subdivision and Zoning staff recommends that the Planning Board APPROVE Detailed Site Plan DSP-16048, Quarles Petroleum, subject to the following conditions:

- 1. Prior to certificate approval of the Detailed Site Plan, the following revisions shall be made or information provided:
 - a. Provide a landscape schedule per Section 4.9, Sustainable Landscaping Requirements, of the 2010 *Prince George's County Landscape Manual*.
 - b. Provide white decal lettering on the blue background for both freestanding signs.

June 16, 2017

MEMORANDUM

TO: Taslima Alam, Senior Planner, Urban Design Section, Development Review Division
FROM: Scott Rowe, AICP, CNU-A, Acting Division Chief, Community Planning Division *SR*
SUBJECT: **DSP-16048, Quarles #408 (REVISED)**

DETERMINATIONS

This application proposes an expansion of a nonresidential existing use less than 10% of gross floor area. Accordingly, the proposed development is exempt from the Development District Standards of the Port Towns Development District Overlay Zone and from Detailed Site Plan requirements specific to the D-D-O Zone.

BACKGROUND

Location: East side of MD 201 (Kenilworth Avenue). Approximately 500 feet north of Bladensburg Road.

Size: 0.60 acres

Existing Uses: Existing Gas Station

Proposal: Modify existing gas station and reduce the intensity of its use.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This site is located within the Established Communities policy area. The plan recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries and schools), and infrastructure in these areas (such as sidewalks) to ensure that the needs of the current residents are met.

Master Plan: The 2009 *Approved Port Towns Sector Plan* identifies the subject property within the Bladensburg Town Center Character Area. The Character Area is envisioned include mixed-use residential, retail and office development at moderate-to-high densities along Kenilworth Avenue.

Planning Area/

Community: P.A. 69/ Bladensburg

Aviation/MIOZ: The property is not located in the Military Installation Overlay Zone Area.

SMA/Zoning: The 2009 *Approved Port Towns Sectional Map Amendment* rezoned the property to M-X-T and superimposed a Development District Overlay Zone (DDOZ) on the subject property.

PLANNING ISSUES

See Determinations above. There are no additional planning issues.

c: Sam White, Acting Planner Coordinator, North Section, Community Planning Division
Frederick C. Stachura, Planning Supervisor, North Section, Community Planning Division
Long-range Agenda Notebook



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Historic Preservation Section

(301) 952-3680
www.mncppc.org

June 14, 2017

MEMORANDUM

TO: Taslima Alam, Senior Planner
Urban Design Section
Development Review Division

FROM: Howard Berger, Supervisor *HB*
Jennifer Stabler, Archeology Planner Coordinator *JAS*
Tyler Smith, Principal Planning Technician *TS*
Historic Preservation Section
Countywide Planning Division

SUBJECT: **DSP-16048, Quarles #408**

The subject property comprises 0.5980 acres located on the east side of Kenilworth Avenue, on the north side of Tilden Road, the west side of Edmonston Road, and on the south side of an existing right-of-way for an alley in Bladensburg, Maryland. This application proposes the demolition of an existing one-story service center building and the construction of a 120-square foot utility building that will house electric panels and electronic equipment. The three existing gas pump islands will be relocated and a fourth will be added to improve circulation. Canopies will be installed above the gas and diesel pump islands. The subject property is zoned M-X-T.

There are no historic sites or resources on or adjacent to the subject property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources or known archeological sites.

I:\HISTORIC\Referrals\2017\DSP-16048 Quarles #408_HPS 14 June 2017.docx

June 19, 2017

MEMORANDUM

TO: Taslima Alam, Urban Design
FROM: Brooke Larman, Permit Review Section, Development Review Division
SUBJECT: Referral Comments for DSP-16048, Quarles #408

1. Need to demonstrate a van accessible space of 16'x19'.
2. Need to clarify the location of the 120 sq. ft. Utility Building per the Justification letter. I am only seeing a 60 sq. ft. electrical utility shed and 102 sq. ft. cabinet for an above ground tank.
3. Need to clarify the provided 115 linear footage along Kenilworth Avenue per the schedule and identify the proposed plant units.
4. Need to label each schedule provided with a Section (4.2, 4.4, 4.9, 4.7) from the 2010 Landscape Manual.
5. Need to provide a schedule for Section 4.9.
6. The landscape plan must signed and sealed by a licensed State of MD Landscape Architect.
7. Need to clearly demonstrate screening from the loading space to the street per Section 4.4.
8. No signage or architectural elevations included in this review.

Alam, Taslima

From: Kwesi Woodroffe <kwoodroffe@sha.state.md.us>
Sent: Wednesday, June 07, 2017 9:10 AM
To: Alam, Taslima
Subject: RE: EPlan referral for DSP-16048, QUARLES PETROLEUM #408 via DROPBOX
{https://www.dropbox.com/sh/o1ek9jd5nru9l73/AAAs07PG_eMHwVtZsC10c7f5a?dl=0}

Good morning Taslima.

I have reviewed the subject referral and offer the following comments:-

It appears that no work is being proposed in SHA r/w. Before any work takes place in the SHA r/w a permit will be required.

Thanks, Kwesi
(301) 513-7347

From: Townsend, Donald [mailto:Donald.Townsend@ppd.mncppc.org]
Sent: Wednesday, June 07, 2017 8:56 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>; Kowaluk, Ted <Ted.Kowaluk@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Contee, Wendy <wendy.contee@ppd.mncppc.org>; Chellis, Whitney <Whitney.Chellis@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Shaffer, Fred <Fred.Shaffer@ppd.mncppc.org>; Dixon, June <June.Dixon@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgarks.com>; Gallagher Deborah L <Deborah.Gallagher@ppd.mncppc.org>; Mangalvedhe, Jay <Jay.Mangalvedhe@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Shoulars, Katina <Katina.Shoulars@ppd.mncppc.org>; Oladeinde, Kenny <KMOladeinde@co.pg.md.us>; 'DARichards@co.pg.md.us' <DARichards@co.pg.md.us>; Pompa, Christina <Christina.Pompa@ppd.mncppc.org>; 'BEDevaney@co.pg.md.us' <BEDevaney@co.pg.md.us>; 'mreichwein@co.pg.md.us' <mreichwein@co.pg.md.us>; aortiz@co.pg.md.us; Kwesi Woodroffe <kwoodroffe@sha.state.md.us>; Erica Rigby <ERigby@sha.state.md.us>; #DSGINTAKE@WSSCWATER.com; wjames@bladensburg.net; DSandlin@bladensburg.net
Cc: Alam, Taslima <Taslima.Alam@ppd.mncppc.org>; Zhang, Henry <Henry.Zhang@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Dehuarte, Joseph <Joseph.Dehuarte@ppd.mncppc.org>; Clifford, Keegan <Keegan.Clifford@ppd.mncppc.org>; Chapman, Lisa <Lisa.Chapman@ppd.mncppc.org>; Walker, Tineya <tineya.walker@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Craig McBride <CMcBride@quarlesInc.com>
Subject: EPlan referral for DSP-16048, QUARLES PETROLEUM #408 via DROPBOX
{https://www.dropbox.com/sh/o1ek9jd5nru9l73/AAAs07PG_eMHwVtZsC10c7f5a?dl=0}

All,

This is an EPlan referral for Quarles Petroleum #408, DSP-16048. This Detailed Site Plan was officially accepted as of today, June 7th 2017. SDRC is scheduled for June 30th 2017. Please submit ALL comments to Taslima Alam(email attached). **Click on the Detailed Site Plan hyperlink to view case:**

https://www.dropbox.com/sh/o1ek9jd5nru9l73/AAAs07PG_eMHwVtZsC10c7f5a?dl=0



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

**** REFERRAL REQUEST ****

Date: 6/7/2017
 To: EMAIL DISTRIBUTION LIST
 From: TASLIMA ALAM – URBAN DESIGN taslima.alam@ppd.mncppc.org
 Subject: DSP-16048, QUARLES #408

IDENTIFICATION OF MAJOR ISSUES DUE DATE: 6/22/2017
 *Note: E-mail any major issues/problems to the reviewer by the above date.

SDRC MEETING IS SCHEDULED FOR: 6/30/2017

REFERRAL DUE DATE: 7/7/2017

X Full Review of New Plan Revision of Previously Approved Plan
 Limited or Special Review Plans/Documents Returned for Second Review Following Revision by Applicant

NOTE: This case is being reviewed at: X 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 impact to existing or future parkland*
6/12/17 EDH

NOTES: The review package is located here:
https://www.dropbox.com/sh/o1ek9jd5nru9I73/AAAs07PG_eMHwVtZsC10c7f5a?dl=0

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

Alam, Taslima

From: Reiser, Megan
Sent: Wednesday, June 21, 2017 3:19 PM
To: Alam, Taslima
Subject: DSP-16048 Quarles Petroleum

Hi Taslima,

The Environmental Planning Section (EPS) has reviewed the referral package stamped as received by EPS on June 7, 2017. The proposal is to modify an existing gas station.

The site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance (S-182-2016) because the property is less than 40,000 square feet in size and has no previous TCP approvals. The exemption letter is valid until November 14, 2018. An NRI equivalency letter (NRI-212-2016) has been issued based on the standard woodland conservation exemption and that no regulated environmental features are located on the subject property. The NRI equivalency letter is valid until November 14, 2021. The project has been issued a stormwater management concept approval (63797-2016-00) by DPIE. The concept approval states that the site is exempt from stormwater management requirements because less than 5,000 square feet is proposed to be disturbed. The concept approval is valid until March 3, 2020. The site does not front on any scenic or historic roadways. No other environmental requirements have been identified for this application.

Megan Reiser

Planner Coordinator, Environmental Planning Section
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
301-952-3752



M-NCPPC





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 13, 2017

MEMORANDUM

TO: Taslima Alam, Urban Design Section, Development Review Division
VIA:  Tom Masog, Transportation Planning Section, Countywide Planning Division
FROM:  Glen Burton, Transportation Planning Section, Countywide Planning Division
SUBJECT: DSP-16048, Quarles Petroleum

The Transportation Planning Division has reviewed the Detailed Site Plan (DSP) application referenced above. The site consists of 28,334 square feet in the M-X-T Zone. The property fronts on Kenilworth Avenue to the west, Tilden Street to the south and Edmonston Road to the east. The site is currently developed as a gas station with an auto repair facility. The applicant is proposing to raze the repair facility and relocate the existing gas pumps and add a few more pumps. A new canopy is being proposed for three of the relocated gas pump islands.

Master Plan and Review Comments

The property is located in an area where the development policies are governed by the *2009 Approved Port Towns Sector Plan and Proposed Sectional Map Amendment*. The plan recommends Kenilworth Avenue to be upgraded to an arterial road (A-14). Edmonston Road is currently a two-lane road and is recommended to be upgraded to a primary road (P-205). Both master plan roads are currently built to the ultimate cross sections, and consequently, no additional right-of-way will be needed.

The site is currently served by five access point on three roads. All of the access points will be maintained in their current locations as part of the site upgrade. The relocation of the gas pumps as well as the razing of the repair facility will provide much better on-site circulation.

Conclusion

Overall from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a Detailed Site Plan.




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

June 27, 2017

MEMORANDUM

TO: Taslima Alam, 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 appropriate recommendations.

Detailed Site Plan Number: DSP-16048

Name: Quarles #408

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u>X</u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.*	<u> </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u> </u>	M-NCPPC – Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> </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 preliminary plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff identified major issues for this memo.

The subject application consists of the modification of an existing gas station and the removal of a vacant one-story service center building, which will result in the reduction of intensity of the use. The property is located on the north side of Tilden Road between Edmonston Road and Kenilworth Avenue (MD 201). The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* (area master plan).

Background:

The MPOT recommends bikeway improvements along both Tilden Road and MD 201. Both roads are already built and any striping or pavement markings to accommodate bicycles can be

considered and implemented by the operating agency when standard road resurfacing is completed. Future striping along MD 201 will be in conformance with the 2015 Maryland SHA Bicycle Policy & Design Guidelines, which has specific guidance regarding the type of bicycle facility that is appropriate depending upon the width of the outside curb lane. The MPOT also recommends designated bike lanes along Edmonston Road. Bike lanes can be considered comprehensively for the corridor at the time of road resurfacing for this road as well..

The Complete Streets element of the MPOT includes text regarding the importance of sidewalks and Complete Streets and includes the following policies regarding sidewalk construction and the accommodation of pedestrians in new development.

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.

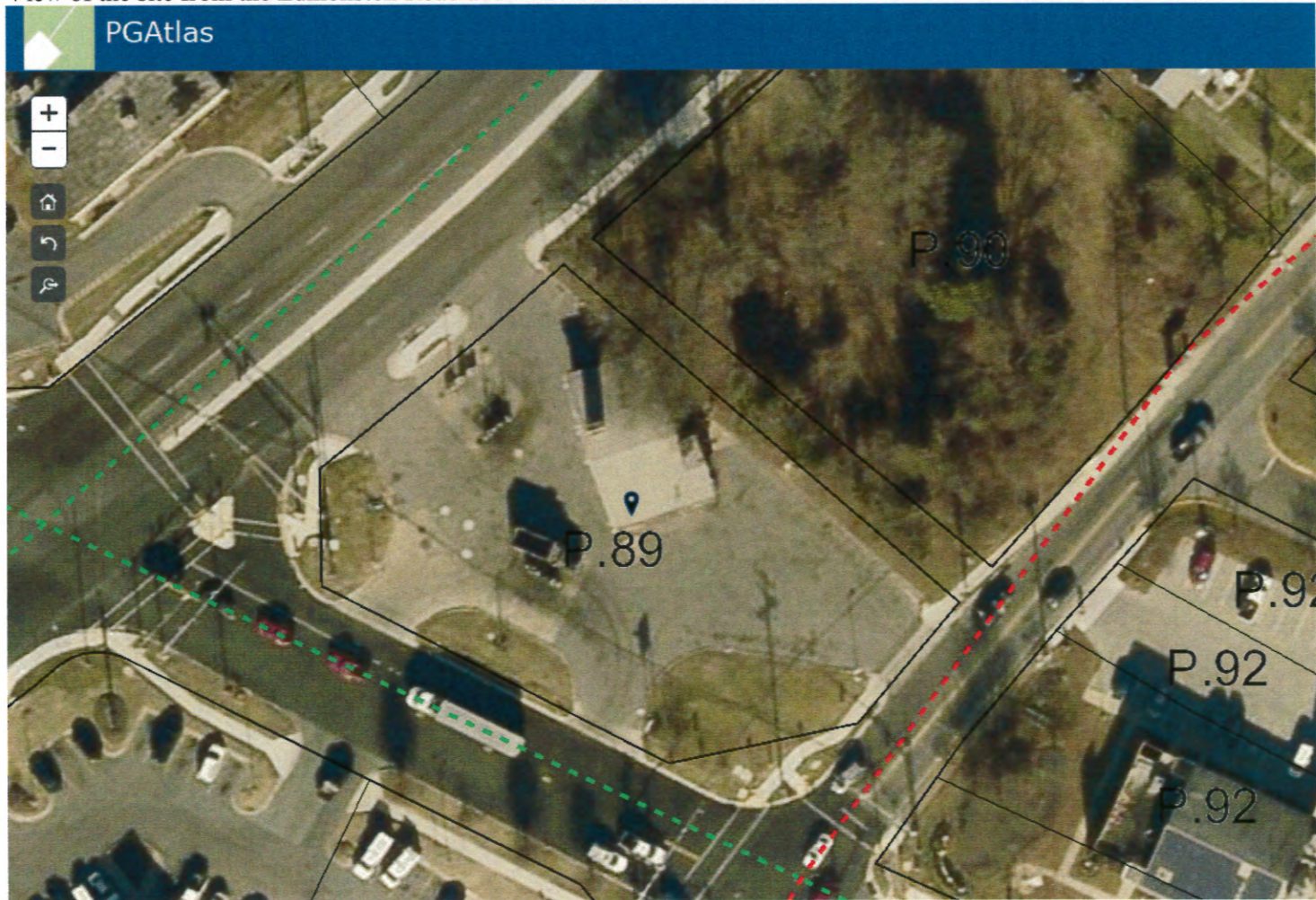
Sidewalks have recently been constructed along the site's frontage of both MD 201 and Edmonston Road. Staff recommends the construction of a standard sidewalk along the site's frontage of Tilden Road, unless modified by the Town of Edmonston.

Recommendation

1. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*, the following modifications shall be made to the Detailed Site Plan prior to signature approval:
 - a. Include a standard sidewalk along the subject site's entire frontage of Tilden Road, unless modified by the Town of Edmonston.





View of the site from the Edmonston Road and Tilden Road intersection.



June 29, 2017

MEMORANDUM

TO: Taslima Alam, Urban Design Section
VIA: Sherri Conner, Subdivision and Zoning Section 
FROM: John Ferrante, Subdivision and Zoning Section 
SUBJECT: DSP-16048, Quarles #408

The subject property is located on Tax Map 50 in Grid D-3 and is known as Parcel 89.

Parcel 89 is a legal acreage parcel that have never been the subject of a preliminary plan of subdivision (PPS) or record plat. The property consists of 28,334 square feet in the M-X-T/D-D-O Zone, and is located within the limits of the Port Towns Sector Plan. The property is improved with an existing gas station that is currently vacant. The applicant is proposing to raze the existing 1,964 square-foot building and construct a 60 square-foot shed and a 102 square-foot equipment building. Three existing gas pump islands will be relocated and a fourth gas pump island will be added, as well as an aboveground diesel storage tank with two diesel gas pump islands. Canopies are proposed to shelter the pump islands. Landscaping is also proposed to meet the requirements of the *Landscape Manual*, and the parking lot will be restriped to meet ADA standards.

Although a decrease in gross floor area is proposed with the subject application, the applicant should be advised that the redevelopment of the site of more than 5,000 square feet of gross floor area (GFA) will require a new PPS pursuant to Section 24-107(c)(7) of the Subdivision Regulations.

Plan Comments

1. The submitted plan indicates that an unimproved “alley” is located along the northern boundary of the site. However, the deed referenced appears to indicate that the “alley” is privately owned. Additional information should be provided in order for the Urban Design Section to determine if a setback is required along the northern boundary.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. There are no other subdivision issues at this time.

LAW OFFICES
SHIPLEY & HORNE, P.A.

1101 Mercantile Lane, Suite 240
Largo, Maryland 20774
Telephone: (301) 925-1800
Facsimile: (301) 925-1803
www.shpa.com

Russell W. Shipley
Arthur J. Horne, Jr.*
Dennis Whitley, III*
Robert J. Antonetti, Jr.

Bradley S. Farrar
L. Paul Jackson, II*
* Also admitted in the District of Columbia

August 7, 2017

VIA HAND DELIVERY

Ms. Taslima Alam
Development Review Division
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

**RE: Existing Quarles Gas Station Limited Minor
Amendment to Detailed Site Plan (DSP-16048)**

Dear Ms. Alam:

On behalf of our client, Quarles Petroleum, Inc. ("Applicant"), by and through their attorneys, Arthur J. Horne, Jr., and Shipley & Horne, P.A., please find the enclosed request for the proposed Limited Minor Amendment to an existing operational gas /fuel station use with a 1,964 square foot motor vehicle service station building. The Applicant does not provide fuel (i.e., gasoline and diesel) to the general motoring public, and operates this service station exclusively through contractual arrangements with governmental entities by providing twenty-four (24) hour a day access to motor vehicle fuel that is a necessary service to governmental agencies and entities fleet vehicles. Details relating to the proposed improvements included in this application are defined below.

Nature of Request and Description of Subject Property:

The property is an existing developed gas station constructed on a 28,334 square foot (0.65 acre) parcel. The property is identified as a corner lot located on the east side of Kenilworth Avenue, north side of Tilden Road, west side of Edmonston Road, and south side of an existing right-of-way for an alley (the alley is a "paper street" as the pavement was never constructed). As noted above, the property address is 4201 Kenilworth Avenue, Bladensburg, Maryland 20710.

Greenhorne and O'Mara prepared, sealed and signed a "Location of Improvements" plat dated November 1967 that shows the property boundary, existing service center building used for minor vehicle repairs (building), three (3) existing gas pump islands, existing paved lot, two (2) existing entrance driveways on Kenilworth Avenue, two (2) existing driveway entrances on Tilden Street, and one (1) existing driveway entrance on Edmonston Road. Copies of the site plan and permit(s) for the original gas station construction are not available. The gas station use

has been in continuous operation since at least 1967 and Quarles Petroleum, Inc. has operated the gas station facility since 1994. Permit 5707-95-CG was issued July 10, 1995 for the removal and replacement of the originally installed underground storage tanks, underground fuel piping, and gasoline pump island equipment. The existing building has been vacant since 2011 when the service center for minor repairs ceased operations. There is no current plan to resurrect the service center for minor repairs operation and the vacant building has become an attractive nuisance.

In this application, the Applicant seeks to implement the following minor amendments to the existing gas station use / business that currently operates on the subject property:

1. Continue the existing gas station use.

Response: Once the proposed improvements are completed, the Applicant will continue the gas station under existing Use & Occupancy Permit 5797-1999-1.

2. Remove the existing vacant one-story service center building used for performing minor vehicle repairs and replacing said building with a utility building that will house electric panels and electronic equipment.

Response: This minor amendment will which will reduce the gross floor area (GFA) from 1,964 square feet to 60 square feet, which equates to an approximately minus (-) 97 percent reduction in floor area.

3. Relocate three (3) existing gas pump islands and add a fourth (4th) gas pump island to consolidate six (6) existing fuel lanes into five (5) proposed fuel lanes.

Response: This minor amendment will result in improved traffic alignment and circulation at the existing driveway entrances for Kenilworth Avenue and Edmonston Road by consolidating all vehicle fueling activities into one consolidated row of pump islands. This configuration which tends to be the current industry site layout standard, reduces potential traffic conflicts by encouraging improved on-site stacking for vehicles in the fuel lanes.

4. Install 24-foot x 80-foot canopy above the diesel gas pump islands
5. Install 24-foot x 34-foot canopy above the gasoline gas pump islands.

Response: These minor amendments provide a dual advantage in that they provide protective weather protection for visiting customers who will be purchasing fuel; but equal if not more importantly, they will improve storm run-off quality by minimizing the potential for precipitation that may contact fuel spills on the pavement and wash them into the surrounding stormwater system which will provide improved best management practices for pre-treatment of stormwater run-off quality.

6. Complete ordinary pavement maintenance to restore / repair approximate 4,800 square feet of pavement in the building demolition and fuel lane area to blend / match the existing surrounding pavement.

Response: This minor amendment is necessary to restore a flat safe surface for pedestrians and vehicles.

7. Add a Diesel Exhaust Fluid (DEF) recovery system that will include an aboveground storage tank enclosed by an insulated cabinet (102 square feet) and two (2) DEF pumps on the gas pump islands.

Response: This minor amendment is necessary to provide a product required by air quality control equipment on newer vehicles powered by diesel engines. The space inside the insulated cabinet is completely occupied by the tank making the cabinet an unoccupied space. The proposed Diesel Exhaust Fluid (DEF) storage tank, cabinet and pumps support environmental compliance by providing a product necessary for the proper function of vehicles that have diesel engines which were manufactured after 2010. DEF is required by newer diesel engines to meet EPA air quality emission standards. DEF is a non-hazardous, non-flammable, and non-combustible solution. DEF is not a fuel or mixed with fuel. DEF is injected into exhaust systems to act as a cleaning agent to ensure proper function of catalytic convertors which are part of the exhaust systems for newer diesel engines. DEF is stored in a separate dedicated tank on the vehicle. A sensor in the tank will shut down the diesel engine if the DEF level is too low. Providing DEF and diesel fuel at the same station will allow commercial vehicle operators to purchase both DEF and fuel during a single stop which will reduce the number of times commercial vehicles disrupt the flow of traffic.

8. Restripe one parking space, one ADA parking space and one loading space

Response: This minor amendment is necessary to comply with current parking design requirements.

9. Plant street trees and shrubs.
10. Plant parking lot perimeter trees and shrubs.

Response: The proposed landscaping is designed in compliance with the Prince George's County Landscape Manual requirements. The Applicant and their project team are confident that the referenced amendment the being proposed the proposed street and parking lot perimeter landscape will improve both the appearance of the property, enhance sustainable development measures and the overall environmental health for the Bladensburg Road Town Center Character Area.

Relationship to Requirements of the Zoning Ordinance:

Section 27-285 Planning Board Procedures (Detailed Site Plans)

(b) Required Findings

As described below, the proposed project satisfies each of the requirements which govern the Planning Board's approval of Preliminary Plan applications listed in Sections 24-121:

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.***

RESPONSE: As demonstrated by this statement of justification, the proposed renovation of the existing gas station operation complies with the applicable site design guidelines to which this property is subject. The proposed development will not require unreasonable costs or substantially detract from the utility of the proposed development for its intended use. The Applicant and their project team are confident that the referenced amendment the being proposed are in full compliance with guidance and standards of the Prince George's County Zoning Ordinance. The minor amendment will result in improved and superior site design that will be an attractive asset to the surrounding community.

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

RESPONSE: A Conceptual Site Plan was never required for the minor redevelopment of the subject property. Therefore, this standard does not apply.

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

RESPONSE: A Detailed Site Plan prepared in accordance with the provisions of Part 3 Division 9 is submitted with this application. The proposed canopies over the fuel pump islands will function to improve storm run-off quality by minimizing precipitation contact with inadvertent fuel spills that might occur on the pavement in the fuel lane areas. In addition, the proposed landscaping provide street and parking lot perimeter landscape will improve both the appearance of the property and the overall environmental health for the Bladensburg Road Town Center Character Area. A Detailed Site Plan for Infrastructure is not required. Therefore, this standard does not apply.

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

RESPONSE: The following Waivers / Exemptions have been approved for the subject application: [1] Woodland Conservation Letter of Exemption Case No.: S-182-2016 has been approved; [2] Natural Resource Inventory Equivalency Letter NRI No.: 212-2016 has been approved. Therefore, this standard does not apply.

Section 27-546(d):

The proposed DSP has been designed and developed in accordance with these specific purposes with the intent to implement the recommendations within the 2009 Approved Port Town Sector Plan and Proposed Sectional Map Amendment (CR-72-2009) that is designed through the implementation of its development district to fulfill the purposes of the M-X-T Zone.

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

Response: The purposes of the M-X-T Zone are stated in Section 27-542(a). The proposed development is in conformance with the purposes of the M-X-T Zone as follows:

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens:

Response: As discussed elsewhere in this justification statement, the subject application is for a proposed Limited Minor Amendment to an existing operational gas /fuel station use. The Applicant provides a necessary service by providing motor vehicle fuel (i.e., gasoline and diesel) exclusively through contractual arrangements with governmental entities including, but not limited to the Town of Bladensburg. The fueling station does not provide fuel to the general motoring public, thus it does not have any employees onsite.

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;

RESPONSE: The subject application is designed in compliance with the Approved Port Towns Sector Plan and SMA development district standards.

(3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;

RESPONSE: There is no proposed change in the operational characteristics of the existing business through the implementation of this application request which would result in diminishing of land values.

(4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

RESPONSE: This standard is not applicable to the subject application.

(5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

RESPONSE: As discussed elsewhere within this statement, the Applicant will continue the operation of the business that provides twenty-four (24) hour a day access to motor vehicle fuel that is a necessary service to governmental agencies and entities fleet vehicles.

(6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;

(7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;

RESPONSE: Due to the nature and intent of this instant minor amendment application which will result in improved traffic alignment and circulation at the existing driveway entrances for Kenilworth Avenue and Edmonston Road by consolidating all vehicle fueling activities into one consolidated row of pump islands above standards 6 and 7 do not apply. This configuration which tends to be the current industry site layout standard, reduces potential traffic conflicts by encouraging improved on-site stacking for vehicles in the fuel lanes. standard is not applicable to the subject application.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

RESPONSE: The proposed improvements are designed in accordance with the provisions of Part 3 Division 9 is submitted with this application. The proposed canopies over the fuel pump islands will function to improve storm run-off quality by minimizing precipitation contact with inadvertent fuel spills that might occur on the pavement in the fuel lane areas. In addition, the proposed landscaping provide street and parking lot perimeter landscape will improve both the appearance of the property and the overall environmental health for the Bladensburg Road Town Center Character Area.

The subject property is located within the Water and Sewer Master Plan Service Category 3 for both Water and Sewer.

(9) To permit a flexible response to the market and promote economic vitality and investment; and

RESPONSE: This standard is not applicable to the subject application.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

Response: The proposed improvements are designed in accordance with industry design standards for providing safe access entering, leaving on onsite to the instant vehicle fueling facility for police, fire and other government fleet vehicles. The facility is designed so the proposed canopies over the fuel pump islands will function to improve storm run-off quality by minimizing precipitation contact with inadvertent fuel spills that might occur on the pavement in the fuel lane areas. In addition, the proposed landscaping provide street and parking lot perimeter landscape will improve both the appearance of the property and the overall environmental health for the Bladensburg Road Town Center Character Area.

Relationship to Specific Zoning Ordinance Standards:

1. The existing use is a gas station
2. A gas station use may be either with or without a service center for minor repairs per definitions section of the Zoning Ordinance in Section 27-107.01(a)(99).
3. The gas station use is identified as a permitted use in zone M-X-T per Section 27-547(b) Table of Uses.
4. The existing distance from the edge of the South driveway on Kenilworth Avenue measures 8 feet to the point of curvature. The existing distance from the edge of the West driveway on Tilden Street measures 11-feet to the point of curvature. Section 27-358 (a)(5) requires a minimum 20-foot measurement between edge of driveway and point of curvature. The two (2) above mentioned existing driveways are non-conforming structures by Section 27-107.01 (165) (B) definition as the driveways were constructed before 1967 and prior to the adoption of Section 27-358 (a)(5). Section 27-241(a) allows the continuation of an existing nonconforming structure.
5. The proposed request may be exempted from the standards for a Permit Site Plan because it meets the following three (3) conditions:
 1. Razing the vacant existing building is an alteration which does not increase existing gross floor area and is therefore exempt from standards for Permit Site Plan per Section 27A-213(a)(7)(A).
 2. Installing a canopy is exempt from the standards for a Permit Site Plan per Section 27A-213(a)(7)(B) and is also allowed by Section 27-242 (b)(3)(A)iii.
 3. Ordinary pavement maintenance is exempt from standards for a Permit Site Plan per Section 27A-213(a)(7)(E).
6. The proposed request complies with the following applicable provisions of the Prince George's County Zoning Ordinance:
 1. Razing the existing vacant building will not change the approved use from gas station. Requests that do not change an approved use comply with Section 27-279(c)(2)(A).
 2. The relocated existing gas pump islands will remain within and will not increase or change the boundaries of the existing pavement area. Requests that do not significantly relocate an approved use comply with Section 27-279(c)(2)(B). It should be noted that relocating and enlarging gas pump islands also complies with Section 27-242 (b)(3)(A)i.
 3. Adding one (1) gas pump island complies with Section 27-242(b)(3)(A)ii.
 4. Relocating the existing gas pump islands will not significantly alter the circulation from the circulation shown by the site plan that was prepared before 1967 and

used for the construction of the existing building, gas pump islands and driveway entrances. Requests that do not significantly alter circulation comply with Section 27-279(c)(2)(C).

5. Neither reducing the GFA by razing the existing vacant building nor reducing the number of fuel lanes from six (6) to five (5) will intensify the use. Requests that do not increase use intensity comply with Section 27-279(c)(2)(D).
6. Razing the existing vacant building will decrease the GFA. Requests that do not increase the gross floor area more than ten percent (10%) comply with Section 27-289(c)(2)(A).
7. The proposed request will not increase the land area covered by a structure other than a building. Requests that do not increase land area covered by a structure other than a building no more than ten percent (10%) comply with Section 27-289(c)(2)(B).
8. The proposed request involves pavement restoration that matches into the surrounding pavement and does not require changes to grading, utilities, stormwater management or related plan elements which complies with Section 27-289(c)(2)(F).
9. The proposed request impacts less than 5,000 square feet.
10. The proposed request has an approved Concept Approval Letter and approved Concept Plan for DPIE Case 63797-2016-0.
11. Subject property has 150 feet frontage on Tilden Road which complies with Section 27-358(a)(1).
12. Subject property is located approximately 1,400 feet from Bladensburg Elementary School which exceeds the minimum three hundred (300) feet distance to the nearest school which complies with Section 27-358(a)(2).
13. Subject property is located approximately 1,200 feet from Rosina Baldi Park which exceeds the minimum three hundred (300) feet distance to the nearest outdoor playground which complies with Section 27-358(a)(2).
14. Subject property is located approximately 1,200 feet from Bladensburg Library which exceeds the minimum three hundred (300) feet distance to the nearest library which complies with Section 27-358(a)(2).
15. Subject property is located approximately 5,500 feet from Prince George's Hospital Center which exceeds the minimum three hundred (300) feet distance to the nearest hospital which complies with Section 27-358(a)(2).
16. Subject property shall not include the display and rental of trailers, trucks, or similar uses which complies with Section 27-358(a)(3).

17. The storage or junking of wrecked motor vehicles is prohibited which complies with Section 27-358(a)(4).
18. All existing access driveways are not less than thirty (30) feet wide which complies with Section 27-358(a)(5).
19. All existing access driveways are defined by curbing which complies with Section 27-358(a)(6).
20. Gas pumps are located at least 25 feet from behind street line which complies with Section 27-358(a)(8).
21. No service shall be performed on the gas station property which complies with Section 27-358(a)(9).
22. Architectural elements of canopy, electrical building and DEF cabinet are shown on plan which complies with Section 27-358(a)(10).
23. Upon abandonment (non-operation of gas station uses for a period of fourteen (14) months) all gas tanks and gas pumps shall be removed which complies with Section 27-358(c). The Applicant agrees to comply with this requirement should the use of the gas station cease for period described above.

Response: As discussed above, the Applicant and their project team are confident that the referenced amendment the being proposed are in full compliance with guidance and standards of the Prince George's County Zoning Ordinance. The minor amendment will result in improved and superior site design that will be an attractive asset to the surrounding community. The consolidation of all vehicle fueling activities into one row of pump island, affords a superior traffic alignment and circulation at the existing driveway entrances for Kenilworth Avenue and Edmonston Road. This design configuration which tends to be the current industry site layout standard, reduces potential traffic conflicts by encouraging improved on-site stacking for vehicles in the fuel lanes. In addition, the proposed canopies over the fuel pump islands will function to improve storm run-off quality by minimizing precipitation contact with inadvertent fuel spills that might occur on the pavement in the fuel lane areas. Finally, the proposed landscaping provide street and parking lot perimeter landscape will improve both the appearance of the property and the overall environmental health for the Bladensburg Road Town Center Character Area.

Approved Port Towns Sector Plan and SMA Development District Standards:

The property is located within the area shown by Map 11: Bladensburg Road Town Center Character Area from the approved Port Towns Sector Plan and Sectional Map Amendment page 48. The Bladensburg Road Town Center Character Area Map on page 157 of the "*Approved Port Towns Sector Plan*" indicates the parcel is subject to the General Building Envelope Standards (BES) for Kenilworth Avenue, Tilden Road, and Edmonston Road. The existing 0.65-acre site is less than 4.0 acres, is not located within a "Gateway" character area.

does not require approval of a Special Permit, and is not a Special Exception. The proposed request does not technically require submittal of a Detailed Site Plan according to page 151 of the Approved Port Towns Sector Plan, however a Detailed Site Plan has been submitted as requested by Development Review Division.

The following are exemptions from the development district standards:

1. *Legally Existing Development—Until a site plan is submitted, all buildings, structures, and uses that were lawful or could be certified as a legal nonconforming use on the date of SMA approval of the Port Towns Area Development District are exempt from the development district standards and from site plan review and are not nonconforming. If expansion of the use on the existing site is proposed, a site plan would be required and all expansion would need to conform in order to meet the development standards.*

Response: As discussed previously in this report, the gas station use has been in continuous operation since at least 1967 and Quarles Petroleum, Inc. has operated the gas station facility since 1994. The Approved Port Towns Sector Plan page 151; exemption 1 is applicable to the proposed request.

2. *Legally Existing Parking and Loading—Until a development proposal is submitted, all legally existing parking and loading spaces in the development district that were lawful and not nonconforming on the date of SMA approval of the Port Towns Area Development District are exempt from the development district standards and are not nonconforming and need not be reduced.*

Response: The minor amendment of the existing commercial use includes the retention of existing onsite parking; thus, exemption 2 of the Approved Port Towns Sector Plan page 151, is applicable to the proposed request.

3. *Multifamily Development—An addition to 3. a multifamily residential structure that was lawful and not nonconforming on the date of the SMA approval is exempt from the development district standards and detailed site plan review if the addition does not increase the gross floor area (GFA) by more than ten percent or 1,000 square feet, whichever is less.*

Response: The instant minor amendment application for the existing commercial use does not include any residential elements; thus, exemption 3 of the Approved Port Towns Sector Plan page 151, is not applicable to the proposed request.

4. *Nonresidential Development—An addition to a nonresidential structure that was lawful and not nonconforming on the date of the SMA approval is exempt from the development district standards and DSP review if the addition does not increase the GFA by more than ten percent.*

Response: The minor amendment of the existing non-residential use has the net result of

reducing GFA; thus, exemption 4 of the Approved Port Towns Sector Plan page 151, is not applicable to the proposed request.

5. *Parking Facilities—Resurfacing, restriping, or adding landscaping to parking facilities not required by the standards are exempt from the standards and detailed site plan review if the facilities were lawful and not nonconforming on the date of SMA approval and remain in conformance with all previously applicable regulations.*

Response: As discussed previously, the Applicant request includes the proposed pavement restoration that matches into the surrounding pavement and does not require changes to grading, utilities, stormwater management or related plan elements which complies with Exemption 5 of the Approved Port Towns Sector Plan page 151, is applicable to the proposed request.

6. *Nonconforming Buildings, Structures, and Uses...*

Response: As discussed previously in this statement of justification, the improvements proposed in this instant application, are associated with an existing Permitted Use. Due to the “permitted use” classification of the use, exemptions 6.a. and b. of the Approved Port Towns Sector Plan page 151, are not applicable to the proposed request.

7. *Miscellaneous—The following are exempt from the development district standards and DSP review, if the existing or proposed use is permitted:*

- a. *Permits for alteration or rehabilitation, with no increase of the existing GFA, including existing porches or decks.*

Response: Requests that do not increase GFA are exempt from Development District Standards per the Approved Port Towns Sector Plan page 152, exemption 7a is applicable to the proposed request.

- b. *Canopies.*

Response: Requests to add canopies are exempt from Development District Standards per Approved Port Towns Sector Plan page 152; exemption 7b.

- e. *Ordinary maintenance and repair, including that on existing porches or decks.*

Response: Requests for routine maintenance are exempt from Development District Standards per Approved Port Towns Sector Plan page 152; exemption 7e.

8. *Signs.*

- a. *Signs for development that do not otherwise require a detailed site plan will be reviewed in the permit review process for compliance with the development district standards.*

Response: The proposed signage included in this instant application will not exceed eighteen (18) inches in height comply with the development district standards.

9. DPIE Concept Plan - Case 63797-2016-0 has been approved.

Waivers / Exemptions:

The following Waivers / Exemptions have been approved for the subject application:

1. Woodland Conservation Letter of Exemption Case No.: S-182-2016 has been approved.
2. Natural Resource Inventory Equivalency Letter NRI No.: 212-2016 has been approved.

Section 27-289(b) of the Zoning Ordinance:

The Applicant and their project team are confident that the referenced amendment the being proposed in this case qualify as minor amendment to an existing approved gas station use. Therefore, pursuant to Section 27-289(b) of the Zoning Ordinance, the Planning Board is authorized to approve a limited minor amendment to a detailed site plan if the changes are limited in scope and nature as follows:

- (A) An increase of no more than ten percent (10%) in the gross floor area of a building;

Response: As discussed in 2 on page 2 of this statement of justification, this minor amendment will which will reduce the gross floor area (GFA) from 1,964 square feet to 60 square feet, which equates to an approximately minus (-) 97 percent reduction in floor area.

- (B) An increase of no more than ten percent (10%) in the land area covered by a structure other than a building;

Response: There will be no changes in site coverage between the predeveloped and post-developed site coverage. Less than 5,000 square feet of area will be disturbed by the proposed request and all the area to be disturbed is either covered by the existing building (which will be removed) or is existing pavement.

- (C) The redesign of parking or loading areas;

Response: As addressed earlier in this statement, this minor amendment is necessary to comply with current parking design requirements by restriping of the pavement area to provide one (1) parking space, one (1) ADA parking space and one (1) loading space

(D) The redesign of the landscape plan;

Response: The proposed landscaping is designed in compliance with the Prince George's County Landscape Manual requirements. The Applicant and their project team are confident that the referenced amendment the being proposed the proposed street and parking lot perimeter landscape will improve both the appearance of the property and the overall environmental health for the Bladensburg Road Town Center Character Area.

(E) New or alternative architectural plans that are equal or superior to those originally approved, in terms of overall size and quality;

Response: As noted above, the applicant submits the changes are extremely minor in nature. The Applicant and their project team are confident that the referenced amendment the being proposed are in full compliance with not only the guidance and standards of the Prince George's County Zoning Ordinance, but the spirit and intent of development district standards of the Approved Port Towns Sector Plan and SMA. The minor amendment will result in improved and superior site design that will be an attractive asset to the surrounding community.

(F) Changes required by engineering necessity to grading, utilities, stormwater management, or related plan elements; or

Response: Other than the minor site work associated with the realignment of the fuel islands and associated paving repairs, there will be no grading, utilities, stormwater managements made to the subject property.

(G) Changes to any other plan element to have minimal effect on the overall design, layout, quality, or intent of the approved site plan.

Response: As noted above, the applicant submits the changes are extremely minor in nature.

Conclusion:

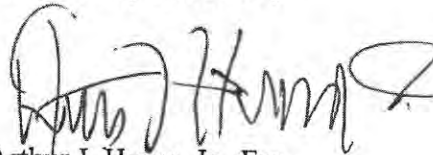
In view of the above, this proposed amendment is so minor and limited in scope as to provide either an equal or superior design. This proposed minor amendment request is in general compliance with the required findings of the applicable provisions of the Prince George's County Zoning Ordinance, Stormwater Management Ordinance, Landscape Manual, and Approved Port Towns Sector Plan and SMA. The minor nature of the proposal is exempt from Design Development Standards of the Sector Plan. The proposed request will update both the efficiency and appearance of an existing gas station which has been in operation for more than 50 years. Implementation of the improvements covered by the proposed request will be beneficial to the Bladensburg Road Town Center Character Area.

For all the above-stated reasons, I respectfully request that the approval of the proposed minor amendment application.

Ms. Taslima Alam
DSP-16048
August 7, 2017
Page 14

Thank you for your help and attention to this matter.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Arthur J. Horne, Jr.", written in a cursive style.

Arthur J. Horne, Jr., Esq.

Enclosures
AJH/fms

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ITEM:

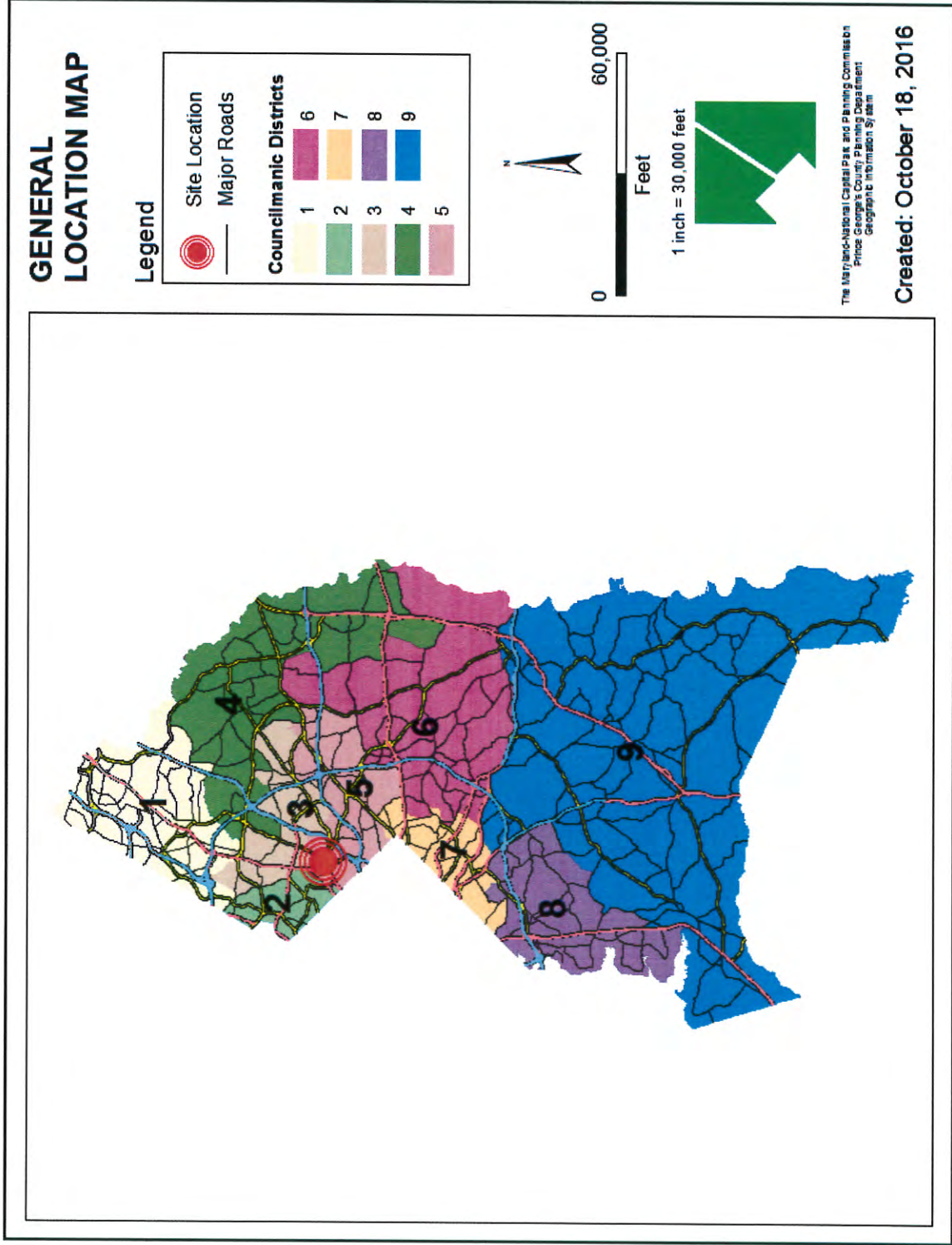
CASE: DSP-16048

QUARLES #408

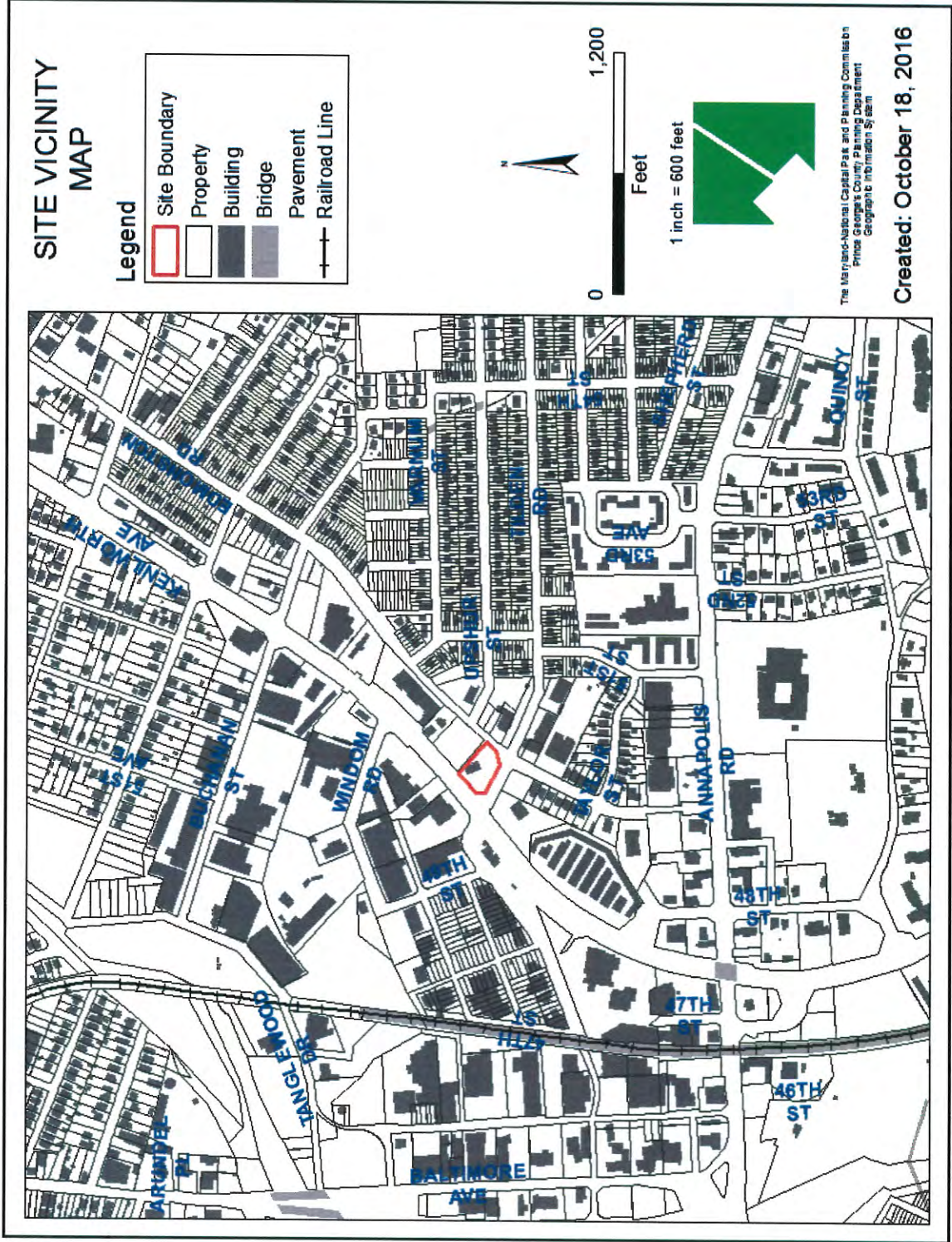
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



GENERAL LOCATION MAP

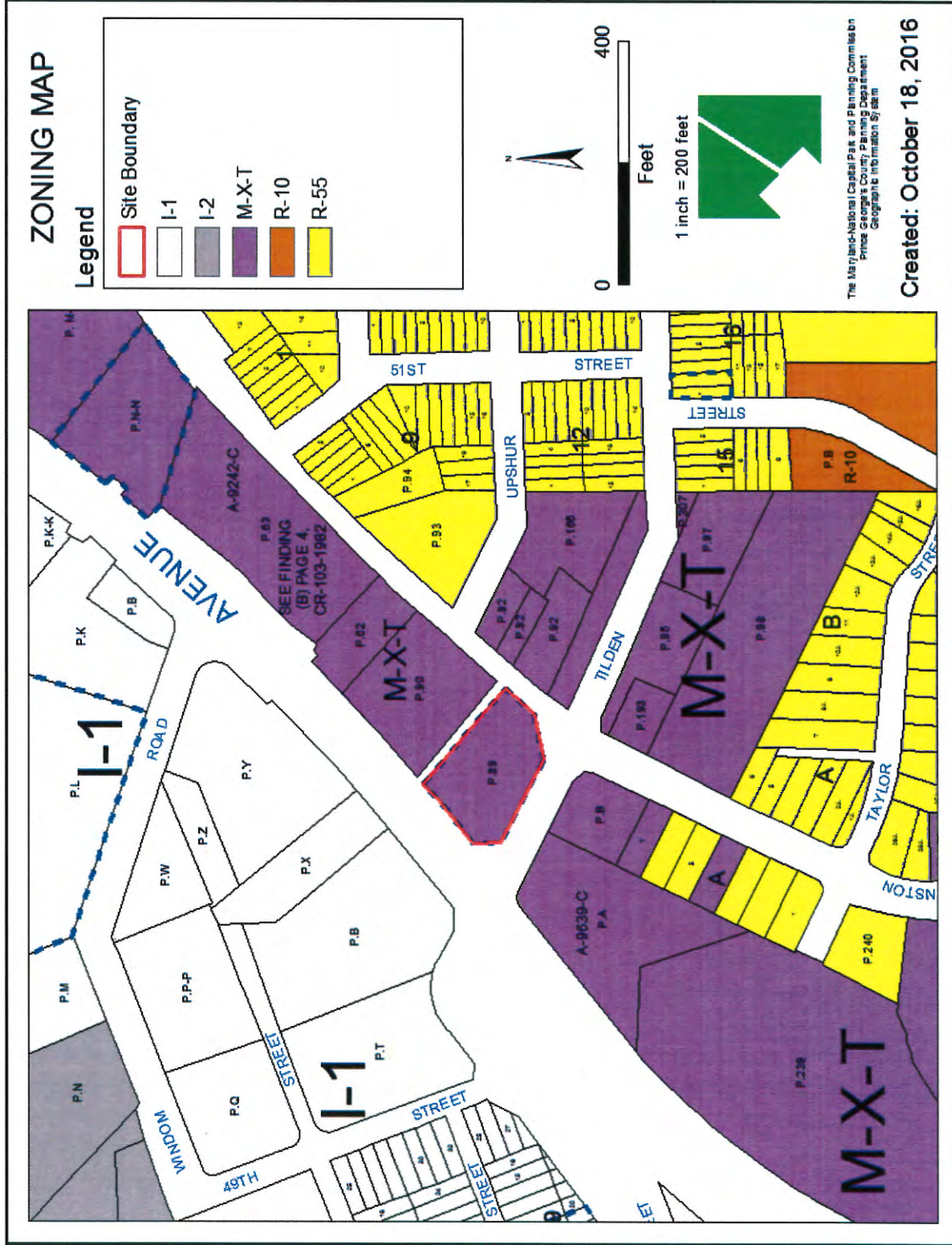


SITE VICINITY



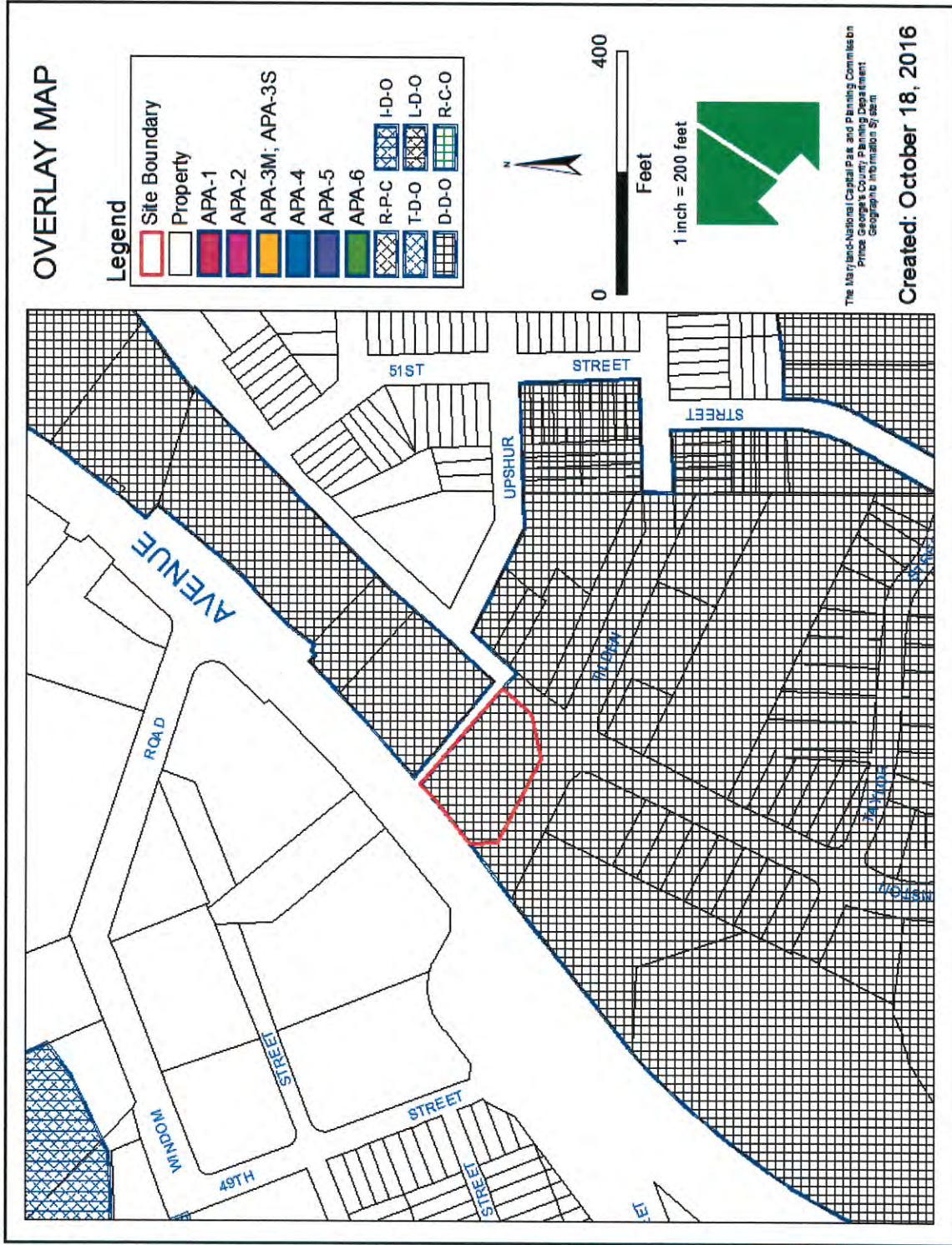


ZONING MAP

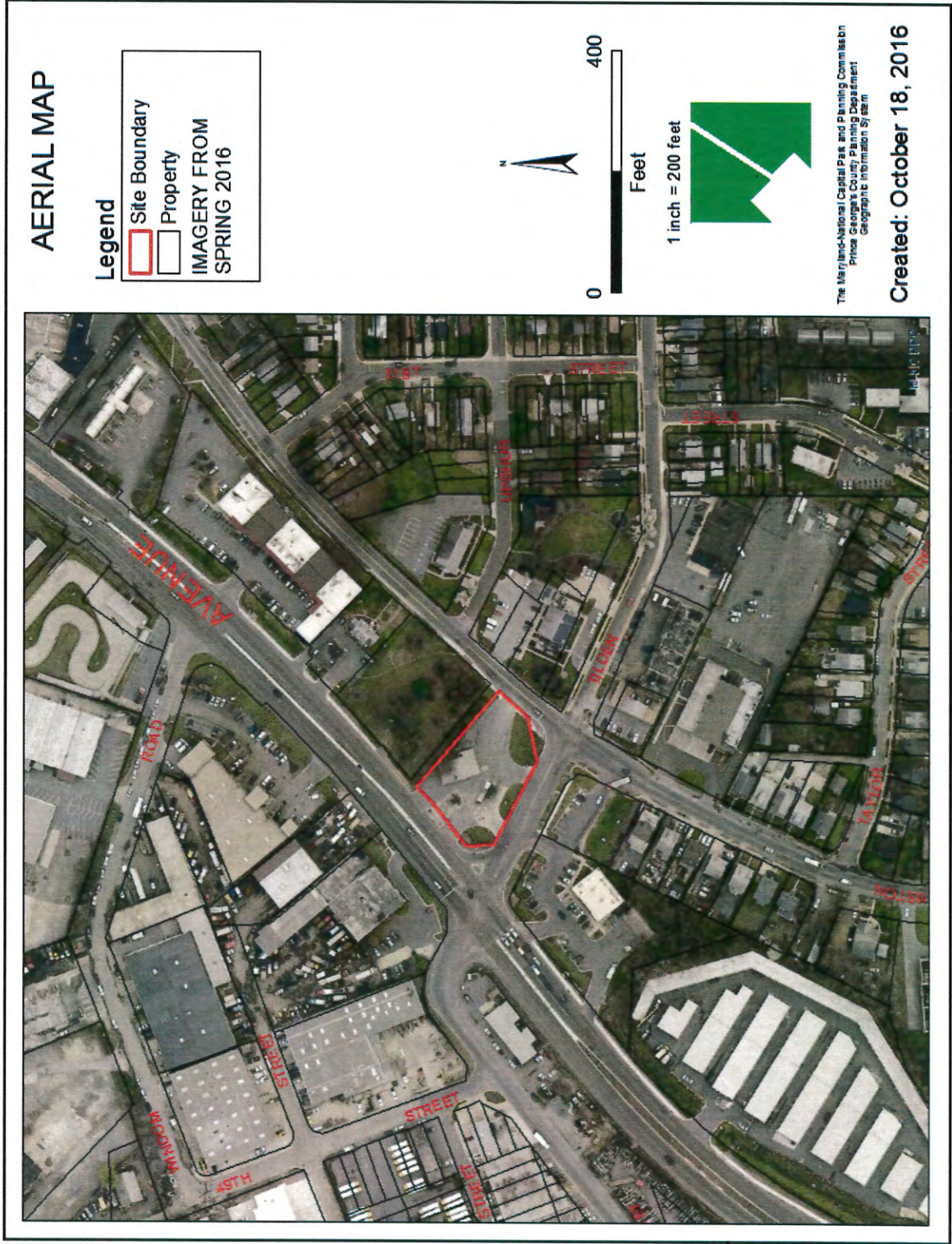




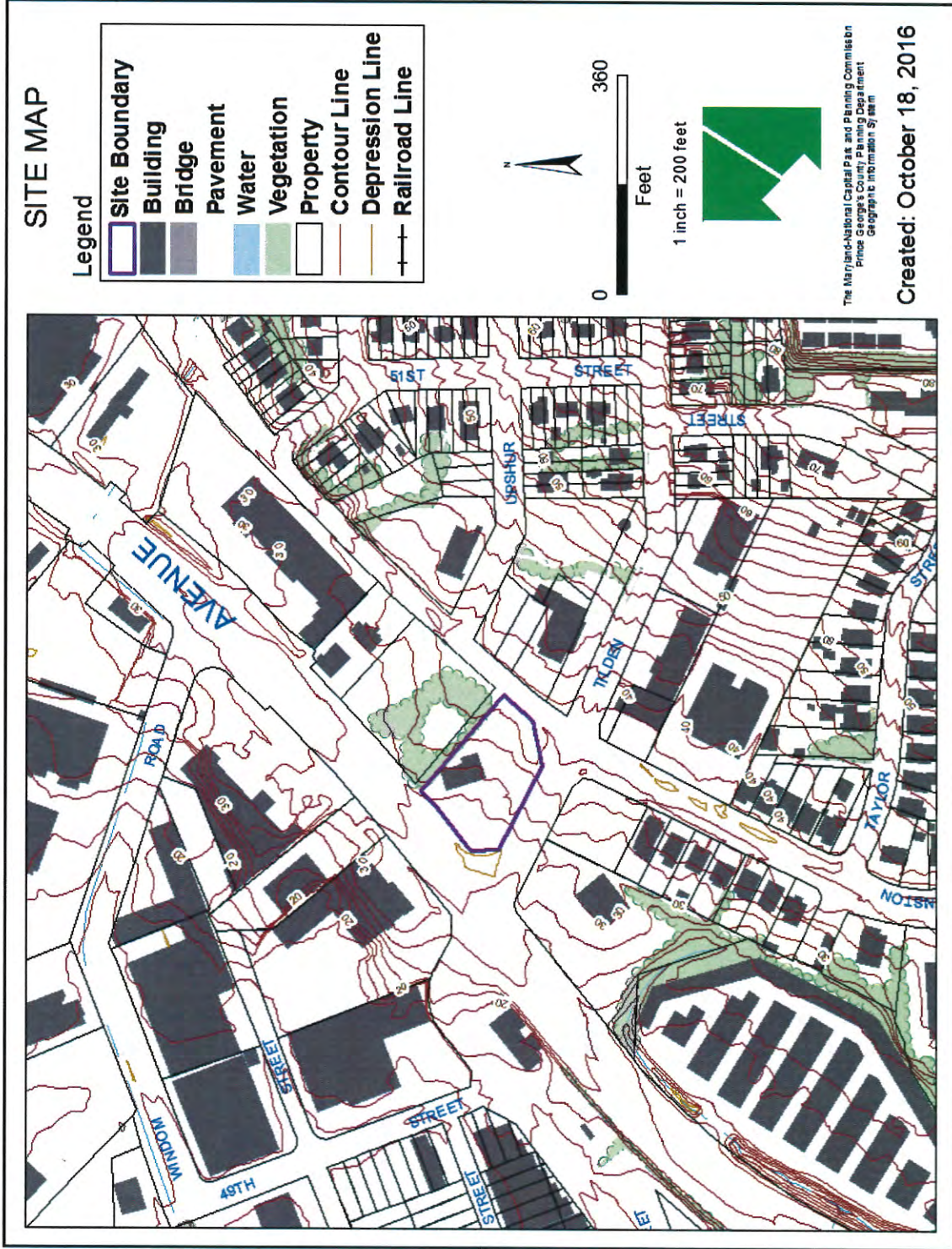
OVERLAY MAP



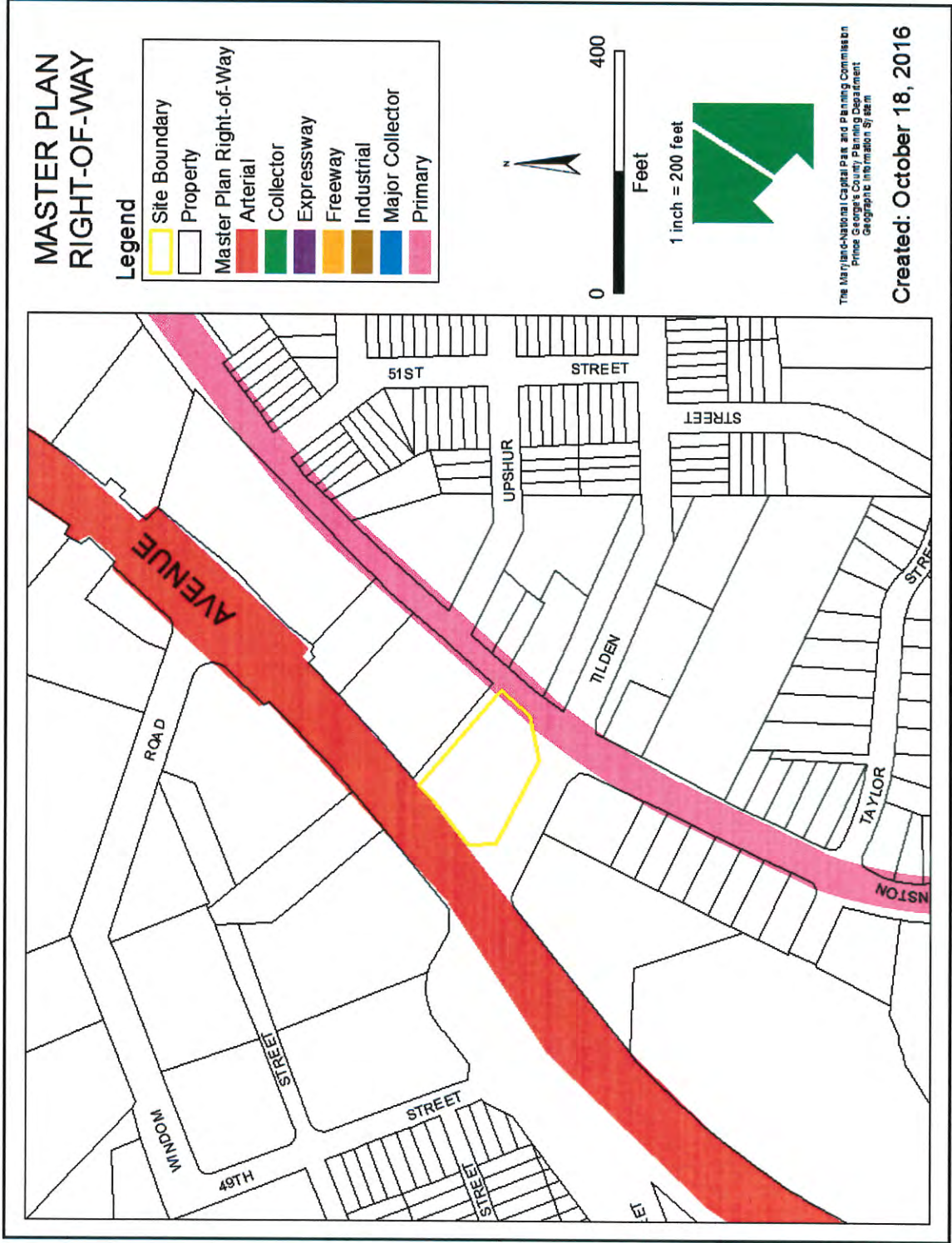
AERIAL MAP



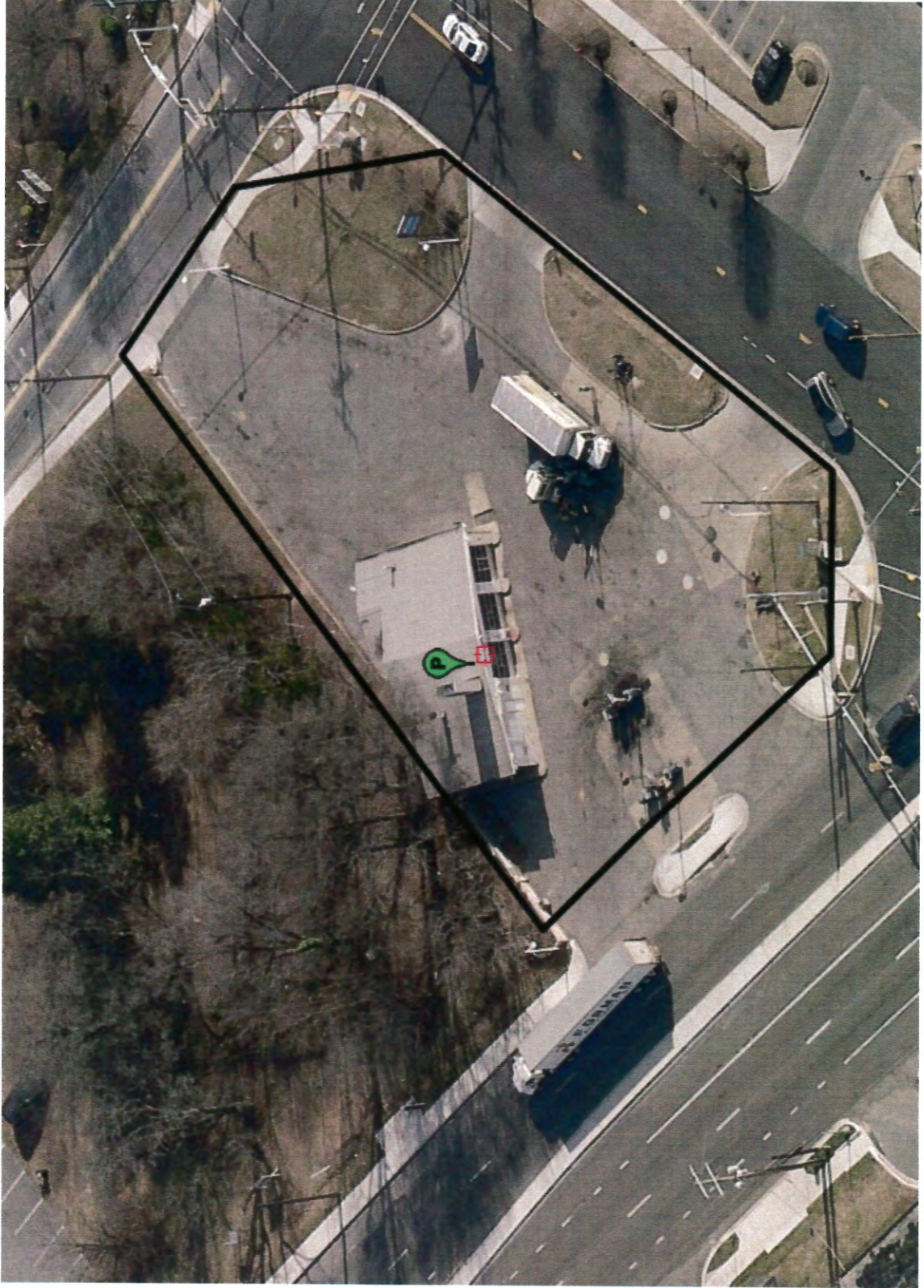
SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



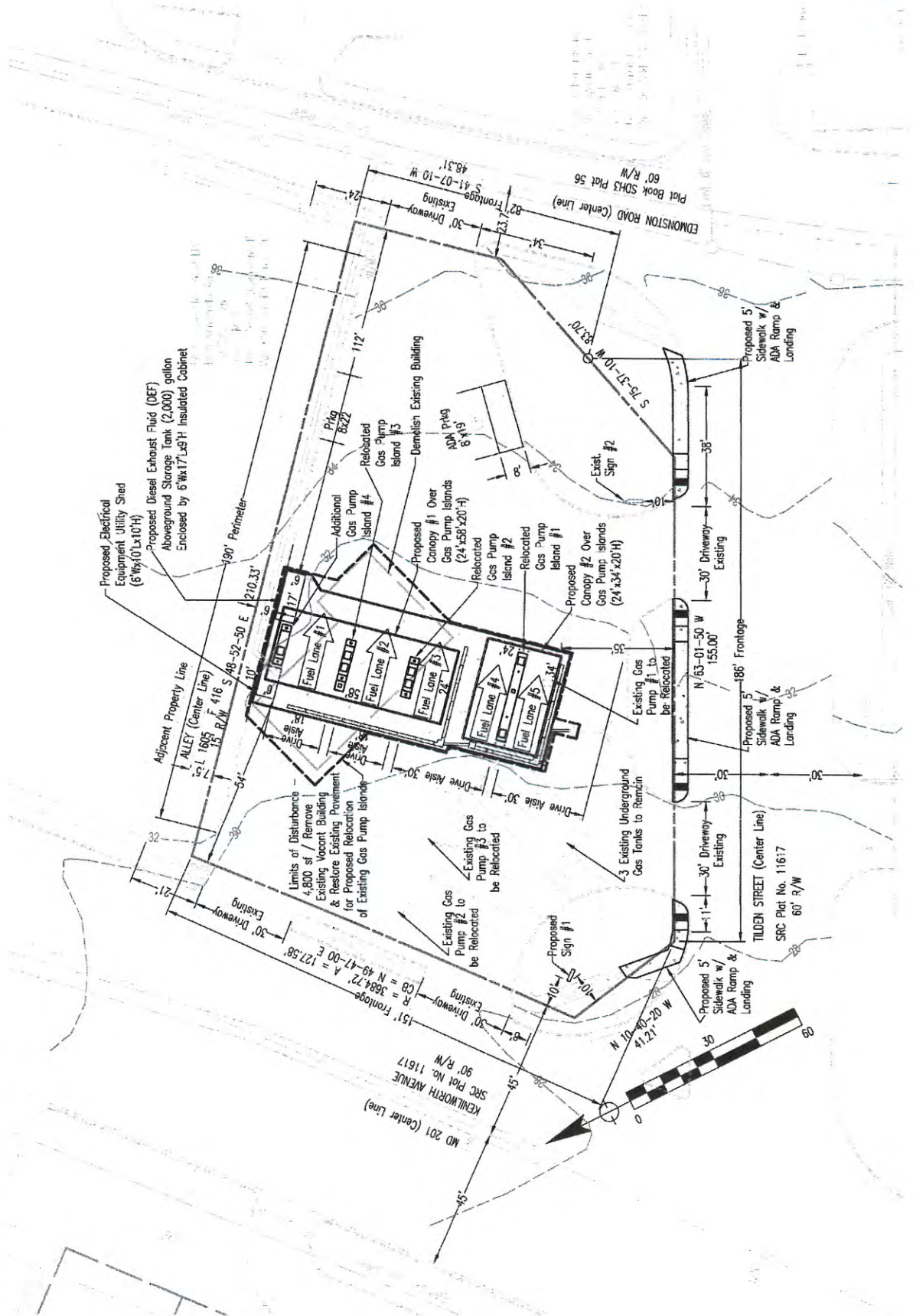
Case # DSP-16048

EXISTING GAS STATION WITH AUTO SERVICE BUILDING





SITE PLAN

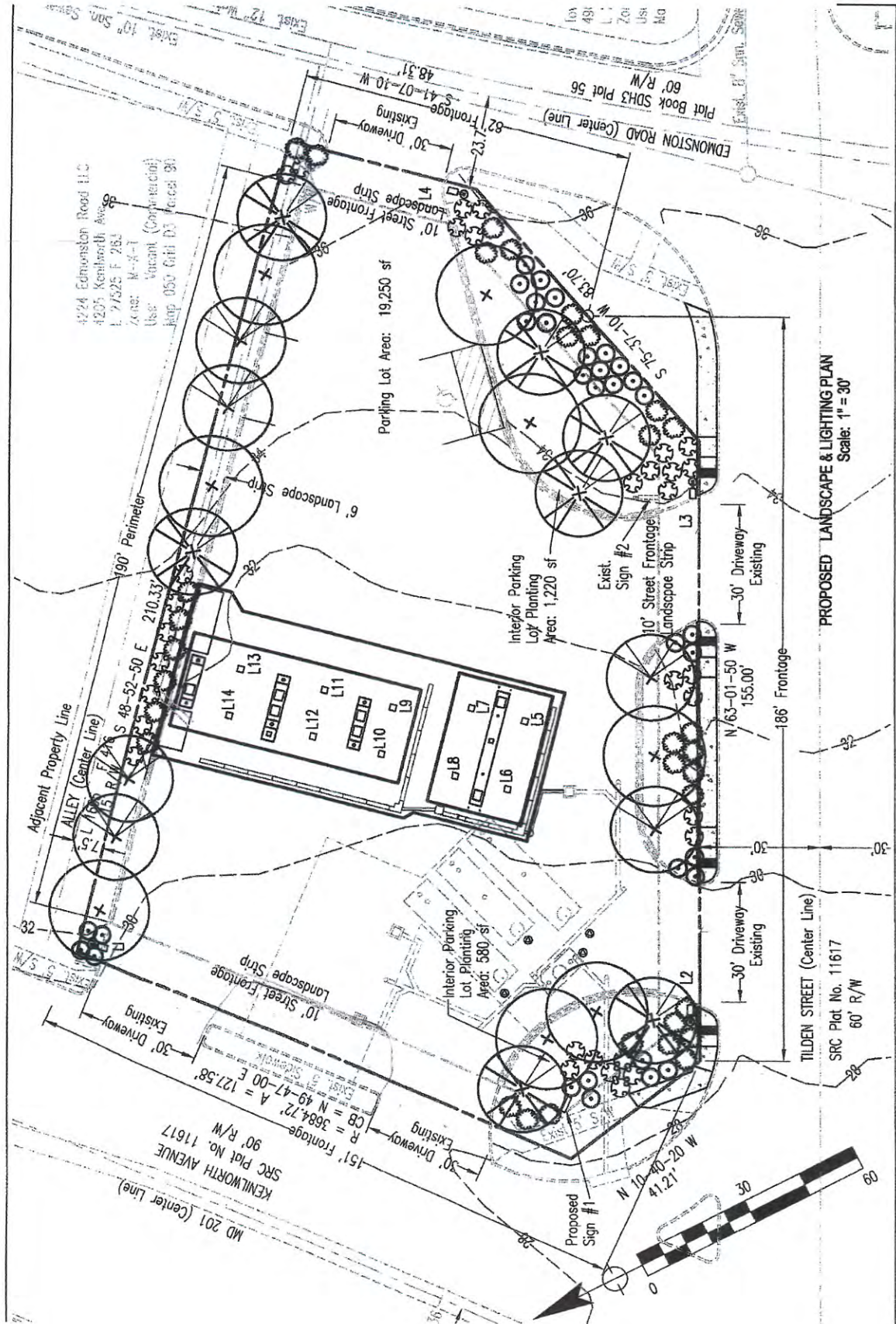


8/30/2017

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LANDSCAPE PLAN

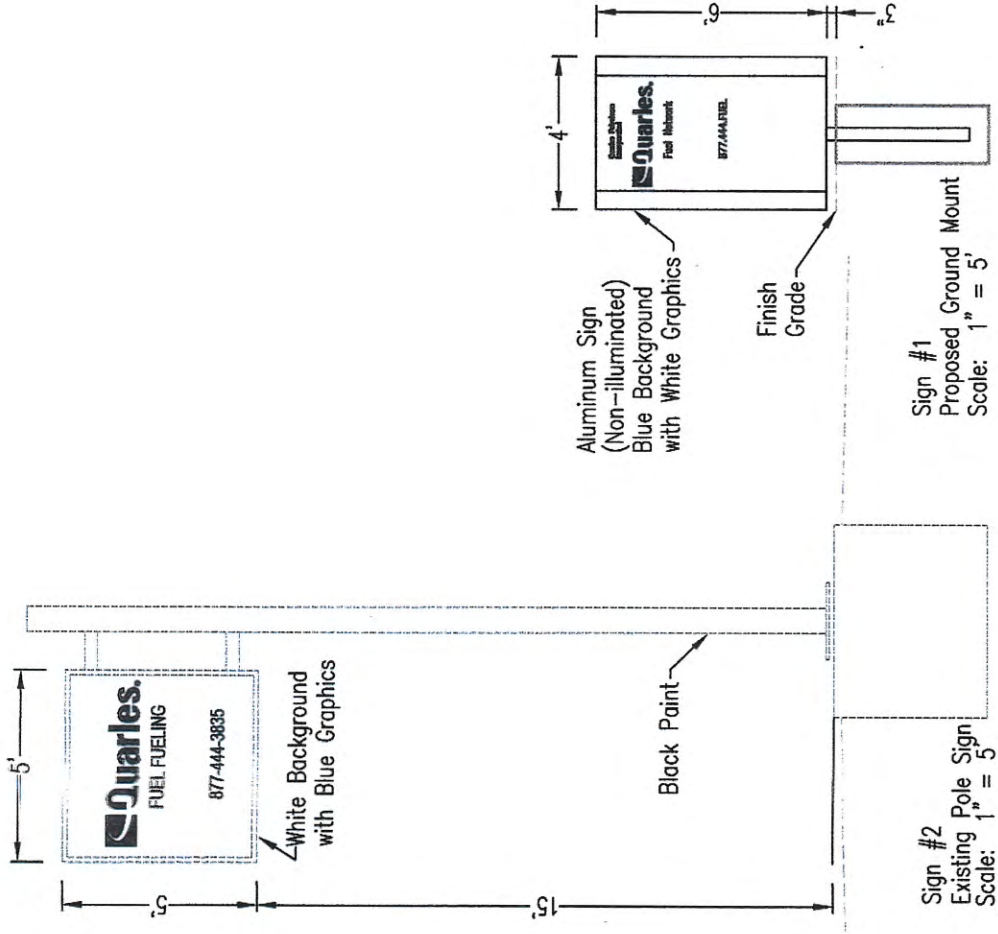


PROPOSED LANDSCAPE & LIGHTING PLAN
Scale: 1" = 30'

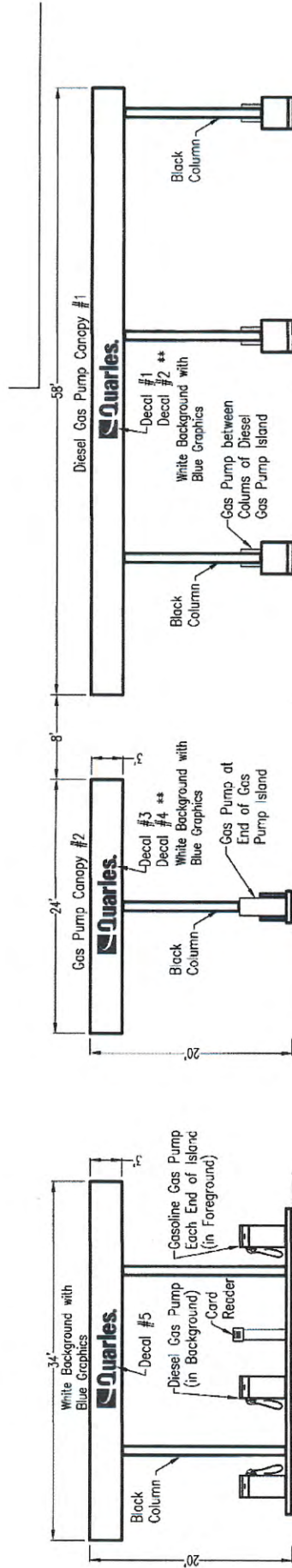
RENDERED LANDSCAPE PLAN



FREESTANDING SIGNS



CANOPIES



CANOPIE ELEVATION
View from Tilden Street

CANOPIE ELEVATIONS
View from Edmonston Road
** View from Kenilworth Avenue (mirror image)



EXISTING FREESTANDING SIGN

