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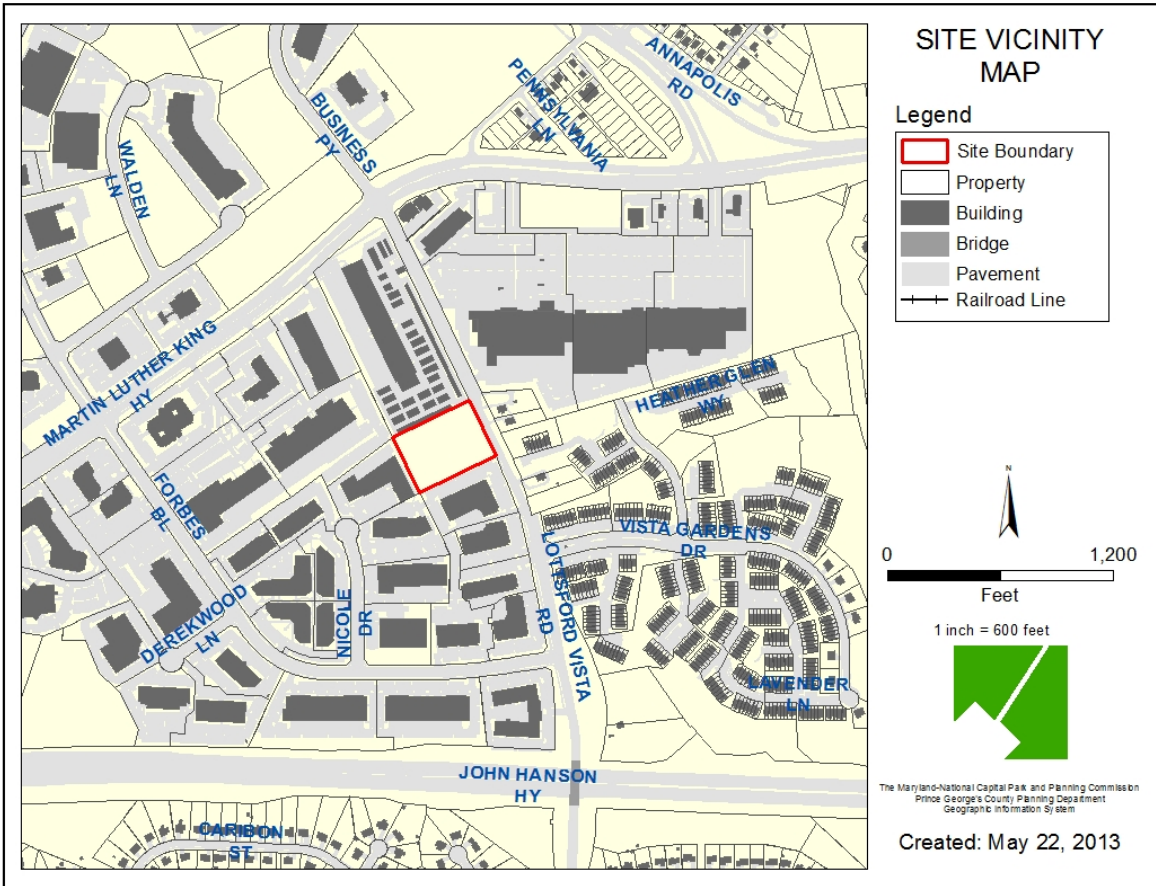
Detailed Site Plan

DSP-03089-01

Application	General Data	
<p>Project Name: Hanson Palmer Industrial Park, Parcel C</p> <p>Location: On the west side of Lottsford Vista Road, approximately 1,125 feet south of its intersection with Martin Luther King Highway (MD 704).</p> <p>Applicant/Address: FCW Justice, Inc. P.O. Box 5326 Upper Marlboro, MD 20775</p>	Planning Board Hearing Date:	06/06/13
	Staff Report Date:	05/22/13
	Date Accepted:	10/02/12
	Planning Board Action Limit:	Waived
	Plan Acreage:	3.397
	Zone:	I-1
	Dwelling Units:	N/A
	Gross Floor Area:	12,754 sq. ft.
	Planning Area:	70
	Tier:	Developing
	Council District:	05
	Election District	13
	Municipality:	N/A
200-Scale Base Map:	206NE09	

Purpose of Application	Notice Dates	
A combined 12,754-square-foot restaurant, car wash and full-service laundromat building.	Informational Mailing:	08/29/12
	Acceptance Mailing:	09/30/12
	Sign Posting Deadline:	05/07/13

Staff Recommendation		<p>Staff Reviewer: Jill Kosack Phone Number: 301-952-4689 E-mail: Jill.Kosack@ppd.mncppc.org</p>	
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-03089-01
Type II Tree Conservation Plan TCP II-30-04-01
Hanson Palmer Industrial Park, Parcel C

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

EVALUATION

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

- a. The requirements of the Zoning Ordinance in the Light Industrial (I-1) Zone.
- b. The requirements of Preliminary Plan of Subdivision 4-03045.
- c. The requirements of Detailed Site Plan DSP-03089.
- d. The requirements of the 2010 *Prince George's County Landscape Manual*.
- e. The requirements of the 1993 Prince George's County Woodland Conservation and Tree Preservation Ordinance.
- f. The requirements of the Tree Canopy Coverage Ordinance.
- g. Referral comments.

FINDINGS

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

1. **Request:** The subject application is for approval of a combined 12,754.63-square-foot restaurant, car wash and full-service laundromat building within an I-1-zoned property. The subject DSP revision was originally accepted to be reviewed at the Planning Director level with required posting. During the posting period, Planning Board review was requested and the appropriate

mailings were then completed in accordance with the requirements of the Zoning Ordinance.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	I-1	I-1
Use(s)	Vacant	Restaurant, Car wash, Laundromat
Acreage	3.397	3.397
Parcels	1	1
Building square footage/GFA	0	12,754.63

Other Development Data:

Parking Required

Car Wash— 7,900.96 sq. ft. @ 1 space per 500 sq. ft.	62 spaces
Two Bay Detail Shop @ 3 spaces per bay	16 spaces
Laundromat— 3,057.44 sq. ft. @ 1 space per 150 sq. ft.	6 spaces
Restaurant— 36 seats @ 1 space per 3 seats	21 spaces
329.3 sq. ft. @ 1 space per 50 sq. ft.	12 spaces
	7 spaces

Parking Provided

Standard Spaces	61 spaces*
Standard ADA Spaces	58 spaces
Van-Accessible ADA Spaces	1 space
	2 spaces

Loading Spaces Required

Car Wash – 2,000 – 10,000 sq. ft.	2 spaces
Laundromat – 2,000 – 10,000 sq. ft.	1 space
Restaurant - Less than 2,000 sq. ft.	1 space
	0 space

Loading Spaces Provided

2 spaces

*Note: A condition has been included in the Recommendation Section requiring the addition of the one missing parking space.

3. **Location:** The subject property is known as Parcel C, located on the west side of Lottsford Vista Road, approximately 1,125 feet south of its intersection with Martin Luther King Highway (MD 704), in Planning Area 70, in Council District 5.
4. **Surrounding Uses:** The subject property is bounded to the north by a self-storage facility in the I-1 Zone; to the west and south by commercial/industrial office buildings in the I-1 Zone, which are part of the Hanson Palmer Business Park; and to the east by the public right-of-way of Lottsford Vista Road and beyond it by single-family homes in the R-T Zone. The recently developed Vista Gardens Marketplace Shopping Center in the C-S-C Zone is across Lottsford Vista Road to the northeast.

5. **Previous Approvals:** A Preliminary Plan of Subdivision, 4-03045 (PGCPB Resolution No. 03-227) was approved for the property on October 30, 2003. The original Detailed Site Plan, DSP-03089, was approved for an 11,598-square-foot auto body shop on the subject property on April 15, 2004. That development was never constructed and that DSP expired in 2007. The 2010 *Approved Sector Plan and Approved Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity* (SMA) maintained the I-1 Zone on the subject property.
6. **Design Features:** The applicant proposes to develop a 27.33-foot-high, one-story, flat-roofed, 12,754.63-square-foot commercial building with combined restaurant, car wash and full-service laundromat uses, each with a separate entrance door and internal connectivity, on existing Parcel C. The building is placed in the center of the southern portion of the site, set back 30 feet from the southern property line, and approximately 140 feet from the eastern and western property lines. The two-aisle car wash use, with an associated two-bay detail shop, at approximately 8,520 square feet, is inside the southern half of the building, with garage doors providing access. The laundromat use, at approximately 3,057 square feet, is located in the northeastern corner of the building, and the 36-seat restaurant use, at approximately 1,176 square feet, is located in the northwestern corner of the building.

Two, one-way, two-lane, driveway entrances are located along the eastern property line providing access to the site from Lottsford Vista Road. The northern entrance, one-way in, leads directly to an outer drive aisle that runs to the western edge of the site, turns south and then turns back east leading to the overhead door entrances to the car wash at the southwestern corner of the building. The detail bays, associated with the car wash use, are located in the northwestern corner of the building, between the car wash drive aisles and the loading and trash area. Two overhead doors at the southeastern corner of the building provide the exit location from the car wash. Pedestrian doors along the eastern and western façades, adjacent to the overhead doors, provide customer access to the interior car wash part of the building. A widened pavement area in front of the building, along the eastern façade, serves as the wipe down/pick-up area, with temporary parking, for the car wash use. A one-way drive aisle then leads from this area and connects to the one-way-out driveway entrance onto Lottsford Vista Road. A nine-foot-high brick frontage screen wall is located between this area and the road right-of-way to screen the vehicles. Staff has recommended some pilasters be added to this wall to enhance its articulation. The proposed 61-space parking area is located in the middle of the site, directly north of the building, between it and the outer drive aisle to the car wash. Separate doors on the northern façade of the building, facing the parking area, provide access to the interior laundromat and restaurant uses. A small courtyard, enclosed with an eight-foot-high perforated block screen wall, is located adjacent to the northwest corner of the building for outdoor seating associated with the restaurant. Another eight-foot-high brick wall screens the loading/trash area from the courtyard and the adjacent parking area.

Stormwater from the site is proposed to be treated in a bioretention area located along the northern portion of the property. Some existing woodlands are proposed to be preserved along the northern, western and southern property boundaries. One eight-foot-high brick freestanding sign is located adjacent to Lottsford Vista Road, and three, approximately four-foot-high, freestanding signs serve to direct vehicles through the site to the various uses. Three building-mounted, white, back-lit, lettered signs, reading “Car Wash,” “Laundromat,” and “Restaurant,” are located above the exterior doors providing access to the separate uses.

The building itself is proposed to be fully faced in red brick, with two horizontal gray brick stripes serving as accents. Black metal framed storefront doors and windows are evenly arranged along with column bump-outs on the eastern and northern façades, facing the road and the

parking area. The southern and western façades contain no windows, only metal doors providing employee access to the service areas. Additionally, there are two overhead doors on the eastern and western façades for vehicular access to the car wash use. A white cornice piece provides some enhancement to the roofline. Additionally, a raised roof portion, approximately in the middle of the eastern façade, adds some variety to the roofline. Staff has recommended some architecture-related conditions of approval to add more details and features to the building design to further enhance its overall appearance.

7. **Prince George’s County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the I-1 Zone and the site plan design guidelines of the Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in industrial zones. The proposed eating and drinking establishment, excluding drive-through, car wash and laundromat are all permitted by-right in the I-1 Zone.
 - b. The DSP shows a site layout that is consistent with Section 27-474, regulations regarding building setbacks and required green space. The DSP is also in conformance with the applicable site design guidelines.
 - c. The signage within the DSP has been reviewed for conformance with Section 27-613, which governs signs attached to a building or canopy. The submitted plans did not provide dimensions or square footages for the proposed building-mounted signage; therefore, this information should be added prior to certification to ensure compliance with the area regulations. However, staff estimates that the signs fall within the allowed sizes.

The signage within the DSP has also been reviewed for conformance with Section 27-614, which governs freestanding commercial signs. The submitted plans propose one main free-standing sign located close to Lottsford Vista Road and three smaller directional signs to guide customers through the site to whichever use they wish to access. Dimensions and basic material labels were provided for these signs; however, no chart was provided showing conformance with the regulations of Section 27-614. Again, staff estimates that these requirements are being met; however, the plan should be revised to include a chart demonstrating this.

8. **Conformance with Preliminary Plan of Subdivision 4-03045:** Preliminary Plan of Subdivision 4-03045 was approved and adopted on December 4, 2003 (PGCPB Resolution No. 03-227). The Planning Board approved the preliminary plan with nine conditions, of which the following are applicable to the review of this detailed site plan and warrant discussion as follows:

- 2. **Prior to the issuance of permits, a Type II Tree Conservation Plan shall be approved.**

Comment: The subject application includes a Type II tree conservation plan that is recommended for approval in conformance with this condition. Further discussion of this plan is in Finding 11 below.

3. **Prior to the issuance of building permits, a Detailed Site Plan shall be approved by the Planning Board or its designee for Parcel C to address building materials and architecture, signs and screening.**

Comment: The subject application was submitted in accordance with this condition. The applicable finding, from page 4 and 5 of the PPS resolution, reads as follows:

If the subdivision is approved, it is recommended that a Detailed Site Plan (DSP) be required. Staff believes that review of the DSP could be evaluated at a staff level prior to building permit. The DSP review should address the following:

- a. **Building materials and architecture: Future development should include brick and/or other appropriate exterior materials that are consistent with the office buildings in the employment area. The development should be designed to appear more like an office building rather than a garage or warehouse, as examples. The colors on the building should be muted unless determined appropriate as an accent to the primary color(s).**

Comment: The proposed architecture uses red brick as the main exterior material, with accents in gray brick and a white cornice. These colors are muted as suggested and the building overall is designed to appear like an office building with large glass windows and doors on the most visible northern and eastern façades.

- b. **Signs: A low, ground-mounted sign is preferred. Freestanding pole signs should not be permitted. Building-attached signs should not be permitted.**

Comment: The subject application proposes only ground-mounted signs, one at nine-feet-high and three directional four-foot-high signs, along with three building-mounted signs identifying which doors access which use. A nine-foot-high sign cannot really be classified as a “low, ground-mounted sign” as suggested; therefore, staff has recommended a condition that this sign be reduced to a maximum of six-feet-high.

- c. **Screening: Parking lots and other vehicle-related activities (such as service bays and loading areas) should be screened from view from the street and adjoining office sites from ground level. This could be accomplished through the use of landscaping, decorative walls or fences, and/or by the layout of the building, which could function as screening. The existing screening used on proposed Parcel B along the road frontages should be considered for proposed Parcel C, if it is determined to be appropriate.**

Comment: The subject plan proposes a nine-foot-high brick wall that starts at the southeastern corner of the building and follows the drive aisle around to the east and ends between the building and Lottsford Vista Road near the southern driveway entrance. This effectively screens the vehicle-related car wash use from the street; existing woodlands to be preserved along the southern and western property lines screen the use from the adjacent office sites. The proposed loading

area is located behind the building, out of sight from the street and screened from the adjacent office site to the south by the building and from the property to the west by existing woodlands to be preserved. The existing screening on Parcel B, along Lottsford Vista Road, is a combination of approximately eight-foot-high black chain-link fence and approximately eight-foot-high brick wall with plantings. This is similar to what is proposed on Parcel C with the nine-foot-high brick wall and proposed plantings.

4. **An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate or not required based on the use.**

Comment: The subject DSP notes that all buildings will contain an automatic fire suppression system in accordance with this condition.

5. **Prior to the issuance of a building permit, the applicant, his heirs, successors, and/or assignees shall provide the installation of one "Share the Road with a Bike" sign in accordance with state requirements and, upon state approval, along Martin Luther King, Jr., Highway (MD 704). The developer would purchase the signs from the state and install them in accordance with the state's Manual on Uniform Traffic Control Devices dealing with the section on bicycle facilities. If the state declines the signage, this condition shall be void.**

Comment: This condition will be enforced at the time of building permit as required.

8. **Development of Parcel C shall be in accordance with the approved Stormwater Management Concept Plan # 16808-2001-00.**

Comment: The submitted application included a copy of the approved Stormwater Management Concept Plan, 16808-2001-03, which expires on May 3, 2016. At the time of writing of this staff report, the Department of Public Works and Transportation (DPW&T) has not provided comments on the subject application stating whether the DSP is in conformance with this concept approval. Therefore, this should be done prior to certification of the DSP.

9. **Total development within Parcel C of the subject property shall be limited to development that is permitted within the I-1 Zone, which generates no more than 124 AM and 115 PM peak-hour vehicle trips. Any development other than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

Comment: The subject property is Parcel C. Transportation Planning staff estimates that the proposed restaurant will generate 27 PM peak-hour trips and that the automated car wash will generate 92 PM peak-hour trips. With pass-by trip rates applied at 35 percent and 50 percent, respectively, these two uses will generate 18 and 46 new PM trips, respectively. The associated laundry is expected to generate five or fewer PM peak-hour trips. Therefore the 12,755-square-foot building is expected to generate a maximum of 69 PM peak-hour trip; 46 trips below the PM peak-hour trip cap of 115 trips.

With regard to the AM peak-hour trip generation, no data is available to estimate AM peak-hour trips for a car wash. Given that one would expect few AM peak-hour trips for a car wash, and similar trip generation for the other uses, we believe that the site will generate fewer than 124 AM peak-hour trips. The applicant also stated that the restaurant will not be open until 10 AM, which is outside the AM peak hour.

9. **Conformance to Detailed Site Plan DSP-03089:** The Planning Board approved Detailed Site Plan DSP-03089 on April 1, 2004 (PGCPB Resolution No. 04-69) subject to three conditions. The original DSP approval was for an 11,598-square-foot auto body shop, which was never built and is no longer valid. The subject revision to the detailed site plan is a completely different development proposal, which is not required to be in conformance with the previously approved, but now expired DSP.
10. **Prince George's County Landscape Manual:** The proposed restaurant, car wash and laundromat building is subject to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.5, Stormwater Management Facilities; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).
 - a. **Section 4.2, Requirements for Landscape Strips Along Streets**—Applies to all public and private road frontages, which includes only the eastern edge of the subject site adjacent to Lottsford Vista Road. However, Lottsford Vista Road is classified as a designated historic roadway adjacent to the subject property; therefore Section 4.6, as discussed in f. below, applies along this frontage.
 - b. **Section 4.3(c)(1), Parking Lot Perimeter Landscape Strip Requirements**—Applies when proposed parking lots are within 30 feet of an adjacent property line, which does not happen with this proposed development. Therefore, the schedule for this section should be removed from the plan.
 - c. **Section 4.3(c)(2), Parking Lot Interior Planting Requirements**—Requires that a certain percentage of the parking area, in accordance with the size of the parking lot, be interior planting areas with one shade tree for each 300 square feet of planting area. The landscape plan identifies one parking lot of 25,972 square feet, which would be subject to the eight percent requirement because the total parking lot area is between 7,000 and 49,999 square feet. The landscape plan provides 9.6 percent of the total parking lot area in interior planting area and a total of 9 shade trees, which satisfies the requirements of Section 4.3(c)(2).
 - d. **Section 4.4, Screening Requirements**—Requires that all dumpsters and loading spaces be screened from all public roads and adjacent properties. The proposed trash and loading facilities are located together on the west side of the proposed building enclosed by an eight-foot-high solid wall. This sight-tight wall enclosure is consistent with the Landscape Manual requirements in this section.
 - e. **Section 4.5, Stormwater Management Facilities**—Requires that the landscape plans for the stormwater management facilities be reviewed by the appropriate regulating authority, such as DPW&T. This will need to be done with the appropriate agency prior to permitting.

- f. **Section 4.6, Buffering Development from Streets**—Requires a buffer between any use and the right-of-way of a special roadway. Lottsford Vista Road is classified as a designated historic roadway adjacent to the subject property; therefore, a Section 4.6 buffer is required, which, within the Developing Tier, includes a minimum 20-foot-wide buffer planted with a minimum of 80 plant units per 100 linear feet of frontage, excluding driveway openings. The landscape plan currently shows the provision of a Section 4.2 landscape strip along Lottsford Vista Road, which does not fully meet the requirements of Section 4.6. Therefore, prior to certification, the plan should either be revised to show the requirements of this section being met, or, if they cannot be met, the applicant should submit and gain approval of an Alternative Compliance (AC) application for these requirements.
 - g. **Section 4.7, Buffering Incompatible Uses**—Requires a buffer between adjacent incompatible land uses. The proposed development is considered a high-impact use and the adjacent self-storage warehouse to the north is also considered high impact. Therefore, no buffer is required along that edge; however, the commercial and professional offices adjacent to the west and south are a medium impact use, requiring a Type “B” bufferyard with a minimum 30-foot building setback and a minimum 20-foot-wide landscaped yard planted with 80 plant units per 100 linear feet. The landscape plan and provided schedules show the requirements of this section being met.
 - h. **Section 4.9, Sustainable Landscaping Requirements**—Requires certain percentages of native plants be provided on-site, along with no invasive plants and no plants being planted on slopes steeper than three-to-one. The submitted landscape plan provides the required schedule and notes showing the requirements of this section being met.
11. **Prince George’s County Woodland Conservation Ordinance:** This site was also previously reviewed by the Environmental Planning Section as a Preliminary Plan of Subdivision, 4-03045 and Type 1 Tree Conservation Plan TCPI-38-03, which were approved with conditions. The original DSP application, DSP-03089, was also previously reviewed by the Environmental Planning Section in conjunction with Type II Tree Conservation Plan TCPII-30-04. The previous DSP application was approved for an auto-body shop, which has never been built.

The project is grandfathered with respect to the environmental regulations contained in Subtitles 27 and 25 that came into effect on September 1, 2010 because the project has a previous preliminary plan approval. This property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the site has a previously approved tree conservation plan.

The submitted and reviewed TCPII included both the subject Parcel C and the adjacent Parcel B in conformance with the approved TCPI. The gross tract and net tract area of the site is 14.12 acres. The TCPII worksheet is incorrect because it calculates a net tract area of 12.95 acres because of an area of 1.17 acres of previously dedicated land. With regard to the subject site, previously dedicated land can only be counted if it was dedicated prior to approval of the associated preliminary plan and TCP1. According to the TCP1, no previously dedicated land was included in the preliminary plan review and approval; therefore, the 1.17 acres must be included in the net tract area.

The submitted TCPII shows the woodland conservation threshold as 1.94 acres. Based on staff’s calculations, the Woodland Conservation Threshold (WCT) for this 14.12-acre property is 15 percent of the net tract area, or 2.12 acres. The total woodland conservation requirement based on the amount of clearing proposed is 4.43 acres.

The worksheet shows the requirement to be satisfied with 0.10 acres of afforestation/reforestation and 4.12 acres of off-site woodland conservation; however, this amount was based on the incorrect calculation and falls below the correct calculation. The plan must meet the total requirement of 4.43 acres. It is unclear why the adjacent woodland was not also counted as woodland conservation.

The plan proposes two areas of afforestation adjacent to onsite existing woodland that is not proposed to be counted as woodland conservation. The first area at the southeast corner of the site proposes 0.06 acres of afforestation adjacent to 0.03 acres of existing woodland. The proposed planting is within a storm drain easement and thus cannot be counted as woodland conservation. Remove the proposed afforestation planting labeled as “Afforestation 1” from the plan and worksheet.

The second area is located at the southwest corner of the site and proposes 0.04 acres of afforestation adjacent to 0.12 acres of existing woodland. The proposed planting in this area increases the width and area of the existing wooded area to remain (labeled NON-FCA). Because the site is grandfathered, this area qualifies as woodland conservation because it meets the minimum requirements under the 1993 Ordinance (35 feet wide and 2500 square feet). The total amount of the areas is 0.16 acres (0.04 afforestation, 0.12 preservation). Revise the plan and worksheet to show the “NON-FCA 2” area as woodland preservation. Show the remaining requirement to be met with off-site woodland conservation. Conditions to correct these issues have been included in the Recommendation Section of this report.

12. **Tree Canopy Coverage Ordinance:** The project is subject to the requirements of Subtitle 25, Division 3: The Tree Canopy Coverage Ordinance. The requirement for the subject property, Parcel C, is ten percent of the gross tract area or 0.3397 acres (14,797 square feet) based on the I-1 zoning. The submitted landscape plan provides a schedule showing the requirement being met through the preservation of existing trees, not counted as woodland conservation, and proposed plantings for a total of 27,967 square feet of TCC. The schedule is incorrect in saying that the requirement is 15 percent, instead of ten percent for the I-1 Zone, per Section 25-128 of the County Code. This should be corrected prior to the certification of the DSP.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Community Planning Division**—In a memorandum dated April 18, 2013, the Community Planning Division provided the following summarized analysis of the subject DSP:

This application is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier. This application is in conformance with the land use recommendations of the 2010 *Approved Sector Plan and Approved Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity*.

The subject property is across the street from two single-family detached homes and adjacent to a storage facility and other light industrial office uses. Townhomes are located further south on the east side of Lottsford Vista Road. The subject property is within 300 feet of Home Depot (less than 150 feet from a back/service entrance to the Vista Gardens Marketplace Shopping Center). The hours of operation will be limited to 8:00 a.m. to 6:00 p.m. Monday through Sunday for the car wash, 8:00 a.m. to 9:00 p.m. Monday

through Sunday for the laundromat, and 10:00 a.m. to 9:00 p.m. Monday through Sunday for the restaurant. The use appears compatible with the surrounding area. The Community Planning Division does not believe the proposed uses will impact the residents of nearby homes in an adverse way, particularly since the car wash portion of the site will be screened by a brick wall and the hours of operation are limited. The architectural elements are compatible with the sector plan recommendations.

- b. **Transportation Planning Section**—In a memorandum dated September 26, 2012, the Transportation Planning Section provided an analysis of the proposed vehicular trips in relation to PPS 4-030345 Condition 9 as discussed in Finding 8 above and the following comments:

Two one-way commercial driveways will provide access/egress to the proposed building and associated uses. The outside driveway around the proposed building will be used by car wash patrons. Vehicle queuing from the car wash onto Lottsford Vista Road does not appear to be an issue. The outer driveway leading to the vacuum areas and car wash bays is approximately 500 feet long. Otherwise, parking and onsite circulation appears to be adequate.

- c. **Subdivision Review Section**—In a memorandum dated September 24, 2012, the Subdivision Review Section provided a review of applicable conditions attached to approval of the relevant Preliminary Plan of Subdivision 4-03045 which have been incorporated into Finding 8 above. They also provided the following summarized comments:

The property was recorded in Plat Book REP 203-61 on November 3, 2004. The bearings and distances for Parcel C, specifically the distances at the eastern and western property lines, do not reflect the current record plat and must be corrected. The record plat contains eight notes and the following notes (**in bold**) relate to the review of this application:

- 8. Development of Parcel C must conform to DSP-03089, which was approved by the Prince George's County Planning Board on 4/15/2004, or as amended by any subsequent revisions thereto.**

A revision to the DSP has been submitted as required by the plat note.

There is an existing 30-foot-wide WSSC storm drain easement and right-of-way shown on the record plat. It appears that the DSP is showing this right-of-way, but it should be clearly delineated and labeled on the DSP and include the Liber/Folio number. The DSP shows improvements within this right-of-way and the applicant should demonstrate an agreement with WSSC that the proposed improvements are allowed within the easement/right-of-way. Conditions are proposed below in the Recommendation Section of this report to deal with these subdivision concerns.

The Detailed Site Plan DSP-03089-01 will be in substantial conformance with the approved Preliminary Plan 4-03045 if the above comments have been addressed.

Comment: Issues regarding the WSSC easement/right-of-way will be enforced by WSSC; however, prior to certification of the DSP, the applicant should provide evidence that they have permission to construct the proposed improvements within the easement.

The remaining Subdivision Section comments have been addressed through revisions to the plans.

- d. **Permit Review Section**—The Permit Review Section provided several comments which are either not applicable at this time, have been addressed through revisions to the plans, or are addressed through proposed conditions of approval of this detailed site plan.
- e. **Environmental Planning Section**—In a memorandum dated March 27, 2013, the Environmental Planning Section offered a discussion of the DSP’s conformance with the Prince George’s County Woodland Conservation Ordinance as discussed in Finding 11 above, and offered the following additional summarized comments:

A review of the available information indicates that streams, 100-year floodplain and wetlands are not found to occur on the property. No transportation-related noise impacts have been found to impact this use. The soils found to occur according to the *Prince George’s County Soil Survey* include soils in the Collington, Adelphia and Keyport series. The Keyport soils are considered highly erodible. The Collington and Adelphia soils pose few difficulties for development. According to available information, Marlboro clay is not found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled “Ecologically Significant Areas in Anne Arundel and Prince George’s Counties,” December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. This property is located in the Folly Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the 2002 *Prince George’s County Approved General Plan*.

A detailed forest stand delineation (FSD) has been submitted for this proposal, and was generally found to address the requirements of a Detailed Forest Stand Delineation as required for grandfathered sites. A Stormwater Management Concept Approval Letter (16808-2001-01) dated July 17, 2012, was submitted with this application. The requirements for stormwater management are proposed to be met with bioretention. Noise impacts are not an issue in the review of this submittal because Lottsford Vista Road is a Collector roadway generally not regulated for noise.

- f. **Fire/EMS Department**—At the time of writing of this technical staff report, no response has been received from the Prince George’s Fire/EMS Department.
- g. **Department of Public Works and Transportation (DPW&T)**—At the time of the writing of this technical staff report, comments have not been received from DPW&T.
- h. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, comments have not been received from the Police Department.
- i. **Prince George’s County Health Department**— In a memorandum dated October 26, 2012, the Environmental Engineering Program of the Prince George’s County Health Department provided the following comments on the subject application:

- (1) As a water conservation measure, the automated car wash bays should be equipped with a water reclamation system.

Comment: While water conservation measures cannot be required by the

Planning Board, the applicant is encouraged to incorporate environmentally sustainable features in the car wash use.

- (2) There are seven existing carry-out/convenience store food facilities within a one-half mile radius of this location, but no markets/grocery stores. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. The surrounding community would benefit from a grocery store, market, or restaurant tenant offering healthy food choices.

Comment: This comment is incorrect as there is a Shoppers Food Warehouse grocery store at the existing Vista Gardens Marketplace shopping center, which is less than one-half mile to the northeast. The subject application does propose a restaurant; however, given the small size of the site, it is not likely that there would be room for a market or grocery store instead of the proposed restaurant which has such a small impact. While it cannot be required by the Planning Board, the applicant is encouraged to have the restaurant tenant offer healthy food choices.

- (3) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

Comment: This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance with these requirements.

- (4) During the construction phases of this project, no noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

Comment: This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance with these requirements.

- j. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, comments have not been received from the SHA.
- k. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated October 26, 2012, WSSC offered comments on needed coordination with buried utilities and WSSC easements and the requirements for connection to the existing water and sewer lines.
- l. **Verizon**—Verizon offered a comment that the subject application needs a ten-foot-wide public utility easement (PUE) free and clear of all obstructions and graded at no more than a four-to-one slope along Lottsford Vista Road.

Comment: The submitted site plan shows a ten-foot-wide PUE free and clear of all obstructions and graded at less than a four-to-one slope along Lottsford Vista Road.

- m. **Potomac Electric Power Company (PEPCO)**—At the time of the writing of this technical staff report, comments have not been received from PEPCO.
14. Based upon the foregoing analysis, and as required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9 of the Prince George’s County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-03089-01, Hanson Palmer Industrial Park, Parcel C, and Type II Tree Conservation Plan TCP II-30-04-01, subject to the following conditions:

- 1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:
 - a. Revise the detailed site plan (DSP) as follows:
 - (1) Revise the parking schedule to correctly reflect the required number of parking spaces per use, the type of parking spaces provided, and add one parking space to show the requirement being met.
 - (2) Consistently label the building height on all plan sheets.
 - (3) Label the location of the detail shop within the car wash portion of the building.
 - (4) Provide ramps or depressed curbs for access to the Americans with Disabilities Act (ADA) parking spaces.
 - (5) Clarify the extent of all proposed walls or fences and provide details for each type.
 - (6) Specify the method for marking the parking spaces and the parking lot surface material.
 - (7) Revise the Tree Canopy Coverage schedule to correctly reflect the ten percent requirement.
 - (8) Provide a plan note that indicates conformance to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
 - (9) Provide a plan note that indicates the applicant’s intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.

- (10) Revise the loading schedule to demonstrate the total proposed gross floor area (GFA) of each use.
 - (11) Remove the designation of “Employee Reserved Parking Spaces” from the plan and parking schedule.
 - (12) Provide a detail for the proposed canopy.
 - (13) Submit documentation from DPW&T that the DSP is in conformance with the approved Stormwater Management Concept Plan and letter.
 - (14) Remove the Section 4.3(c)(1), Parking Lot Perimeter Landscape Strip Requirements schedule from the plan.
 - (15) Label exterior building dimensions on the site plan.
 - (16) Provide dimension labels for all proposed building-mounted signage.
 - (17) Provide a chart for the freestanding and building-mounted signage showing the regulations in Sections 27-613 and 27-614 of the Zoning Ordinance being met.
 - (18) Change the Section 4.2 landscape strip, and all associated schedules and labels, to a Section 4.6 buffer. If the requirements of Section 4.6 cannot be fully met, apply for and gain approval of an Alternative Compliance application.
 - (19) Specify the paving or ground surface within the courtyard area.
 - (20) Provide evidence of permission to construct the proposed improvements within the WSSC easement and right-of-way.
- b. Revise the architecture as follows:
- (1) Enhance the water table, the area below the lower gray brick band, on all façades of the building, by facing it in a different, complementary masonry material and which may extend out slightly beyond the plane of the building façade.
 - (2) Enhance the design of the raised roof area of the building on the eastern elevation through the use of a different, complementary masonry material, and/or the addition of design features, such as windows or enhanced trim pieces.
 - (3) Revise the “Main Pylon Ground Sign” to be a maximum of six feet high.
 - (4) Revise the nine-foot-high frontage screen wall detail to include pilasters, spaced evenly, approximately 20 feet apart, on the outer side of the wall facing Lottsford Vista Road and the southern property line.
- c. Revise the Type II Tree Conservation Plan TCPII-30-04-01 as follows:
- (1) Remove the acreage of previously dedicated land from the worksheet.

- (2) Remove the proposed afforestation planting labeled as “Afforestation 1” from the plan and worksheet.
- (3) Show all woodland within existing and proposed easements as cleared.
- (4) Revise the plan and worksheet to show the “NON-FCA 2” area as woodland preservation. Show the remaining requirement to be met with off-site woodland conservation.
- (5) Revise the worksheet to provide accurate calculations and to address all changes made to the plan.
- (6) Have the revised plan signed and dated by the qualified professional who prepared the plan.