



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

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

Detailed Site Plan Departure from Sign Design Standards Wawa Old Branch Avenue

DSP-19056
DSDS-710

REQUEST	STAFF RECOMMENDATION
DSP: Development of a 5,600-square-foot food and beverage store and a gas station.	APPROVAL with conditions
DSDS: Departure from sign design standards for the height and area of the proposed freestanding sign and the area of the building and canopy-mounted signage.	APPROVAL

Location: Southwest of MD 5 (Branch Avenue) at its intersection with Beech Road.	
Gross Acreage:	1.63
Zone:	C-0
Dwelling Units:	N/A
Gross Floor Area:	5,600 sq. ft.
Planning Area:	76A
Council District:	07
Election District:	06
Municipality:	N/A
200-Scale Base Map:	208SE04
Applicant/Address: Marlow Heights Branch LLC 6401 Golden Triangle Drive, Suite 305 Greenbelt, MD 20770	
Staff Reviewer: Tierre Butler Phone Number: 301-952-2548 Email: Tierre.Butler@ppd.mncppc.org	



Planning Board Date:	02/04/2021
Planning Board Action Limit:	02/05/2021
Staff Report Date:	01/20/2021
Date Accepted:	11/12/2020
Informational Mailing:	09/17/2019
Acceptance Mailing:	11/05/2020
Sign Posting Deadline:	01/05/2020

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-19056
Type 2 Tree Conservation Plan TCP2-041-2020
Departure from Sign Design Standards DSDS-710
Wawa Old Branch Avenue

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

EVALUATION

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

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

FINDINGS

Based upon the evaluation and analysis of the subject detailed site plan and the departure from sign design standards, the Urban Design staff recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) requests approval for the development of a 5,600-square-foot food and beverage store and a gas station.

The applicant also requests a departure from sign design standards (DSDS) to allow a freestanding sign that is 20 feet high and 51.65 square feet, which is 12 feet taller and 1.65 square feet larger than permitted, in the Commercial Office (C-O) Zone. In addition, a departure is requested to allow for building and canopy-mounted signage that are a total of approximately 20 square feet larger than allowed in the C-O Zone.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	C-0	C-0
Use(s)	Vacant	Eating and drinking establishment, food or beverage store, and gas station
Gross Acreage	1.63	1.63
Total Gross Floor Area	3,375 sq. ft.	5,600 sq. ft.

OTHER DEVELOPMENT DATA

Parking Spaces

Wawa	Required	Provided
Retail- 5,600 sq. ft. @ 1 space/150 sq. ft. of first 3,000 sq. ft. and 1 space/200 sq. ft. above 3,000 sq. ft.	33	39
Employee	1	
Handicap-Accessible*	2	2 (van-accessible)
Total – Wawa	34	39

Note: *Total required and provided parking includes accessible and van-accessible spaces.

Loading Spaces

	Required	Provided
Wawa	1	1
Total	1	1

Bicycle Spaces

	Required	Provided
Wawa	0	2
Total	0	2

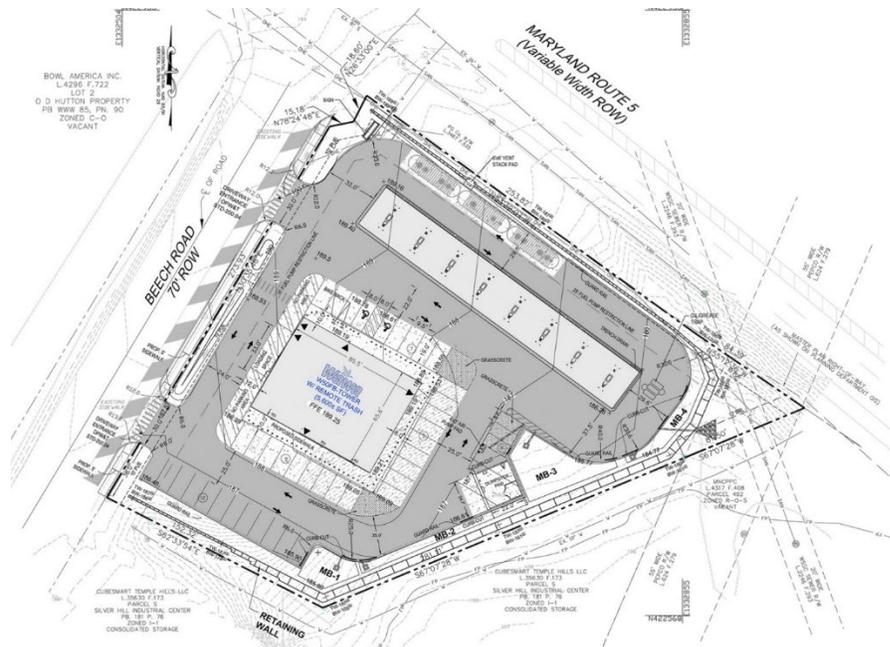
3. **Location:** The subject property is located southwest of MD 5 (Branch Avenue) at its intersection with Beech Road.

4. **Surrounding Uses:** The property to the north of the site, directly across MD 5, is zoned Commercial Miscellaneous/Development District Overlay (D-D-O). There is nearby land owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) that is zoned Reserved Open Space (R-O-S)/D-D-O. There is additional land owned by M-NCPPC in

the R-O-S Zone to the southeast of the site. The property across Beech Road to the west is zoned C-O, and the property located southeast of the site is zoned Light Industrial (I-1).

5. **Previous Approvals:** The property was originally subdivided pursuant to a plat of subdivision recorded on December 19, 1969 in Plat Book WWW 73 Plat No. 10. The vacant bank building was built in approximately 1971. The site also has an approved Stormwater Management (SWM) Concept Plan, 19609-2019-00, which is valid through May 4, 2023.
6. **Design Features:** The 1.63-acre site contains a vacant Suntrust bank building. The applicant proposes to demolish the existing building to construct a Wawa gas station with a 5,600-square-foot food and beverage store. The gas station will consist of 8 pump islands with a total of 16 fueling stations situated parallel to MD 5. There will be an enclosed dumpster to the southeast corner of the site. Access to the site will be from two driveways on Beech Road and no access is proposed from MD 5. The site proposes 39 parking spaces, including one employee space and two handicapped accessible spaces, and an inverted U-shaped bike rack.

The loading space is located along the northwest side of the building and faces Beech Road. There was discussion regarding relocating the space to the southeast site of the building, but the applicant was unable to satisfy the request due to feasibility and other site restrictions. The applicant is proposing to install a berm and heavy landscaping within the island located along the right-of-way, in conformance with Section 4.4(c)(2) of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) to address the concern of the visibility of the loading space.



Site Plan

Architecture

The proposed 5,600-square-foot Wawa food and beverage store is a single-story structure in the middle of the site and oriented towards MD 5. The front of the building facing MD 5 and side facing Beech Road will include multiple windows and roof features. The gas station canopy will have a slanted roof with a maximum height of approximately 21 feet with signage. The façade of the building will contain a combination of exterior insulation finishing system dryvit and manufactured stone veneer. Both the building and gas station canopy will have aluminum dutch seam roofing.



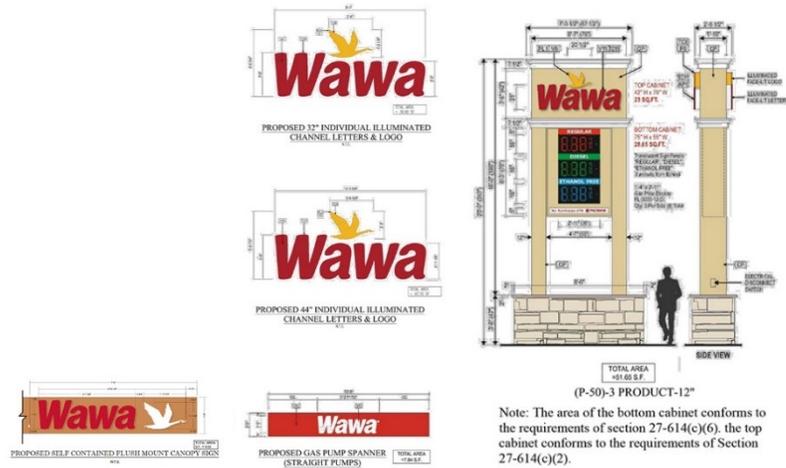
Architectural Elevations

Signage

This site proposes freestanding, canopy-mounted and building-mounted signs for the Wawa food and beverage store and gas station. There are a total of five signs being proposed. Two signs are proposed on the building to include one sign over each of the entrances. One sign is proposed on the canopy, and two spanner signs are proposed above the end pump islands.

This application is requesting a Departure from Sign Design Standards, DSDS-710. The applicant is proposing a 20-foot-tall freestanding sign that is 51.65 square feet in area. The signage area will be composed of two separate cabinets to include the Wawa branding and the prices of gas by grade. In the C-O Zone, the maximum height of a freestanding sign is eight feet; the applicant is proposing a 20-foot-high sign and requesting a departure of 12 feet. The maximum area for a freestanding sign in the C-O Zone is 25 square feet, unless the use is located on a divided highway with a right-of-way of at least 100 feet, in which case the maximum area is 50 square feet, which applies in this case. As a result, the proposed sign is 12 feet taller and 1.65 square feet larger than freestanding signs allowed in the C-O Zone requiring a DSDS, as discussed in Finding 8 below.

The applicant is proposing a 7.67-foot-wide by 1.67-foot-high flush mount canopy sign to include the Wawa lettering and goose logo along with gas pump spanners that are 13.67 feet wide and 2 feet tall. The building-mounted signs include Wawa’s logo with illuminated channel lettering and the goose image, with the front sign being approximately 68 square feet and the rear one being approximately 37 square feet. Because of the unique calculations for building and canopy mounted signage in the C-O Zone, a departure of approximately 20 square feet is also required for these signs, as discussed in Finding 8 below.



Signage

COMPLIANCE WITH EVALUATION CRITERIA

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

- a. In accordance with the commercial use table in Section 27-461(b) of the Zoning Ordinance, a food or beverage store, in combination with a gas station, is a permitted use subject to DSP review in accordance with Part 3, Division 9, and Footnote 74. A gas station is also a permitted use subject to Footnote 74, which states:

74 **Permitted use, provided that:**

- (A) The proposed use is on property that has frontage on a roadway with a functional transportation classification of arterial or higher and abuts land in the I-1 Zone;**
- (B) The proposed development shall be subject to a Detailed Site Plan Approval process in accordance with Part 3, Division 9, of this Subtitle; and**
- (C) The Planning Board and/or District Council finds that the proposed gas station use conforms with all regulations set forth in Section 27-358(a) of this Subtitle.**

The proposed development fronts on MD 5, which is classified as an arterial roadway, and is adjacent to I-1-zoned property to the west. Conformance with the regulations set forth in Section 27-358(a) of the Zoning Ordinance is as follows:

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

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

The subject property includes 273.93 feet of frontage and direct vehicular access to Beech Road, which has a right-of-way width of 70 feet.

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

No schools, outdoor playgrounds, libraries, or hospitals are located within 300 feet of the subject site.

- (3) The use shall not include the display and rental of cargo trailers, trucks, or similar uses, except as a Special Exception in accordance with the provisions of Section 27-417;**

The display and rental of cargo trucks and trailers, or similar uses, is not proposed by this application.

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

The storage or junking of wrecked motor vehicles is not proposed.

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

The proposed driveways for this site are 30 feet wide and are located more than 20 feet from the point of curvature of the curb return. The entrances are more than 12 feet from the adjoining lot.

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

The access driveways are defined by curbing.

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

There is a four-foot-wide sidewalk that currently exists along the property frontage on Beech Road and serves pedestrian traffic. The applicant will reconstruct this sidewalk to provide the five-foot width as part of this application and provide a connection from there to the sidewalk around the building.

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

Gasoline pumps and all other service appliances are located at least 25 feet behind the street line of Beech Road and MD 5.

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

which shall be at least as high as the accessory building. The type of screening shall be shown on the landscape plan.

Vehicle repair services are not proposed by this DSP.

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

Details regarding architectural elements of all proposed structures are provided and demonstrates the food and beverage store and gas station canopy will be compatible with existing surrounding development.

- b. **Variance**—The applicant has also requested a variance to the requirements of Section 27-462(b) of the Zoning Ordinance to allow the proposed retaining wall, in excess of 6 feet high, to be located within the required front yard adjacent to a street (MD 5) and the side yard adjacent to land in a residential zone and to not meet the required setbacks for main buildings. A variance of 6 feet is required along the side yard and a variance of 5.5 feet is required along the setback for MD 5 for the retaining wall. Pursuant to Section 27-230(a) of the Zoning Ordinance, a variance may only be granted when the Planning Board finds that:

(1) A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;

The subject property has been improved for 50 years without SWM. The property is a trapezoidal shape and exhibits severe topography, with a 20-foot drop at the edge of the existing development. To allow the redevelopment of the property and satisfy current development standards, a retaining wall will be constructed to accommodate this steep topography. The location of the wall is further constrained by an existing Potomac Electric Power Company right-of-way and an existing Washington Suburban Sanitary Commission easement along the northeast corner of the property, which prevents grading into these areas. As a result, the first criteria for approval of a variance is satisfied in that the property exhibits exceptional topographic conditions that directly contribute to the need for the variance.

(2) The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and

The variance being requested by the applicant satisfies the criteria of undue hardship. The variance would allow sufficient useable area to accommodate the proposed use and satisfy all other regulatory requirements. The existing easements which impact the property already constrain the useable area. If the variance is not granted, the useable area of the property will be even

further constrained to the point where redevelopment will not be practical. The variance request will have no adverse impact on abutting properties or the public realm.

(3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.

The proposed development is consistent with the master plan recommendation and presents no impairment to any applicable plans as a result of granting this variance. Staff is in support of the applicant's request for a variance to Section 27-462(b) for the proposed retaining wall.

- c. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance. For example, the subject development provides pedestrian access to the site from the public right-of-way, and the architecture proposed for the building employs a variety of architectural features and designs, such as projections, colors, and materials.

- 8. Departure from Sign Design Standards DSDS-710:** The applicant is proposing a 20-foot-tall, 51.65-square-foot freestanding sign in the C-O Zone. The applicant has requested a DSDS, in accordance with Section 27-612 of the Zoning Ordinance, to allow for a taller and larger freestanding sign. Signage provided differs from the requirements of Section 27-614 of the Zoning Ordinance, as the proposed sign is 12 feet taller and 1.65 square feet larger than freestanding signs allowed in the C-O Zone.

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

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

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

- (1) To promote the health, safety, and welfare of the present and future inhabitants of the Regional District;**
- (2) To encourage and protect the appropriate use of land, buildings, and structures;**
- (3) To regulate unsightly and detrimental signs which could depreciate the value of property and discourage quality development in the Regional District;**
- (4) To regulate signs which are a hazard to safe motor-vehicle operation;**
- (5) To eliminate structurally unsafe signs which endanger a building, structure, or the public;**

- (6) To prevent the proliferation of signs that could detract from the scenic qualities of the landscape or the attractiveness of development; and**
- (7) To control the location and size of signs, so as to provide for adequate identification and advertisement in a manner that is compatible with land uses in the Regional District.**

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

The proposed signage is appropriate and standard for gas stations and food and beverage uses along MD 5, and in locations of similar character throughout the County. The proposed signage is both sited and designed to not be a hazard to safe motor vehicle operation and will be structurally safe. The increased height of the freestanding sign and increased lettering area of the sign face will provide for adequate identification in a manner that is compatible with land uses along this high-volume transportation route. The building contains two entrances, and it is appropriate to provide signage above both entrances. Both signs cannot be seen at the same time, ensuring that there is no proliferation of signage. The proposed building signs are appropriate in size for the building and the use proposed.

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

The applicant provided an analysis stating that the departure is the minimum necessary to ensure that the use and the gas pricing can be safely viewed by the traveling public. The site is abutted by I-1-zoned land to the south and west, which permits a maximum height of 25 feet for freestanding signage. The proposed sign will not be out of character with heights permitted for other uses in the area. The building signage is the minimum necessary to identify the business and the two entrances. Gas stations with food and beverage uses typically employ building signage to identify the point of entry, and in this case, two signs are required for such purpose.

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

The applicant has stated that the circumstance is unique because the proposed gas station and food and beverage store uses are only permitted in the C-O Zone pursuant to Footnote 74, based on specific criteria, which the subject site meets. The proposed departures relating to height and sign area would result in an identical situation if the site were in any other Commercial Zone, where the proposed uses are customarily located. This is a situation unique to the subject site, which

warrants approval of the requested departures. The similar unique circumstances apply to the building signage.

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

The site is located along MD 5, which is a major transportation route characterized by service commercial uses and shopping centers. The proposed freestanding sign has been designed and integrated into the design of the building and gas canopy. The proposed pylon sign features quality materials that complement the design of the building. The building signage identifies the two entrances to the building and coordinates with the freestanding sign, and as noted above are not visible at the same time due to being located on the front and rear of the building. The request for the sign departure will not impair the visual, functional, or environmental quality of the site or the surrounding neighborhood.

Based on the analysis above, staff recommends that the Planning Board approve DSDS-710 for the proposed signage, which is designed at an appropriate scale for the size and type of development.

9. 2010 Prince George’s County Landscape Manual: Development proposed by this DSP is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; and Section 4.9, Sustainable Landscaping Requirements. Staff finds the proposal conforms with the requirements of Section 4.2, Section 4.3, Section 4.4, and Section 4.9 of the Landscape Manual, as shown on the plans.

10. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance: This property is subject to the provisions of the 2010 Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan, TCP2-041-2020, was submitted for review.

According to the woodland conservation worksheet, the site is 1.64 acres in size within the C-O Zone. A total of 0.56 acre of existing woodlands are on the net tract. The site has a woodland conservation threshold of 0.25 acre, or 15 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 0.57 acre. The TCP2 shows this requirement will be met by providing 0.57 acre of off-site conservation credits.

The TCP2 requires several additional minor technical revisions that are included in the recommended conditions below.

11. Prince George’s County Tree Canopy Coverage Ordinance: Section 25-128, Tree Canopy Coverage Requirements, requires properties in the C-O Zone to provide a minimum tree canopy coverage (TCC) of 10 percent. The 1.63-acre subject site is required to provide 0.16 acre in TCC. Through the subject DSP, the applicant has shown that approximately 0.16 acre of TCC will be provided, satisfying this requirement.

12. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:

- a. **Community Planning**—In a memorandum dated January 4, 2021 (Tariq to Butler), the Community Planning Division indicated that pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.
- b. **Subdivision and Zoning**—In a memorandum dated January 4, 2021 (Gupta to Butler), the Subdivision and Zoning indicated that the property is not subject to a previously approved preliminary plan of subdivision (PPS). The final plat of subdivision was approved under application numbers 5-69263 and 5-19107. The final plat includes only one note which is applicable to this DSP. Note 3 on the record plat states:

“Development or redevelopment of this property is subject to the resubdivision requirements of Section 24-111(c).”

The proposed DSP comprises the entire area under Parcel G as shown on Plat Book 253-20. In accordance with Section 24-111(c) of the Prince George’s County Subdivision Regulations, the subject property must be resubdivided prior to the issuance of a building permit since the final plat of subdivision was approved prior to October 27, 1970, unless the property satisfies one of four criteria set forth in that section. In this case, the subject property does not satisfy any of the four criteria under Section 24-111(c). However, a new preliminary plan is not required. Section 24-111 further provides:

“If for the purpose of resubdivision, the recorded final plat is submitted without modifications, the Planning Board shall approve the resubdivision as submitted if it finds that adequate public facilities exist or are programmed for the area within which the subdivision is located, as defined in Division 3 of this Subtitle. If the recorded final plat is submitted with modifications, the Planning Board may approve the resubdivision in accordance with Subsection (a) or (b), above.”

The applicant proposes to submit a new final plat for the subject property, without modifications to the existing plat, subsequent to this DSP and prior to building permits. Adequacy of public facilities will be tested at the time of review of the new final plat as provided by Section 24-111(c). The requirement for a new final plat is conditioned herein.

- c. **Transportation Planning**—In a memorandum dated December 20, 2020, (Burton to Butler), the Transportation Planning Section noted given the current proposal, and based on information provided in the *Trip Generation Manual, 10th edition* (Institute of Transportation Engineers), the proposed development will generate approximately 529 AM and 421 PM on the adjacent streets during the peak hours. The ITE Manual also recommends a pass-by trip reduction rate of 76 percent. Consequently, the proposed development will generate 127 AM and 101 PM new trips on the adjacent streets to this development.

The property is located in the southeast quadrant of the intersection of Beech Road, and MD 5, a master planned arterial (A-69) within a variable-width right-of-way. No additional right-of-way is required for this frontage. The subject application is proposing two full movement access driveways on Beech Road. Beech Road has no master plan designation; it is being shown as a 70-foot right-of-way existing road. No additional right-of-way is required. A truck turning movement template representing different truck sizes was applied to the site plan and demonstrated that the size and layout of the site could accommodate various types of vehicles.

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a DSP.

- d. **Permits**—In a memorandum dated January 5, 2020 (Bartlett to Butler), the Permits Section identified minor technical corrections to be made to the plan. Comments are provided as conditions.
- e. **Environmental Planning**—In a memorandum dated December 31, 2020 (Reiser to Butler), the Environmental Planning Section indicated that the subject TCP2 is in conformance with the approved NRI (NRI-009-2019). There are no specimen, historic, or champion trees, or regulated environmental features such as streams, wetlands, 100-year floodplain, associated buffers, or primary management areas (PMAs) located on the site.

Soils

The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Croom-Marr-Urban Land complex (five to fifteen percent slopes), Potomac-Issue Complex (frequently flooded) and Udorthents, Highway (zero to sixty-five percent slope). Neither Marlboro clay nor soils containing Christiana complexes are known to occur on and within the vicinity of this property.

Stormwater Management

The site has an approved SWM concept letter (5698-2019-00) and associated plan that is in conformance with the current code, which is valid until April 19, 2022. The plan shows the use of four micro-bioretenion areas, and one oil/grit separator to treat the majority of stormwater before it leaves the site. An additional fee of \$6,827.00 in lieu of providing on-site attenuation/quality control measures is also required by the Prince George's County Department of Permitting, Inspections and Enforcement. The approved concept plan is consistent with the DSP.

- f. **Historic Preservation**—In a memorandum dated November 17, 2020, (Stabler to Butler), the Historic Preservation Section noted that the subject property does not contain and is not adjacent to any Prince George's County historic site or resource. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended.
- g. **Maryland State Highway Association (SHA)**—In an email dated November 13, 2020 (Woodroffe to Burke), SHA indicated that no work is proposed in the state right-of-way, so they have no comments.

13. As required by Section 27-285(b) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

14. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:

(4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).

No regulated environmental features such as streams, wetlands, 100-year floodplain, associated buffers, and PMAs are located on-site. Therefore, this finding does not apply.

RECOMMENDATION

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

- A. APPROVE Detailed Site Plan DSP-19056 and Type 2 Tree Conservation Plan TCP2-041-2020, for Wawa Old Branch Avenue, subject to the following conditions:
1. Prior to certification, the detailed site plan shall be revised as follows:
 - a. Label the height and dimensions for the food and beverage store and gas station canopy.
 - b. Revise the parking calculations to include the number of employee spaces and the breakdown of the parking spaces by use.
 - c. Provide the dimensions of the parking spaces on the plan, with one in each bay.
 - d. Label the building setback and the freestanding sign setback from the street line to demonstrate conformance with Section 27-614(a)(1) and (a)(4) of the Prince George's County Zoning Ordinance.
 - e. Revise the sign table formatting to clearly communicate the 50 percent channel letter reduction.
 - f. Correctly show the property bearings and distances in conformance with record plat 253-20.
 - g. Revise the Type 2 tree conservation plan to show the bottom and top of wall elevations for all retaining walls.

2. Prior to the approval of a building permit, a new final plat shall be approved, in accordance with Section 24-111(c) of the Prince George's County Subdivision Regulations.
- B. APPROVE Departure from Sign Design Standards DSDS-710, to allow for an increase in the height and area of the proposed freestanding sign and the area of the building and canopy-mounted signage, as shown on the detailed site plan.

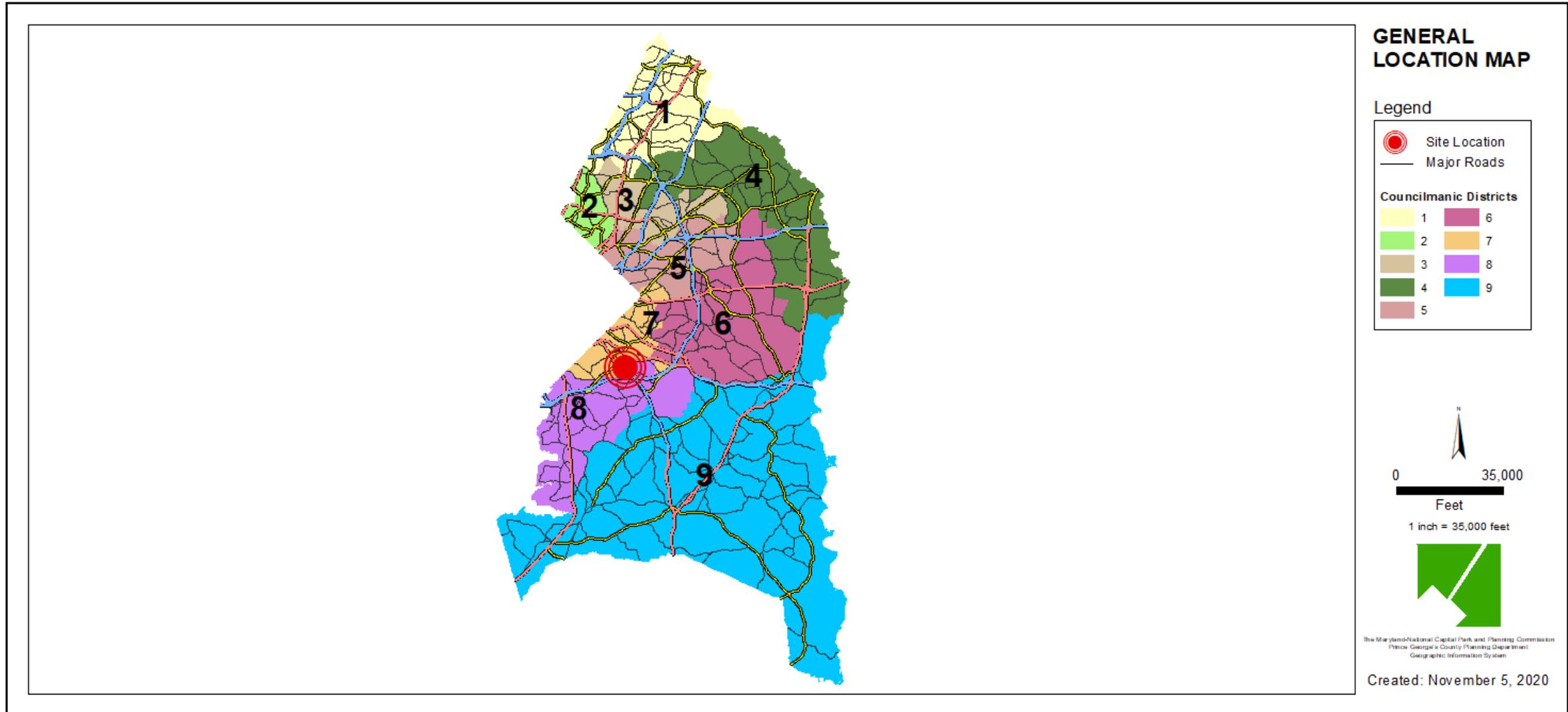
ITEM: 6 & 7

CASE: DSP-19056 & DSDS-710

**WAWA
OLD BRANCH AVENUE**

THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

GENERAL LOCATION MAP



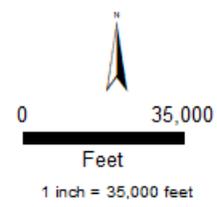
GENERAL LOCATION MAP

Legend

- Site Location
- Major Roads

Councilmanic Districts

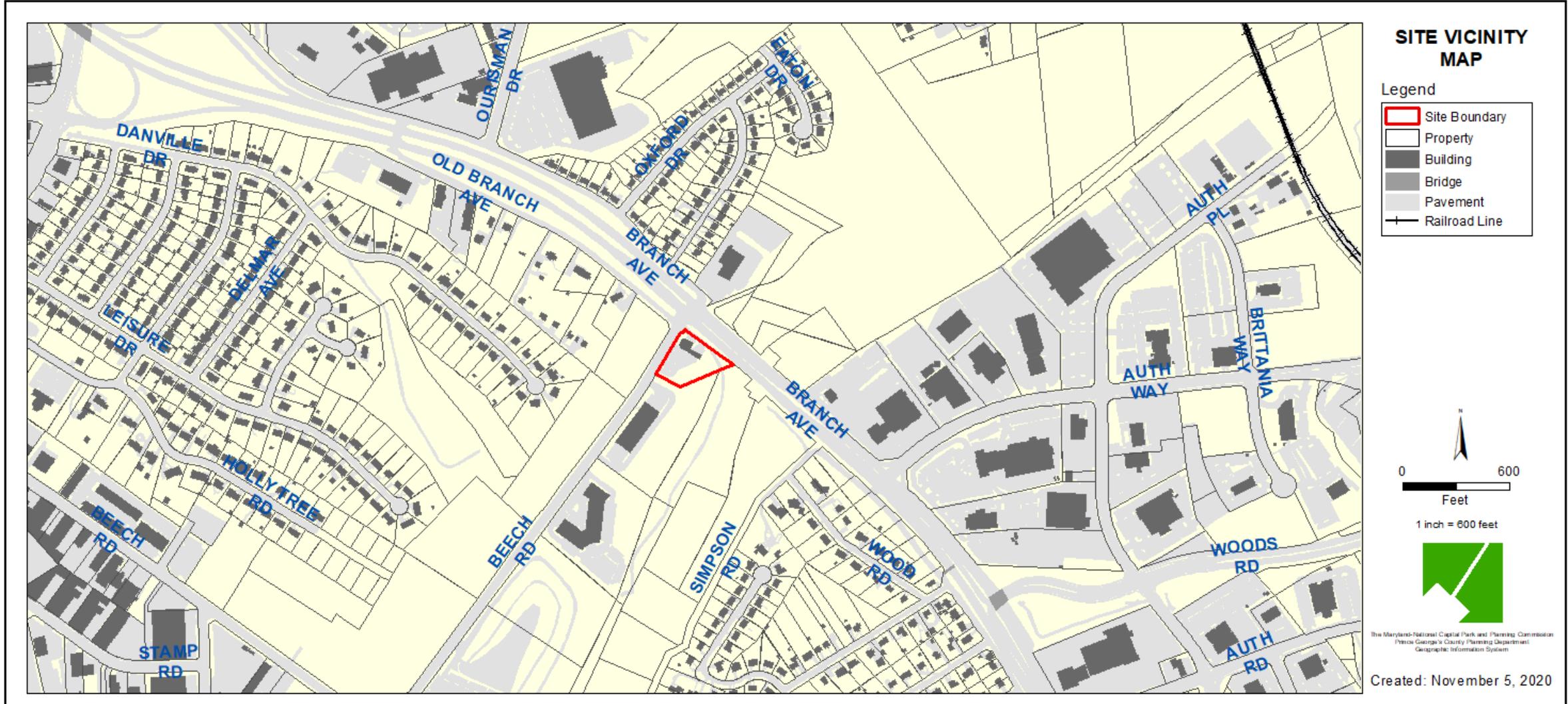
1	6
2	7
3	8
4	9
5	



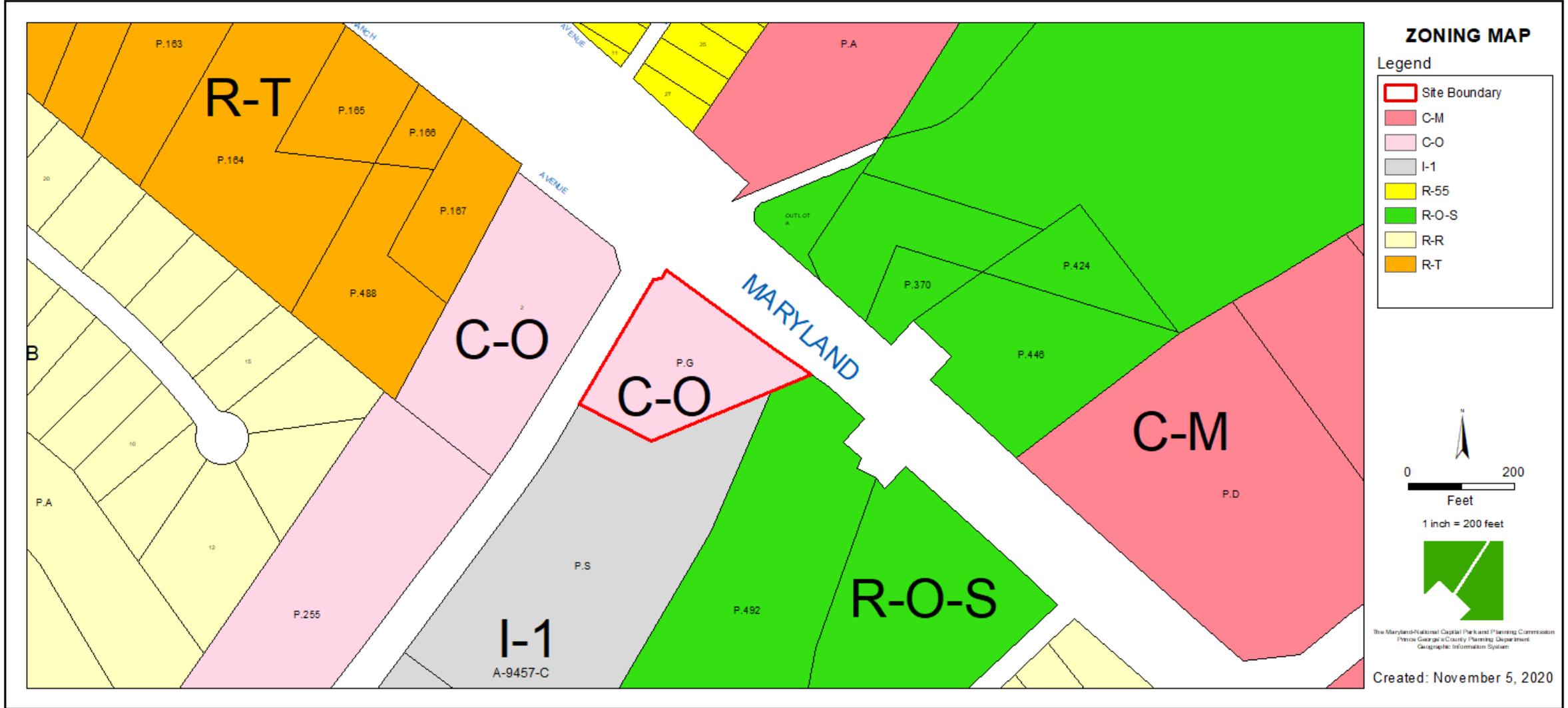
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System

Created: November 5, 2020

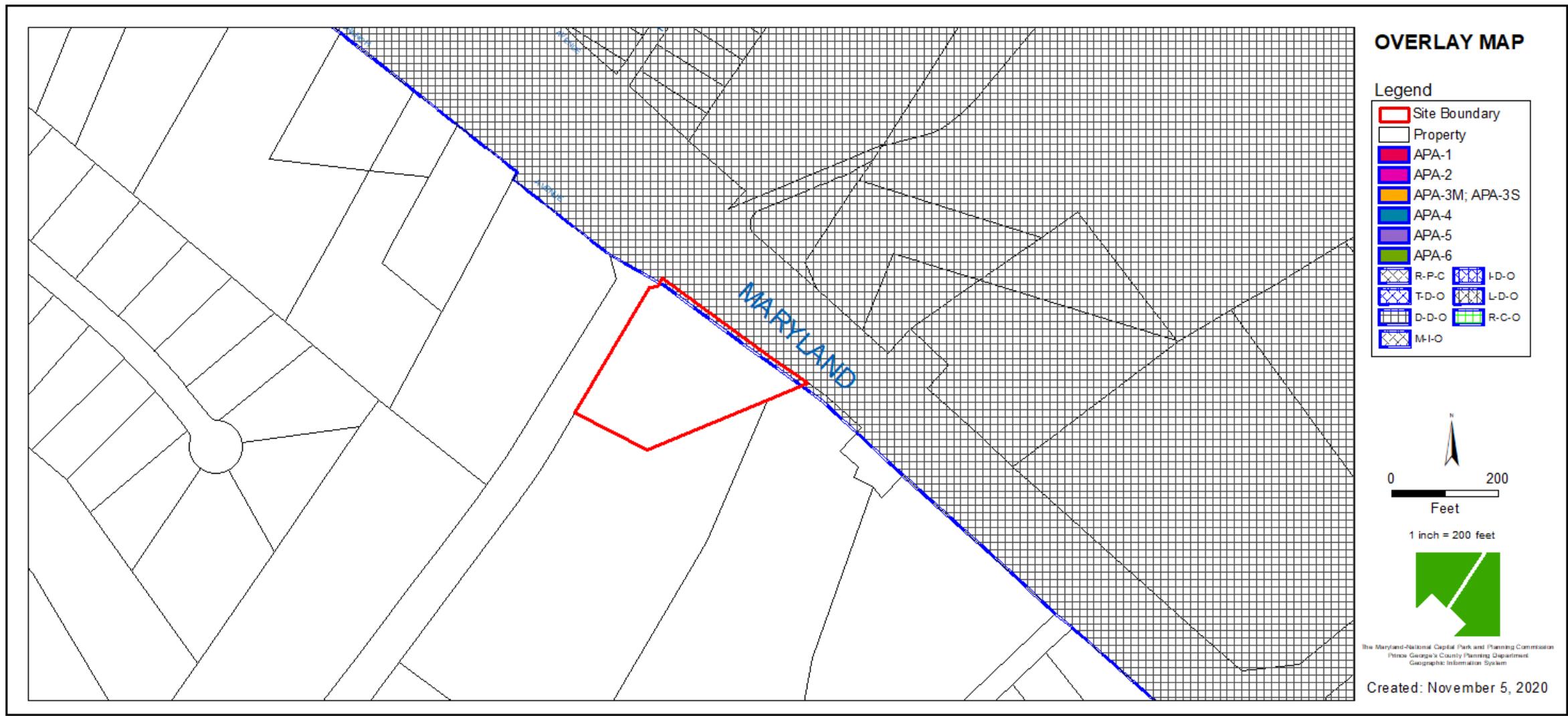
SITE VICINITY



ZONING MAP



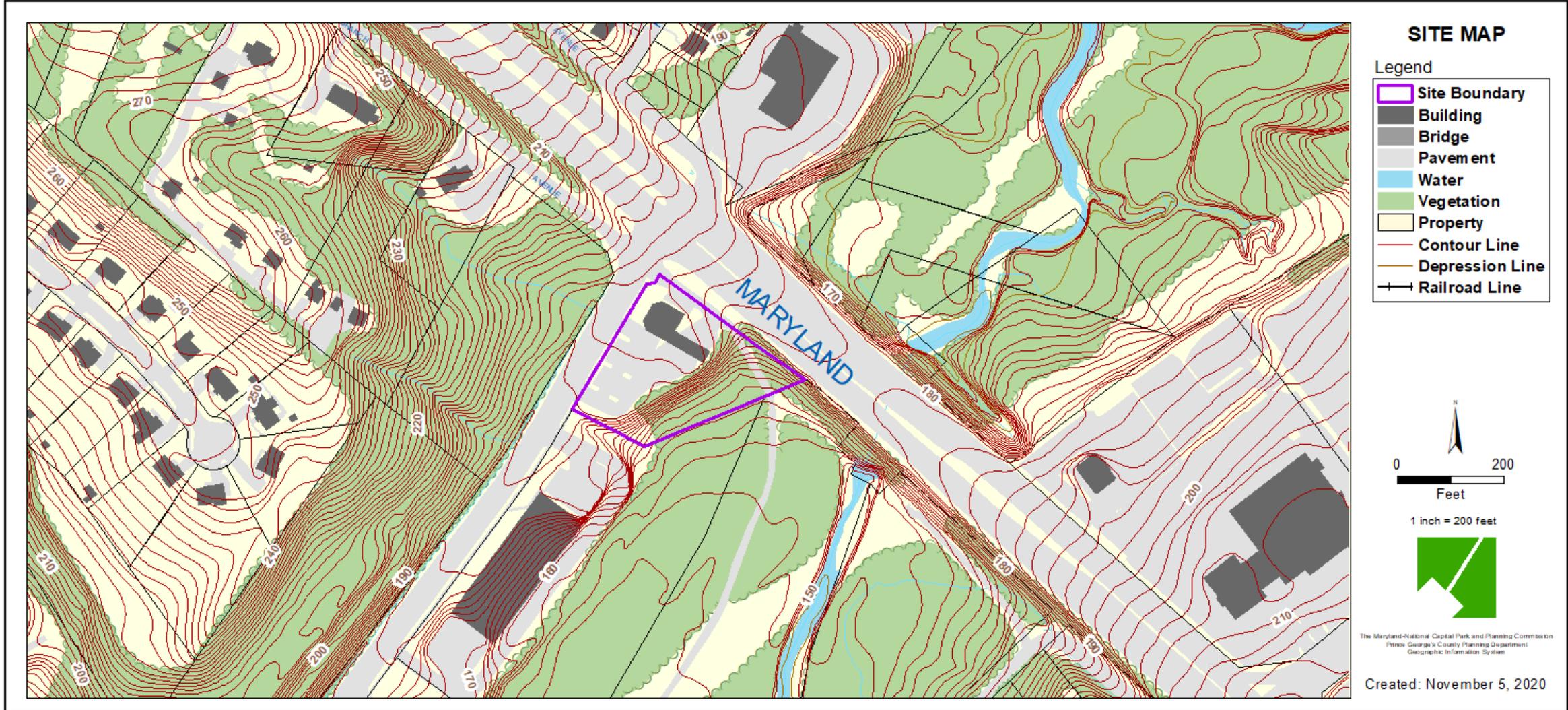
OVERLAY MAP



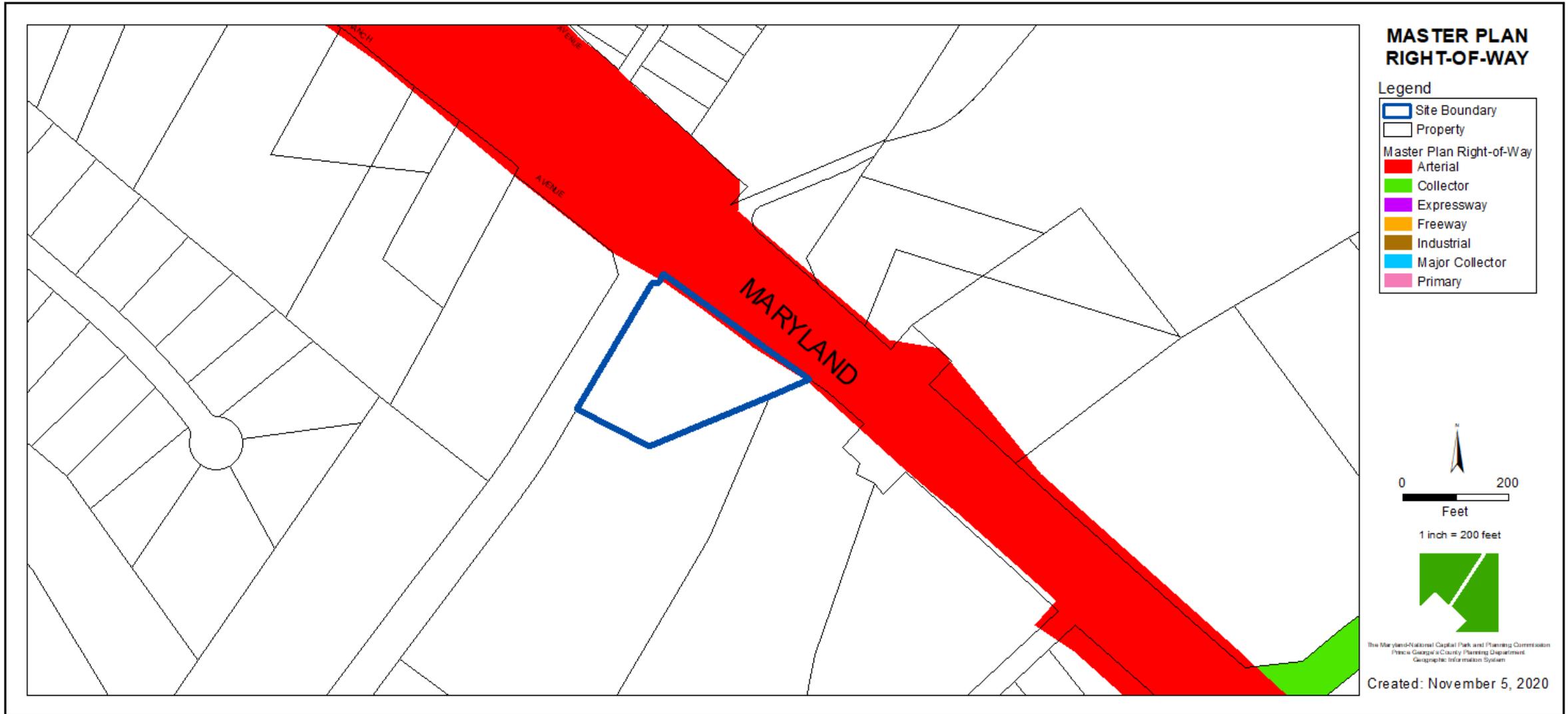
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

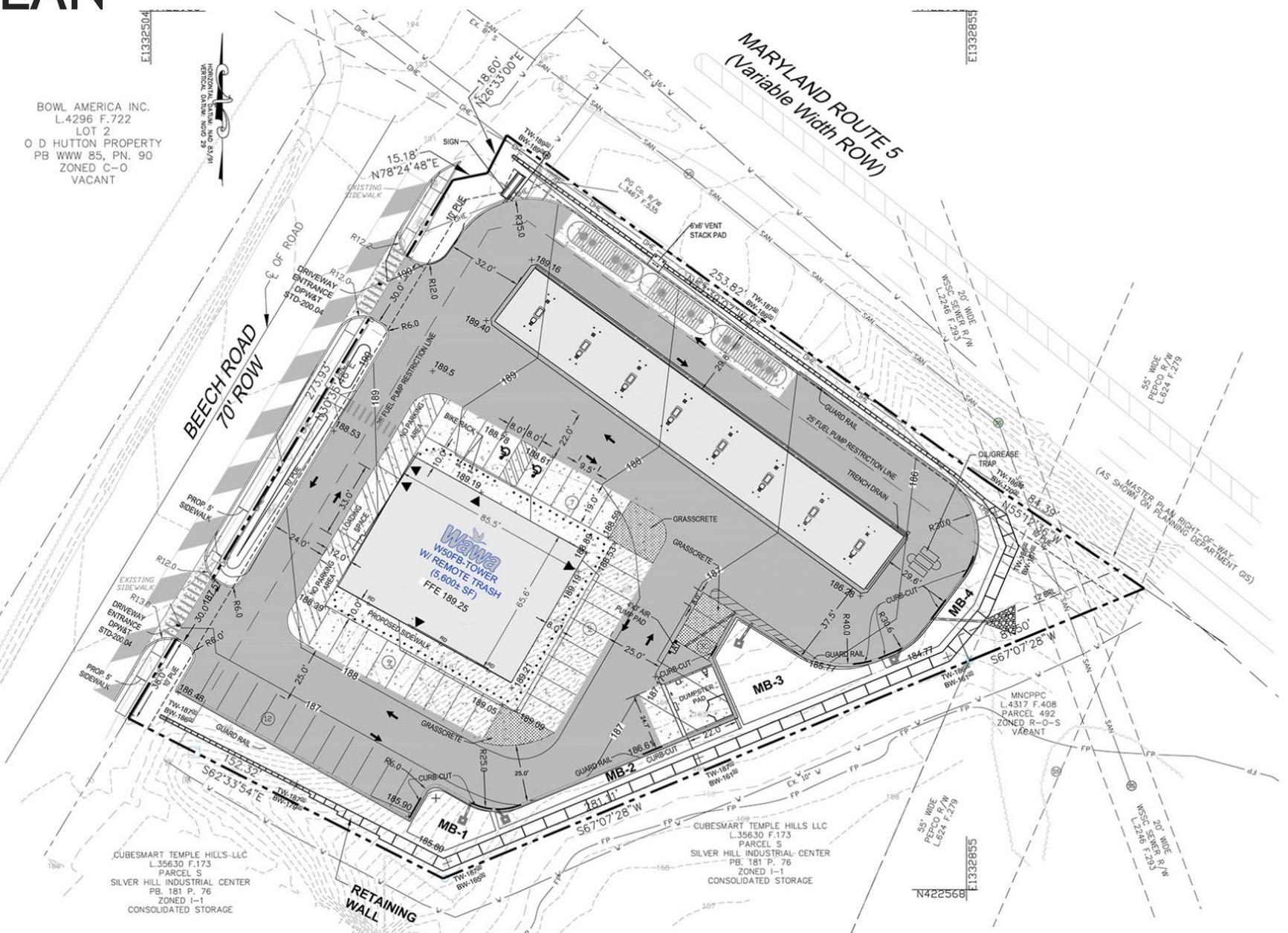


SITE PLAN

BOWL AMERICA INC.
L.4296 F.722
LOT 2
O D HUTTON PROPERTY
PB WWWW 85, PN. 90
ZONED C-O
VACANT

E1332504

E1332855



CUBESMART TEMPLE HILLS LLC
L.35630 F.173
PARCEL S
SILVER HILL INDUSTRIAL CENTER
PB. 181 P. 76
ZONED I-1
CONSOLIDATED STORAGE

CUBESMART TEMPLE HILLS LLC
L.35630 F.173
PARCEL S
SILVER HILL INDUSTRIAL CENTER
PB. 181 P. 76
ZONED I-1
CONSOLIDATED STORAGE

MNCPPC
L.4317 F.408
PARCEL 492
ZONED R-O-S
VACANT



ELEVATIONS

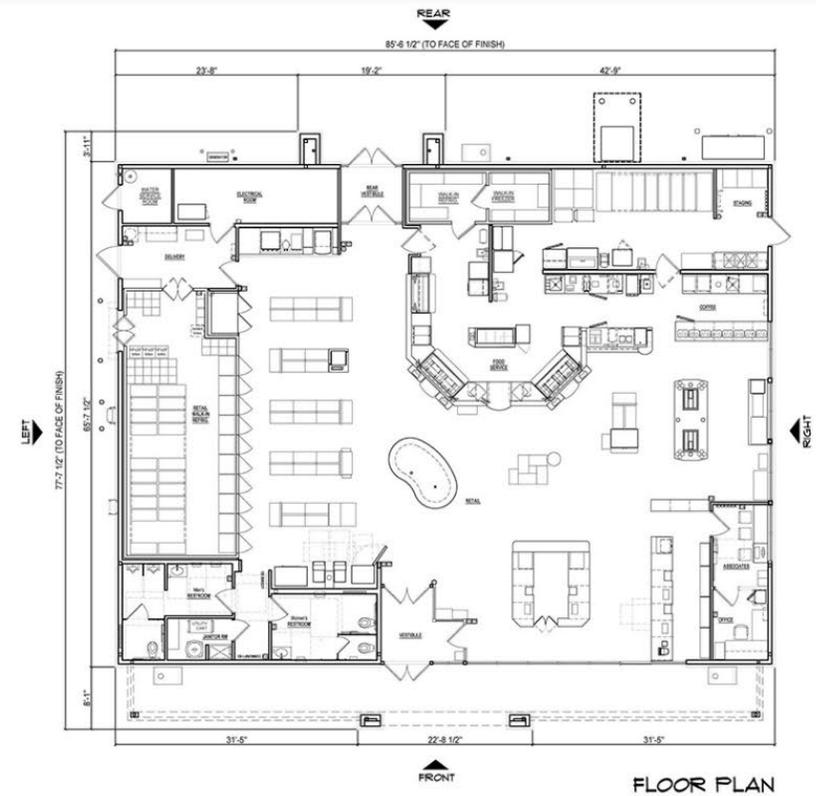


RIGHT (NORTHWEST) ELEVATION (BEECH ROAD)

FRONT (NORTHEAST) ELEVATION (OLD BRANCH AVE.)



REAR (SOUTHWEST) ELEVATION



FLOOR PLAN



CANOPY ELEVATIONS



CANOPY END ELEVATION

CANOPY SIDE ELEVATION

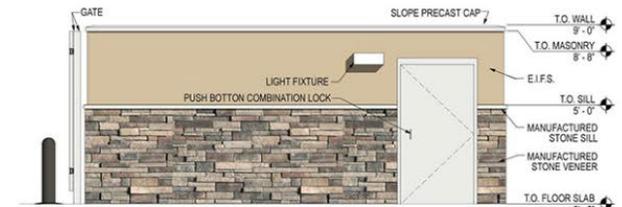


CANOPY PERSPECTIVE VIEW

The Wawa fuel canopy is a registered service mark in the U.S. Patent and Trademark Office. The fuel canopy, as well as Wawa's brand names, slogans, logos, service marks, and other trademarks of Wawa's goods, services, and promotions belong exclusively to Wawa, Inc. and/or, Wild Goose Holding Co., Inc. and are protected from copying and simulation under national and international trademark and copyright laws and treaties throughout the world.



FRONT ELEVATION



RIGHT ELEVATION



LEFT ELEVATION



REAR ELEVATION



SIGNAGE AND SITE DETAILS

A.D.A. PAINTED MARKINGS
N.T.S.

RESERVED PARKING SPACE w/ PENALTIES & VAN ACCESSIBLE SIGNS
N.T.S.

RETAINING WALL
N.T.S.

PROPOSED 32" INDIVIDUAL ILLUMINATED CHANNEL LETTERS & LOGO
N.T.S.

PROPOSED 44" INDIVIDUAL ILLUMINATED CHANNEL LETTERS & LOGO
N.T.S.

RETAINING WALL
N.T.S.

PROPOSED SELF CONTAINED FLUSH MOUNT CANOPY SIGN
N.T.S.

PROPOSED GAS PUMP SPANNER (STRAIGHT PUMPS)
N.T.S.

CORNER ISLAND DETAIL
N.T.S.

INVERTED U BIKE RACK
N.T.S.

TYPICAL LANDSCAPE WALL
NOT TO SCALE

SIDE VIEW
TOTAL AREA ~151.65 S.F.
(P-50)-3 PRODUCT-12"

Note: The area of the bottom cabinet conforms to the requirements of section 27-614(c)(6), the top cabinet conforms to the requirements of Section 27-614(c)(2).

SIGNS	FREE STANDING	AREA (S.F.)	TOTAL
FRONTAGE STREET A - FRONTAGE STREET B/4	OLD BRANCH/BRANCH AVE	338	
	BECH RD	303	80.12
Max. Size @ 1 SF/8 Linear Feet (LF)		641	80.12
Max. Commercial Advertising Sec. 27-614(c)(2)			50
Max. Price Sign (3 grades) Per Sec. 27-614(c)(6)			50
SIZE PROPOSED			
Bottom cabinet conforms to sec 27-614(c)(6)		28.65 S.F.	
Top cabinet conforms to sec. 27-614(c)(2)		23.00 S.F.	
TOTAL PROPOSED		51.65	51.65
MAXIMUM SIGN SF ALLOWED			
1SF/2 LF OF BLDG WIDTH	85.50' / 2	42.75	
CANOPY 1SF/2LF			
260' / 2 = 130'		100	
(SPANNER SIGNS (2 @ 7.85SF))		15.68	15.68%
CANOPY PROPOSED		9.02	9.02%
REMAINING N X BUILDING WIDTH-42.75		75.3	32.19
FRONT OF BLDG. (50%)		67.7	33.85
REAR OF BLDG. (50%)		36.9	38.45
TOTAL PROPOSED (50%)		104.6	52.3
DSDS REQUIRED			20.11

*100% is the maximum allowed

THIS BLOCK IS FOR OFFICIAL USE ONLY

CV label certifies that this plan meets conditions as that approved by the Planning Board, its successor or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: OLD BRANCH AVE WAWA

PROJECT NUMBER: DSP-19056

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

OWNER / DEVELOPER / APPLICANT	Rev. No.	DESCRIPTION	Rev. Date	PROFESSIONAL CERTIFICATION
MARLOW HEIGHTS BRANCH LLC 1401 BRAD ST. GAITHERSBURG, MD 20878	1	Added bike rack detail	12/23/2020	I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 200502, EXPIRATION DATE, 09/09/21
Joseph Caputo (P) 20794-6801 (F) jcaputo@wawac.com				

PROJECT: 4625 OLD BRANCH AVE
SITE DETAIL SHEET

TEMPLE HILLS
PRINCE GEORGE'S COUNTY, MARYLAND
ELECTION DISTRICT - 6

PROJECT NO. 20171155
SCALE: N/A
DATE: 10/05/2020
DRAWN BY: LK
CHECKED BY: SB
SHEET: 5 OF 11



TRUCK TURNING EXHIBIT 1



this still shows the wall at the front of the property. it doesn't affect the truck turning, but reviewer may comment.

does this need to be included in plan set?

TYPE II TREE CONSERVATION PLAN

LEGEND

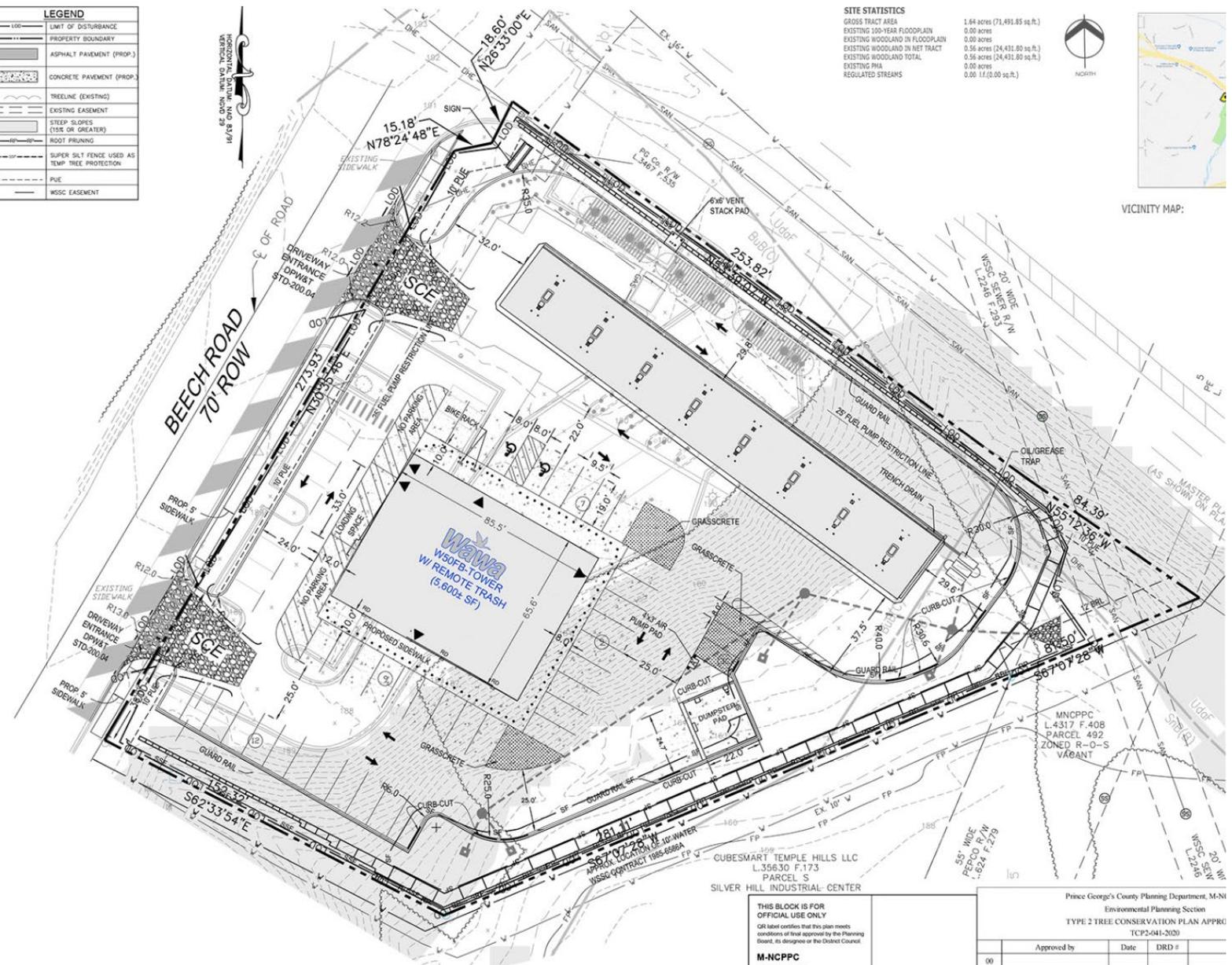
	LIMIT OF DISTURBANCE
	PROPERTY BOUNDARY
	ASPHALT PAVEMENT (PROP.)
	CONCRETE PAVEMENT (PROP.)
	TREELINE (EXISTING)
	EXISTING EASEMENT
	STEEP SLOPES (5% OR GREATER)
	ROOT PRUNING
	SUPER SILT FENCE USED AS TEMP TREE PROTECTION
	FUE
	WSSC EASEMENT

SITE STATISTICS

GRASS TRACT AREA	1.64 acres (71,491.85 sq ft.)
EXISTING 100-YEAR FLOODPLAIN	0.00 acres
EXISTING WOODLAND IN FLOODPLAIN	0.00 acres
EXISTING WOODLAND IN NET TRACT	0.56 acres (24,431.80 sq ft.)
EXISTING WOODLAND TOTAL	0.56 acres (24,431.80 sq ft.)
EXISTING PRA	0.00 acres
REGULATED STREAMS	0.00 1f (0.00 sq ft.)



VICINITY MAP:



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

Prince George's County Planning Department, M-NT
 Environmental Planning Section
 TYPE II TREE CONSERVATION PLAN APPROV
 TCP2-041-2020

Approved by	Date	DRD #
00		



STATEMENT OF JUSTIFICATION
4625 OLD BRANCH AVENUE

DSP-19056

DSDS-710

12/29/2020



Applicant:

Marlow Heights Branch, LLC
6401 Golden Triangle Drive, Suite 305
Greenbelt, MD 20770
202-438-5200

Attorney:

Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
Contact: Thomas Haller
301-306-0033

Engineer/Planner

CV, Inc
1395 Piccard Drive, Suite 370
Rockville, Maryland 20850
301-637-2510

STATEMENT OF JUSTIFICATION
DSP-19056 & DSDS-710

The Applicant in this Detailed Site Plan application is Marlow Heights Branch, LLC (the "Applicant"). The Applicant is also the owner of the Subject Property. The purpose of the application is to seek approval to construct a WAWA convenience store with gas on property located at 4625 Old Branch Avenue in Temple Hills, MD.

As noted above, the property forming the subject matter of this Detailed Site Plan application is located at 4625 Old Branch Avenue (the "Subject Property"). The Subject Property is comprised of a single lot of record containing 1.6391 acres. The Subject Property is more particularly depicted as Parcel G on a plat of subdivision entitled "Plat of Correction, Parcel G, Silver Hill Industrial Center" which plat is recorded among the Land Records of Prince George's County, Maryland at Plat Book ME 252, Plat No. 20. Parcel G is presently improved with a vacant building formerly used as a bank, and surface parking. The Applicant acquired the Subject Property from SunTrust Bank on September 28, 2018 by a deed recorded among the Land Records of Prince George's County at Book 41385 Page 411.

SURROUNDING AREA AND NEIGHBORHOOD

The Subject Property is located in the southeast quadrant of the intersection of Branch Avenue and Beech Road. The Subject

Property is located along a heavily traveled corridor on Branch Avenue. North of the Subject Property, directly across Branch Avenue is a car dealership in the C-M/D-D-O zone and land owned by the Maryland-National Capital Park and Planning Commission ("M-NCPPC") in the R-O-S/D-D-O Zone. Abutting the southeast corner of the Subject Property is additional land owned by the M-NCPPC in the R-O-S Zone. The land owned by M-NCPPC is wooded and is part of the Henson Creek Stream Valley system, and is undeveloped. The property across Beech Road to the west is zoned C-O and is undeveloped. Finally, the property abutting the Subject Property along most of the southern and eastern property boundaries is zoned I-1 and is improved with a consolidated storage approved pursuant to Detailed Site Plan DSP-84075/04.

DEVELOPMENT AND ZONING HISTORY OF THE SUBJECT PROERTY

The Subject Property was zoned C-O for at least 40 years. The property was initially subdivided in 1969 and the existing structure was built in or about 1971 according to the records of the Maryland State Department of Assessments and Taxation. The property was retained in the C-O zone when the Subregion VII Sectional Map Amendment was approved in 1984. The bank that was constructed on the property has now closed and the building is vacant and obsolete. The Applicant proposes to raze the existing structure.

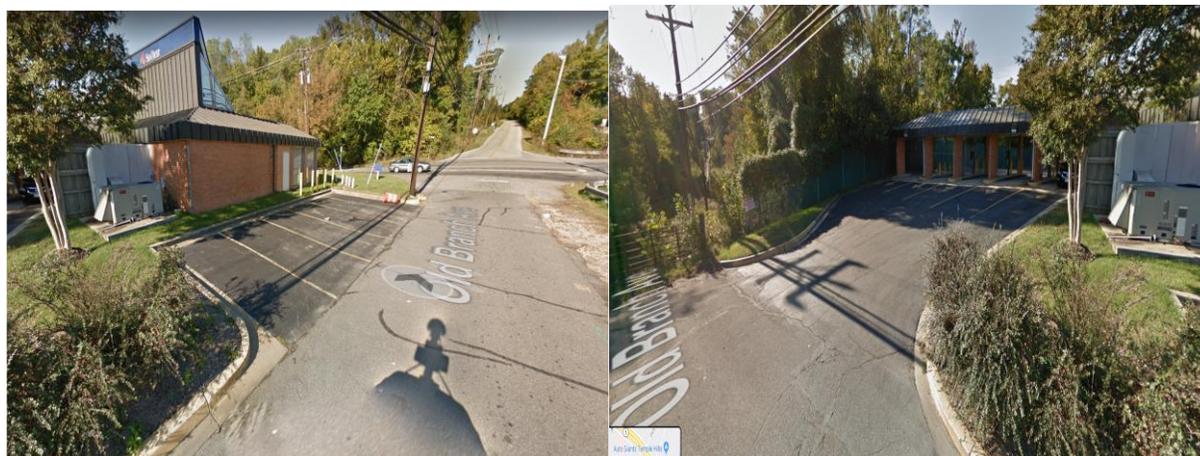
As noted above, the Subject Property was initially subdivided pursuant to a plat of subdivision recorded on December 19, 1969 in Plat Book WWW 73 Plat No. 10. Pursuant to the provisions of Section 24-111(c) of the Subdivision Ordinance, a final plat of subdivision recorded prior to October 27, 1970 must be resubdivided unless the property satisfies one of four criteria set forth in that section. In this case, the Subject Property does not satisfy the requirements. However, a new preliminary plan is not required. Section 21-111 further provides:

"[I]f for the purpose of resubdivision, the recorded final plat is submitted without modifications, the Planning Board shall approve the resubdivision as submitted if it finds that adequate public facilities exist or are programmed for the area within which the subdivision is located."

The Applicant proposes to submit a final plat for the Subject Property without modifications pursuant to this provision. This plat will be required to be filed prior to the issuance of a building permit, and the applicant anticipates that this will be a condition of approval if it is not accomplished prior to the approval of this application. It is noted that while a revised plat was recorded pursuant to Section 24-108, such plat was only recorded to correct an engineering error. Therefore, the Subject Property continues to qualify for the submission of a final plat as provided in Section 24-111 and is not required to obtain approval of a new preliminary plan of subdivision.

CURRENT DEVELOPMENT PROPOSAL

As stated above, the property is currently improved with a bank building containing a total of 3,375 square feet. The existing building is served by three points of access. There are two entrances on Beech Road which access the parking lot. There is also access from Old Branch Avenue. Old Branch Avenue operates as a service drive along the south side of Branch Avenue. Beginning at Ourisman Drive to the west, it extends as a two-lane road approximately 1900 feet to Beech Drive and provides access to several properties that abut it. East of Beech Drive, Old Branch Avenue operates as a driveway in front of the Subject Property, as it dead ends at the land owned by M-NCPPC. In front of the Subject Property, Beech Drive accesses 6 parking spaces and serves as the exit drive for the five drive through lanes, as depicted on the photos below:



Thus, in front of the Subject Property, it does not function as a public road.

As noted above, the existing building is proposed to be razed and the Applicant is seeking to obtain approval of a Detailed Site Plan to construct a gas station with a food and beverage store. Both uses are permitted in the C-0 Zone, subject to approval of a Detailed Site Plan. The food and beverage store will contain a total of 5,585 square feet. The gas station will consist of 8 pump islands with a total of 16 fueling stations. Access to the site will be from two driveways on Beech Road, as has been the case in the past. No access is proposed from Branch Avenue, which is designated as an expressway, or from Old Branch Avenue. The specific brand of facility proposed is WAWA, and architectural plans and renderings of the proposed building are included in the application package. The proposed architecture will be addressed in greater detail below.

During pre-application review, comments were received about the location of the loading space, which is along the northwest side of the building, which faces Beech Drive. It was suggested that the loading space be moved to the southeast side of the building. The Applicant fully evaluate the feasibility of doing this, but was unable to relocate the loading space. The site narrows from the eastern property line along Branch Avenue to toward the western property line. In order to relocate the loading space, the building would have to be shifted over to

relocate parking proposed along the southeast side of the building. With the narrowing of the site, this creates turning issues with trucks attempting to go around the building. In addition, due to the site's topography constraints, a large retaining wall is required. Shifting the building closer to the retaining wall and requiring trucks to drive around the building place more pressure on the retaining wall than the parking and drive aisle currently proposed.

In order to address the concern of visibility of the loading space along Beech Drive, the Applicant proposes screen the loading space in accordance with the provisions of the Landscape Manual. Initially, the Applicant proposed a four foot high wall with landscaping, but the comments were that this wall would "create a tunnel effect to pedestrians". Therefore, the Applicant proposes to install a berm and heavy landscaping within the island located along the right of way, in conformance with Section 4.4(c)(2) of the Landscape Manual. Specifically, this section provides the methods authorized for the screening of a loading space, and provides as follows:

(2) Loading Spaces

Loading spaces, loading docks, maintenance areas, and access driveways adjoining these areas shall be screened from adjoining existing residential uses, land in any residential zone, or land proposed to be used for residential purposes on an approved basic plan, approved official plan, or any approved conceptual, detailed, or special exception site plan. Loading

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

Options:

(A) Six (6) foot high sight-tight fence or wall; or

(B) Minimum two (2) foot high berm, densely planted with vegetation to achieve a screen with an ultimate height of at least six (6) feet; or

(C) Six (6) foot high, evergreen screen (trees or shrubs, minimum six (6) feet high at planting, minimum nine (9) feet on center, double staggered row); or

(D) A combination of the above options.

The Applicant has elected to utilize Option B, highlighted above, with a (2) two-foot high berm, densely planted with vegetation. Since the loading space is only 33 feet long and located along the side of the building, and the berm is 125 feet long and extends along the entire length of the building, the screening proposed will fully address the concerns of screening and will fully comply with the requirements of the Landscape Manual. A cross section has been included with the Detailed Site Plan demonstrating that the proposed screening will be adequate to satisfy both the letter and the intent of the Landscape Manual.

COMPLIANCE WITH ZONING ORDINANCE PROVISIONS

Pursuant to Section 27-461(b) of the Zoning Ordinance, a gas station is a permitted use in the C-O Zone, subject to the provisions of Footnote 74. Pursuant to this provision, a gas

station and a food and beverage store in conjunction with a gas station are permitted subject to three conditions.

First, the proposed use in on property that has frontage on a roadway with a functional transportation classification of arterial or higher and abuts land in the I-1 Zone. The Subject Property has frontage on Branch Avenue, which is functionally classified as an arterial roadway from the District of Columbia to Auth Road (A-69). In addition, the subject property abuts land in the I-1 zone along its southern boundary. Thus, the subject property satisfies the first condition.

Second, the proposed development shall be subject to a Detailed Site Plan approval in accordance with Part 3 Division 9 of the Zoning Ordinance. This application is filed to comply with this requirement, and therefore is satisfied.

Finally, the Planning Board and/or the District Council must find that the proposed gas station conforms with all of the regulations set forth in Section 27-358(a) of the Zoning Ordinance. The specific provisions of Section 27-358(a) are set forth below:

Sec. 27-358. - Gas station.

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

(1) The subject property shall have at least one hundred and fifty (150) feet of frontage on and

direct vehicular access to a street with a right-of-way width of at least seventy (70) feet;

COMMENT: The subject property has frontage on Beech Road and Branch Avenue. As noted above, the only access will be from Beech Road. Beech Road has a dedicated right of way width of 70 feet along the Subject Property. The total frontage along Beech Road is 273.93 feet. Thus, the property satisfies the frontage and access requirements for a gas station.

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

COMMENT: There is no school, outdoor playground, library or hospital within 300 feet of the Subject Property.

(3) The use shall not include the display and rental of cargo trailers, trucks, or similar uses, except as a Special Exception in accordance with the provisions of Section 27-417;

COMMENT: No trailers, trucks or similar uses will be displayed or rented.

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

COMMENT: No vehicle repair will be associated with this use. Thus, there will be no storage or junking of wrecked motor vehicles.

(5) Access driveways shall be not less than thirty (30) feet wide unless a lesser width is allowed for a one-way driveway by the Maryland State Highway Administration or the County Department of

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

COMMENT: The proposed driveways are thirty (30) feet wide. The entrance is located more than 20 feet from the point of curvature of the curb return. The entrance is more than 12 feet from the adjoining lot.

(6) Access driveways shall be defined by curbing;

COMMENT: The access driveway is defined by curbing.

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

COMMENT: A 4' sidewalk currently exists along the property frontage on Beech Road and serves pedestrian traffic. The Applicant will reconstruct this sidewalk at 5' wide as part of the redevelopment of the site.

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

COMMENT: The gasoline pumps and other service appliances, including the canopy, are located at least 25 feet behind the street line.

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

COMMENT: No vehicle repair service is proposed at this facility and, therefore, this section is not applicable to the current proposal.

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

COMMENT: The proposed building incorporates materials of the highest quality and permanence and is distinctive. The entire exterior of the building is constructed of brick. There are two entrances to the building, one along the front of the building,

which faces Branch Avenue, and one along the rear of the building. Along the front of the building is a canopy to protect customers from the elements. The canopy is a standing seam metal roof. A similar, but smaller canopy is provided at the rear entrance. Finally, the main entrance vestibule features a distinctive central entrance which extends from the front of the building with a peaked, standing metal seam roof which is 33 feet at its highest point. This feature identifies the main entrance into the building, and the materials blend with the rest of the structure. In addition, all four facades of the building are brick or stone, exhibiting a high quality of architecture from all viewpoints.

The general and specific purposes of detailed site plans are set forth in Section 27-281 of the Zoning Ordinance. Section 27-281(b) provides the general purposes of detailed site plans. They are as follows:

(A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan.

The Applicant's proposed use is in conformance with the Approved Central Branch Avenue Corridor Revitalization Sector Plan, which was approved in 2013. The existing land use is noted as "commercial" and the Corridorwide Future Land Use reflects the existing commercial office zoning. The Sector Plan designates

six focus areas, one of which is the Beech Road Focus Area, but the Subject Property and the adjacent consolidated storage facility are not included within the focus area. From a broader perspective, "[T]he Central Branch Avenue Corridor Revitalization Sector plan lays out a plan for change in key focus areas over the next 10-15 years." (p. 137) The Sector Plan further recognizes that "[E]xisting commercial zoning districts do not differentiate between the scale of buildings for different areas or the type of commercial uses appropriate for different areas." (p. 138) Further, "[I]t is recommended that commercial zones be updated to create more appropriate zoning that reflects both market reality as well as the desired mix of uses at the appropriate scale in different locations." (p. 138) Thus, the Sector Plan envisioned changes to the Zoning Ordinance which are now in the process of being implemented. Thus, it should be noted that the existing C-0 zone will be modified to the C-G-0 zone in the ongoing Comprehensive Rezoning. The proposed uses are permitted in the C-G-0 zone. Thus, the proposed uses will be consistent with both the existing and proposed zoning and will therefore implement the Corridorwide Future Land Use map contained in the Sector Plan.

(B) To help fulfill the purposes of the zone in which the land is located;

COMMENT: The purposes of the C-0 Zone are set forth in Section 27-453(a) of the Zoning Ordinance. That section provides as

follows:

(1) The purposes of the C-O Zone are:

(A) To provide locations for predominantly nonretail commercial uses, such as business offices and services of a professional, clerical, or administrative nature, and such retail and service uses as are desirable for the efficient and convenient operation of the nonretail uses.

COMMENT: The proposed use is a retail and service use which is permitted in the zone and which is desirable for the efficient and convenient operation of nonretail uses which exist in the vicinity. As such, the proposed use will help fulfill the purposes of the zone in which the land is located.

The specific purposes of detailed site plans are set forth in Section 27-281(c) of the Zoning Ordinance. Those are as follows:

(A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site:

(B) To show specific grading, planting, sediment control, woodland conservation areas, regulated environmental features and storm water management features proposed for the site;

(C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and

(D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

COMMENT: The Detailed Site Plan filed with this application does show the specific location and delineation of all proposed buildings and structures, including parking compounds and green areas. It also shows, through elevation drawings, the building materials proposed to be used. Grading, planting, sediment control and woodland conservation are being implemented through other plan approvals which will proceed parallel with the Detailed Site Plan. As a commercial development, there are no proposed recreational facilities proposed.

Detailed Site Plans are approved by the Prince George's County Planning Board pursuant to Section 27-285(a) of the Zoning Ordinance. Section 27-285(b) of the Zoning Ordinance provides specific criteria which must be met and satisfied in order for a Detailed Site Plan to be approved. The Zoning Ordinance in Section 27-285(b) sets forth the specific requirements applicable to the approval of a Detailed Site Plan.

A point-by-point analysis of how this application complies with the criteria listed in Section 27-285(b) follows:

- 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;**

COMMENT: The proposed Detailed Site Plan does represent a

reasonable alternative for satisfying the site design guidelines. The site design guidelines are set forth in Section 27-274 of the Zoning Ordinance. The surface parking is located to provide safe and efficient vehicular and pedestrian circulation within the site. The parking is convenient to the proposed food and beverage store and is broken up to avoid large, uninterrupted expanses of pavement, as the building has two entrances. The proposed loading zone is clearly marked and is located so as to be visually unobtrusive. The number of driveway entrances along Beech Road is the same as has served the site for 40 years, which will minimize conflict with off-site traffic. Adequate lighting is provided to ensure that the site is safe and the lighting is directed so as not to light off-site areas. The service areas are convenient to the proposed building, but are not obtrusive. The dumpster area will be attractively screened. Finally, grading is minimized to the extent possible, while still conforming to all applicable regulations such as storm water management. For all of these reasons, the site design guidelines have been addressed in a reasonable manner.

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

COMMENT: This is not applicable as no Conceptual Site Plan is required.

3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27.274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare and economic well being for grading, reforestation, woodland conservation, drainage, erosion and pollution discharge;

COMMENT: This is not applicable.

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) .

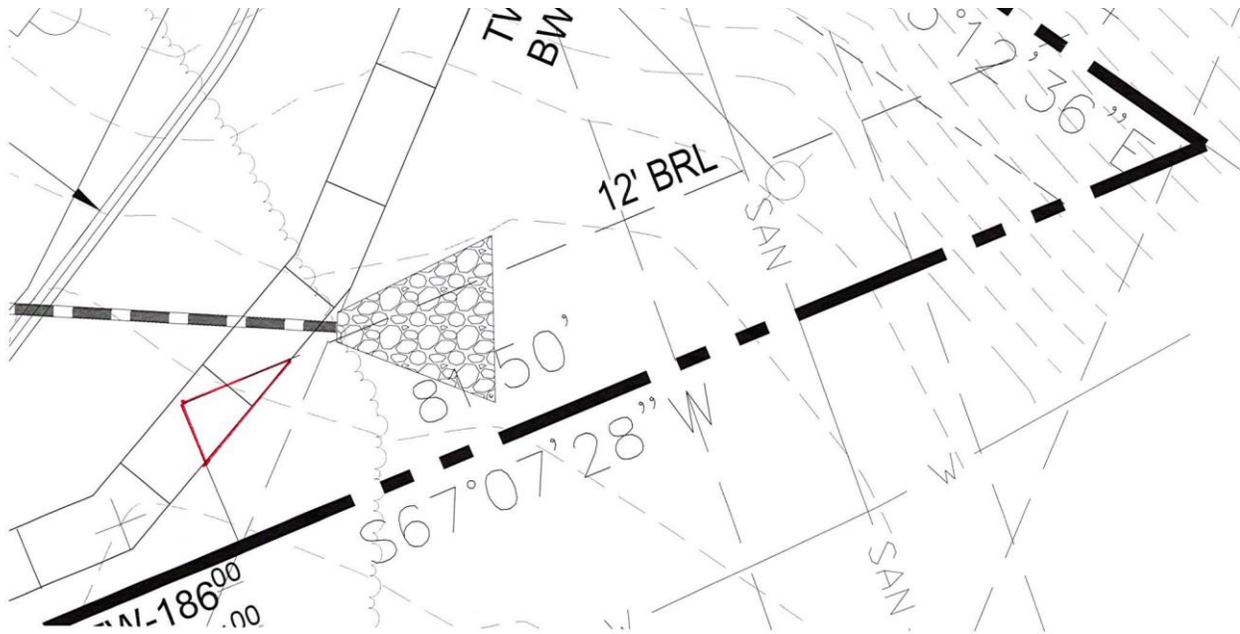
COMMENT: All applicable environmental regulations that need to be addressed as part of the development of the subject property will be satisfied during the DSP approval process.

VARIANCE

One variance is required in conjunction with the proposed facility related to the need to construct a retaining wall. The property is relatively small, is oddly shaped and exhibits steep topography along the eastern and southern property line. As depicted on the site plan, the wall extends along the entire northern, eastern and southern property lines. Close to Beech Road, the wall is minimal, with the top of wall being only six (6) inches above the bottom of wall. However, along the eastern property line, the top of wall is 25 feet above the bottom of the wall at its highest point. Where the wall exceeds six (6) feet in height, it must meet the setback requirements for a building.

The Subject Property is zoned C-0. Along the southern property line and most of the eastern property line, the adjoining property is zoned I-1 and developed with a consolidated storage use. Per Section 27-462(b), when land in a commercial zone abuts a nonresidentially zoned property, no setback is required. Likewise, the Landscape Manual classifies both the consolidated storage and gas station as high impact uses, resulting in no buffer being required. Therefore, the height of the wall conforms to the setback requirement.

There are two points where the height of the wall exceeds six (6) feet in height and encroaches into a required setback. Approximately 82 feet of the Subject Property (at its northeast corner) abuts land owned by the Maryland-National Capital Park and Planning Commission which is zoned R-O-S. Per Section 27-462(b), where a commercial property abuts land in a residential zone, a 12-foot setback, or the buffer required by the Landscape Manual (whichever is greater) is required. As unimproved parkland, no buffer is required. Thus, the setback needed is 12 feet. At one point, the wall encroaches to within seven (7) feet of the M-NCPPC property, requiring a variance of 5 feet from the 12-foot setback. The 23 square foot triangular area where the wall encroaches into the setback is outlined in red below.



Thus, a variance of six feet is required in this location.

The second point where the wall encroaches into a required setback is along the northern property line abutting Branch Avenue. A ten (10) foot setback is required from the street line of Branch Avenue. The wall exceeds six feet in height for a distance of 90 feet within the 10-foot building setback, and is four and one half (4.5) feet from the right of way line at its closest point. Thus, a variance of five and one half (5.5) feet is required.

COMPLIANCE WITH ZONING ORDINANCE VARIANCE CRITERIA

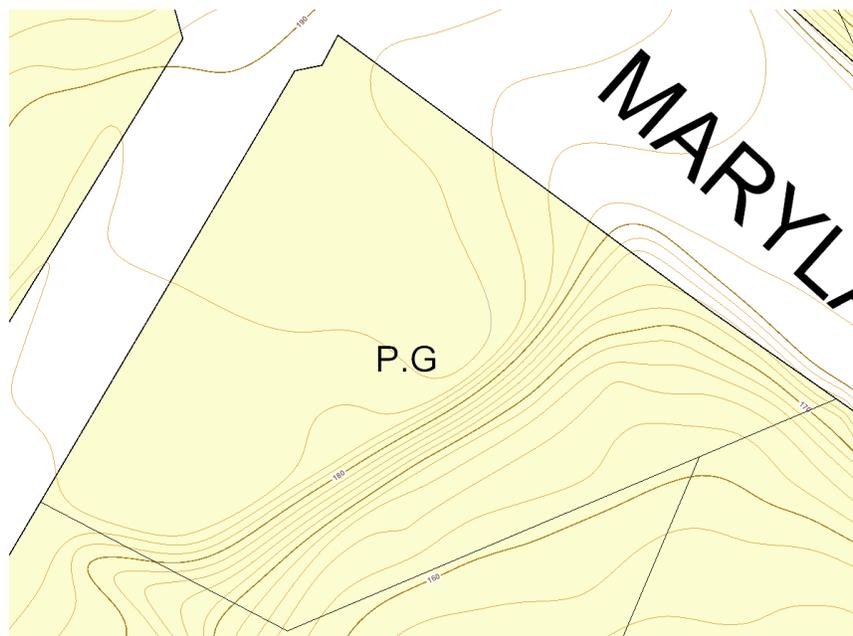
Decisions regarding variances must conform to the criteria set forth in Section 27-230 of the Zoning Ordinance. The applicant submits the variances in this case conform to all legislative requirements. Section 27-230 provides as follows:

- (a) A variance may only be granted when the District Council, Zoning Hearing Examiner, Board of Appeals, or**

the Planning Board as applicable, finds that:

- (1) A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;**

As discussed elsewhere herein, the Subject Property has been improved for approximately 50 years. The property was constructed without stormwater management. The re-development of the property will require additional land to be disturbed in order to comply with current requirements. The property is abutted on the north and south by existing rights of way, and on the south and most of its eastern property line by industrial zoned property. The Subject Property is therefore relatively small, is trapezoidal in shape and exhibits severe topography. From the edge of the existing development on the Subject Property, a steep slope exists, which can be readily seen on the 2-foot topo provided by PG Atlas and reproduced below:



This image reflects approximately a 20-foot drop. In order to allow the redevelopment of the property and satisfy current development standards, a retaining wall will be constructed to accommodate this steep topography. In addition to the topography which requires the wall, the location of the wall is further constrained by an existing PEPCO right of way and an existing WSSC easement along the northeast corner of the property which prevent grading into these areas. The existing easement represents an extraordinary situation or condition which does not impact other properties. As a result, the first criteria for approval of a variance is satisfied in that the Subject Property exhibits exceptional topographic conditions or other extraordinary situations or conditions that directly contribute to the need for the variance.

(2) The strict application of this Subtitle will result in peculiar and unusual practical difficulties,

It is important to note that the Maryland Court of Special Appeals has held a distinction exists between use variances and area variances. The variance application being considered in this case is in fact an area variance as it deals with a development regulation concerning net lot area. A lower burden of proof is required of an applicant seeking an area variance (Anderson v. Board of Appeals, Town of Chesapeake Beach, 22 Md. App. 28, 322 A.2d. 220, 1974). Further, Anderson also holds that

where an area variance is being requested, an applicant is not required to prove the existence of both practical difficulty and undue hardship. Instead, when requesting an area variance pursuant to an ordinance such as that contained in the Prince George's County Zoning Ordinance, in Section 27-442, an applicant is only required to show the existence of practical difficulty. In Anderson, the Court of Special Appeals opined that in proving practical difficulty, an applicant need only show that requiring strict conformance with the terms of the restriction in question (1), ". . . would unreasonably prevent an owner from using the property for a permitted purpose or would render conformity with such restrictions unnecessarily burdensome", (2) whether grant of the variance applied for would do substantial justice to all involved, and (3) whether relief can be granted so that the spirit of the ordinance in question can be observed (See Anderson, page 39.)

In this instance, the variance being requested by the Applicant more than satisfies the practical difficulty standard. The variance is needed in order to create sufficient useable area to accommodate the proposed use and satisfy the regulatory requirements. For a relatively small property such as the Subject Property, every square foot counts. The existing easements which impact the property already constrain the useable area. If the minor variances being requested to allow the

retaining wall to encroach into the side yard setback and the setback from the Branch Avenue right of way line are not granted, the useable area of the property will be even further constrained to the point where redevelopment will not be practical. The variances needed in this case are minimal in that they related to two small areas of the Subject Property which will have no adverse impact on abutting properties or the public realm. The portion of the land owned by M-NCPPC where the setback does not satisfy the requirements is already impacted by the same PEPCO easement that impacts the Subject Property. Thus, while the property is unimproved and is preserved as a stream valley, the abutting land cannot be developed in any event. Likewise, the area abutting the right of way for Branch Avenue is substantially set back from the travel lanes because the service lane to the west tapers along the frontage of the Subject Property. Further, there is a sanitary sewer line which also provides an additional setback. For these reasons, the grant of the variance will do substantial justice for all involved since it will facilitate the redevelopment of an older vacant building without impacting the abutting properties or the public realm. Thus, the second criteria for approval of a variance is satisfied in this instance.

(3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.

The Master Plan conformance is address above, and as indicated that proposed development is consistent with the Master Plan recommendation. Therefore, the grant of this variance would not substantially impair the intent, purpose or integrity of the Master Plan or the General Plan.

DEPARTURE FROM SIGN DESIGN STANDARDS (DSDS)

The DSP includes free standing signage which is typical for the proposed use. The sign is twenty (20) feet in height and has a signage area of 51.65 feet. The signage area is composed of two separate cabinets. The top cabinet, which identifies the name of the business (WAWA) is 23 square feet. The bottom cabinet, which contains the price of three grades of gasoline, is 28.65 square feet. The sign is attractive and displays the name of the business at the top and the current gasoline prices. The base of the sign is made of stone consistent with the stone used on the building. The height and positioning of the sign allows it to be visible from motorists on Branch Avenue.

While the sign is lower in height and area than would typically be permitted for the proposed use, the Subject Property is zoned C-0. In the C-0 zone, amount of signage is typically less than is permitted in other commercial zones, given the typical nature of the uses permitted. The maximum height of a

freestanding sign permitted is eight (8) feet. Since the proposed sign is 20 feet in height, a departure of 12 feet is required.

As for sign area, the maximum area in the C-0 Zone is 25 feet, unless the use is located on a divided highway with a right of way of at least 100 feet, in which case the maximum area is 50 square feet. As such, the size of the of the sign proposed is 12 feet taller and 1.65 feet larger than typically allowed in the C-0 Zone.

However, there is a separate provision in the Zoning Ordinance, Section 27-614(c)(6), specifically applicable to the area of freestanding gas station price signs. This provision is not limited by zoning category and provides that if the sign displays the price of three types of gasoline, it may not exceed 50 square feet. As noted above, the bottom price cabinet does display three types of gasoline and is only 28.65 square feet. Since the top cabinet is only 23 square feet, which conforms to requirement of the C-0 zone, the area of the sign is in conformance with the requirements of the Zoning Ordinance. As such, in order to construct the freestanding sign proposed, only a Departure from Sign Design Standards of 12 feet is required for the height of the sign.

Building signage is also more limited in the C-0 zone than in other commercial zones. In the C-0 zone, building signage may

not exceed one (1) square foot for each two (2) lineal feet of width along the front of a building. In this case, the width of the front of the proposed building is 85.45 square feet, which would permit a building sign of 42.75 square feet. When signage is also proposed for a canopy, the width of the canopy is also taken into account. Where, as in this case, the canopy is set back at least 30 feet from the street line, one (1) square foot of signage is allowed for each two (2) lineal feet of width along the canopy. Since the canopy is 260 feet wide, up to 130 square feet of signage would be permitted, except that the total signage in the C-0 zone is limited to 100 square feet.

In this case, five signs are proposed. Two signs are proposed on the building, one over each entrance. Three signs are proposed on the canopy, one on the canopy itself and two spanner signs are proposed above the end pump islands. These signs are displayed below:



The applicant has conferred with John Linkins of the Development Review Division to correctly calculate the permitted signage under these circumstances, as required by Section 27-613(c)(2)(D). The two canopy spanner signs are 7.84 square feet each, and the sign on the canopy roof is 9.02 square feet. The total area of all three canopy signs is 24.7 square feet, or 24.7% of the signage permitted on the canopy. Thus, 75.3 percent of the building signage remains. The total building signage permitted is 42.75 square feet, meaning that 32.19 square feet remains for the building. In this case, the sign along the front façade of the building is 33.85 square feet, while the sign along the rear of the building is 18.45 square feet, for a total area of 52.3 square feet. Thus, a departure of 20.11 square feet is requested. These calculations are set forth below for clarity:

Canopy at 24.7 sf = 24.7 percent of the max allowed on the canopy.
Leaving 100 percent – 24.7 percent = 75.3 percent available on the building.
42.5 sf x 75.3% percent = 32.19 sf available for the building.
33.85 front + 18.45 rear = 52.3 proposed
52.3 proposed – 32.19 (92.16 percent available) = 20.11 sf needed for DSDS

In addition, when a building is located on a corner lot, a portion of the sign area can be allocated to the side street. In this case, although a corner lot, the sign area is allocated to the rear of the building over the second entrance. In the event it is determined that this sign would not be permitted because it does not face the side street, a departure is requested.

The required findings for approval of a DSDS are found in

Section 27-239.01(b) (7) of the Zoning Ordinance, as follows:

(7) Required Findings

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

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

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

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

The Applicant submits that approval of the requested departures will result in the appropriate use of the subject land. The use, which typically includes signage comparable to that proposed in

this case, was permitted in accordance with CB-84-2018. The proposed signage is appropriate and customary for uses of this type in similar locations along Branch Avenue and in locations of similar character throughout the County. The proposed signage is both sited and designed to not be a hazard to safe motor vehicle operation and will be structurally safe. The increased height of the freestanding sign and increased lettering area of the sign face will provide for adequate identification in a manner that is compatible with land uses along this high-volume transportation route. The building contains two entrances, and it is appropriate to provide signage above both entrances. Both signs cannot be seen at the same time, ensuring that there is no proliferation of signage. The proposed building signs are appropriate in size for the building and the use proposed.

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

COMMENT: The departure is the minimum necessary to ensure that the use and the gas pricing can be safely viewed by the traveling public. The site is abutted by I-1 land to the south and west, and by C-M zoned land to the north, all of which permit a maximum height of 25 feet for freestanding signage. Thus, the proposed sign will not be out of character with heights permitted for other uses in the area.

The building signage is the minimum necessary to identify the

business and identify the entrances. Uses of the type proposed typically employ building signage to identify the point of entry, and in this case two signs are required for such purpose.

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

COMMENT: The circumstance which is unique to the site is the fact that the proposed gas station and food and beverage store uses are only permitted in the C-O Zone pursuant to Footnote 74, based on specific criteria, which the subject site meets. A gas station/food and beverage use was clearly contemplated for the site and so it logically follows that signage necessary for patron identification and successful marketing of the proposed uses is appropriate. The proposed departures relating to height and sign area would result in an identical situation as if the site were in any other Commercial Zone, where the proposed uses are customarily located. This is a situation unique to the subject site, which warrants approval of the requested departures. The same unique circumstances apply to the building signage.

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

COMMENT: As noted above, the site is located at a prominent location along Branch Avenue, a major transportation route

characterized by service commercial uses and shopping centers. WAWA has a substantial presence in Prince George's County, and its stores exhibit a high level of quality, as exhibited on the architectural elevations included with the DSP. The proposed freestanding sign has been carefully designed and integrated into the design of the building and gas canopies. The proposed pylon sign features a quality stone base, which complements the design of the building. The building signage identifies the two entrances to the building and coordinates with the freestanding sign, and as noted above are not visible at the same time due to being located on the front and rear of the building. Granting of the requested departures will not impair the visual, functional, or environmental quality of the site or the surrounding neighborhood.

CONCLUSION

As demonstrated herein and in the accompanying application package (including plans and elevations), the proposed Detailed Site Plan meets the requirements of the Prince George's County Zoning Ordinance. Further, the variances and the departure from sign design standards requested satisfy the applicable criteria. Therefore, based upon the representations contained within this application and the testimony that will be presented at the public hearing, the Applicant respectfully requests that the Detailed Site Plan, variances and departure from sign design

standards for 4625 Old Branch Avenue be approved as requested.

Respectfully submitted,



Thomas H. Haller
GIBBS AND HALLER
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301) 306-0033

January 4, 2021

MEMORANDUM

TO: Tierre Butler, Senior Planner, Planner, Urban Design Development Review Division.

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

FROM: Maha Tariq, Senior Planner, Neighborhood Revitalization Section, Community Planning Division 

SUBJECT: DSP-19056 Wawa at Old Branch Avenue

FINDINGS

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

BACKGROUND

Application Type: Detailed Site Plan for property outside of an overlay zone.

Location: 4625 Old Branch Ave, Temple Hills, MD 20748

Size: 1.639 acres

Existing Uses: Vacant building (3,375 sqft.) formerly used as a bank.

Proposal: Convenience store and a gas station with 16 fueling stations

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the Established Communities policy area. The vision for Established Communities is context-sensitive infill and low- to medium-density development.

Master Plan: The 2013 *Central Branch Avenue Corridor Revitalization Sector Plan* recommends retaining the Commercial Office land use.

Planning Area: 76A

Community: The Heights

DSP-19056 Wawa at Old Branch Avenue

Aviation/MIOZ: This application is not located within an Aviation Policy Area (APA) or the Military Installation Overlay Zone (MIOZ).

SMA/Zoning: The 2000 *Approved Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)* retained the subject property in the Commercial Office (C-O) zone.

c: Long-range Agenda Notebook

Fred Stachura, Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division

January 4, 2020

MEMORANDUM

TO: Tierre Butler, Senior Planner, Urban Design Section
VIA: Sherri Conner, Supervisor, Subdivision and Zoning Section *SC*
FROM: Mridula Gupta, Planner Coordinator, Subdivision and Zoning Section *MG*
SUBJECT: DSP-19056 & DSDS-710; WAWA at Old Branch

The subject property considered in this Detailed Site Plan (DSP) is located on Tax Map 66 in Grid B-3 and is identified as Parcel G shown on a plat of correction for Silver Hill Industrial Center recorded in Plat Book ME 253 page 20, which was done in accordance with Section 24-108(a)(1) to correct a drafting or engineering error on a plat recorded in Plat Book 73 page 10 on December 19, 1969. The subject site is 1.64 acres and is zoned Commercial Office (C-O). The property is located within the area of the 2013 Central Branch Avenue Corridor Revitalization Sector Plan.

The site is presently improved with a 3,375 square-foot building, which was constructed in or about 1971 for commercial use, but is currently vacant. The applicant has proposed a 5,585 square-foot food or beverage store in combination with a gas station, which is an allowed use in the C-O Zone. The existing building is proposed to be razed.

The property considered in this DSP is not subject to a previously approved Preliminary Plan of Subdivision (PPS). The final plat of subdivision was approved under application numbers 5-69263 and 5-19107. The final plat includes only one note which is applicable to this DSP. Note 3 on the record plat states:

“Development or redevelopment of this property is subject to the resubdivision requirements of Section 24-111(c).”

The proposed Detailed Site Plan comprises the entire area under Parcel G as shown on PB 253-20. In accordance with Section 24-111(c), the subject property must be resubdivided prior to the issuance of a building permit since the final plat of subdivision was approved prior to October 27, 1970, unless the property satisfies one of four criteria set forth in that Section. In this case, the subject property does not satisfy any of the four criteria under Section 24-111(c). However, a new preliminary plan is not required. Section 24-111 further provides:

“If for the purpose of resubdivision, the recorded final plat is submitted without modifications, the Planning Board shall approve the resubdivision as submitted if it finds that adequate public facilities exist or are programmed for the area within which

the subdivision is located, as defined in Division 3 of this Subtitle. If the recorded final plat is submitted with modifications, the Planning Board may approve the resubdivision in accordance with Subsection (a) or (b), above.”

The applicant proposes to submit a new final plat for the subject property, without modifications to the existing plat, subsequent to this DSP and prior to building permits. Adequacy of public facilities will be tested at the time of review of the new final plat as provided by Section 24-111(c). There are no other subdivision issues at this time.

Plan Comments:

1. Correctly show the property bearings and distances in conformance with record plat 253-20.

Recommended Conditions

1. Prior to certificate approval, the following revisions shall be made to the DSP:
 - a. Correctly show the property bearings and distances in conformance with record plat 253-20.
2. Prior to the approval of a building permit, a new final plat shall be approved in accordance with Section 24-111(c) of the Subdivision Regulations.

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

Countywide Planning Division
Transportation Planning Section

301-952-3680

December 20, 2020

MEMORANDUM

TO: Tierre Butler, Urban Design Section, Development Review Division
VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division
FROM:  Glen Burton, Transportation Section, Countywide Planning Division
SUBJECT: **DSP-19056, DSDS-710: Old Branch Wawa**

Proposal: This application proposes the construction of a food and beverage store, and a gas station.

Background: The current application proposes the following:

1. 5,585 square-foot food and beverage store
2. gas station with 16 fueling positions

The 1.64-acre C-O Zoned property could potentially be developed with medical office use. Based on a floor area ratio (F.A.R) of 0.4, the resulting trip generation would be 81 AM and 109 PM peak hour trips. However, given the current proposal, and based on information provided in the *Trip Generation Manual, 10th edition* (Institute of Transportation Engineers), the proposed development (ITE-960) will generate approximately 529 AM and 421 PM on the adjacent streets during the peak-hours. The *ITE Manual* also recommends a pass-by trip reduction rate of 76 percent. Consequently, the proposed development will generate 127 AM and 101 PM new trips on the adjacent streets to this development.

Master Plan and Site Access

The property is in an area where the development policies are governed by the *Approved Central Branch Avenue Corridor Revitalization Sector Plan 2013* as well as the *Approved Countywide Master Plan of Transportation, November 2009*. The property is located in the southeast quadrant of the intersection of Beech Road, and Branch Avenue (MD 5), a master planned arterial (A-69) within a variable-width right-of-way. No additional right-of-way is required for this frontage. The subject application is proposing two full movement access driveways on Beech Road. Beech Road has no master plan designation; it is being shown as a 70-foot right-of-way existing road. No additional right-of-way is required. A truck turning movement template representing different truck sizes was applied to the site plan, and demonstrated that the size and layout of the site could accommodate various types of vehicles.

All other aspects of the site regarding access and circulation are deemed to be acceptable.

DSDS-710

Information provided in the applicant's statement of justification revealed that additional space is needed to be in compliance with Section 27-614[c] (6). Typically, the size of signs on a building has no impact on traffic access of circulation at a site. Consequently, staff has no issues regarding the total square footage of the proposed signs.

Conclusion

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a detailed site plan.

January 5, 2021

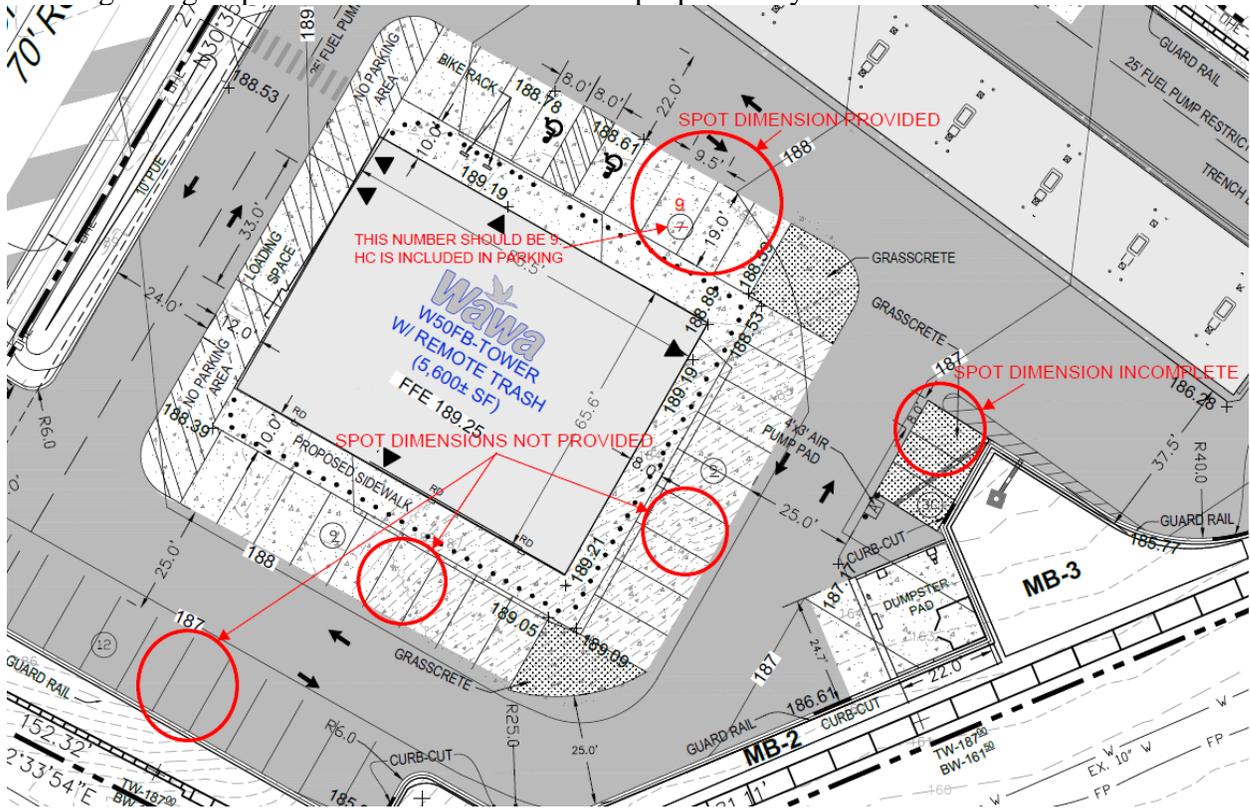
MEMORANDUM

TO: Tierre Butler, Urban Design
FROM: Jason Bartlett, Permit Review Section, Development Review Division
SUBJECT: Referral Comments for DSP-19056 & DSDS-710, WAWA at Old Branch

- Plans do not meet all the requirements of Sec. 27-253(c) of the Zoning Ordinance. For example, the proposed use and height are not shown on the convenience store or canopy. No dimensions are provided for the canopy. These are first blush comments. Applicant must go through Sec. 27-254 © and ensure their plans meet the requirements listed.
- Provided number of parking spaces is off and applicant has not included the employee parking requirement in their parking table. Parking table is also not well laid out to clearly demonstrate what they are parking for, what the requirements are per Part 11, what the formulas for calculating the parking is and what the resultant numbers are – Required and Provided. I would recommend a parking table similar to what is shown below (I have used two employees for the convenience store in this example). Please remember that HC spaces are not a separate count. They are to be included in the total parking spaces provided:

PARKING SCHEDULE				
USE	PARKING REQUIREMENT		SPACES REQUIRED	SPACES PROVIDED
Convenience Store (food or beverage) (5,600 SF)	1.0	150 SF of the first 3,000 SF GFA	20	42
	+1.0	200 SF of GFA above the first 3,000 SF	13	
Gas Station/self-serve (2 Employees)	1.0	Each Employee	2	
TOTAL PARKING, per Sec. 27-568(a)(7):			35	42
HANDICAPES ACCESSIBLE PARKING INCLUDED IN TOTAL - For 26-50 req'd spaces, per Sec. 27-566(b):			2 (1 Van)	2 (2 Van)
LOADING SCHEDULE				
USE	LOADING REQUIREMENT		SPACES REQUIRED	SPACES PROVIDED
Gas Station/Conv. Store (Retail sales and service) - 5,600 SF	1	2,000 to 10,000 SF of GFA	1	1
TOTAL REQUIRED/PROVIDED LOADING (Per Sec. 27-582(a):			1	1

- Each parking bay should show one spot dimension (both length and width). Applicant is only showing a single spot dimension for one of the 5 proposed bays:



- Show building setback front street line and freestanding sign setback from street line to demonstrate conformance with Sec. 27-614(a)(1) and (a)(4).
- Applicant provided a comprehensive sign table centrally located, which is great, but its formatting makes it hard to follow and understand how the totals and percentages add up to demonstrate conformance to Part 12 of the Zoning Ordinance. It also does not clearly communicate the 50% channel letter reduction or that the DSDS is necessary for the sign height and 20.11 SF sign area coverage. I have no specific recommendation other than to please revised the sign table to be easier to follow and understand for the permit reviewer at the time of sign permit application.
- It is important to note that any revisions made to the site plan based off these comments must be mirrored on the landscape plan (as applicable).

Prince George's County Planning Department
 Countywide Planning Division

301-952-3650

December 31, 2020

MEMORANDUM

TO: Tierre Butler, Senior Planner, Urban Design Section, DRD

VIA: Megan Reiser, Planning Supervisor, Environmental Planning Section, CWPD *MKR*

FROM: Mary Rea, Senior Planner, Environmental Planning Section, CWPD *MAR*

SUBJECT: **Wawa at Old Branch; DSP-19056 (DSDS-710) and TCP2-041-2020**

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan (DSP) and Type 2 Tree Conservation Plan initially received on November 12, 2020 and recommends approval subject to conditions listed at the end of this memorandum. Comments were given to the applicant at the Subdivision Review Committee (SDRC) meeting on November 30, 2020. Revised plans were subsequently submitted in response to these comments by the applicant for review on December 30, 2020.

Background

The following applications and associated plans were previously reviewed for the subject site:

Development Review Case	Associated Tree Conservation Plan or Natural Resource Inventory	Authority	Status	Action Date	Resolution Number
NA	NRI-009-2019	Staff	Approved	3/1/2019	NA
DSP-19056	TCP2-041-2020	Planning Board	Pending	Pending	Pending

Proposed Activity

The current application is a DSP for the construction of a 5,585 square foot food and beverage store, and gas station.

Grandfathering

The site is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012, as the site is for a new use and has no prior valid TCP approvals prior to September 1, 2010.

Review of Previously Approved Conditions

There are no previously approved environmental conditions directly related to the subject application.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions

The subject TCP2 is in conformance with the approved NRI (NRI-009-2019). This site contains no specimen, historic, champion trees, or Regulated Environmental Features (REF) such as streams, wetlands, 100-year floodplain, associated buffers, or Primary Management Area (PMA).

Woodland Conservation

This property is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan (TCP2-041-2020) has been submitted for review.

According to the woodland conservation worksheet, the site is 1.64 acres in size within the C-0 zone. A total of 0.56 acres of existing woodlands are on the net tract. The site has a Woodland Conservation Threshold (WCT) of 0.25 acres, or 15 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 0.57 acres. The TCP2 shows this requirement will be met by providing 0.57 acres of off-site conservation credits.

The TCP2 requires several additional minor technical revisions that are included in the recommended conditions below.

Soils

The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Croom-Marr-Urban Land complex (five to fifteen percent slopes), Potobac-Issue Complex (frequently flooded) and Udorthents, Highway (zero to sixty five percent slope). Neither Marlboro clay nor soils containing Christiana complexes are known to occur on and within the vicinity of this property.

Stormwater Management

The site has an approved Storm Water Management Concept letter (5698-2019-00) and associated plan that is in conformance with the current code, which is valid until April 19, 2022. The plan shows the use of four micro-bioretenion areas, and one oil/grit separator to treat the majority of stormwater before it leaves the site. An additional fee of \$6,827.00 in lieu of providing on-site attenuation/quality control measures is also required by the Department of Permitting, Inspections and Enforcement (DPIE). The approved concept plan is consistent with the DSP.

Summary of Recommended Findings and Conditions

The Environmental Planning Section has completed the review of DSP-19056 and TCP2-041-2020, and recommends approval subject to the following recommended findings and conditions:

Recommended Findings:

1. No Regulated Environmental Features (REFs) are located on the subject property.
2. No Specimen trees are located on the subject property.

Recommended Conditions:

1. Prior to certification of the detailed site plan, the TCP2 shall be revised to show the bottom and top of wall elevations for all retaining walls on the TCP2 plan.

If you have any questions concerning this review, please contact me at mary.rea@ppd.mncppc.org or at 301-952-3661.

Countywide Planning Division
Historic Preservation Section

301-952-3680

November 17, 2020

MEMORANDUM

TO: Thomas Burke, Urban Design Section, Development Review Division

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

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

SUBJECT: DSP-19056 Wawa At Old Branch

The subject property comprises 1.63-acres in the southeast quadrant of the intersection of Old Branch Avenue and Beech Road. The subject application proposes the development of a 5,585 square-foot food and beverage store and gas station. The subject property is Zoned C-O.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not recommended. Historic Preservation staff recommend approval of DSP-19056 Wawa At Old Branch with no conditions.

From: [Kwesi Woodroffe](#)
To: [Burke, Thomas](#)
Cc: [PGCReferrals](#)
Subject: RE: ACCEPTANCE REFERRAL: DSP-19056 (DSDS-710) WAWA at OLD BRANCH (PB); SHA; KW
Date: Friday, November 13, 2020 10:58:37 AM
Attachments: [image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image018.png](#)
[image019.png](#)
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[image022.png](#)
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[image024.png](#)
[image025.png](#)

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

Thomas,

I reviewed the subject referral and access is from a County road. Also, it does not appear that any other work is being done in the state right of way, so I have no comments at this time. If the proposed improvements change and then impact the state right of way, I will review at that time.

Thanks, Kwesi

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



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

Sent: Thursday, November 12, 2020 12:08 PM

To: Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Tania Brown <TBrown13@mdot.maryland.gov>; Giles, Mary C. <mcgiles@co.pg.md.us>; mabdullah@co.pg.md.us; Snyder, Steven G. <SGSnyder@co.pg.md.us>; mtayyem@co.pg.md.us; rlattivor@co.pg.md.us; Formukong, Nanji W. <nwformukong@co.pg.md.us>; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; Reilly, James V <JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>; Larman, Brooke <Brooke.Larman@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnett-woods@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>

Cc: Burke, Thomas <thomas.burke@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Townsend, Donald <Donald.Townsend@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Lee, Randar <Randar.Lee@ppd.mncppc.org>; Staton, Kenneth <Kenneth.Staton@ppd.mncppc.org>; Checkley, Andree <andree.checkley@ppd.mncppc.org>

Subject: ACCEPTANCE REFERRAL: DSP-19056 (DSDS-710) WAWA at OLD BRANCH (PB)

Importance: High

Hello,

This is an EPlan ACCEPTANCE referral for **DSP-19056, (DSDS-710) WAWA at OLD BRANCH**. This case was officially accepted as of today, November 12, 2020.

Please submit ALL comments to the reviewer, Thomas Burke(email attached).

Click on the hyperlink to view the

case: <https://www.dropbox.com/sh/33w95tsqH59s7br/AABB4oOEWR09bWlooD7QvD2Ha?dl=0>

Thanks,

Martin Grigsby

Principal Planning Technician | Development Review Division



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

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-3772 | Martin.Grigsby@ppd.mncppc.org