



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

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**Detailed Site Plan
 Alternative Compliance
 Departure from Design Standards
 PMG 4755 Allentown Road**

**DSP-18029
 AC-19019
 DDS-671**

REQUEST	STAFF RECOMMENDATION
DSP: Construction of a 342-square-foot addition to a food and beverage store.	APPROVAL with conditions
AC: To allow a reduction of the Section 4.2 landscape strip along MD 337 and I-95/I-495.	DISAPPROVAL
DDS: To allow a reduction of the Section 4.2 landscape strip along MD 337 and I-95/I-495.	APPROVAL

Location: On the west side of MD 337 (Allentown Road), 200 feet north of its intersection with Suitland Road.	
Gross Acreage:	0.59
Zone:	C-M/M-I-O
Dwelling Units:	N/A
Gross Floor Area:	982 sq. ft.
Planning Area:	76B
Council District:	07
Election District:	06
Municipality:	N/A
200-Scale Base Map:	207SE06
Applicant/Address: PMIG 1002, LLC 2359 Research Court Woodbridge, VA 22192	
Staff Reviewer: N. Andrew Bishop Phone Number: 301-952-4897 Email: Andrew.Bishop@ppd.mncppc.org	



Planning Board Date:	06/04/2020
Planning Board Action Limit:	06/10/2020
Staff Report Date:	05/19/2020
Date Accepted:	12/18/2019
Informational Mailing:	05/04/2018
Acceptance Mailing:	11/26/2019
Sign Posting Deadline:	05/04/2020

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-18054
Alternative Compliance AC-19019
Departure from Design Standards DDS-671
PMG 4775 Allentown Road

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

EVALUATION CRITERIA

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

- a. The requirements of the Prince George's County Zoning Ordinance in the Commercial Miscellaneous (C-M) Zone, the Military Installation Overlay (M-I-O) Zone, and the site design guidelines, and the requirements for granting departures from design standards;
- 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 analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) proposes to build a 342-square-foot addition to an existing 580-square-foot food and beverage store, for the ultimate construction of a 922-square-foot building, on a 0.59-acre parcel, which includes a gas station with a 60-square-foot kiosk. The companion departure from design standards (DDS) requests the

reduction of the landscape strip along the frontage of MD 337 (Allentown Road) and I-95/I-495 (Capital Beltway).

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	C-M/M-I-O	C-M/M-I-O
Use	Gas Station and Food and Beverage Store	Gas Station and Food and Beverage Store
Total Acreage	0.59	0.59
Total Gross Floor Area (square feet)	640	982 (342 proposed)

Parking and Loading		
Use	Number of Spaces Required	Number of Spaces Provided
Gas Station		
60 sq. ft. kiosk (to remain)		
1 space per employee	1	1
Food and Beverage Store		
922 sq. ft. @ 1 space/150 sq. ft.	5*	5
Total Required	6**	6
Handicapped-Accessible	1	1
Total Loading Spaces	0	1
1 space for 2,000 - 10,000 sq. ft.		

Notes: *The parking schedule should be revised to add a note clarifying that the parking requirement is reduced by 20 percent, pursuant to Section 27-572, for joint use of the parking lot by the two uses.

**Staff notes that the parking and loading schedule is unclear and lists the incorrect building square footage and the number of required parking spaces. The schedule should be revised to list the parking requirements for each use. A condition requiring that the parking schedule be revised has been included herein.

3. **Location:** The subject property is located on the west side of MD 337, in Planning Area 76B, and Council District 7. More specifically, it is located at 4775 Allentown Road, 200 feet north of its intersection with Suitland Road. The subject property is known as Parcel B recorded in Plat Book WWW 58, on Page 87, and is further reflected on Tax Map 89, Grid E4.
4. **Surrounding Uses:** The subject property is generally rectangular and bounded to the north by commercial uses, and to the south by an eating and drinking establishment with drive through service, both in the Commercial Miscellaneous (C-M) Zone; to the east by the public right-of-way of MD 337, and west by I-95/I-495.

5. **Previous Approvals:** The site is currently developed with a gas station, associated kiosk, and a food and beverage store, which was constructed on the property in 1973. The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* retained the property in the C-M Zone, and the site has never been the subject of a preliminary plan of subdivision. It is noted that one is not required at this time because the development proposed in this application is less than 5,000 square feet of gross floor area.

The site has an approved Stormwater Management Concept Plan, 4801-2018-00, that is in conformance with the current Prince George's County Code and valid until April 13, 2021.

6. **Design Features:** The subject property has frontage on MD 337 with two vehicular access points on either side of the existing gas station canopy, which includes a 60-square-foot kiosk. The existing 580-square-foot food and beverage store is adjacent to I-95/I-495 on the west side of the site, behind the gas station canopy. The proposed 342-square-foot addition expands the building to the south and west. A two-way drive aisle circles the gas station canopy. The site is further improved by an existing four-foot-high wooden fence along the property line with the Capital Beltway and by an existing free-standing sign and proposed landscaping along MD 337.

Parking for the facility is featured along either side of the building and includes three standard and one handicap-accessible surface parking spaces to the south of the building and two spaces on the northwestern portion of the site. The northwestern portion of the site includes a proposed loading space and an existing trash facility that is screened by a sight-tight wooden fence enclosure. A departure from design standards, DDS-671, is being processed concurrently with this application for a reduction in the required landscape strip along the property's frontages of MD 337 and I-95/I-495, as discussed in Finding 7(d).

Architecture

The application proposes to use durable quality materials including brick, metal, and glass on the proposed building addition, which will match the existing building. The proposed 12.5-foot-high building is generally rectangular, and its roofline is accented by a metal cornice that runs along the entirety. Windows are proposed on the facade facing MD 337 and include a glass door as the main entrance. Staff recommends including additional architectural treatments on the building, particularly on the facade facing MD 337. The additional treatments could include a stone veneer base, canopies, brick insets, or vertical banding to break up the facade, providing architectural interest. A condition is included herein requiring this modification.

Signage

Based on photographs, multiple building-mounted signs were constructed previously on the food and beverage building, and the gas canopy displays the tenant's name and logo. In addition, there is an existing pylon sign shown on the DSP near the center of the site along MD 337, that is proposed to remain. However, it is unclear if the existing building-mounted and canopy signs are proposed to remain, or if new signs are proposed. Staff requires clarification and recommends that a signage schedule be provided and the architectural elevations be revised to be consistent with the proposed signage, as conditioned herein.

Lighting

The applicant proposes building-mounted, and existing pole-mounted lighting on the site, which is sufficient for illuminating site access, drive aisles, building entryways, and walking paths, and complements the façade. Staff notes that a detail has not been provided for the building-mounted lighting and should be provided for clarification. Therefore, a condition has been included herein, requiring the applicant to include the details and specifications for the building-mounted lighting proposed with the application.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-M and M-I-O Zones, and the site plan design guidelines of the Zoning Ordinance.
- a. This DSP is in general conformance with the requirements of Section 27-461(b) of the Zoning Ordinance, which governs uses in the C-M Zone. The proposed gas station and food and beverage store are permitted uses in the C-M Zone, subject to the approval of a DSP.
 - b. Section 27-462 of the Zoning Ordinance provides additional regulations for development in commercial zones, including requirements for setbacks. The subject DSP meets all of these requirements, as shown on the submitted plans.
 - c. Section 27-548.50 of the Zoning Ordinance sets forth criteria for the M-I-O Zone. The site is located within Imaginary Limit Surface Area D, which limits the allowed building height. The maximum proposed building height of 12.5 feet meets the requirements of the M-I-O Zone.
 - d. **Departure from Design Standards DDS-671:** The applicant's alternative compliance application, AC-19019, was recommended for disapproval by the Planning Director. Therefore, the applicant requires a departure from the design standards in Section 4.2 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), along MD 337 and I-95/I-495.

The applicant is proposing minor changes to the site with this DSP, and is not proposing to remove the existing pavement on the property to accommodate the required Section 4.2 10-foot-wide landscape strips along either road frontage. The application is proposing a 4.41-foot-wide landscape strip on MD 337 and no landscape strip along I-95/I-495.

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

- (A) In order for the Planning Board to grant the departure, it shall make the following findings:**
 - (i) The purposes of this subtitle will be equally well or better served by the applicant's proposal;**

The reduced landscape strip width is necessary along the improved sections of MD 337 and I-95/I-495 because it would require substantial changes to the site to bring it into conformance. Furthermore, it is noted that the property's existing boundary with I-95/I-495 is wooded and there is an existing four-foot-high sight-tight fence along this property line. Therefore, the site will be screened from the roadway, and will not impact the aesthetic appeal of the property as viewed from the roadway given the existing stand of trees. Therefore, the purposes of the subtitle are equally well served by the applicant's proposal.

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

The Section 4.2 landscape strip required along the I-95/I-495 frontage of the property will have little impact on the aesthetic appeal of the property given the existing stand of trees within the right-of-way. A landscape strip in this area would have a limited effect on serving the purposes of the Landscape Manual and would require the applicant to remove a significant amount of existing paving or move the existing building to bring the application into full conformance and is not practical. Therefore, the departure is the minimum necessary given the specific circumstances of the request.

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

The subject property was first developed with a gas station in the early 1970s and the property's improvements have remained in the same general configuration, as shown on the DSP, since its construction. In addition, it is noted that the property is 0.59 acre in size and is constrained with little room on site to bring the operation into full conformance with the Landscape Manual requirements. Given the limited size of the property and the existing conditions that pre-date the Landscape Manual, the departure is the minimum necessary to alleviate the circumstances that are unique to the site.

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

The departure will allow the applicant to maximize the efficient use of the site and provide the required parking, drive aisles, and allow for landscaping, which is visually and functionally attractive. Therefore, the departure for the reduction in the required landscape strips will not impair the functional quality of the site or the neighborhood.

(B) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements in paragraph (7)(A), above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.

With respect to the specific departure requested, the applicant cannot provide a feasible proposal for alternative compliance that would exhibit equally effective design characteristics. The applicant proposed and was recommended for disapproval of alternative compliance through AC-19019.

Based on the analysis above, staff recommends that the Planning Board approve DDS-671, to reduce the width of the proposed landscape strip on MD 337 to 4.41-feet, and approve no landscape strip along I-95/I-495, due to the provision of the existing vegetation and fencing within the right-of-way.

e. The DSP is in general conformance with the applicable site design guidelines, as referenced in Section 27-283 and contained in Section 27-274 of the Zoning Ordinance. For example, grading will be minimized to the extent practicable, and all disturbed areas will be restored; and the architecture proposed for the building is constructed of durable, low-maintenance materials and employs a variety of architectural features and designs, such as window and door treatments and colors, as conditioned.

8. 2010 Prince George's County Landscape Manual: The application is subject to the requirements of the Landscape Manual due to the size of the proposed addition being more than 10 percent of the square footage of the existing building. Specifically, the application is subject to the following sections of the Landscape Manual: Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Staff notes that it is unclear where the location of the required buffers and landscape strips are located on the plan. Therefore, a condition requiring revisions to the DSP to clearly show these locations has been included in the Recommendation section of this report.

The required plantings and schedules are provided in conformance with the Landscape Manual, with the exception of the requirements for Section 4.2. The applicant filed a request for alternative compliance, AC-19019, from the requirements of Section 4.2 (c)(3)(A)(i), Requirements for Landscape Strips Along Streets, of the Landscape Manual. Specifically, relief was requested for the site's frontages along MD 337 and I-95/I-495.

The Planning Director did not find the applicant's proposal to be equally effective as normal compliance with Section 4.2, Requirements for Landscape Strips Along Streets, of the Landscape Manual for the reasons discussed in the AC-19019 report. Therefore, the Planning Director recommends DISAPPROVAL of AC-19019 for PMG 4775 Allentown Road.

9. 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: The subject DSP is exempt from the Woodland and Wildlife Habitat Conservation Ordinance because the site has less than 10,000 square feet of existing woodlands on the site, and the property has no previous tree conservation plan approvals.

In addition, a Standard Letter of Exemption, S-093-2018, was issued for the property on July 3, 2018.

10. Prince George’s County Tree Canopy Coverage Ordinance: Section 25-128 of the County Code requires a minimum percentage of tree canopy coverage (TCC) on projects, that propose more than 5,000 square feet of disturbance or gross floor area. The subject application proposes only 1,815 square feet of disturbance and is therefore, exempt from the TCC requirement. A note should be provided on the plan, as conditioned herein, to clearly indicate the applicable exemption.

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

a. **Trails**—In a memorandum dated March 20, 2019 (Ryan to Bush), incorporated herein by reference, the Transportation Planning Section noted that the site was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* to implement the appropriate pedestrian and bicycle transportation recommendations.

It was noted that sidewalks currently exist along the frontage of the subject property within a landscape island and that the entrances to the gas station are located on both sides of the landscape island. In addition, it was noted that there is no existing bicycle infrastructure along MD 337 in the vicinity of the subject property, and the roadway is planned for a bike lane by the MPOT.

However, it was determined that as a result of the property’s frontage on only a portion of MD 337, a striped bike lane along this frontage may not be effective for facilitating bike transportation in the corridor. An on-street bike lane along the entire extent of MD 337 can be installed as part of a future Capital Improvement Project or roadway maintenance project by the Maryland State Highway Administration (SHA).

In conclusion, it was noted that the adjacent properties provide a 10-foot-wide sidewalk along MD 337, adhering to the recommendations of the sector plan. It is recommended that the subject application continue the 10-foot-wide sidewalks along the frontage of this property to maintain consistency, and a condition requiring such has been included herein.

b. **Permits**—In a memorandum dated January 3, 2020 (Hughes to Bush), incorporated herein by reference, the Permit Review Section offered numerous comments, which have been addressed through revisions to the plans, or have been included as conditions in the Recommendation section of this report.

c. **Environmental Planning**—In an email dated December 2019 (Schneider to Bush), incorporated herein by reference, the Environmental Planning Section noted that that no wetlands, or streams were found on-site and the application does not propose any woodland clearing, or impacts. In addition, it was noted that the site has a Natural Resources Inventory Equivalency Letter (NRI-099-2018) and a

Standard Number Woodland Conservation Exemption Letter (S-093-2018), which were issued on July 3, 2018.

- d. **Prince George’s County Fire/EMS Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Fire/EMS Department.
 - e. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this writing, staff did not receive comments regarding the subject project from DPIE.
 - f. **Prince George’s County Police Department**—In a memorandum dated January 9, 2019 (Contic to Planner Coordinator), incorporated herein by reference, the Police Department noted that they had no comments on the subject application.
 - g. **Prince George’s County Health Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Health Department. However, standard conditions have been included in the Recommendation section of this report to require noise and dust control during the demolition and construction phases of the development.
 - h. **Maryland State Highway Administration (SHA)**—In a memorandum dated December 18, 2019 (Woodruff to Bush), incorporated herein by reference, SHA provided their review and analysis of the subject application, and noted that it does not appear that work is being proposed in the State right-of-way and the application is maintaining the two full-accesses on-site. Additional comments will be addressed through SHA’s separate permitting process.
12. As required by Section 27-285(b)(1) 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 County Code without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
13. As required by Section 27-285(b)(4), for approval of a DSP, the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Subtitle 24-130(b)(5), as this property does not contain any regulated environmental features.

RECOMMENDATION

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

- A. APPROVE Departure from Design Standards DDS-671 to allow a reduction of the Section 4.2 landscape strip along MD 337 and I-95/I-495.
- B. APPROVE Detailed Site Plan DSP-18029, PMG 4775 Allentown Road, subject to the following condition:

1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made to the plans:
 - a. Revise the general notes to indicate the correct zoning for the application, C-M/M-I-O.
 - b. Revise the parking and loading schedule to clearly show the required and proposed spaces for the site for each use demonstrating conformance to Sections 27-568 and 27-582 of the Prince George's County Zoning Ordinance and correct the zoning section reference for the reduction of parking spaces for the joint use of the parking lot.
 - c. Revise the parking schedule to include the proposed loading on the site.
 - d. Demonstrate how the proposed loading area is screened in conformance with Section 4.4(a)(l) of the Prince George's County Landscape Manual.
 - e. Clearly show and label the ultimate right-of-way for MD 337 on the plan.
 - f. Add a general note that the application was the subject of Alternative Compliance AC-19019, which was disapproved.
 - g. Add the following general notes to the plan:
 - (1) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Conformance to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, is required.
 - (2) During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code, is required.
 - h. Provide a note specifying the exemption from the Tree Canopy Coverage Ordinance.
 - i. Provide a 10-foot wide sidewalk along the frontage of the property on MD 337, subject to modification by the Maryland State Highway Administration with written correspondence.
 - j. Clearly label the type of building-mounted and pylon signs that are being proposed with the application and provide the details and specifications for the proposed signs.

- k. Include a signage area schedule showing the existing and proposed signs on site conform with Sections 27-613 and 27-614 of the Prince George's County Zoning Ordinance.
- l. Clearly label the location of the required landscape buffers and strips on the landscape plan.
- m. Provide the details and specifications for the building-mounted lighting proposed with this DSP.
- n. Provide additional architectural treatments on the front façade of the building facing MD 337, including one additional architectural treatment such as a stone veneer base, canopy(s), brick insets, or vertical banding.
- o. Show a minimum 22-foot-wide drive aisle behind all parking spaces.
- p. Indicate the height of the fence enclosure around the dumpsters, in conformance with Section 4.4 of the Landscape Manual.

ITEM: 5 & 6

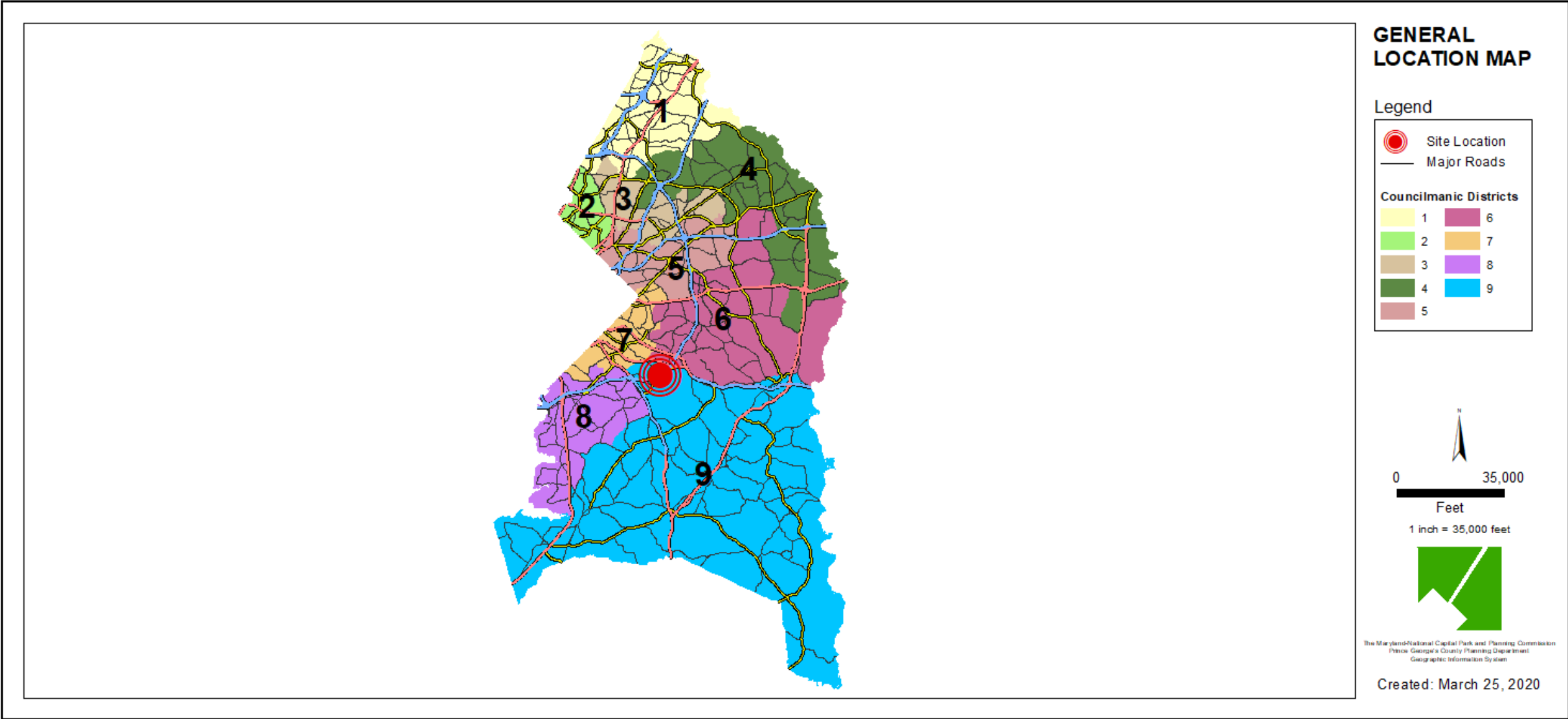
CASE: DSP-18029 & DDS-671

PMG 4775 ALLENTOWN ROAD

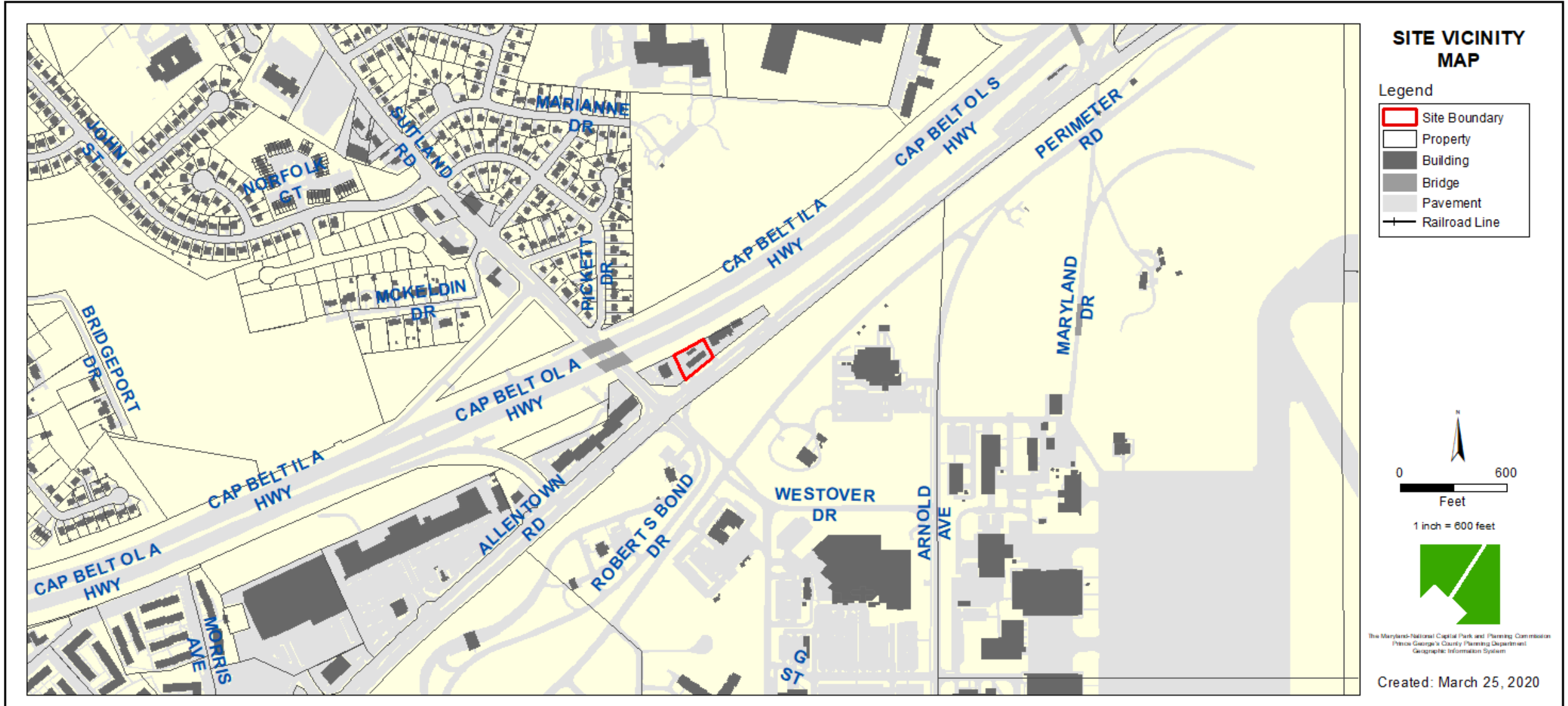
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



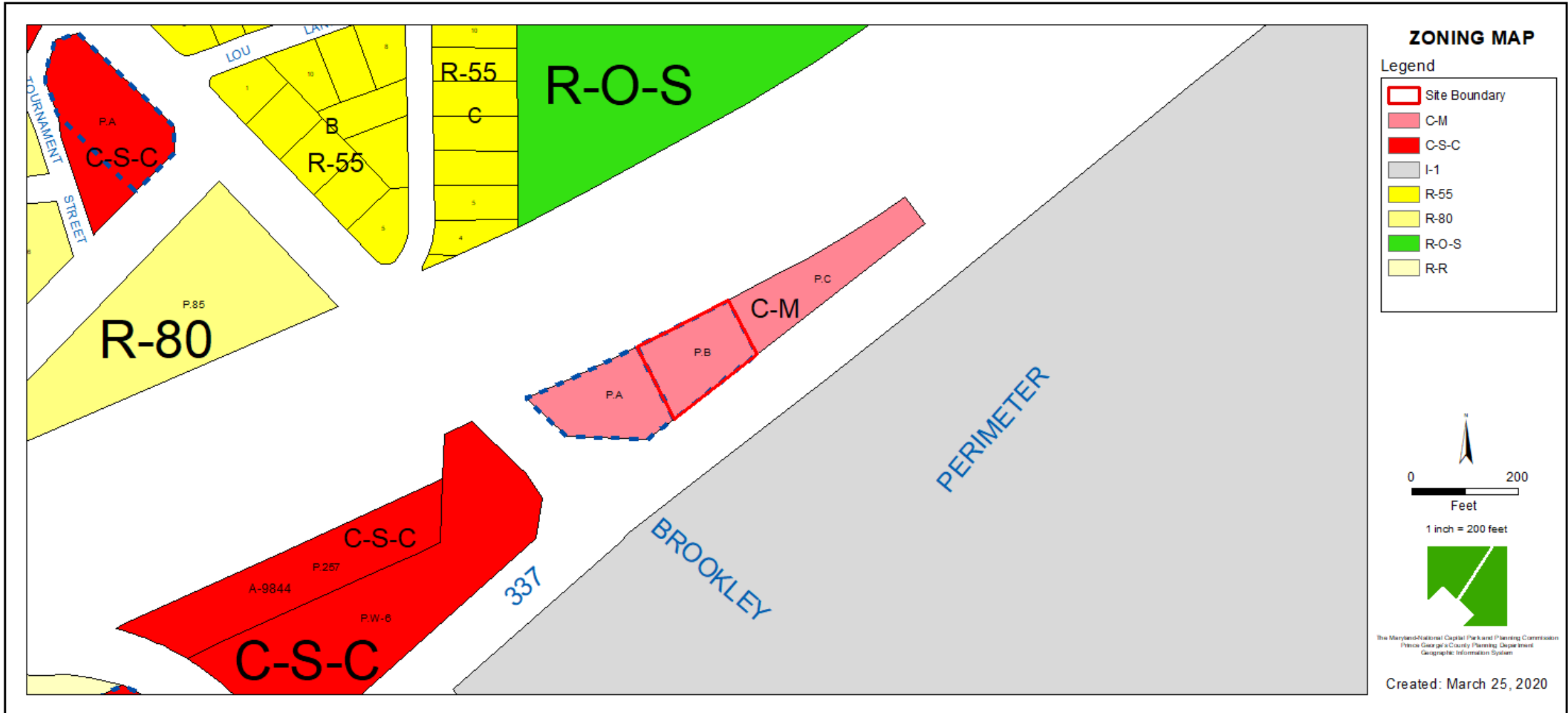
GENERAL LOCATION MAP



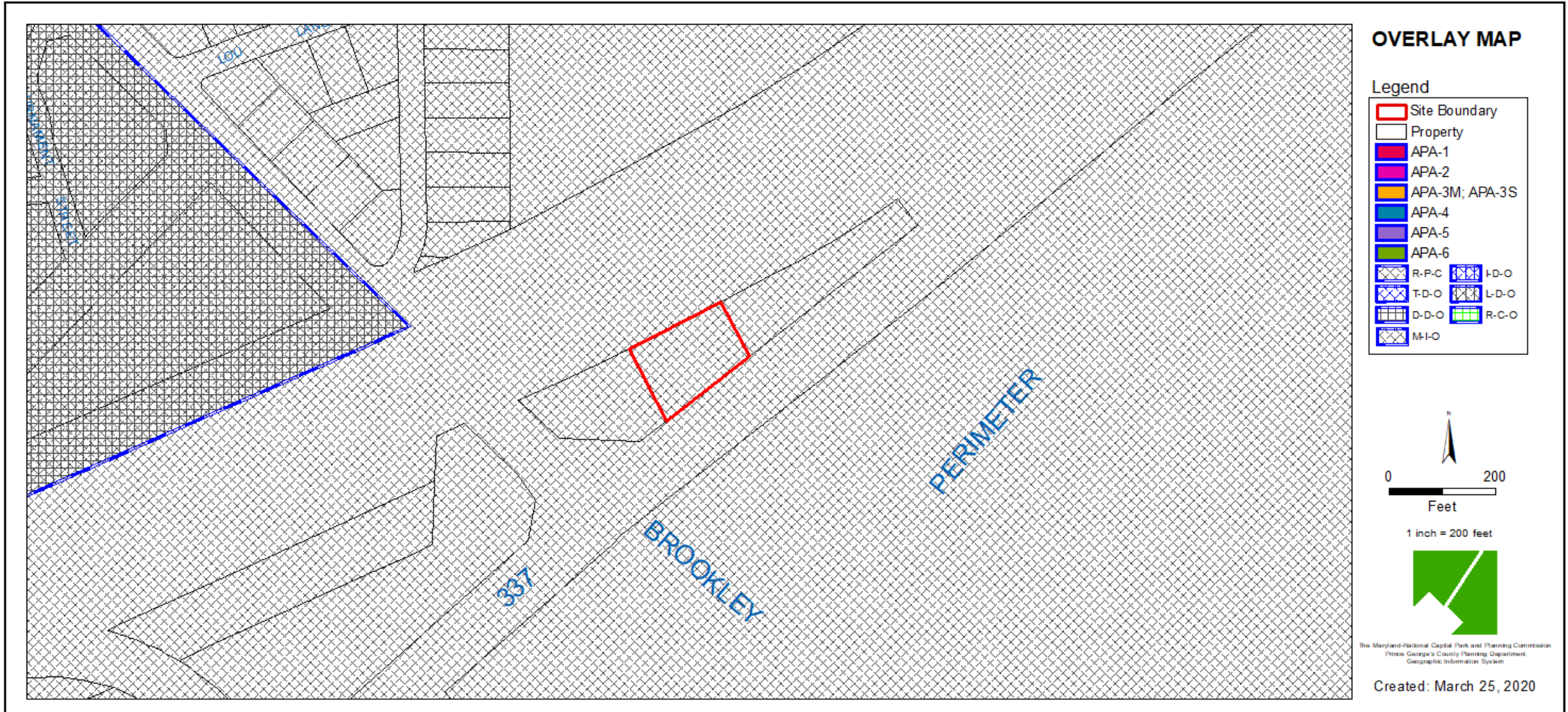
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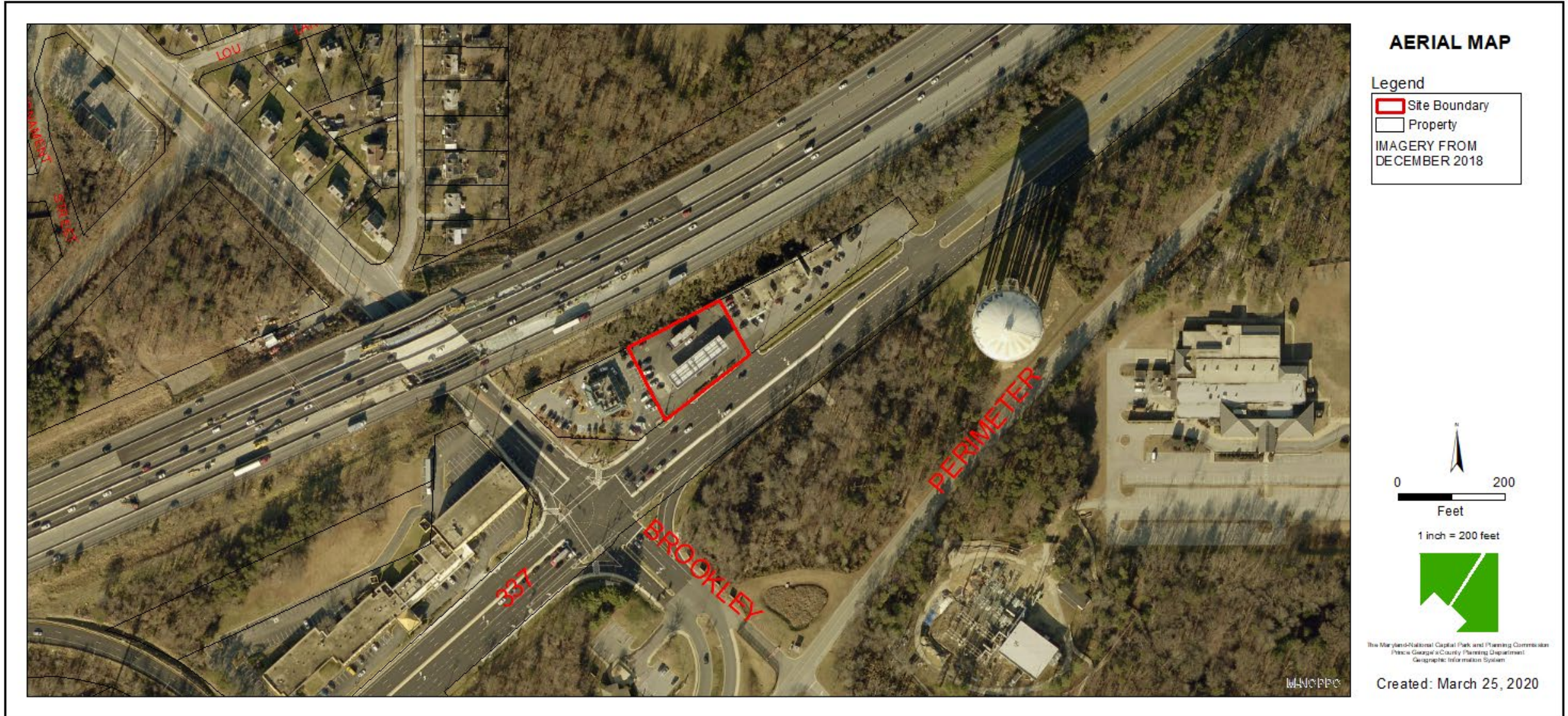
ZONING MAP



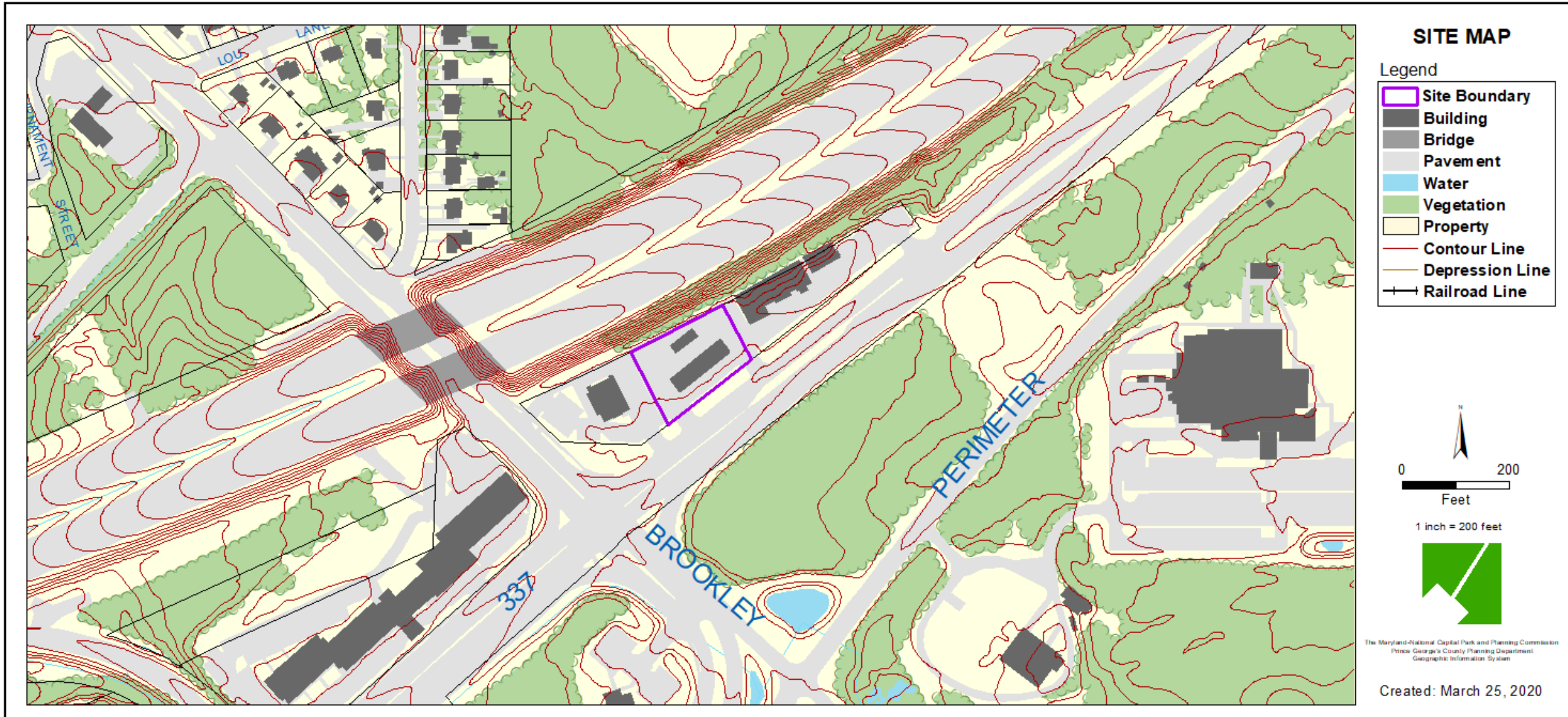
OVERLAY MAP



AERIAL MAP

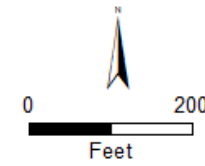


SITE MAP



SITE MAP

- Legend
- Site Boundary
 - Building
 - Bridge
 - Pavement
 - Water
 - Vegetation
 - Property
 - Contour Line
 - Depression Line
 - Railroad Line



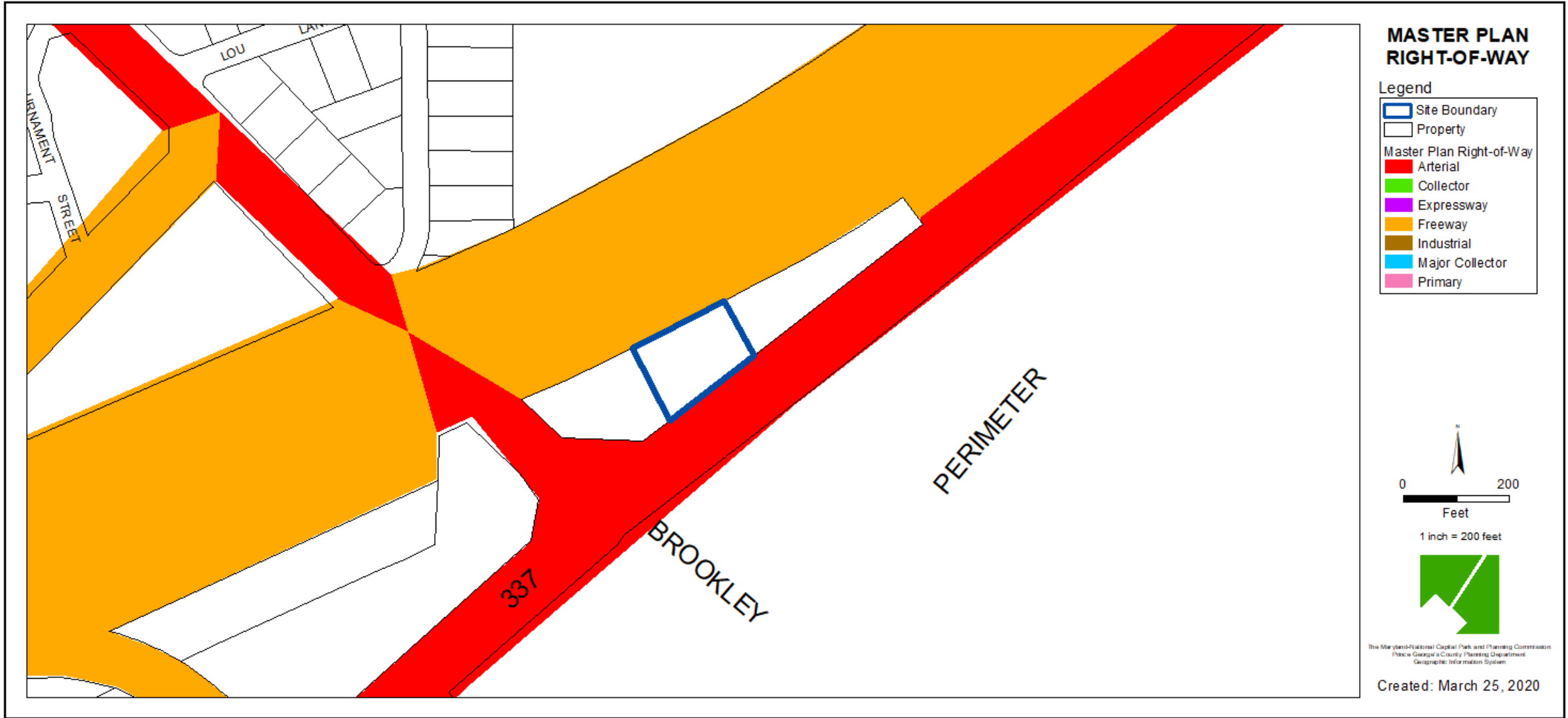
1 inch = 200 feet



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

Created: March 25, 2020

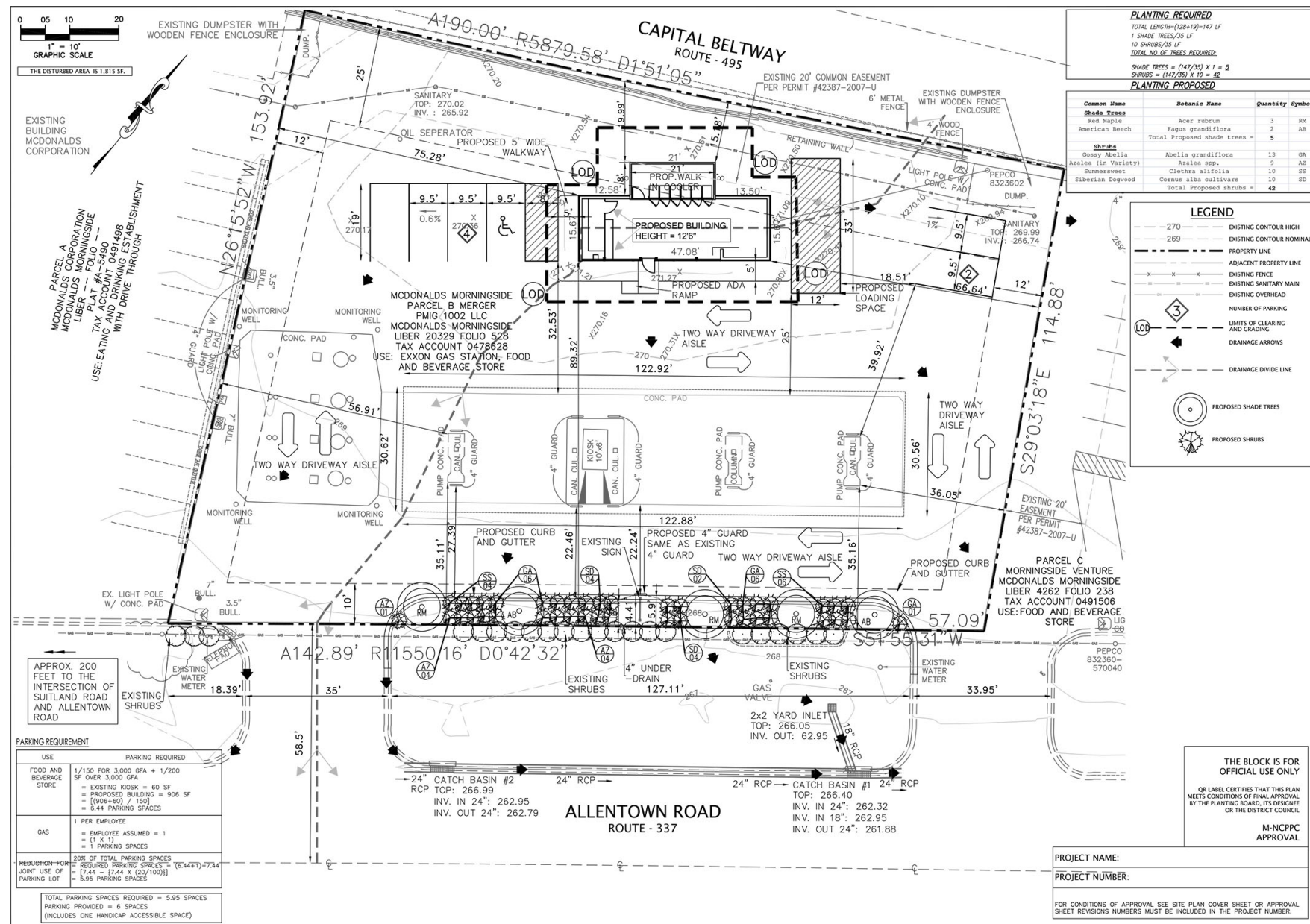
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



SITE / LANDSCAPE PLAN



CIVILAND, LLC

P.O. BOX 862008 STURLING, VIRGINIA 20165
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 tom@civiland.com

DESIGN BY: CHAD BYRNE
 DATE: NOV 2017

STATE OF MARYLAND
 PROFESSIONAL ENGINEER
 5/22/19

AS SHOWN

DETAILED SITE PLAN

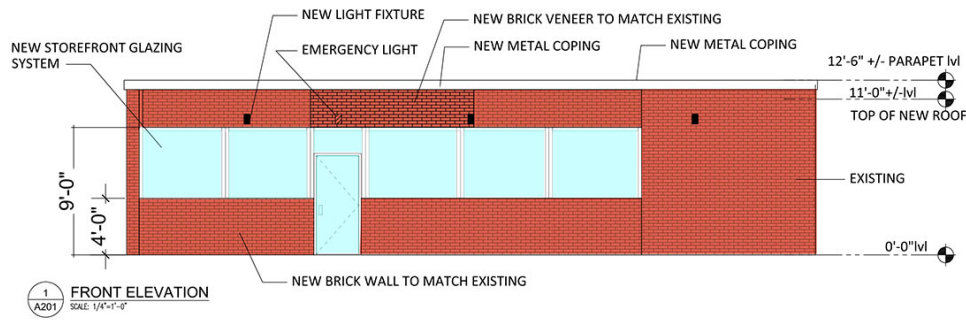
MCDONALDS MORNINGSIDE PERCEL B MERGER
 4775 ALLENTOWN ROAD

DISTRICT-36
 PRINCE GEORGES COUNTY, MARYLAND

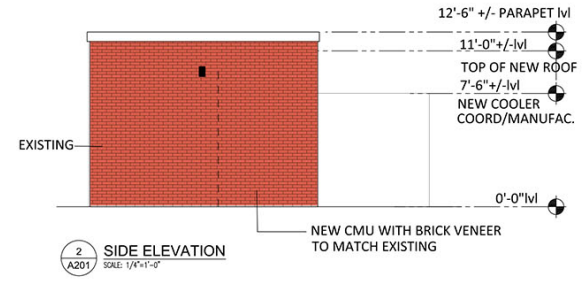
SHEET NO. 02 OF 02
 FILE NO. 16-12



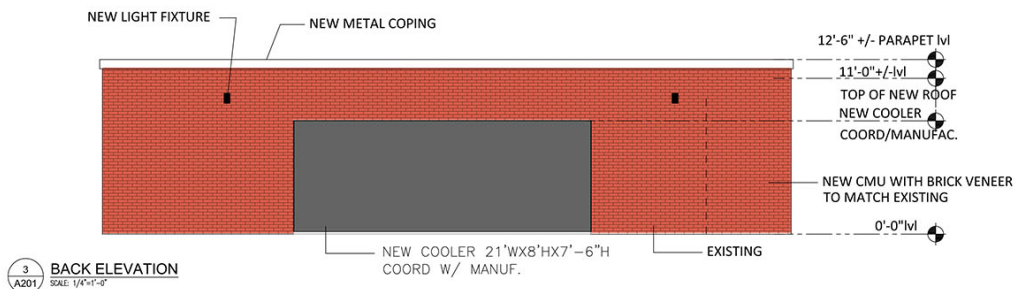
ELEVATIONS



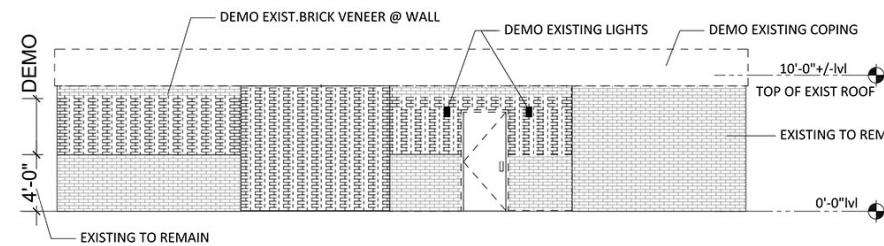
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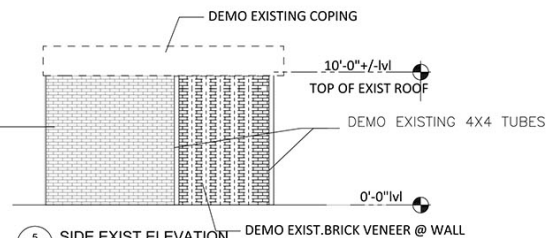
2 SIDE ELEVATION
SCALE: 1/4"=1'-0"



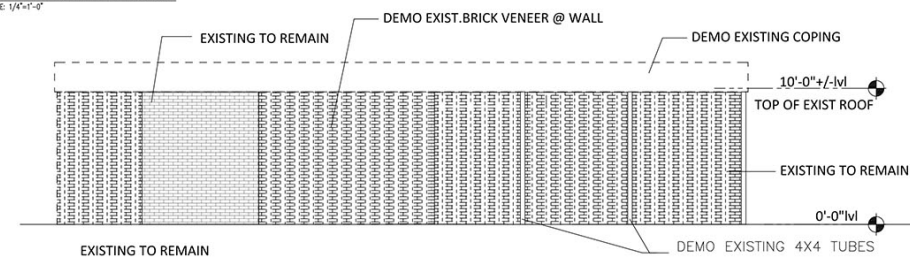
3 BACK ELEVATION
SCALE: 1/4"=1'-0"



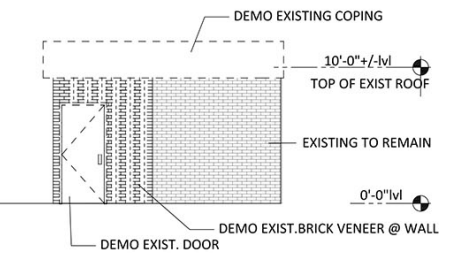
4 FRONT EXIST. ELEVATION
SCALE: 1/4"=1'-0"



5 SIDE EXIST. ELEVATION
SCALE: 1/4"=1'-0"



6 BACK EXIST. ELEVATION
SCALE: 1/4"=1'-0"



7 SIDE EXIST. ELEVATION
SCALE: 1/4"=1'-0"

STATEMENT OF JUSTIFICATION
DSP-18029
DDS-671

APPLICANT: PMIG 1002 LLC
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REQUEST: Detailed Site Plan pursuant to Section 27-285(b), 27-461(b) and 27-548.54 for the expansion of an existing food and beverage store in combination with a gas station; Departure from Design Standards (Landscape Manual).

I. DESCRIPTION OF PROPERTY

1. Address – 4775 Allentown Road, Suitland, Maryland 20746.
2. Use - Retail Sale of Gasoline with Food and Beverage Store.
3. Incorporated Area – Morningside.
4. Council District – 7th
5. Parcels – B
6. Total Area – 0.59 Acres
7. Plat Book – Parcel B, Plat Book WWW 58, page 87.
8. Tax Map – 89/E4.
9. Location – Located on the west side of Allentown Road, 200 feet north of its intersection with Suitland Road.
10. Zoned: C-M (Commercial Miscellaneous) Zone within M-I-O-Z height overlay.

11. Owner – PMIG 1002 LLC.
12. Zoning Map – 207SE06.

II. APPLICANT'S PROPOSAL

The Subject Property, which is zoned C-M, is comprised of Parcel B. Parcel B is currently developed with as gas station in combination with a food and beverage store, which were first developed circa 1973. The applicant is proposing to expand the existing food and beverage store. Specifically, the development proposal calls for the construction of an 884 square foot addition to a food and beverage store, resulting in a limit of disturbance of 2,300 square feet.

Pursuant to Section 27-461(b)(1)(B) of the Zoning Ordinance, a gas station is permitted in the C-M Zone subject to detailed site plan approval that specifically satisfies the requirements of Section 27-358(a)(1), (2), (4-10). A food and beverage store associated with a gas station is permitted in the C-M Zone.

As part of its application, the applicant originally requested Alternative Compliance from the Landscape Manual relative to the 4.2 Landscape Strip required along its frontage on the Capital Beltway. That application was denied and the applicant is now requesting a Departure from Design Standards. Specifically, the applicant is proposing minor changes to the site as part of this Detailed Site Plan and is not proposing to remove the existing building. In order to provide a 4.2 Landscape Strip along the northern property line, the applicant would have to remove a significant amount of existing paving which is not practical given the underlying nature of this Detailed Site Plan.

III. COMMUNITY

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

North: Capital Beltway, and beyond existing Douglas Patterson Park in the R-O-S Zone

South: Allentown Road and beyond a vacant land in the I-1 Zone.

East: Retail/Commercial stores in the C-M Zone.

West: McDonald's in the C-M Zone.

The Subject Property is part of a median of commercial and retail uses fronting on Allentown Road located at the northeast quadrant of its intersection with Suitland Road.

The *Approved Central Branch Avenue Corridor Revitalization Plan* retained the property in the C-M Zone, and the proposed development is in compliance with the Master Plan policy to renew or replace declining areas with more economically viable land uses. This proposal will undoubtedly encourage economic development activities that provide additional employment opportunities and a broad, protected tax base. The economic impacts of this development on the

local and regional economies are both direct, in the form of new taxes and salaries, as well as indirect due to the multiplier effect on existing service and support businesses in the neighborhood, community, and County. The property taxes, employment taxes, and the numerous food, beverage, and gasoline taxes generated will serve to broaden and strengthen the tax base of Prince George's County.

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

IV. CRITERIA FOR APPROVAL

As mentioned above, this application for a Detailed Site Plan must be reviewed in accordance with Section 27-358(a)(1), (2), (4-10) of the Zoning Ordinance. That section provides that a gas station is permitted, subject to the following:

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

COMMENT: The subject property has approximately 200 feet of frontage along Allentown Road, which has an ultimate right-of-way width of 140 feet.

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

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

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

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

- (a)(5) Access driveways shall not be less than 30 feet wide unless a lesser width is allowed

for a one-way driveway by the Maryland State Highway Administration or the County Department of Public Works and Transportation, whichever is applicable, and shall be constructed in accordance with the minimum standards required by the County Road Ordinance or the Maryland State Highway Administration regulations, whichever is applicable. In the case of a corner lot, a driveway may begin at a point not less than 20 feet from the point of curvature (pc) of the curb return or the point of curvature of the edge of paving at an intersection without curb and gutter. A driveway may begin or end at a point not less than 12 feet from the side or rear lot line of any adjoining lot.

COMMENT: This proposal provides for two existing access drives that are to remain; a 35' wide full access driveway off Allentown Road on the west of the property frontage, and a 34' wide full access driveway on Allentown Road on the east of the property frontage.

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

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

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

COMMENT: A five (5) foot sidewalk is located between the store and the canopy.

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

COMMENT: All gasoline pumps and service appliances are located more than twenty-five (25) feet behind the street line.

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

COMMENT: There is no vehicle repair service proposed.

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

development.

COMMENT: Architectural elevations were not submitted in conjunction with the detailed site plan because the existing structure is to remain. The minor development proposed with DSP-18029 is for an expansion to the existing food and beverage store to add a walk in cooler. At one story, the proposed building will be in keeping with the surrounding community.

As mentioned above, this application for a Detailed Site Plan must be reviewed in accordance with Section 27-548.54 of the Zoning Ordinance to address the Military Installation Overlay Zone requirements for height. That section provides that a building is permitted, subject to the following:

Sec. 27-548.54. - Requirements for Height.

(e) The Planning Board shall verify certification of height using the formulae proscribed in this Section as described below:

(2) The figures calculated through the measurements in this Section should add the difference in elevation between the runways at Joint Base Andrews and the highest elevation on the subject property: properties lower than 274 feet in elevation should add this difference in elevation; properties higher than 274 feet in elevation should subtract this difference in elevation to determine the maximum height:

(C) Surface D (Inner Horizontal Surface): Structures shall not exceed a height (in feet) equivalent to 150 feet.

COMMENT: The existing building on which the walk in cooler expansion is proposed is existing and is one story in height. This is well below the M-I-O-Z height limit.

V. DEPARTURE FROM DESIGN STANDARDS

As noted above, the applicant is requesting a Departure from Design Standards to allow a reduction in the width of the 4.2 landscape strip along Albert Road. The criteria for the approval of a Departure from Design Standards is set forth in Section 27-239.01(7) of the Zoning Ordinance, which states:

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

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

COMMENT: The applicant is proposing an 883 square foot addition to an existing food and beverage store associated with a gas station. Compliance with Section 4.2 of the landscape manual will require the removal of approximately 1,900 square feet of existing pavement. The area between the subject property and the improved section of the Capital Beltway is wooded and there are no immediate plans to widen the Beltway. There is also an existing 6 foot high sight-tight fence along this property line. Therefore the site will be screened from the Capital Beltway. The purposes of 4.2 of the Landscape Manual are to:

- (1) Promote pedestrian activity by establishing human scale and fostering a safe, pedestrian-friendly streetscape.
- (2) Clearly delineate the boundaries of streets and parking facilities adjacent to streets.
- (3) Enhance a business's commercial viability by improving its aesthetic appeal as viewed from the street to potential customers, investors, or passersby.
- (4) Improve the appearance of parking facilities as viewed from streets.

The approval of this departure will in no way conflict with these purposes, as the site is not visible from the Capital Beltway.

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

COMMENT: Again, the 4.2 landscape strip is required along the Capital Beltway frontage of the property. The provision of any size landscape strip along this frontage will have no impact on aesthetic appeal of the property as viewed from the Capital Beltway given the existing stand of trees. Even if the applicant provided a 5-foot wide landscape strip, such a landscape strip would in no way serve the underlying purpose or providing such a strip as cited above.

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

COMMENT: The subject property was first developed with a gas station in the early 70s and the property the improvements have remained in the general configuration shown on the DSP since that time. The property is only 0.59 acres in size and there is very little room on site to bring the operation into full conformance with the Zoning Ordinance. Given the limited size of the property and the existing conditions along the Capital Beltway frontage, the applicant believes that the provision of the sight-tight fence in lieu of the 4.2 landscape strip is more appropriate for this property.

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

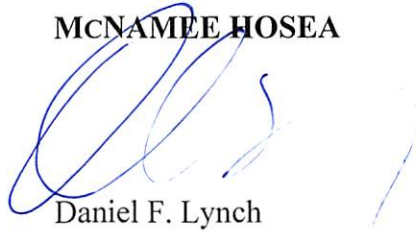
COMMENT: Again, this sight is not visible from the Capital Beltway. There are approximately 70 feet of existing trees between the property line and the edge of pavement of the Capital Beltway. The provision of the 4.2 landscape strip will have little if any additional aesthetic impact on this area of road frontage.

VI. CONCLUSION

The applicant respectfully submits that all of the criteria for granting the proposed detailed site plan and departure from design standards have been met and on behalf of PMIG 1002 LLC, requests the approval of this application.

Respectfully submitted,

MCNAMEE HOSEA



Daniel F. Lynch

Alternative Compliance Justification

**4775 Allentown Road
Suitland, Maryland 20746**

Companion Case: DSP-18029

Introduction:

The Applicant, PMIG 1002, LLC, is constructing a 342 square foot addition to an existing gas station located at 4775 Allentown Road. The site is located on the west side of Allentown Road, 200 feet north of its intersection with Suitland Road. The site is approximately 0.59 acres in size. The site has direct access to Allentown Road. The property is zoned C-M (Commercial Miscellaneous). The western property line abuts the Capital Beltway.

The purpose of this application for Alternative Compliance is to modify the approved Alternative Compliance to Section 4.2 of the Landscape Manual.

Justification Statement:

Prince George's County requires a written explanation to be provided with an application demonstrating:

1. Topography, soil, vegetation or other site conditions are such that full compliance with the requirements is impossible or impractical; improved environmental quality would result from the alternative compliance.
2. Space limitations, unusually shaped lots, prevailing practices in the surrounding neighborhood, in-fill sites, and improvements and redevelopment in older communities.
3. Change of use of an existing site increased the buffer required by Section 4.7, Buffering Incompatible Uses, more than is feasible to provide.
4. Safety considerations make alternative compliance necessary.
5. An alternative compliance proposal is equal or better than normal compliance in its ability to fulfill the design criteria in Section 3, Landscape Elements and Design Criteria.

The 4.2 requirement is for the property's frontage on Allentown Road. Section 4.2(c)(3)(A)(i) of the Landscape Manual for development in the developed tier requires the applicant to provide a minimum ten foot wide landscape strip to be planted with a minimum of 1 shade tree and 10 shrubs per 35 linear feet of frontage. The plant material requirement for the 147 linear feet of frontage is 5 shade trees and 42 shrubs. The alternative compliance request would allow for a 128 foot long landscape strip that is 4.41 feet in width. The landscape strip will contain the number of shade trees and shrubs required under normal compliance.

Pursuant to the Prince George's County Landscape Manual, Alternative Compliance may be granted, given specific site concerns and space limitation which may justify alternative solutions to encourage economically viable and environmentally satisfying solutions. Section 1.39(a) (1-5) of the Landscape Manual states several conditions which if only one is demonstrated, Alternative Compliance may be justified. This site satisfies several of these conditions including space limitations, safety and an improved final product over normal compliance.

Pursuant to Section 1.3(a)(2) of the Landscape Manual, space limitations make Alternative Compliance necessary in certain applications. The space limitations on the subject property make it difficult to maximize the use of the site. The subject site is within a developed/older community and was first developed back in 1973. The Applicant is proposing a 342 square foot addition to the existing building. The applicant is not proposing any other improvements to the site. Compliance with the 10 foot wide requirement for a 4.2 landscape strip would impact the applicant's ability to provide a drive aisle, which meets the minimum two way requirements. As noted on the plan, the drive aisle will be 22.24 feet in width once the proposed 4.41 feet in width landscape strip is installed. As to the length of the landscape strip, compliance with the required length would impact an existing access driveway to the McDonald's property to the west. Again, compliance with 4.2 would reduce this driveway from a two-way to a one-way drive aisle.

Lastly, in accordance Section 1.3(a)(5) of the Landscape Manual, the Alternative Compliance proposal is equal to or better than normal compliance. The applicant is proposing to provide the required number of plant units within the proposed landscape strip. In addition, although the existing shrubs along the Allentown Road frontage are located within the proposed right-of-way, these shrubs will be retained and maintained by the applicant, as it has done since that area was first dedicated to the State. The applicant believes that from a visual standpoint there will be no noticeable difference between the applicant's proposal and normal compliance.

Summary/Conclusions:

Pursuant the Prince George's County Landscape Manual, and due to existing conditions on site, the applicant is requesting alternative compliance to Section 4.2 on Allentown Road. The proposed design is equal to or better than normal compliance and is in keeping with the intent of the Prince George's County Landscape Manual. In light of the aforementioned information, Alternative Compliance is requested and justified for the subject property.

Respectfully submitted,

MCNAMEE HOSEA



Daniel F. Lynch

March 20, 2019

MEMORANDUM

TO: Jonathan Bush, Development Review Division
 FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division
 SUBJECT: **Detailed Site Plan Review for Non-Motorized Transportation Master Plan Compliance**

The following detailed site plan (DSP) was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP-18029

Development Case Name: PMG 4775 Allentown Road

Type of Master Plan Bikeway or Trail

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

Subject to 24-124.01: No

Preliminary Plan Background	
Building Square Footage (non-residential)	884 Square Foot Addition – Gas Station with Food and Beverage Store
Number of Units (residential)	N/A
Abutting Roadways	Allentown Road
Abutting or Nearby Master Plan Roadways	Brandywine Road, Suitland Road, I-95
Abutting or Nearby Master Plan Trails	Planned Allentown Road Bike Lane, Planned Suitland Road Bike Lane, Planned Morris Avenue Bike Lane, Planned McKeldin Trail Connector
Proposed Use(s)	Gas Station with Food and Beverage Store
Zoning	C-M
Centers and/or Corridors	N/A
Prior Approvals on Subject Site	N/A

Previous Conditions of Approval

There are no prior conditions of approval associated with the property.

Existing Conditions Sidewalks and Bike Infrastructure

The subject property is located along the north side of Allentown Road, approximately 150 feet northwest of the Allentown Road and Suitland Road intersection. Sidewalks currently exist along the frontage of the subject property within a landscape island. Entrances to the gas station are located on both sides of the landscape island.

There is no existing bicycle infrastructure along Allentown Road in the vicinity of the subject property. Allentown Road is a planned bike lane per the MPOT.

Review of Proposed On-Site Improvements

The applicant proposes to construct a 5-foot sidewalk between the gas canopy and the area serving pedestrian traffic. The surrounding vicinity of Allentown Road features sidewalks already in place along the north side.

Review of Plan Compliance

The portion of Brandywine Road fronting the subject property is a planned bike lane per the MPOT.

The subject property falls within the Allentown Road-Suitland Road Focus Area within the *Approved Central Branch Avenue Corridor Revitalization Sector Plan*. The Connectivity and Circulation Section makes the following recommendations:

Redesign Allentown Road to allow six travel lanes, a service roadway incorporating a single one-way travel lane and on-street parking, and a 10-foot, two-way pedestrian/bike path along with wide sidewalks to improve pedestrian mobility and automobile access to the new mixed-use center. (p.74)

Comment: Since the subject property fronts only on a portion of Allentown Road, a striped bike lane along this frontage may not be effective for facilitating bike transportation along the corridor. An on-street bike lane along the entire extent of Allentown Road can be installed as part of a future Capital Improvement Project or roadway maintenance project by the Maryland State Highway Administration.

The Roadway Facilities Section makes the following recommendation for Allentown Road:

Wide sidewalks on the north side. (p.124)

Comment: The adjacent McDonald's restaurant (4777 Allentown Road) to the southeast of the subject property features a 10-foot sidewalk which adheres to the recommendations of the sector plan. Staff recommend that the applicant provide 10-foot wide sidewalks along the frontage of the subject property to maintain consistency with the neighboring property.

Recommended Conditions of Approval:

1. Prior to certification, the applicant, the applicant's heirs, successor, and/or assigns shall provide a ten-foot wide sidewalk along the frontage of their property on Allentown Road, subject to modification by the Maryland State Highway Administration with written correspondence.

January 3, 2020

MEMORANDUM

TO: Jonathan Bush, Urban Design Section

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

SUBJECT: Referral Comments for PMG 4775 Allentown Road DSP-18029 AC-19019

1. The width of the access drive shall be provided on the site plan.
2. The minimum width of all driveway aisles for two-way traffic must be 22-feet.
3. The height of fence enclosure for the existing dumpsters shall be provided on the site plan.
4. Loading areas must be concealed from the street per Section 4.4(a)(1) of the Prince George's County Landscape Manual.
5. A loading schedule shall be provided on the site plan.
6. The zoning notes indicate yard setback. None is required in the commercial zones, except where building is 30 feet high (or higher), a distance equal to 1/3 the total building height, or the buffer required in the Landscape Manual, whichever is greater ^{3,4} variance is required.
7. The site plan should demonstrate the ultimate right of way for Allentown Rd.
8. Ensure the required landscape strip is located inside the ultimate right of way.

9. The landscape schedule 4.6-2 is required and shall indicate Allentown Road.
10. The landscape schedule for 4.6-2 should note companion case AC-19019.
11. The review of this referral does not include the review of any signs.

From: [Kosack, Jill](#)
To: [Bishop, Andrew](#)
Subject: FW: DSP-18029 / PMG 4775 Allentown Road
Date: Wednesday, May 13, 2020 2:21:24 PM
Attachments: [image018.png](#)
[image019.png](#)
[image020.png](#)
[image021.png](#)
[image022.png](#)
[image023.png](#)
[image024.png](#)

From: Schneider, Alwin <Alwin.Schneider@ppd.mncppc.org>
Sent: Friday, December 27, 2019 11:41 AM
To: Bush, Jonathan <Jonathan.Bush@ppd.mncppc.org>
Cc: Reiser, Megan <Megan.Reiser@ppd.mncppc.org>
Subject: DSP-18029 / PMG 4775 Allentown Road

Johnathan,

On December 18, 2019 the Environmental Planning Section (EPS) has received the above referenced application; there are no issues or comments for the proposed application. The application is for a 0.59 acre parcel, which is zoned C-M and wants to construct a 844 square foot food addition to a food and beverage store. The site is entirely impervious with gas pump islands/canopy, kiosk, surface access lanes and parking areas.

Woodlands: A Prince George's County Woodland Conservation Ordinance exemption letter (S-093-2018) and a Natural Resource Inventory equivalence letter (NRI-099-2018) were submitted. No woodland clearing or impacts are proposed.

Specimen Trees: The site contains no specimen trees.

Wetlands/Streams: No Wetlands or Streams found on-site

Specimen Trees: The site contains no specimen trees.

Wetlands/Streams: No Wetlands or Streams found on-site

100 Year Floodplain: Not found on-site

PMA Impacts: No PMA impacts proposed

Chesapeake Bay Critical Area: No CBCA on-site

Green Infrastructure Plan: NO GIP located on-site

Noise: Allentown Road is identified as an arterial master planned roadway / Interstate MD 495 is identified as an freeway master planned roadway - No residential use proposed- No noise contour required

Scenic/Historic Roadway: No adjacent historic or scenic roadways

Soils: Udorthents

Marlboro Clay Soils: Not found on-site

TDOZ – No Issue – not within a TDOZ

DDO- No Issue – not within a DDO

This email is in lieu of a memo.

Thanks

Chuck Schneider

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



9400 Peppercorn Place, Suite 230 Largo Maryland 20774

301-883-3240 | alwin.schneider@ppd.mncppc.org





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



M E M O R A N D U M

DATE: January 09, 2019
TO: Planning Coordinator, Urban Design Application Section
Development Review Division
FROM: Captain Wendy Contic, Assistant Commander, Planning & Research Division
SUBJECT: DSP-18029 4775 Allentown Rd.

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

From: [Kwesi Woodroffe](#)
To: [Bush, Jonathan](#)
Cc: [PGCReferrals](#)
Subject: RE: EPlan ACCEPTANCE Referral for DSP-18029 (Companion AC-19019), PMG 4775 ALLENTOWN ROAD (PB); SHA; KW
Date: Wednesday, December 18, 2019 3:07:15 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
Importance: High

Johnathan,

Thank you for the opportunity to review the subject referral.

It doesn't appear that work is being proposed in the State right of way and the applicant is planning to maintain the two full movement access points.

These access points were previously right-in/ right-out only because there was a median in the roadway. The median has been removed, the landscape islands along the frontage has been narrowed (this will have to be field verified) and now these access points are planned to be made full movement. This change will have to be evaluated from a safety standpoint.

In order to make a better assessment of the safety of allowing these access points to remain full movement, I would like to see trip generation for the proposed expanded service station and also the existing and proposed volume of traffic along Allentown RD (MD 337) in this area.

The applicant should clarify if sidewalks are being provided; it does not appear that way on the plans.

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
9300 Kenilworth Avenue,
Greenbelt, MD 20770
<http://www.roads.maryland.gov>





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

Sent: Wednesday, December 18, 2019 1:15 PM

To: Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Larman, Brooke <Brooke.Larman@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Shoulars, Katina <Katina.Shoulars@ppd.mncppc.org>; Reiser, Megan <Megan.Reiser@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; Peter Campanides <PCampanides@mdot.maryland.gov>; #DSGINTAKE@wsscwater.com

Cc: Checkley, Andree <andree.checkley@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Bush, Jonathan <Jonathan.Bush@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Townsend, Donald <Donald.Townsend@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Walker, Tineya <tineya.walker@ppd.mncppc.org>; Lee, Randar <Randar.Lee@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Chellis, Whitney <Whitney.Chellis@ppd.mncppc.org>

Subject: EPlan ACCEPTANCE Referral for DSP-18029 (Companion AC-19019), PMG 4775 ALLENTOWN ROAD (PB) via DROPBOX

Importance: High

Good Afternoon,

This is an EPlan ACCEPTANCE referral for DSP-18029 (Companion case AC-19019), PMG 4775 ALLENTOWN ROAD. This case was officially accepted as of today, December 18, 2019. The **SDRC** date is **January 10, 2020**.

Please submit ALL comments to Jonathan Bush(email attached). Click on the hyperlink to view the case: <https://www.dropbox.com/sh/pb8h1qklcdrk43m/AAAcTh3Edtal2mT9624c58aa?dl=0>

Thanks,

Martin Grigsby

Principal Planning Technician | Development Review Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

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





DATE: May 12, 2020

TO: Andree Green Checkley, Esq., Planning Director

VIA: Henry Zhang, Co-Chair, Alternative Compliance Committee
 Jill Kosack, Co-Chair, Alternative Compliance Committee

FROM: Andrew Bishop, Alternative Compliance Committee Member

PROJECT NAME: PMG 4775 Allentown Road

PROJECT NUMBER: Alternative Compliance AC-19019

COMPANION CASE: Detailed Site Plan DSP-18029, PMG 4775 Allentown Road

ALTERNATIVE COMPLIANCE		
Recommendation:	<input type="checkbox"/> Approval	<input checked="" type="checkbox"/> Denial
Justification: SEE ATTACHED		
		Andrew Bishop
		<i>N. Andrew Bishop</i>
		_____ Reviewer's Signature

PLANNING DIRECTOR'S REVIEW		
<input type="checkbox"/> Final Decision	<input type="checkbox"/> Approval	<input type="checkbox"/> Denial
<input checked="" type="checkbox"/> Recommendation	<input type="checkbox"/> Approval	<input checked="" type="checkbox"/> Denial
<input checked="" type="checkbox"/> To Planning Board		
<input type="checkbox"/> To Zoning Hearing Examiner		
Planning Director's Signature _____	_____ Date	

APPEAL OF PLANNING DIRECTOR'S DECISION		
Appeal Filed:		
Planning Board Hearing Date:		
Planning Board Decision:	<input type="checkbox"/> Approval	<input type="checkbox"/> Denial
Resolution Number:		

Alternative Compliance: AC-19019
 Name of Project: PMG 4775 Allentown Road
 Companion Case: Detailed Site Plan DSP-18029
 Date: May 12, 2020

The applicant is seeking approval of Detailed Site Plan DSP-18029 to build a 342-square-foot addition to an existing 580-square-foot food and beverage store, for an ultimate 912 square feet, in conjunction with a gas station, in the Commercial Miscellaneous (C-M) and Military Installation Overlay (M-I-O) Zones. Alternative compliance is requested from the requirements of Section 4.2, Requirements for Landscape Strips Along Streets, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), along MD 337 (Allentown Road) and I-95/I-495 (Capital Beltway).

Location

The subject 0.59-acre property is located on the north side of MD 337, 200 feet northeast of its intersection with Suitland Road, and is currently developed with an existing gas station in combination with a food and beverage store. The subject property is generally rectangular and bounded to the east by retail and food and beverage uses, and west by a food and beverage use with drive-through service, both in the C-M and M-I-O Zones; to the south by the public right-of-way of MD 337, and north by I-95/I-495. The property is located within the geography previously designated as the Developed Tier and reflected on Attachment H(5) of the 2014 *Plan Prince George's 2035 Approved General Plan*, as found in Prince George's County Planning Board Resolution No. 14-10 (see County Council Resolution CR-26-2014).

Background

The applicant submitted the companion DSP-18029, which is subject to the Landscape Manual, due to the size of the proposed addition being more than 10 percent of the square footage of the existing building. Specifically, the application is subject to the following sections of the Landscape Manual: Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements.

The applicant is requesting alternative compliance from the requirements of Section 4.2(c)(3)(A)(i) for a reduced landscape strip width and plantings along MD 337 and I-95/I-495.

REQUIRED: Section 4.2, Requirements for Landscape Strips Along Streets, along MD 337

Length of Landscape Strip	147 feet
Width of Landscape Strip (Option 1)	10 feet
Shade Trees (1 per 35 linear feet)	5
Shrubs (10 per 35 linear feet)	42

PROVIDED: Section 4.2, Requirements for Landscape Strips Along Streets, along MD 337

Length of Landscape Strip	147 feet
Width of Landscape Strip	0 - 4.41 feet
Shade Trees	5
Shrubs	42

Justification of Recommendation

The applicant is requesting alternative compliance from the requirements of Section 4.2(c)(3)(A)(i) for the frontage along MD 337. The underlying DSP is proposing an addition to an existing food and beverage store, which was constructed in 1973. The Landscape Manual initially came into effect in 1990, after the site was developed with the existing building and gas station. As part of the construction of the building addition, the applicant is required to bring the property into full compliance with all applicable requirements, including Section 4.2 along MD 337. The reduced landscape strip width along MD 337, which is approximately 44 percent of the requirement, is necessary to accommodate the drive aisle and other existing improvements on the site. The applicant states that compliance with the required landscape strip width would require the applicant to make substantial changes to the gas station and remove some of the existing pavement.

The applicant does propose to provide all the required plant materials, but staff notes that proposing all the plant materials in the reduced landscape strip width will greatly compromise the viability of the plants and prohibit their healthy growth.

While the Alternative Compliance Committee understands the space limitations of this small site and the existing site conditions, the Committee does not find the applicant’s proposal to be equally effective in fulfilling the purposes of Section 4.2, as it does not promote a safe, pedestrian-friendly streetscape, nor clearly delineate the boundaries of streets and parking facilities adjacent to the street. Therefore, the Committee recommends denial of the alternative compliance request for Section 4.2 along MD 337.

REQUIRED: Section 4.2, Requirements for Landscape Strips Along Streets, along I-95/I-495

Length of Landscape Strip	190 feet
Width of Landscape Strip (Option 1)	10 feet
Shade Trees (1 per 35 linear feet)	6
Shrubs (10 per 35 linear feet)	55

PROVIDED: Section 4.2, Requirements for Landscape Strips Along Streets, along I-95/I-495

Length of Landscape Strip	190 feet
Width of Landscape Strip	0 feet
Shade Trees	0
Shrubs	0

Justification of Recommendation

The applicant is also requesting alternative compliance from the requirements of Section 4.2(c)(3)(A)(i) for the frontage along I-95/I-495 by retaining the existing conditions on the subject property. The treatment along the frontage includes pavement to the edge and a six-foot-high, sight-tight fence along the property line with existing vegetation beyond within the right-of-way.

As stated before, the site has been existing since prior to the Landscape Manual being adopted. The applicant states that the provision of the required landscape strip would require substantial changes to the site development. Furthermore, they note that the area along the existing boundary within the right-of-way is wooded, and there is an existing six-foot-high sight-tight fence which screens the property from the roadway.

While the Alternative Compliance Committee understands that the existing conditions of the property limit the ability to meet the requirements of Section 4.2, it cannot find the applicant's proposal to provide no landscape strip, or plantings on-site to be equally effective in fulfilling the purposes of Section 4.2. Therefore, the Committee recommends denial of the alternative compliance request for Section 4.2 along I-95/I-495.

Recommendation

The Alternative Compliance Committee recommends DISAPPROVAL of alternative compliance from the requirements of Section 4.2, Requirements for Landscape Strips Along Streets, of the 2010 *Prince George's County Landscape Manual*, along MD 337 (Allentown Road) and I-95/I-495 (Capital Beltway).

Additional Back-up

For

DSP-18029 & DDS-671
PMG 4775 Allentown Road

APPLICANT'S REVISED CONDITIONS DSP-18029

1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made to the plans:

a. Revise the general notes to indicate the correct zoning for the application, C-M/M-I-O.

b. Revise the parking and loading schedule to clearly show the required and proposed spaces for the site for each use demonstrating conformance to Sections 27-568 and 27-582 of the Prince George's County Zoning Ordinance and correct the zoning section reference for the reduction of parking spaces for the joint use of the parking lot.

~~c. Revise the parking schedule to include the proposed loading on the site.~~

~~c. Remove the proposed loading space shown on the DSP. d. Demonstrate how the proposed loading area is screened in conformance~~

~~— with Section 4.4(a)(1) of the Prince George's County Landscape Manual.~~

~~d.~~ e. Clearly show and label the ultimate right-of-way for MD 337 on the plan.

~~e.~~ f. Add a general note that the application was the subject of Alternative Compliance AC-19019, which was disapproved.

~~f.~~ g. Add the following general notes to the plan:

(1) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Conformance to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, is required.

(2) During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's

County Code, is required.

- gh.** Provide a note specifying the exemption from the Tree Canopy Coverage Ordinance.
- hi.** Provide a 10-foot wide sidewalk along the frontage of the property on MD 337, subject to modification by the Maryland State Highway Administration with written correspondence.
- ij.** Clearly label the type of building-mounted and pylon signs that are being proposed with the application and provide the details and specifications for the proposed signs.
- jk.** Include a signage area schedule showing the existing and proposed signs on site conform with Sections 27-613 and 27-614 of the Prince George's County Zoning Ordinance.
- kl.** Clearly label the location of the required landscape buffers and strips on the landscape plan.
- lm.** Provide the details and specifications for the building-mounted lighting proposed with this DSP.
- mn.** Provide additional architectural treatments on the front façade of the building facing MD 337, including one additional architectural treatment such as a stone veneer base, canopy(s), brick insets, or vertical banding.
- no.** Show a minimum 22-foot-wide drive aisle behind all parking spaces.
- op.** Indicate the height of the fence enclosure around the dumpsters, in conformance with Section 4.4 of the Landscape Manual