



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

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

Detailed Site Plan
Departure from Design Standards
Departure from Parking and Loading Spaces
Seabrook – Parcel F

DSP-20010
DDS-668
DPLS-479

REQUEST	STAFF RECOMMENDATION
DSP: Construction of 3,350 square feet of commercial retail space and a 1,600-square-foot eating and drinking establishment with a drive-through on Parcel F.	APPROVAL with conditions
DDS: To reduce the width of the loading space driveway from 22 feet to 16 feet in width.	APPROVAL
DPLS: To reduce the number of provided parking spaces from 31 to 24.	APPROVAL

Location: In the southwest quadrant of the intersection of MD 564 (Lanham Severn Road) and Seabrook Road.	
Gross Acreage:	0.55
Zone:	C-M
Dwelling Units:	N/A
Gross Floor Area:	4,950 sq. ft.
Planning Area:	70
Council District:	03
Election District:	20
Municipality:	N/A
200-Scale Base Map:	208NE08
Applicant/Address: Storch Management 25 Hooks Lane, Suite 312 Pikesville, MD 21208	
Staff Reviewer: N. Andrew Bishop Phone Number: 301-952-4897 Email: Andrew.Bishop@ppd.mncppc.org	



Planning Board Date:	07/29/2021
Planning Board Action Limit:	09/03/2021
Staff Report Date:	07/14/2021
Date Accepted:	05/27/2021
Informational Mailing:	03/26/2020
Acceptance Mailing:	02/16/2021
Sign Posting Deadline:	06/29/2021

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-20010
Departure from Design Standards DDS-668
Departure from Parking and Loading Spaces DPLS-479
Seabrook – Parcel F

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 these applications, as described in the Recommendation section of this report.

EVALUATION

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

- a. The requirements of the Prince George's County Zoning Ordinance in the Commercial Miscellaneous (C-M) Zone and the site design guidelines;
- b. The requirements of Preliminary Plan of Subdivision 12-2466;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject applications, the Urban Design staff recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) requests approval for the construction of 3,350 square feet of commercial retail space and a 1,600-square-foot eating and drinking establishment with a drive-through. The applicant also requests a Departure from Design Standards, DDS-668, for a reduction in the width of the loading space driveway from 22 to

16 feet in width, and a Departure from Parking and Loading Spaces, DPLS-479, to reduce the number of required parking spaces from 31 to 24.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	C-M	C-M
Use(s)	Vacant	Commercial retail and eating and drinking with drive-through
Gross Acreage	0.55	0.55
Parcels	1	1
Total Gross Floor Area	0	4,950 sq. ft.

OTHER DEVELOPMENT DATA

Parking Spaces

	Required	Provided
Normal Commercial: 1 space/150 sq. ft. for the first 3,000 sq. ft. of GFA, plus one space/200 sq. ft. above the first 3,000 sq. ft. GFA.	18*	--
Eating and Drinking Establishment: 1 space per 50 sq. ft. of service/prep, plus 1 space per 3 seats for 15 seats	13*	--
Standard Parking Space (9.5 x 19 feet)	-	16
Compact Parking Space (8 x 16.5 feet)	-	7
Handicap-Accessible (Van)	-	1
Total**	31	24

Notes: *Includes a reduction of 20 percent per Section 27-572 of the Prince George’s County Zoning Ordinance, for shared parking.

**DPLS-479 requests the proposed reduction of seven parking spaces. Staff recommends approval of the DPLS, as discussed in Finding 7.

Loading Spaces*

	Required	Provided
Commercial	1	1
Total	1	1

Note: *DDS-668 requests a reduction in the width of the driveway access to the loading space to 16 feet wide. It should be noted that the statement of justification (SOJ) and other documents state the request as a reduction to 18 feet. However, the narrowest point of the driveway between the loading space and the street is 16 feet, and the departure has been reviewed as such herein. Staff recommends approval of the DDS, as discussed in Finding 7.

3. **Location:** The site is located in the southwest quadrant of the intersection of MD 564 (Lanham Severn Road) and Seabrook Road, in Planning Area 70 and Council District 3.
4. **Surrounding Uses:** The subject property is bound to the north and east by the public rights-of-way of Lanham Severn Road and Seabrook Road, respectively, with commercial uses beyond each. The property is bound by commercial uses in the Commercial Miscellaneous (C-M) Zone to the west, and to the south by railroad tracks, which service commercial uses in the Ancillary Commercial Zone beyond. Seabrook Road dead ends at the railroad tracks adjacent to the site.
5. **Previous Approvals:** The subject property is known as Parcel F, which is located on Tax Map 44 in Grids D1 and E1. Parcel F was created in approximately 1962 and is part of a larger assemblage of commercial uses which were also developed at that time. Parcel F was created by a lot line adjustment of Parcel C-1, recorded in Plat Book WWW 44 page 64 in 1962, and Parcel C-2, recorded in Plat Book WWW 44 page 83 in 1962. Parcels C-1 and C-2 were the subject of preliminary plan of subdivision (PPS) 12-2466, approved in 1962. However, no available records of this PPS remain.

The 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and SMA) retained the property in the C-M Zone and downgraded Lanham Severn Road from an arterial roadway to a collector roadway, reducing the ultimate right-of-way width from 120 to 80 feet. Vacation Petition V-18003 was approved in 2019, to reclaim the previously dedicated right-of-way width. Parcel F is recorded in Plat Book ME 253 on page 46 and is entitled "Parcels D, E & F, M. Leo Storch Property, Seabrook", which were created on January 15, 2019.

A gas station had operated on the site until approximately 2016 when a fire destroyed the building. The property is currently unimproved except for asphalt pavement.

Stormwater Management (SWM) Concept Plan 20666-2019 has been issued for the site and is valid until October 26, 2023.

6. **Design Features:** The subject DSP proposes construction of 3,350 square feet of commercial retail space, for which a tenant has not been determined, and a 1,600-square-foot eating and drinking establishment with a drive-through, specifically a Dunkin Donuts. One building is proposed, which is connected to the existing commercial strip on the adjacent Parcel D, with parking provided to the north and east. The site is accessed from Seabrook Road on the east, Lanham Severn Road on the north, and an inter-parcel connection to Parcel D on the west. The DSP proposes a one-way drive-through on the east side of the building, and a loading space/trash dumpster area with access driveway to the south of the building. Sidewalks are proposed, allowing pedestrian access from Lanham Severn Road and Seabrook Road into the site. However, crosswalks are not included at all vehicular crossings for safe passage and are recommended to be provided, as conditioned herein.

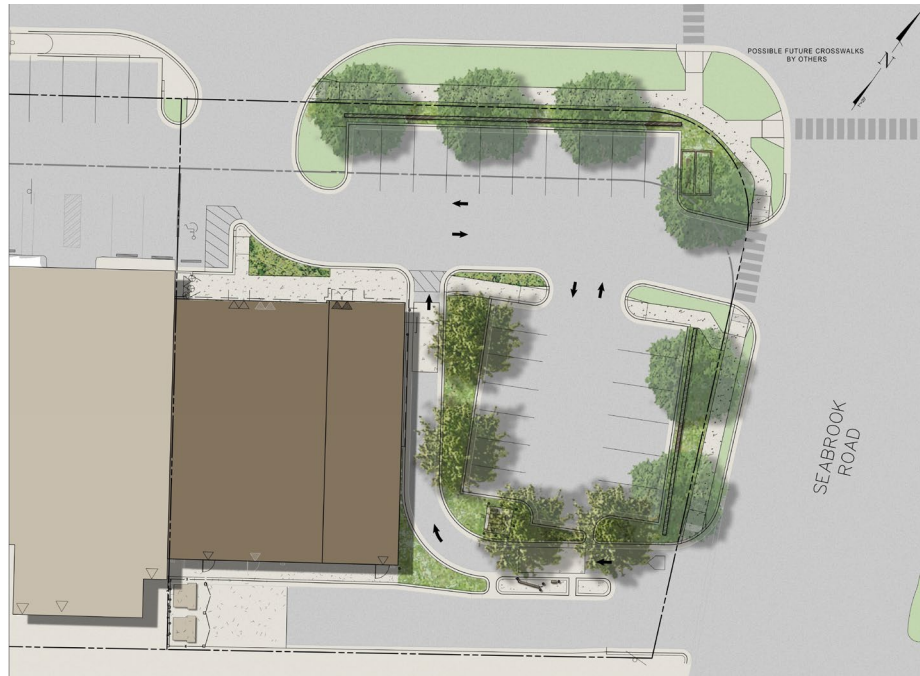


Figure 1: Site Plan

Architecture

The architectural elevations for the eating and drinking establishment and the commercial retail space propose a contemporary franchise look and feature a modern grey, black, and brown color scheme with accents of tan, orange, and pink. The building features materials such as fiber cement lap siding, glass, metal, and concrete panels on the side façade, and in combination with exterior insulation finish system on the front façade. The main entrances to the eating and drinking establishment and the retail locations are accented by glass panels and signage. These elements provide dimension and visual interest, and staff finds them generally acceptable.

The roof of the building is generally flat, with a parapet proposed across the façade and a raised sign above the entrance of the Dunkin Donuts advertising its location. A flat metal canopy above the window line is proposed across the front façade and along the drive-through. This horizontal element is continued on the commercial retail portion of the building, which proposes a horizontal, colored strip in lieu of the metal canopy. Staff recommends that an additional architectural element be added on the building façade facing Lanham Severn Road, such as stone, brick, or masonry along the water table, or the addition of a horizontal or vertical design element to provide architectural interest.





Figure 2: Building Elevations

Lighting

The photometric plan submitted with this application shows building-mounted and pole-mounted lighting on the site. Sufficient lighting levels to illuminate the site’s accesses, drive aisles, building entryways, and walking paths are provided and do not cause glare onto the adjacent properties.

Signage

A total of three building-mounted channel letter style signs are proposed, with one located on the north façade, and two on the east façade. The northern façade sign is the “Dunkin” name over the entrance vestibule, and the eastern facade signs are the “DD” logo and “Lanham Dunkin”. Signs for the retail locations are shown as empty squares above the entrances and are acceptable at this time. Many commercial retail uses are permitted by right, and their signs can be shown at time of permitting.

In addition, it is noted that the site includes a number of directional signs to assist with drive-through traffic on the site, and one proposed freestanding sign along Lanham Severn Road that includes the Dunkin name and advertises the drive-through. The internally illuminated, double-faced sign is 15 feet in height and meets the requirements of Section 27-614 of the Zoning Ordinance, for freestanding signage.

Loading and Trash Facilities

Loading is required for the eating and drinking establishment proposed in combination with the commercial retail and is located at the rear of the building, between it and the adjacent railroad tracks. However, access to this facility is proposed by a drive aisle that does not meet the minimum width and requires a DDS. The applicant has filed DDS-668, which requests a reduction in the required standard 22-foot-wide driveway access to 16 feet. Staff recommends approval of the DDS, as discussed in Finding 7. The dumpster is adequately screened by the building and a six-foot-high enclosure.

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-M Zone:
- a. In accordance with Section 27-461(b), Commercial Use Table, of the Zoning Ordinance, many commercial retail uses are permitted by right in the C-M Zone and do not require a DSP. The eating and drinking establishment with a drive-through is permitted in the C-M Zone, in accordance with the provisions of Footnote 24, which requires a DSP. The submitted DSP is also in conformance with the regulations in Section 27-462 of the Zoning Ordinance.
 - b. 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, adequate illumination is provided, and the architecture proposed for the building employs a variety of architectural features and designs, such as projections, colors, and materials.
 - c. **Departure from Design Standards DDS-668:** The subject DSP includes a request for a departure from Section 27-581 of the Zoning Ordinance, which governs the design standards for loading space driveways. The driveway should be a minimum of 22 feet wide, exclusive of curb returns and gutters. This DDS proposes a reduction in the required driveway width to 16 feet for access to the loading space, which is proposed behind the building adjacent to the railroad tracks.

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:

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

The DSP proposes to redevelop a former gas station site with a small commercial center, which is permitted in the current C-M zoning. The loading area is proposed behind the building, and functionally, this is the appropriate place to put it since it is adequately screened from the roadway and is adjacent to the rail line. However, due to space constraints on the property, only 16 feet is available for access to the loading area. The applicant states that this is more than enough room to accommodate the trash trucks and other trucks which will service the property.

The applicant also contends that having service vehicles back out of the loading space onto Seabrook Road is an acceptable arrangement because it has no through traffic. It is agreed that this arrangement is acceptable, and due to the configuration of the site, would be a necessity whether the driveway is 16 feet or 22 feet. In summary, it is believed that this finding is met.

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

The applicant states that the property is unique in its location and existing configuration. The site plan is designed to separate the various site functions and ensure that there are no conflicts between loading and customer traffic. Given the small size of the site, it is agreed that the applicant has maximized the function of the site, and that the minimum departure is requested.

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

The subject property is a previously developed site with existing points of access and is located on a corner lot on a dead-end street next to a rail line. It is noted that the rail line and Lanham Severn Road both existed prior to 1949. So, while the lotting pattern was not established for the area until 1961, the area of development was already constrained prior to 1949. Given the placement of the transportation facilities and the narrow depth of the property, some degree of flexibility is needed to redevelop this site with commercial uses.

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

The applicant suggests that the requested departure will not impair the visual, functional, or environmental quality or integrity of the site, or of the surrounding neighborhood. The subject site is an isolated commercial property on a dead-end road. The departure will facilitate quality redevelopment of the site. Doing this will in no way impair the visual, functional, or environmental quality or integrity of the site, or of the surrounding neighborhood.

Based on the analysis above, staff recommends that the Planning Board approve the departure request, to reduce the width of the required loading space driveway access from 22 feet to 16 feet.

- d. **Departure from Parking and Loading Spaces DPLS-479:** The applicant requires a departure from Section 27-568(a) of the Zoning Ordinance, for a reduction in the number of parking spaces. As noted in Finding 2, the proposed development is required to provide 31 parking spaces and the applicant has proposed 24 spaces, for a reduction of seven parking spaces. The required findings for the Planning Board to grant the departure in Section 27-588(b)(7) of the Zoning Ordinance, are as follows:

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

(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;

The applicant asserts that the operations of the proposed donut shop, along with the limited seating being provided, obviate the need for the full parking requirement. Also, the applicant states that the proximity to parking at the nearby Maryland Area Regional Commuter (MARC) station to the east would likely result in more customers parking at MARC, walking to the use, and walking back to the station. These are credible scenarios; however, staff does not believe that the applicant would limit staffing the donut shop to five employees. If anything, more employees would be needed to enable quick service of customers – especially drive-through customers – to limit the length of queuing on what is a very small site. Even so, it is believed that the MARC station proximity provides adequate justification for the parking space reduction on-site. Staff finds the applicant's request will serve the purposes of Section 27-550 of the Zoning Ordinance.

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

The submitted SOJ indicates that the site is constrained by the three rights-of-way, which it abuts, and by existing commercial development to the west. Given these constraints, there is no need to provide more parking than is necessary to serve the use. The parking provided is the amount necessary to serve the needs of the proposed uses, and the departure requested is the minimum necessary given the specific circumstances of the request.

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

The applicant cites rights-of-way constraints on the site along with the desire to redevelop a property that had been destroyed by fire. The applicant also believes that the drive-through nature of the use combined with its location next to a MARC station parking lot create a special nature to the proposal. Also, given the discussion for the DDS, there is a rationale to give consideration to circumstances that existed before 1949. Given the limitations of the site and the nature of the use, it is believed that the applicant has made the case that circumstances are special.

- (iv) **All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and**

The applicant's analysis has shown that the proposed location, with access to mass-transit opportunities and exploration of using alternative parking calculations, supports a reduction in the total required quantity of parking spaces to serve the development, and that all methods of calculating the number of spaces has been used.

- (v) **Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.**

The property is generally located in a commercial area that is enclosed by roads. There are no residential areas in close proximity which would be impacted upon by granting this departure.

Therefore, staff recommends that the Planning Board approve DPLS-479, to allow a reduction of seven parking spaces, from 31 to 24 parking spaces.

- 8. **Preliminary Plan of Subdivision 12-2466:** PPS 12-2466 was approved in 1962. However, no available records of this PPS remain. Furthermore, there are no notes regulating development listed on the record plat. The DSP considered in this application is in conformance with the record plat with the correct bearings and distances. This application is exempt from filing a PPS per Section 24-111(c)(2) of the Prince George's County Subdivision Regulations, which states the following:

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**

- (2) **The total development proposed for this final plat on a property that is not subject to a Regulating Plan approved with Subtitle 27A of the County Code and does not exceed five thousand (5,000) square feet of gross floor area and does not exceed five thousand (5,000) square feet of gross floor area;**

The subject property was platted prior to 1970 and the application proposes development which is less than 5,000 square feet of gross floor area.

- 9. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Specifically, 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 required plantings and schedules are provided on the DSP in conformance with the Landscape Manual.
- 10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site has a Natural Resources Inventory Equivalency Letter (NRI-034-2019) because there are no regulated environmental features on the site, and a Standard Letter of Exemption

(S-046-2019) from the Woodland and Wildlife Habitat Conservation Ordinance because the site is less than 40,000 square feet in area.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading or building permit for more than 5,000 square feet of disturbance. Properties zoned C-M are required to provide a minimum of 10 percent of the gross tract area covered in TCC. The subject application provides the required TCC schedule demonstrating conformance with 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. **Historic Preservation**—In a memorandum dated July 2, 2021 (Stabler to Bossi), it was noted that the subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources. In addition, it was determined that 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. A Phase I archeology survey is not recommended. This proposal will not affect any Prince George's County historic sites, resources, or known archeological sites.
 - b. **Community Planning**—In a memorandum dated July 7, 2021 (Dickerson to Bishop), the Community Planning Division provided a discussion of the 2014 *Plan Prince George's 2035 Approved General Plan* and master plan and noted that the Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and SMA retained the subject property in the C-M Zone. Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, master plan conformance is not required for this application.
 - c. **Pedestrian and Bicycle Planning**—In a memorandum dated July 2, 2021 (Ryan to Bishop), the pedestrian and bicycle planner provided an evaluation for conformance with the Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and SMA and the 2009 *Approved Countywide Master Plan of Transportation*. The Transportation Planning Section finds the pedestrian and bicyclist circulation on the site to be safe, efficient, and convenient, pursuant to Sections 27-283 and 27-274(a)(2) of the Zoning Ordinance and the relevant design guidelines for transportation and concludes that the submitted DSP is deemed acceptable from the standpoint of pedestrian and bicycle transportation, subject to conditions that have been included in the Recommendation section of this report.
 - d. **Transportation Planning**—In a memorandum dated July 1, 2020 (Masog to Bishop), the Transportation Planning Section provided an evaluation of the application and the companion departures that is included in the findings above and found the on-site circulation of this plan acceptable.
 - e. **Subdivision**—In a memorandum dated June 28, 2021 (Heath to Bishop), the Subdivision Section provided discussions, as incorporated into findings above, and a recommendation for a technical correction to the plan that is conditioned herein.

- f. **Permits**—In a memorandum dated June 28, 2021 (Jacobs to Bishop), the Permits Section provided comments that have been addressed by revisions to the plan, or are included in the recommendation section of this report.
 - g. **Environmental Planning**—In an email dated June 24, 2021 (Finch to Bishop), it was noted that the site has an approved SWM Concept Plan, 20666-2019, which is generally consistent with the DSP. There are no environmental issues related to the site.
 - h. **Prince George’s County Fire Department**—At the time of the writing of this technical staff report, the Prince George’s County Fire Department did not offer comments on the subject application.
 - i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPiE)**—In a memorandum dated June 14, 2021 (Giles to Bishop), DPiE provided comments on this application that will need to be addressed at time of permits.
 - j. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
 - k. **Prince George’s County Health Department**—In a memorandum dated June 3, 2021 (Adepoju to Bishop), the Health Department provided numerous recommendations with respect to health-related issues on the property. These recommendations have been included as conditions of approval in the Recommendation section of this report, as appropriate, or will have to be addressed at the time of permitting.
 - l. **Maryland State Highway Association (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on the subject application.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—In plan comments dated June 10, 2021 (Stecher to Bishop), WSSC provided standard comments on the project’s conceptual water and sewer plan that will require attention through WSSC’s permitting processes.
13. Based on the foregoing and 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) 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, or primary management areas are located on-site.

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-668 to allow for a reduction in the loading space drive aisle width from 22 to 16 feet.
- B. APPROVE Departure from Parking and Loading Spaces DPLS-479 to allow for a reduction in the number of parking spaces required from 31 to 24 spaces.
- C. APPROVE Detailed Site Plan DSP-20010 for Seabrook, Parcel F, subject to the following condition:
 1. Prior to certification, the detailed site plan shall be revised, or additional information shall be provided, as follows:
 - a. Provide the correct plat reference in the property information section of the cover sheet.
 - b. Provide a continental crosswalk on the drive aisle at the point of vehicle entry along Lanham Severn Road, unless modified by the Maryland State Highway Administration, with written correspondence.
 - c. Provide details and specifications of all the building mounted signage proposed in conformance with the requirements of Sections 27-613 of the Prince George's County Zoning Ordinance, including maximum areas permitted for the future commercial retail tenants.
 - d. Provide a continental crosswalk on the drive aisle at the front and rear points of vehicle entry along Seabrook Road, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - e. Provide a six-foot-wide sidewalk and perpendicular, Americans with Disabilities Act accessible ramp connecting to Seabrook Road, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - f. Provide a six-foot wide sidewalk and perpendicular, Americans with Disabilities Act accessible ramp connecting to Lanham Severn Road, unless modified by the Maryland State Highway Administration, with written correspondence.
 - g. Remove "Ramp and" from the notation on plans which reads "Future Ramp and Crosswalk (By Others)."

- h. Provide a minimum six-foot-wide sidewalk along the subject site's frontage of Seabrook Road, consistent with the 2017 *Department of Public Works and Transportation Urban Street Design Standards*, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- i. Provide a minimum six-foot-wide sidewalk along the subject site's frontage of Lanham Severn Road, consistent with guidance from the 2020 Maryland State Highway Administration (SHA) *Context Driven Access and Mobility for All Users*, unless modified by SHA, with written correspondence.
- j. Provide additional horizontal or vertical architectural elements on the building façade facing Lanham Severn Road, such as a masonry water table.
- k. Add the following note:

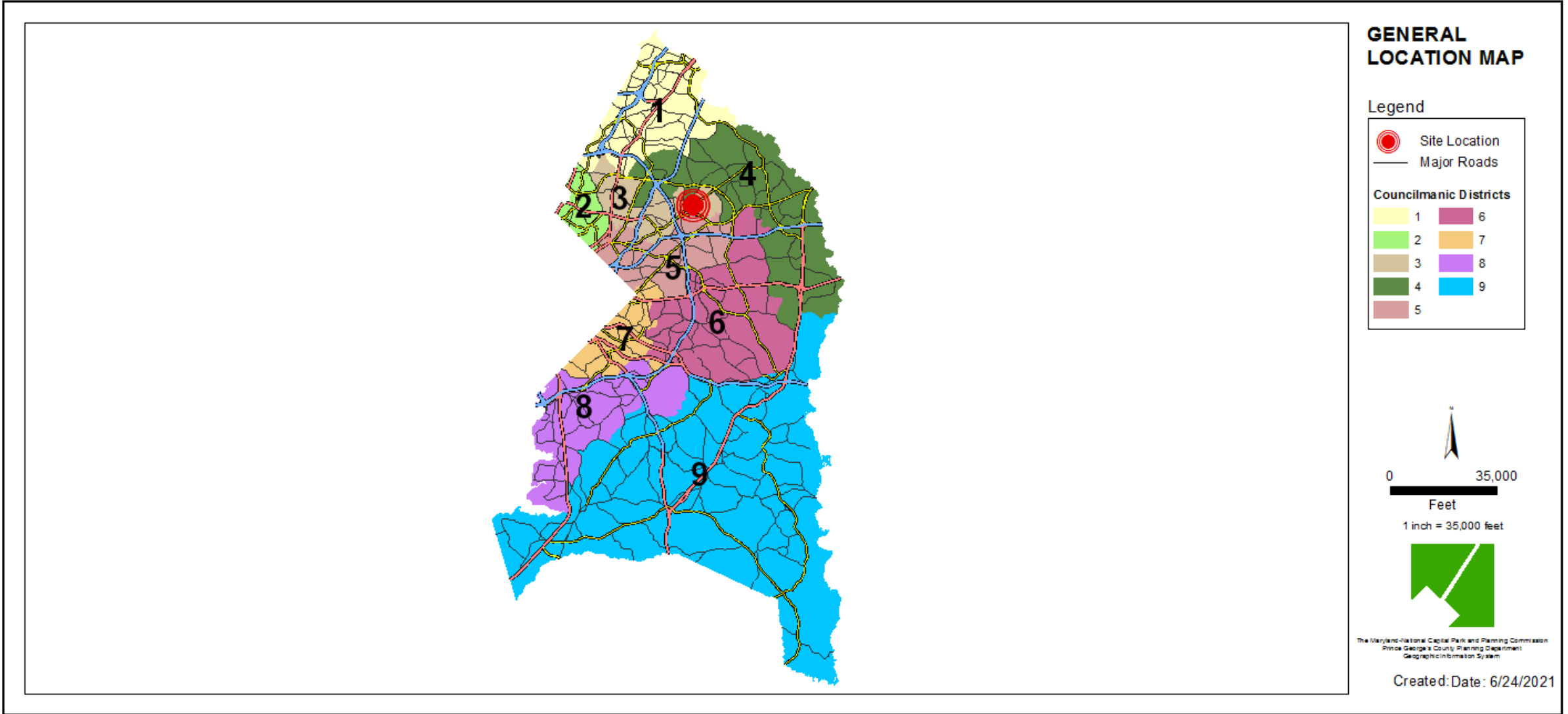
“During the construction phase, the applicant shall adhere to all applicable Prince George's County or State of Maryland regulations and laws regarding particulate matter, pollution, and noise.”

ITEM: 8, 9 & 10

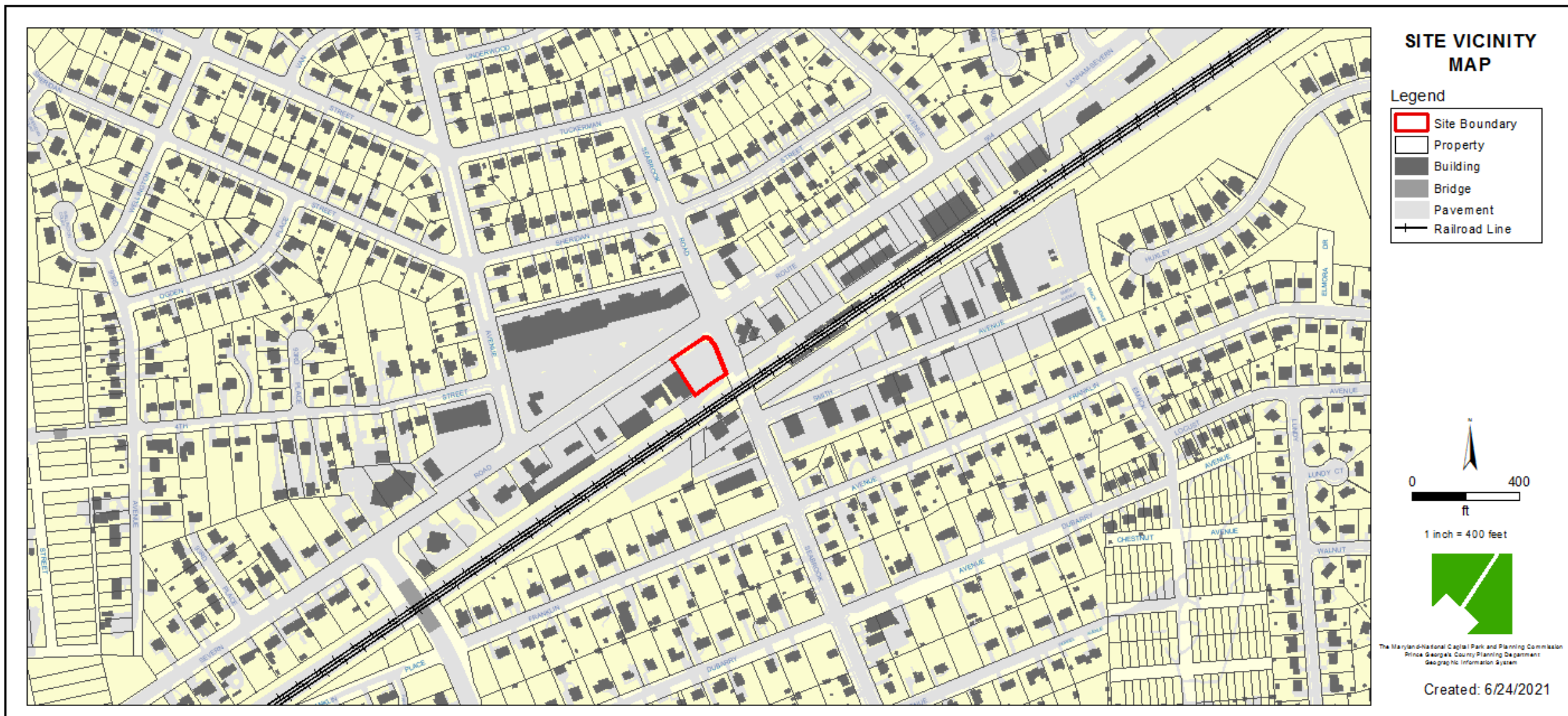
CASE: DSP-20010 & DDS-668 & DPLS-479

SEABROOK - PARCEL F

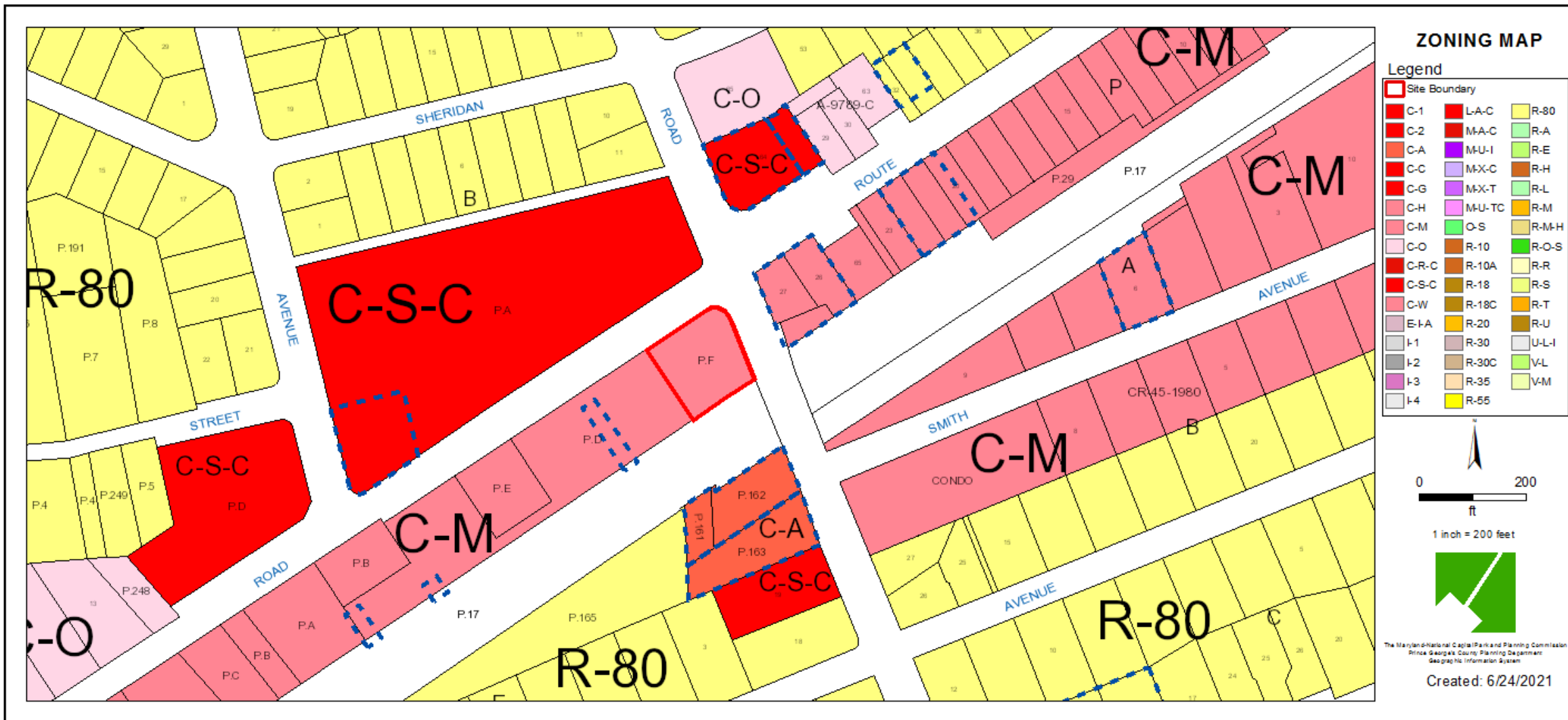
GENERAL LOCATION MAP



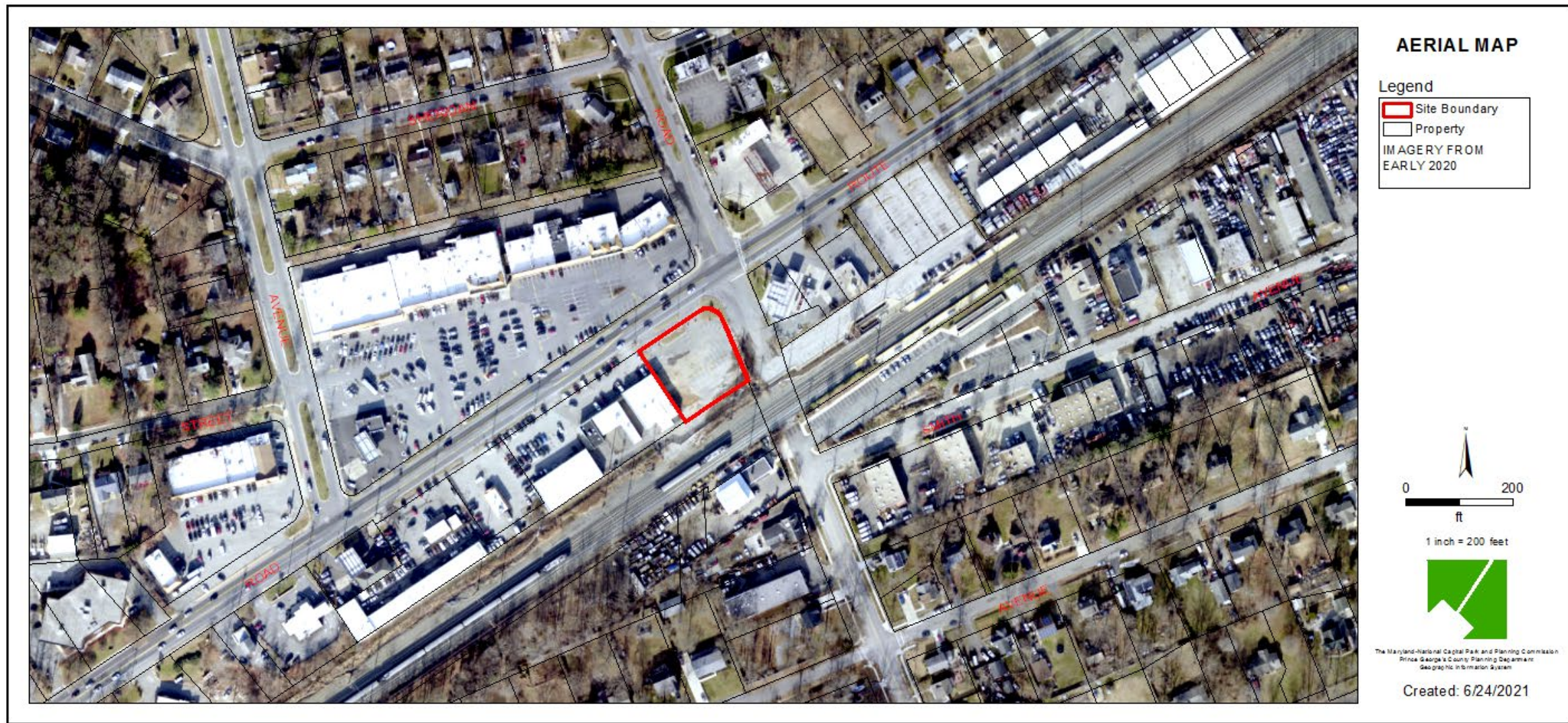
SITE VICINITY



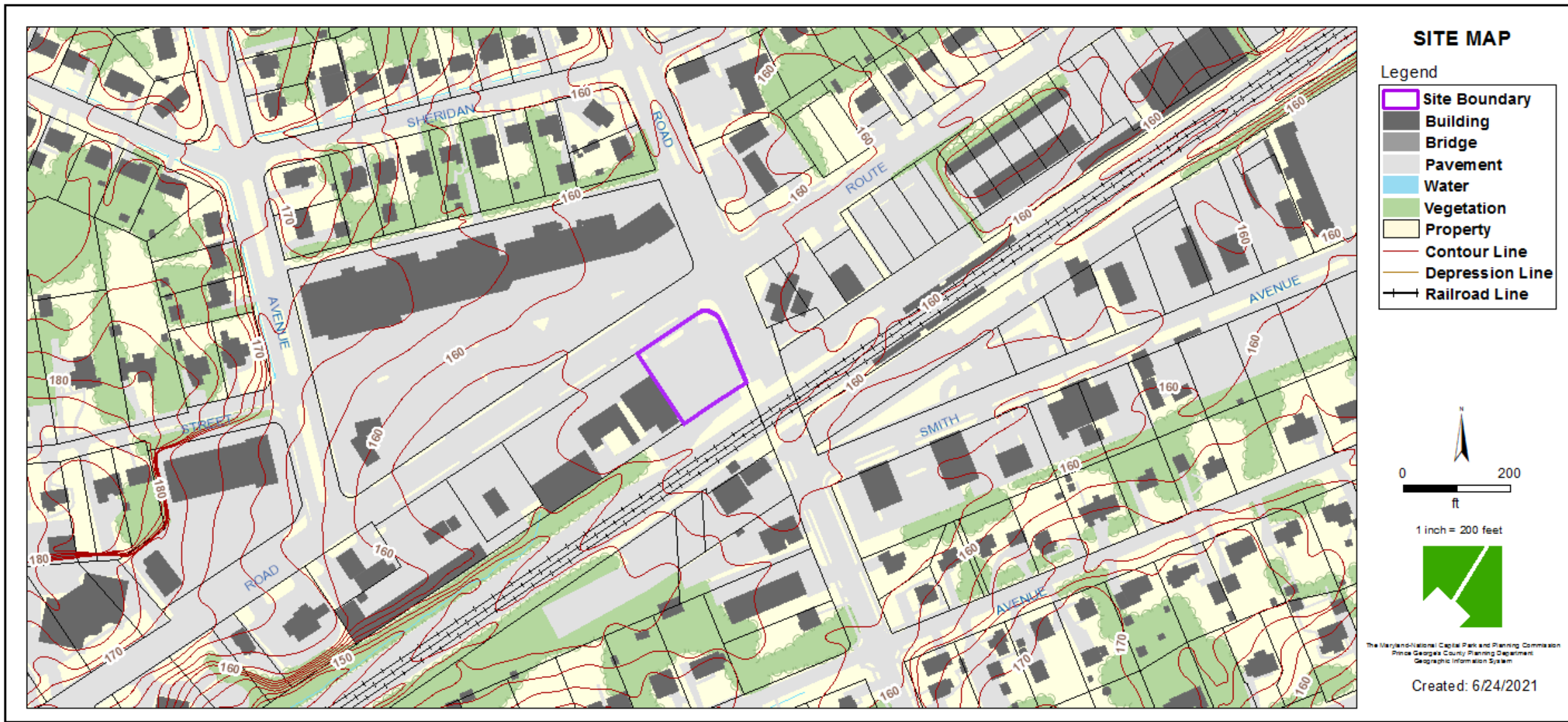
ZONING MAP



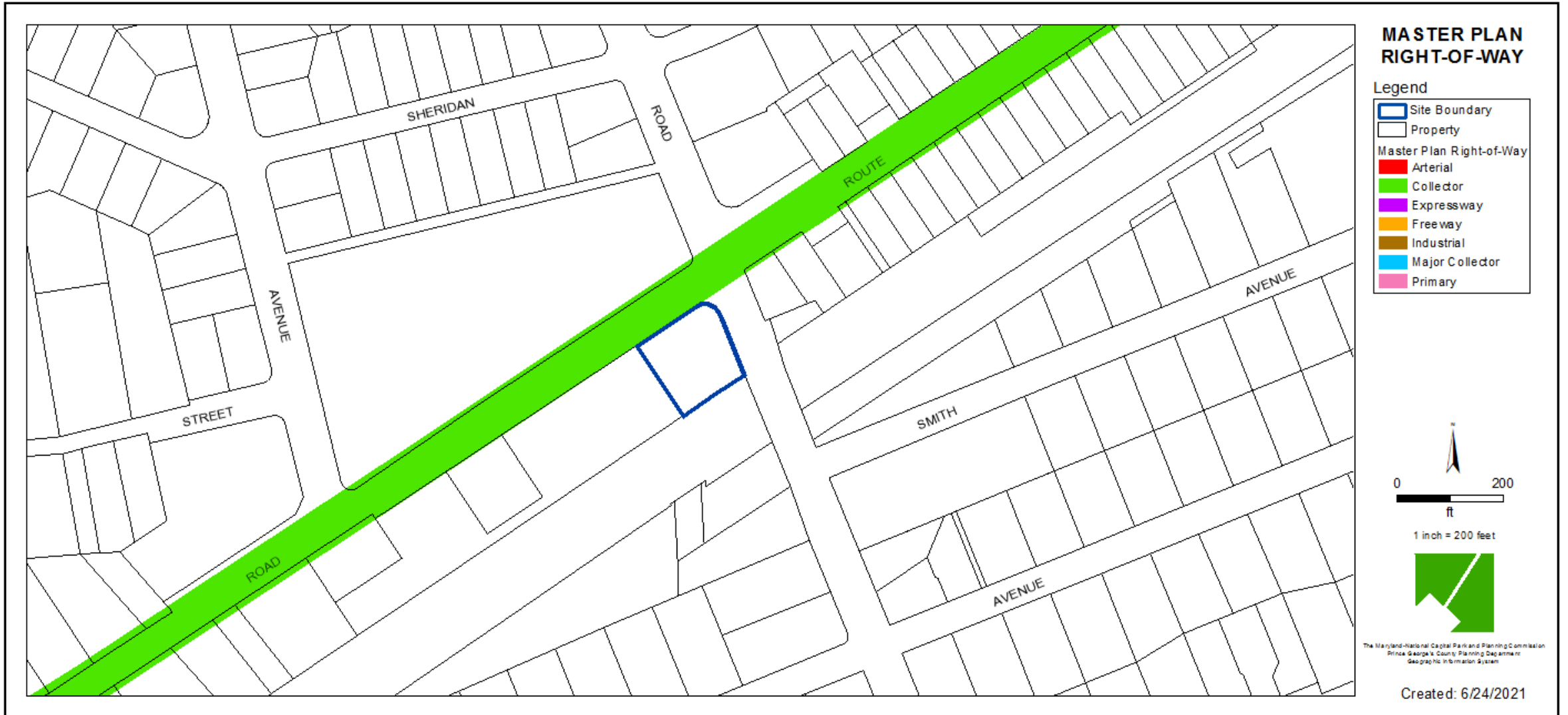
AERIAL MAP



SITE MAP











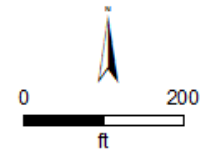
MASTER PLAN RIGHT-OF-WAY MAP



MASTER PLAN RIGHT-OF-WAY

Legend

-  Site Boundary
-  Property
- Master Plan Right-of-Way**
-  Arterial
-  Collector
-  Expressway
-  Free way
-  Industrial
-  Major Collector
-  Primary



1 inch = 200 feet



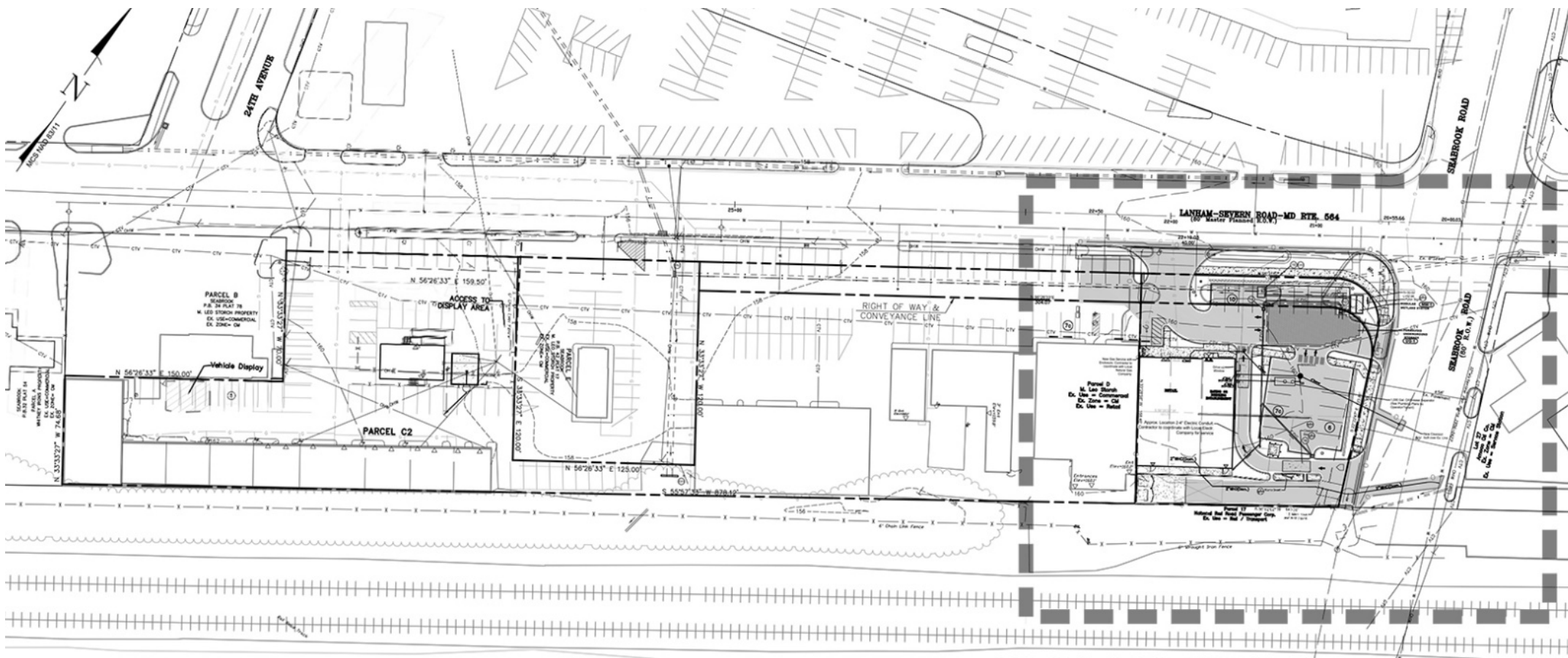
The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Geographic Information System

Created: 6/24/2021

BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



OVERALL SITE PLAN



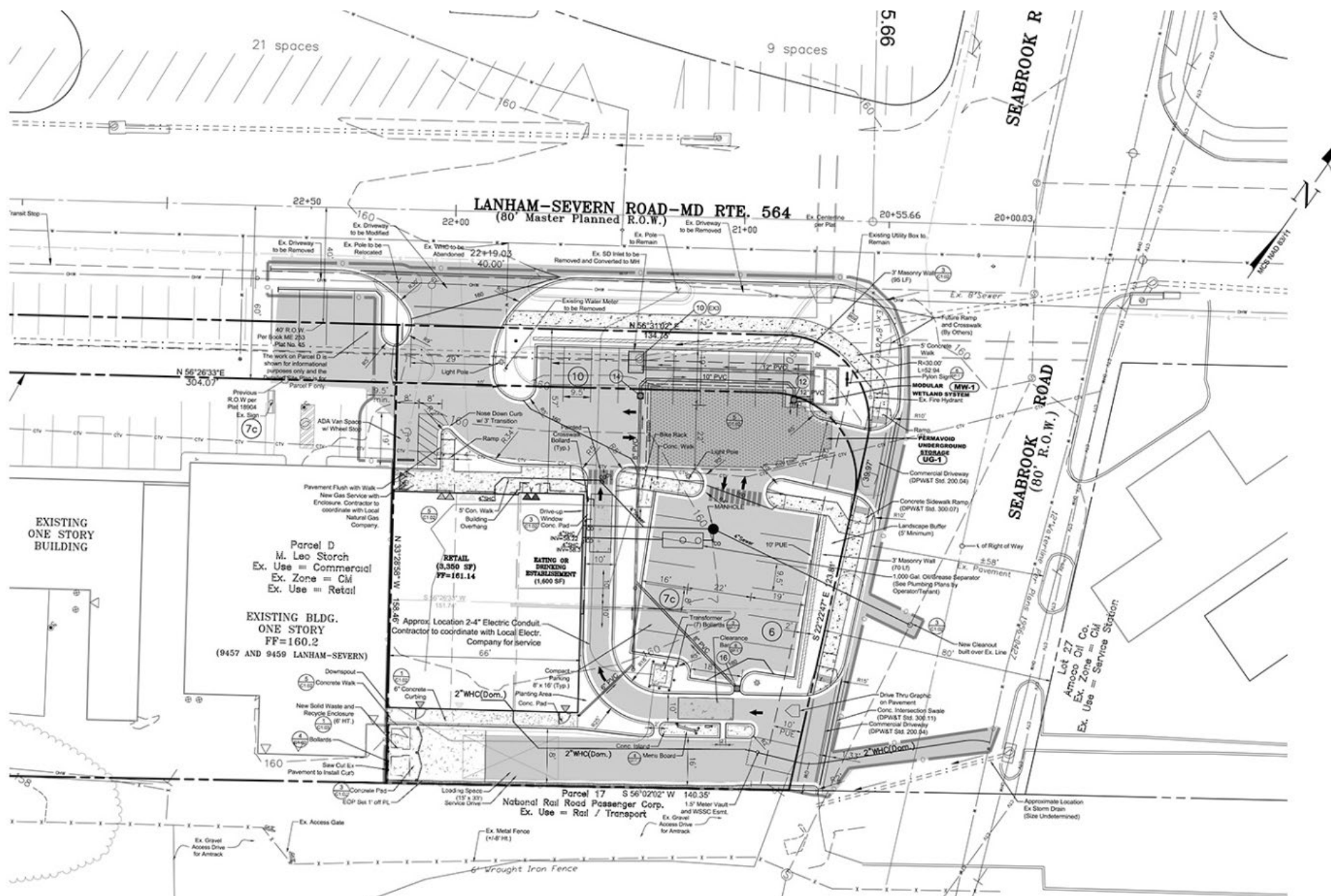
VICINITY MAP
SCALE 1" = 2,000'

Legend	
EXISTING	PROPOSED
	Asphalt Paving
	Concrete
	Stormwater Management Facility
	Curb & Gutter
	Sign
	Utility Pole
	Light Pole
	Electric
	Sewer
	Storm Drain
	Water Line
	Fire Hydrant
	Gas
	Telephone
	Buildings
	Fence
	Screen Wall
	Limits of Disturbance
	Public Utility Easement

SEE ENLARGED SITE PLAN -
SHEET C1.01



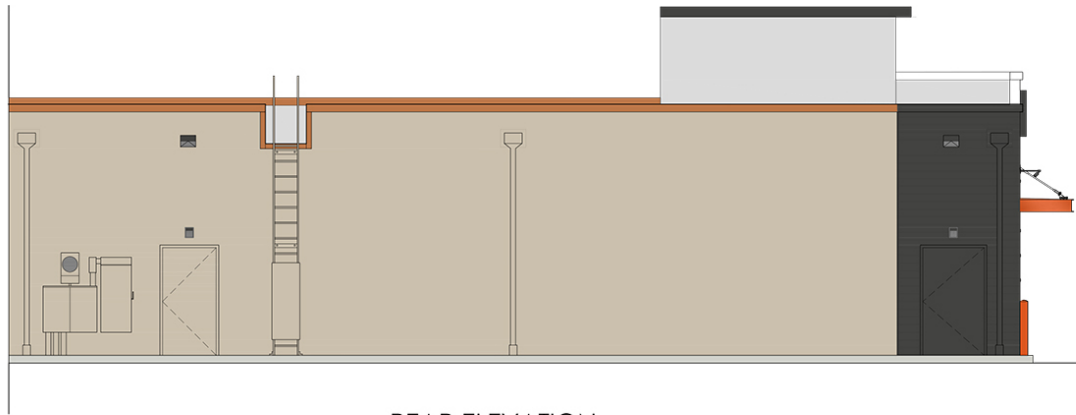
SITE PLAN



SITE RENDERING



ELEVATIONS



REAR ELEVATION



FRONT ELEVATION



DRIVE-THRU ELEVATION



Quick Service Restaurant | Retail
Design Group, LLC
584 Bellevue Road, Suite 3D Annapolis, MD 21409
Ph. No. (301) 364-9680



REVISION		
NO.	DATE	DESCRIPTION

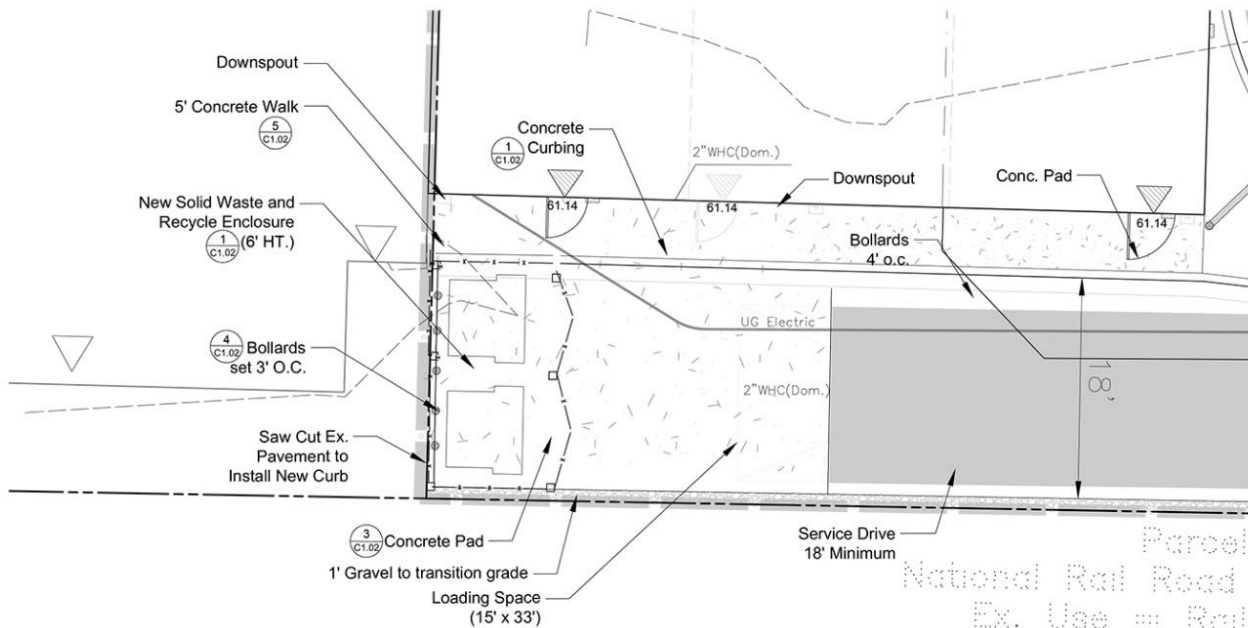
DUNKIN' DONUTS

DUNKIN' DONUTS
LANHAM, MD
PRELIMINARY ELEVATIONS | scale: 1/8" = 1'-0"
STORE NUMBER = T.S.D.

FLAVOR PALETTE:
NEXT GEN
DATE: 12-04-2020



SITE DETAILS



Wood Slats	Plastic Slats	Plastic Slats in Reinforced Mesh
<p>3 1/2" x 5" Mesh 9 gauge Class II galvanized 2 3/8" natural wood slats 22' rolls 4.5, 6.7, 8.10 & 12.6 heights Redwood stained natural wood slats comply selected & treated with high quality latex based stain to enhance original color and beauty. Slats are fastened with metal clinch lock staples.</p>	<p>3 1/2" x 5" Mesh 9 gauge Class II galvanized 2 3/8" flat tubular slats 22' rolls 4.5, 6.7, 8.10 & 12.6 heights See slat color choices below. Slats are fastened with metal clinch lock staples.</p>	<p>3 1/2" x 5" Mesh 11 gauge Class II galvanized "Mesh" (included hardware) 2 3/8" flat tubular slats 22' rolls 4.5, 6.7, 8.10 & 12.6 heights See slat color choices below. Mesh compatible in mid-light black, forest green or earth brown. Slats are fastened with metal clinch lock staples.</p>

Plastic Slat Colors

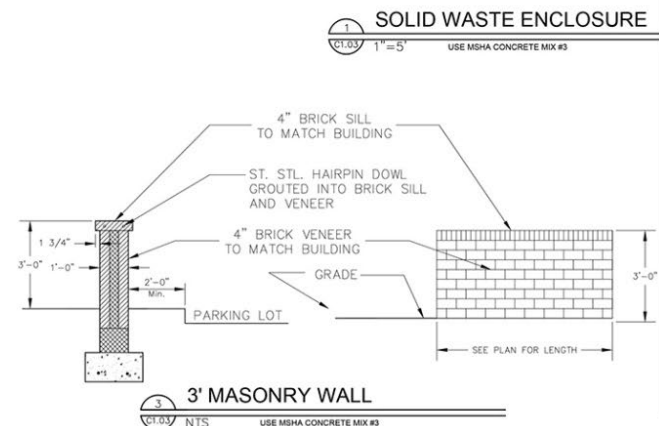
Blue	Redwood	Blue	Black	White	Green	Grey	Dark Grey

1. USE RUSTIC BROWN PLASTIC SLATS

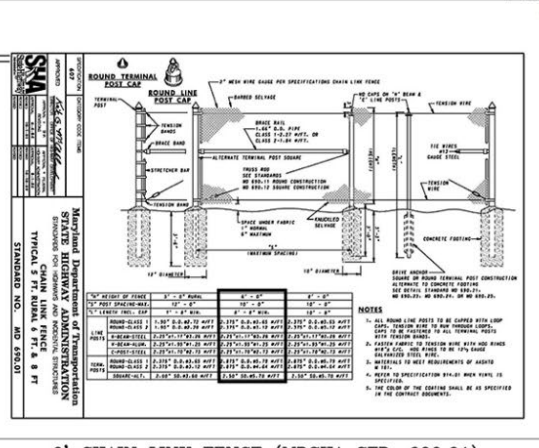
PRIVACY SLATS FOR CHAIN LINK FENCE OR EQUIVALENT

GENERAL NOTES

- All storm drain shall be constructed in accordance with the latest edition of the stormwater management standards and specification of Prince George's County Department of Environmental Resources, unless otherwise noted.
- For types of structures refer to the latest stormwater management standards; Details shown are of the Prince George's County, Department of Environmental Resources, unless otherwise noted.
- Information concerning underground utilities was obtained from available records but the contractor must determine the exact location and elevation of each main by digging test pits at all utility crossings well in advance of trenching, if clearances are less than shown or twelve (12) inches whichever is less, contact the design engineer and the owner of the utility company before proceeding with construction.
- All storm drain pipes must have a minimum of one (1) foot cover.
- Call miss utility @ 1-800-257-7777, 48 hours prior to any digging for safety sake and **IT IS THE LAW!!!**
- Sod all areas called for on the plan and slopes 3:1 or greater, seed and mulch all other areas disturbed by this construction.
- Fill shall be of Prince George's County class I as shown, all other fill shall be of Prince George's County class II.
- All roof drains to be connected to dry well.
- Infiltration shall not receive runoff until the entire contributory drainage area to the infiltration system is permanently stabilized.



NOTE: ALL NECESSARY STRUCTURAL SPECIFICATIONS, INCLUDING BUT NOT LIMITED TO CONCRETE, CORE MATERIALS, ANCHORS, GROUTS, MORTARS, FOOTING DIMENSIONS, REINFORCEMENT, AND SOIL COMPACTION, ARE TO BE PROVIDED BY A STRUCTURAL ENGINEER.



CHAIN LINK FENCE
USE MSHA CONCRETE MIX #3

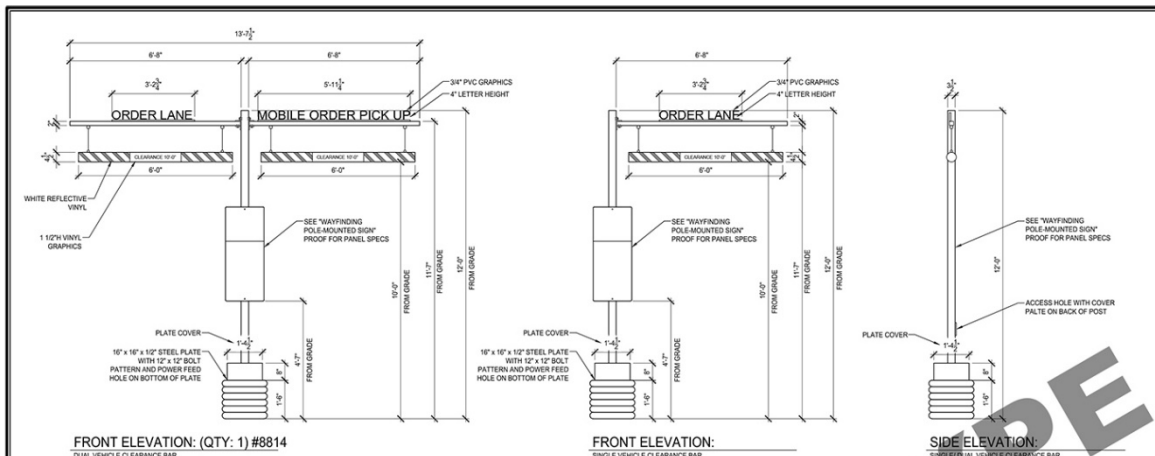
- FABRIC SHALL BE COATED IN BLACK VINYL.
- FABRIC SHALL BE KNUCKLED ON TOP SELVAGES.
- SEE SITE PLAN FOR GATE HEIGHT(S) & LOCATIONS.
- CONCRETE FOUNDATIONS AT GATES, SIZED BY GATE MANUFACTURER.
- IN AREAS WHERE GATE ABUTS RETAINING WALL, USE SLEEVE-IT FOUNDATION.
- ALL FENCE, GATE POSTS & FRAMES TO BE GROUTED.
- ATTACH FENCE FABRIC TO LINE POSTS, TOP AND BOTTOM TENSION WIRES WITH TIE WIRES.
- ALL GATES SHALL ALLOW MINIMUM 90° OPENING SWING.
- POSTS, RAILS AND RODS TO BE INSTALLED INSIDE OF FENCE FABRIC.
- MATERIALS TO MEET REQUIREMENTS OF AASHTO M181.
- REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 36A of the Montgomery County Code.



SITE DETAILS CONTINUED

PROTOTYPE NOT FOR CONSTRUCTION



FRONT ELEVATION: (QTY: 1) #8814

FRONT ELEVATION: SINGLE VEHICLE CLEARANCE BAR

SIDE ELEVATION: SINGLE VEHICLE CLEARANCE BAR

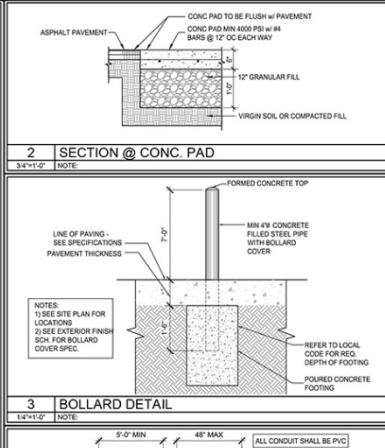
DESCRIPTION:
QTY: 1 VEHICLE CLEARANCE BAR
3 1/2" SQUARE STEEL MAIN POST WITH 12" SQUARE STEEL CROSS ARM AND 12" PLATE STEEL MOUNTING PLATE WITH HOLE AT BOTTOM FOR POWER FEED
18" x 60" ALUMINUM PLATE COVER (PAINTED) MOUNTED TO CROSS ARM WITH 1" ANGLE AFFIXED TO BACK
PAINTED 4 1/2" PVC CRASH TUBES WITH VINYL STRIPING
CRASH TUBES AFFIXED TO CROSS ARM WITH REQUIRED HARDWARE AND ANCHOR CHAIN
NOTE: CROSS-ARM EYE BOLTS TO BE REMOVABLE FOR MAINTENANCE PURPOSES
NOTE: ACCESS HOLE WITH COVER PLATE REQUIRED ON BACK OF POST. GC TO PROVIDE CONDUIT FOR POWER PER SITE PLANS

TYR/FACE:
COPY IS GOTHAM BOLD
COLORS: PAINTED TO MATCH ALLMET
POST & PLATE: #219C
PVC GRAPHICS: CHARCOAL, GRAY ALUMINUM, CRASH ARM: CHARCOAL, GRAY ALUMINUM, CRASH TUBES: WHITE REFLECTIVE 3M #800-10
VINYL STRIPING: WHITE REFLECTIVE 3M #800-10
#166C
PAINTED DD MAGENTA PMS #219C

CRASH TUBES:
#166C
PAINTED DD MAGENTA PMS #219C

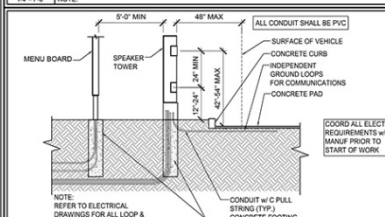
1 DUAL & SINGLE VEHICLE CLEARANCE BAR DETAIL

PROTOTYPE NOT FOR CONSTRUCTION



2 SECTION @ CONC. PAD

3 BOLLARD DETAIL



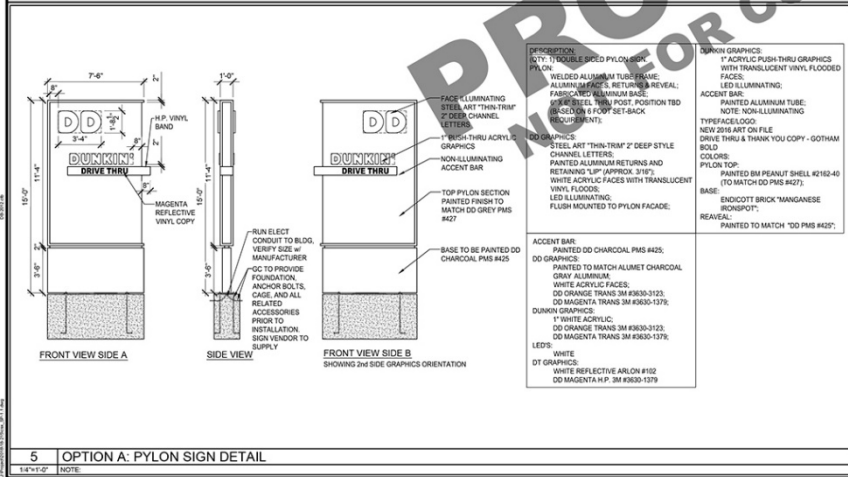
4 DRIVE-THRU MENU SECTION ("STATIC OPTION")

THESE PLANS ARE CONFIDENTIAL PROPERTY OF DUNKIN' BRANDS, INC. UNDER RESTRICTED ACCESS.

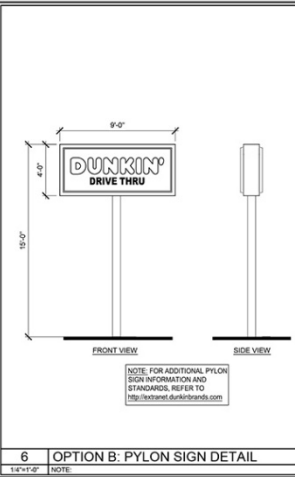
ARCHITECT'S TITLE
BLOCK & SEAL

NO	DESCRIPTION	DATE	SCALE	DRAWN	CHKD	APPD

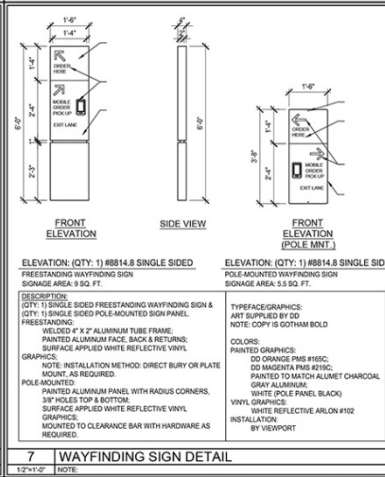
PROTOTYPE NOT FOR CONSTRUCTION



5 OPTION A: PYLON SIGN DETAIL



6 OPTION B: PYLON SIGN DETAIL



7 WAYFINDING SIGN DETAIL

DD NEXT GEN
DUNKIN DESIGN GUIDELINES

SITE DETAILS

PC NUMBER

SP-1.1

NOTE: DRAWINGS ARE NOT TO SCALE IF SHEET IS PLOTTED ON 11" x 17"

10182018



STATEMENT OF JUSTIFICATION
SEABROOK, PARCEL F
DSP-20010
REVISED JUNE 21, 2021

The Applicant in this Detailed Site Plan application is Hannah Storch (the "Applicant"). The Applicant is also the owner of the Subject Property. The purpose of the application is to seek approval to construct an eating and drinking establishment with a drive through on property located at 9499 Lanham Severn Road in Seabrook, Maryland.

The property forming the subject matter of this Detailed Site Plan is located at 9499 Lanham Severn Road (the "Subject Property"). The Subject Property is comprised of a single lot of record containing 24,283 square feet. The Subject Property is more particularly depicted as Parcel F on a plat of subdivision entitled "Parcels D, E & F, M. Leo Storch Property, Seabrook", which plat is recorded among the Land Records of Prince George's County, Maryland at Plat Book ME 232, Plat No. 45. Parcel F is presently unimproved with the exception of asphalt which served a prior use on the Subject Property. The Applicant acquired the Subject Property in two conveyances. The first conveyance occurred on August 21, 1942 and is recorded among the Land Records of Prince George's County at Book 657 Page 102. The second conveyance occurred February 14, 1962 pursuant to a deed

recorded among the Land Records of Prince George's County at Book 2649 Page 102.

SURROUNDING AREA AND NEIGHBORHOOD

The Subject Property is located in the southwest quadrant of the intersection of Lanham Severn Road (MD 564) and Seabrook Road. The Subject Property is zoned C-M. East of the Subject Property, directly across Seabrook Road, is a BP gasoline station in the C-M Zone. In the northeast quadrant of the intersection of Lanham Severn Road and Seabrook Road is an Exxon gasoline station in the C-S-C zone. In the northwest quadrant of the intersection of Lanham Severn Road and Seabrook Road is the Seabrook Shopping Center, also owned by Hannah Storch, in the C-S-C zone. Abutting the property to the west are service commercial uses in the C-M Zone also owned by Hannah Storch. Finally, abutting the property to the south is the Amtrak train tracks. Historically, access to the Subject Property has been from both Lanham Severn Road and Seabrook Road, and curb cuts exist today. Seabrook Road extends only a distance of approximately 200 feet south of its intersection with Lanham Severn Road, where it dead ends at the Amtrak train tracks. Seabrook Road has not crossed the railroad tracks since at least the 1970's. Parking is provided north of Seabrook Road for the MARC station.

DEVELOPMENT AND ZONING HISTORY OF THE SUBJECT PROPERTY

As noted above, the Subject Property has been owned by the Storch family for many decades. The Subject Property has been zoned for commercial uses since the early 1960's, when it was initially developed. The Subject Property was initially subdivided in 1961 and 1962 along with adjacent land under the same ownership. The property was initially developed as a gas station and operated as such for many years. As the size requirements for gas stations changed, the building began being used for vehicle repair and operated as such until 2016 when a fire destroyed the building.

As noted above, the Subject Property was subdivided in 1961 and 1962. The Subject Property is part of a larger assemblage of service commercial uses which were also purchased and developed in the early to mid-1960's. At the time the properties were subdivided, land was dedicated for the future widening of Lanham Severn Road. At the time, Lanham Severn Road was planned as a 120' arterial roadway, but was never improved to that width. In 2010, the Prince George's County Council adopted the Glenn Dale, Seabrook, Lanham and Vicinity Master Plan and Sectional Map Amendment. This plan downgraded Lanham-Severn Road from an arterial roadway to a collector roadway and reduced the ultimate right of way width from 120 feet to 80 feet. As a result, in 2019, the Applicant submitted Vacation Petition V-18003 to vacate

the excess right of way previously dedicated. This vacation was approved and an administrative plat of subdivision recorded. As part of that plat, an administrative lot line adjustment was implemented to create the Subject Property. It is this reconfigured property that the Applicant proposes to develop pursuant to this application.

CURRENT DEVELOPMENT PROPOSAL

As stated above, the property is currently improved with the remnants of the prior use that was destroyed by fire—asphalt and curb lines. The Applicant proposes to construct a small retail center containing 4,950 square feet. Three separate tenant spaces are proposed. The 1,600 square foot tenant space will be leased to Dunkin Donuts and will include a drive-through window. Tenants have not yet been identified for the other two tenant spaces.

In the C-M zone, an eating and drinking establishment with drive through service is permitted subject to a detailed site plan. Therefore, even though the other two commercial uses are permitted by right, a detailed site plan will be required to construct the project as proposed. Access to the site will be provided at a number of locations. On Lanham Severn Road, a two-way driveway entrance to the parking lot is proposed that is 29' wide. This entrance is located as far from the intersection with Seabrook Road as possible and consolidates two existing entrances

which served the prior uses into one. The consolidation of entrances will improve traffic safety.

Currently, a pedestrian crosswalk exists across Lanham Severn Road on the east side of the intersection. There is currently no crosswalk on the west side of the intersection or across Seabrook Road in front of the Subject Property. As currently constructed, the curbs along the property frontage do not have ramps to allow for access to a future crosswalk, should one be constructed by State Highway Administration. As a result of a meeting with community member, it was requested that the new sidewalks proposed along the property frontage have lead walks included to both Lanham Severn Road and Seabrook Road to connect to any future crosswalk that may be constructed. The site plan reflects these lead walks.

On Seabrook Road, three points of access are proposed. One driveway will provide access to the parking lot. This will allow patrons who enter from Lanham Severn Road to exit onto Seabrook Road and will also provide two-way circulation throughout the parking lot. A second access will be provided to the drive-through. Patrons wishing to use the drive-through will be able to enter from Seabrook Road. This is a dedicated lane which provides for adequate vehicle stacking. Finally, a driveway is proposed to access the trash dumpsters and loading area. This driveway is proposed to be 18 feet in width, which is less than

the normal two-way driveway width of 22'. Thus, a departure is included with this application to allow the reduced width. A separate Statement of Justification addressing the departure is included for the DDS.

Pursuant to Section 27-568 of the Zoning Ordinance, a total of 31 parking spaces would be required to serve the three proposed uses. The Applicant is proposing 24 parking spaces. A Departure from Parking and Loading Standards (DPLS) is also included to support a reduced number of spaces. A separate Statement of Justification addressing the number of parking spaces is included for the DPLS.

COMPLIANCE WITH ZONING ORDINANCE PROVISIONS

As noted above, Section 27-461(b) of the Zoning Ordinance permits an eating and drinking establishment in the C-M Zone, subject to Detailed Site Plan review.

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 Glenn Dale, Seabrook, Lanham and Vicinity Master Plan and

Sectional Map Amendment, which was approved in March, 2010. Master Plan identifies several commercial and employment areas. One of those areas is the "...properties zoned Commercial Miscellaneous (C-M) along Lanham Severn Road (MD 564)". (p. 65) As the master plan notes, while many of the areas shopping centers are low performing, "several centers have undergone façade renovations as owners have attempted to refresh their properties in order to remain competitive". (p. 65) One of those area is the Seabrook area, where the Applicant owns a substantial commercially zoned area and has continued to improve the façade over the years. The master plan also notes that design issues impact some of the commercially zoned properties "...particularly those falling within C-M zoning districts", mostly because of the manner in which these properties were constructed originally. Among the issues cited are multiple driveways, a lack of landscaping and over parking resulting from planning for the busiest shopping days of the year. (p. 68) Finally, there were several design guidelines listed for the Lanham Severn Road (MD 564) and the Seabrook MARC Station area. (p. 93) These design guidelines include creating a greater mix of commercial uses, improving vehicular access along MD 564, and improving the pedestrian environment along MD 564.

The proposed development will implement several of the recommendations of the Master Plan. The strip of land on the south side of MD 564 is constrained due to the right of way for

MD 564 and the railroad tracks. There is limited depth. The existing development which has existed for over 50 years also constrains new development. The Applicant proposes to develop a corner lot with additional retail uses, which will provide for a greater mix of commercial uses. Additional landscaping will be provided along MD 564 and an existing curb cut will be eliminated. The proposed eating and drinking establishment will serve riders accessing the MARC Station, as well as others in the corridor and in surrounding neighborhoods. For all of these reasons, the proposed development is in accordance with the principles for the orderly, planned, efficient and economical development contained in the Master Plan.

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

COMMENT: The purposes of the C-M Zone are set forth in Section 27-459(a)(1) of the Zoning Ordinance. The three specific purposes of the C-M Zone are as follows:

(A) To provide locations for miscellaneous commercial uses which may be disruptive to the harmonious development, compactness, and homogeneity of retail shopping areas.

COMMENT: The proposed development will consist of a small commercial center consisting of three leasable spaces. One tenant has been identified, a Dunkin Donuts. The other tenants have not yet been identified, but typical retail uses are anticipated. These uses are the types of miscellaneous

commercial uses which are appropriate for and consistent with the purposes of the C-M Zone. As noted above, the specific strip of land in which the Subject Property is located is also not conducive to a large retail shopping area due to the lack of depth of the land bay caused by the existing physical constraints.

(B) To provide these locations, where possible, on nonresidential streets; and

COMMENT: The subject property is located at the intersection of a high functional classification roadway with an 80' right of way and a local road providing access to a transit station. Neither of these are residential streets and, as such, the zone and proposed uses are in harmony with this purpose.

(C) To provide concentrations of these uses which are relatively far apart.

COMMENT: The proposed use is in harmony with this purpose because the concentration of C-M zoned land is limited to the land area south of MD 564 that shares the same development constraints caused by the existing right of way and the railroad line. Properties in the area with greater development potential are typically zoned C-S-C.

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

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 spread throughout the site, connected by driveways, so as to avoid large, uninterrupted expanses of pavement. The number of driveway entrances along Lanham Severn Road is being reduced from two to one. Access to the parking lot, drive-through and loading areas is provided from Seabrook Road, which is a dead-end street and carries very little 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 loading and service areas are convenient to the proposed building, but are not obtrusive. The proposed loading zone is

clearly marked and is located along the railroad tracks. The dumpster area is in the same location, and will be attractively screened. Finally, very little grading is proposed, as the site has already been graded in association with prior development. 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: There are no regulated environmental features on site.

CONCLUSION

As demonstrated herein and in the accompanying application packages, including plans, elevations, the Departure from Design

Standards and the Departure from Parking and Loading Standards, the proposed Detailed Site Plan, meets the requirements of the Prince George's County Zoning Ordinance. 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 application be approved as requested.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'THH', with a long horizontal flourish extending to the right.

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

STATEMENT OF JUSTIFICATION

DDS-668

FEBRUARY 24, 2021

The Applicant in this Departure from Design Standards application is Hannah Storch (the "Applicant"). The Applicant is also the owner of the Subject Property. The purpose of the application is to seek approval to construct an eating and drinking establishment with a drive through on property located at 9499 Lanham Severn Road in Seabrook, Maryland.

The property forming the subject matter of this application is located at 9499 Lanham Severn Road (the "Subject Property"). The Subject Property is comprised of a single lot of record containing 24,283 square feet. The Subject Property is more particularly depicted as Parcel F on a plat of subdivision entitled "Parcels D, E & F, M. Leo Storch Property, Seabrook", which plat is recorded among the Land Records of Prince George's County, Maryland at Plat Book ME 232, Plat No. 45. Parcel F is presently unimproved with the exception of asphalt which served a prior use on the Subject Property. The Applicant acquired the Subject Property in two conveyances. The first conveyance occurred on August 21, 1942 and is recorded among the Land Records of Prince George's County at Book 657 Page 102. The second conveyance occurred February 14, 1962 pursuant to a deed recorded among the Land Records of Prince George's County at Book 2649 Page 102.

SURROUNDING AREA AND NEIGHBORHOOD

The Subject Property is located in the southwest quadrant of the intersection of Lanham Severn Road (MD 564) and Seabrook Road. The Subject Property is zoned C-M. East of the Subject Property, directly across Seabrook Road, is a BP gasoline station in the C-M Zone. In the northeast quadrant of the intersection of Lanham Severn Road and Seabrook Road is an Exxon gasoline station in the C-S-C zone. In the northwest quadrant of the intersection of Lanham Severn Road and Seabrook Road is the Seabrook Shopping Center, also owned by Hannah Storch, in the C-S-C zone. Abutting the property to the west are service commercial uses in the C-M Zone also owned by Hannah Storch. Finally, abutting the property to the south is the Amtrak train tracks. Historically, access to the Subject Property has been from both Lanham Severn Road and Seabrook Road, and curb cuts exist today. Seabrook Road extends only a distance of approximately 200 feet south of its intersection with Lanham Severn Road, where it dead ends at the Amtrak train tracks. Seabrook Road has not crossed the railroad tracks since at least the 1970's. Parking is provided north of Seabrook Road for the MARC station.

DEVELOPMENT AND ZONING HISTORY OF THE SUBJECT PROERTY

As noted above, the Subject Property has been owned by the Storch family for many decades. The Subject Property has been

zoned for commercial uses since the early 1960's, when it was initially developed. The Subject Property was initially subdivided in 1961 and 1962 along with adjacent land under the same ownership. The property was initially developed as a gas station and operated as such for many years. As the size requirements for gas stations changed, the building began being used for vehicle repair and operated as such until 2016 when a fire destroyed the building.

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implemented to create the Subject Property. It is this reconfigured property that the Applicant proposes to develop pursuant to this application.

CURRENT DEVELOPMENT PROPOSAL

As stated above, the property is currently improved with the remnants of the prior use that was destroyed by fire—asphalt and curb lines. The Applicant proposes to construct a small retail center containing 4,950 square feet. Three separate tenant spaces are proposed. The 1,600 square foot tenant space will be leased to Dunkin Donuts and will include a drive-through window. Tenants has not yet been identified for the other two tenant spaces.

In the C-M zone, an eating and drinking establishment with drive through service is permitted subject to a detailed site plan. Therefore, even though the other two commercial uses are permitted by right, a detailed site plan will be required to construct the project as proposed. Access to the site will be provided at a number of locations. On Lanham Severn Road, a two-way driveway entrance to the parking lot is proposed that is 29' wide. This entrance is located as far from the intersection with Seabrook Road as possible. On Seabrook Road, three points of access are proposed. One driveway will provide access to the parking lot. This will allow patrons who enter from Lanham Severn Road to exit onto Seabrook Road if they want access to the

intersection. It will also provide two-way circulation throughout the parking lot. A second access will be provided to the drive-through. Patrons wishing to use the drive-through will be able to enter from Seabrook Road. This is a dedicated lane which provides for adequate vehicle stacking. Finally, a driveway is proposed to access the trash dumpsters and loading area. This driveway is proposed to be 18 feet in width, which is less than the normal two-way driveway width of 22'. This Departure from Design Standards is filed to request that the reduced width be approved.

DEPARTURE FROM DESIGN STANDARDS

As noted above, the site plan depicts a driveway to access the loading area and dumpster behind the building. The loading area is adjacent to the train tracks, which are owned by National Railroad Passenger Corporation. The area is the appropriate location for the loading, as it is screened from view of Lanham Severn Road by the building. As designed, the driveway leading to the loading area is 18 feet in width. Section 27-581 requires a 22 foot wide driveway. Specifically, Section 27-581 states as follows:

Every loading space shall be connected to a street by means of a driveway. The driveway shall be at least twenty-two (22) feet wide, exclusive of curb returns and gutters. In the case of a corner lot, no such driveway shall be located less than twenty (20) feet from the existing or proposed ultimate point of curvature of the curb or the edge of the pavement of an uncurbed section of the street, whichever

forms the greater distance to the point of curvature of the fillet of the driveway apron.

The loading space is more than 20 feet from the ultimate point of curvature of the curb, but it is only 18 feet wide. Therefore, a departure of 4 feet is required to allow an 18-foot driveway width. In this case, eighteen feet is ample width for the trucks to access the loading and trash areas, and it is anticipated that trucks will back out of this driveway onto Seabrook Road to exit the site. Even if the driveway were 22 feet in width, there would not be adequate room for a truck to turn around and the trucks would still be required to back into Seabrook Road to exit the site. As noted above, Seabrook Road is a dead end road with little traffic and backing onto the road does not create a safety concern by blocking traffic. As a result, since the site cannot be designed to allow for a full turn around, it is not necessary to have a full 22' wide driveway aisle serving the loading and trash area.

CRITERIA FOR APPROVAL

The Prince George=s County Planning Board is authorized to grant departures from the parking and loading space requirements in accordance with Section 27-587 and Section 27-239.01 of the Zoning Ordinance. Section 27-239.01(b) (7) sets forth the following findings that must be made in order to grant a departure:

(i) The purposes of the Prince George=s County Zoning Ordinance (Section 27-102) will be equally well or better served by the applicant=s proposal;

The owner submits that the purposes of the parking and loading regulations will be equally well or better served by the proposed site plan.

The owner is seeking to redevelop a former gas station site with a small commercial center which is permitted in the current C-M zoning. As designed, the site plan segregates the drive-through from both the parking lot and the loading area. In order to provide sufficient room, only 18' is available for access to the loading area. Given the unique circumstances of the site, this is more than enough room to accommodate the trash trucks and other trucks which will service the property. It is also the appropriate place to put such functions, since they will be next to the Amtrak rail line. The size of the site, and the location of the driveway aisle will require that the trash trucks and delivery vehicles back out of the loading space and onto Seabrook Road regardless of whether the driveway aisle is 22 feet wide or 18 feet wide. As such, an 18-foot wide driveway is more than sufficient to accommodate such service vehicles. Thus, the purposes of the Zoning Ordinance set forth in Section 27-102 will be equally served by the applicant's proposal since it will ensure that adequate access is provided to the loading area and sufficient room is provided for other on-site functions as well.

As a smaller redevelopment site, converting the site from a former auto service facility to a retail facility presents design challenges. However, given the unique function and location of Seabrook Road, allowing vehicles to back out of the loading area does not present any safety or traffic flow concerns. For these reasons, the purposes of protecting and promoting health, safety and welfare, guiding orderly growth, promoting the most beneficial relationship between land and buildings, encouraging economic development and lessening the danger of traffic on the streets listed in Section 27-102 are all promoted by this application. As a result, the applicant submits that the purposes are equally well or better served by the owner=s proposal.

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

The departure from Section 27-581 sought by the Applicant is the minimum necessary given the specific circumstances of this request. As noted above, the property is unique in its location size and configuration, being a redevelopment site at a corner adjacent to a railroad track. The site plan is well designed to separate the various site functions and ensure that there are no conflicts between loading and customer traffic. The site will function well as designed. The departure requested allows the Applicant to provide adequate, functional parking while accommodating access to loading.

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

The departure is necessary to alleviate circumstances unique to the site. The Subject Property is a corner lot located on a dead end road next to a rail line. The size of the property dates back to a lotting pattern established in the early 1960's, and the Applicant has increased the useable area through the minor plat to the maximum extent possible. Notwithstanding, given the constraints on access caused by the corner location and the desire to separate the customer traffic from the loading area, the departure requested will alleviate the unique circumstances which exist.

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

The owner submits that the requested departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood. The subject site is an isolated commercial property on a dead-end road. The departure will facilitate quality redevelopment of the site. Doing this will in no way impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood.

CONCLUSION

As demonstrated herein and in the accompanying application

package (including plans and elevations), the proposed Departure from Design Standards meets the requirements of the Prince George's County Zoning Ordinance. 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 application be approved as requested.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'THOMAS H. HALLER', is written over a white rectangular background.

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

STATEMENT OF JUSTIFICATION

DPLS-479

FEBRUARY 24, 2021

The Applicant in this Departure from Parking and Loading Standards is Hannah Storch (the "Applicant"). The Applicant is also the owner of the Subject Property. The purpose of the application is to seek approval to construct an eating and drinking establishment with a drive through on property located at 9499 Lanham Severn Road in Seabrook, Maryland.

The property forming the subject matter of this Detailed Site Plan is located at 9499 Lanham Severn Road (the "Subject Property"). The Subject Property is comprised of a single lot of record containing 24,283 square feet. The Subject Property is more particularly depicted as Parcel F on a plat of subdivision entitled "Parcels D, E & F, M. Leo Storch Property, Seabrook", which plat is recorded among the Land Records of Prince George's County, Maryland at Plat Book ME 232, Plat No. 45. Parcel F is presently unimproved with the exception of asphalt which served a prior use on the Subject Property. The Applicant acquired the Subject Property in two conveyances. The first conveyance occurred on August 21, 1942 and is recorded among the Land Records of Prince George's County at Book 657 Page 102. The second conveyance occurred February 14, 1962 pursuant to a deed recorded among the Land Records of Prince George's County at Book 2649 Page 102.

SURROUNDING AREA AND NEIGHBORHOOD

The Subject Property is located in the southwest quadrant of the intersection of Lanham Severn Road (MD 564) and Seabrook Road. The Subject Property is zoned C-M. East of the Subject Property, directly across Seabrook Road, is a BP gasoline station in the C-M Zone. In the northeast quadrant of the intersection of Lanham Severn Road and Seabrook Road is an Exxon gasoline station in the C-S-C zone. In the northwest quadrant of the intersection of Lanham Severn Road and Seabrook Road is the Seabrook Shopping Center, also owned by Hannah Storch, in the C-S-C zone. Abutting the property to the west are service commercial uses in the C-M Zone also owned by Hannah Storch. Finally, abutting the property to the south is the Amtrak train tracks. Historically, access to the Subject Property has been from both Lanham Severn Road and Seabrook Road, and curb cuts exist today. Seabrook Road extends only a distance of approximately 200 feet south of its intersection with Lanham Severn Road, where it dead ends at the Amtrak train tracks. Seabrook Road has not crossed the railroad tracks since at least the 1970's. Parking is provided north of Seabrook Road for the MARC station.

DEVELOPMENT AND ZONING HISTORY OF THE SUBJECT PROERTY

As noted above, the Subject Property has been owned by the Storch family for many decades. The Subject Property has been

zoned for commercial uses since the early 1960's, when it was initially developed. The Subject Property was initially subdivided in 1961 and 1962 along with adjacent land under the same ownership. The property was initially developed as a gas station and operated as such for many years. As the size requirements for gas stations changed, the building began being used for vehicle repair and operated as such until 2016 when a fire destroyed the building.

As noted above, the Subject Property was subdivided in 1961 and 1962. The Subject Property is part of a larger assemblage of service commercial uses which were also purchased and developed in the early to mid 1960's. At the time the properties were subdivided, land was dedicated for the future widening of Lanham Severn Road. At the time, Lanham Severn Road was planned as a 120' arterial roadway, but was never improved to that width. In 2010, the Prince George's County Council adopted the Glenn Dale, Seabrook, Lanham and Vicinity Master Plan and Sectional Map Amendment. This plan downgraded Lanham-Severn Road from an arterial roadway to a collector roadway and reduced the ultimate right of way width from 120 feet to 80 feet. As a result, in 2019, the Applicant submitted Vacation Petition V-18003 to vacate the excess right of way previously dedicated. This vacation was approved and an administrative plat of subdivision recorded. As part of that plat, an administrative lot line adjustment was

implemented to create the Subject Property. It is this reconfigured property that the Applicant proposes to develop pursuant to this application.

CURRENT DEVELOPMENT PROPOSAL

As stated above, the property is currently improved with the remnants of the prior use that was destroyed by fire—asphalt and curb lines. The Applicant proposes to construct a small retail center containing 4,950 square feet. Three separate tenant spaces are proposed. The 1,600 square foot tenant space will be leased to Dunkin Donuts and will include a drive-through window. Tenants has not yet been identified for the other two tenant spaces.

In the C-M zone, an eating and drinking establishment with drive through service is permitted subject to a detailed site plan. Therefore, even though the other two commercial uses are permitted by right, a detailed site plan will be required to construct the project as proposed. Access to the site will be provided at a number of locations. On Lanham Severn Road, a two-way driveway entrance to the parking lot is proposed that is 29' wide. This entrance is located as far from the intersection with Seabrook Road as possible. On Seabrook Road, three points of access are proposed. One driveway will provide access to the parking lot. This will allow patrons who enter from Lanham Severn Road to exit onto Seabrook Road if they want access to the

intersection. It will also provide two-way circulation throughout the parking lot. A second access will be provided to the drive-through. Patrons wishing to use the drive-through will be able to enter from Seabrook Road. This is a dedicated lane which provides for adequate vehicle stacking.

Pursuant to Section 27-568 of the Zoning Ordinance, a total of 31 parking spaces would be required to serve the three proposed uses. The Applicant is proposing 24 parking spaces. This departure from parking and loading standards is filed to support a reduced number of spaces due to the existence of the drive-through and other factors detailed herein, which reduces demand for on-site parking. The criteria for approval of a DPLS are addressed below.

DEPARTURE FROM PARKING AND LOADING STANDARDS

Section 27-588(b)(7) sets forth the required findings which must be made in order to grant a requested departure from off street parking and loading requirements. These findings require that in order for the Planning Board to grant a departure, it shall make the following findings:

Section 27-588(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 Part (Section 27-550) will be served by the applicant's request.

Section 27-550 Purposes.

(a) The purposes of this Part are:

(1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;

The Applicant submits that 24 spaces will be more than adequate parking for the proposed uses. Although only comprising 32% of the proposed square footage, the Dunkin Donuts is required to provide 42% of the required parking. This is based upon 10.5 spaces being allocated to employee parking (1 parking space required for each 50 square feet of service/prep area). For a standard restaurant, this may be an appropriate reflection of the number of staff required to prepare and serve the food. For a Dunkin Donuts, this substantially overstates the number of staff parking spaces required. In a location such as this, with a drive thru, the maximum number of employees on site at peak operation is 5, meaning that less parking is required on site to accommodate staff. In addition, food service establishments have seen a marked increase in the number of customers utilizing the drive-thru service. Dunkin Donuts is no different. The demand for drive-thru service diminishes the amount of parking needed on site as larger percentages of customers order from their vehicles and avoid parking. The required number of onsite parking spaces are computed pursuant to a formula set forth in the Zoning Ordinance. The formula for computing required parking does not take into account any reduced parking demand as a result of

having a drive-thru window, where studies have shown that 65% of all sales occur through the drive-thru window of a typical fast food restaurant.

The proposed Dunkin Donuts only provides 15 seats in the restaurant. Customers will either use the drive through or they will enter the restaurant to order, many for take-out. Thus, a large number of patrons are not anticipated to be parked in the parking lot for long periods of time and, as noted above, fewer employees are required for this type of eating and drinking establishment. Also, given the nature of the use, it is not anticipated that the peak hours associated with a Dunkin Donuts will conflict with the typical hours of retail uses. There will be some shared customers, and this is taken into account with the 20% reduction allowed. Ultimately though, the majority of spaces will be occupied by customers of the two retail spaces, and not by customers or employees of the restaurant due to the presence of the drive through.

National parking demand data has been collected by the Institute of Transportation Engineers (ITE) within their publication *Parking Generation, 5th Edition*. This publication establishes peak parking demands for multiple land uses based upon different independent variables, such as gross floor area and seats. For Land Use Code (LUC) 934 (Fast Food Restaurant with Drive-Thru), ITE sets forth an average peak demand of .44

vehicles per seat. Consequently, the ITE parking demand data calculates a demand of 6.6 spaces for a fast food restaurant with 15 seats. When added to the parking requirements for general retail for the remainder of the square footage (1 space per 150 square feet), a total of 28.9 parking spaces would be required for the entire site. Applying the 20% reduction allowed for shared parking, the total number of parking spaces required for the site is 23.12, or 24 spaces. This is the number of spaces provided by the Applicant.

The new Zoning Ordinance recognizes the need for less parking spaces than the current Zoning Ordinance and is consistent with the ITE parking rates. For example, a retail sales uses under the new ordinance will be required to provide parking at a ratio of 1:250 sf. A quick service restaurant will be required to provide one space per 4 seats and one space for each 100 feet are floor area not devoted solely to storage or patron seating. Applying these rates to the proposed use suggests that the number of spaces required is 23 spaces ($525 \text{ sf}/100 + 15/4 + 3350/250$). Again, these numbers are consistent with the ITE rates quoted above.

Another unique feature with the Subject Property is that it is located adjacent to the MARC station in Seabrook, and parking for the station is immediately adjacent to the site, within easy walking distance of the site. Patrons are able to access the

site from this parking area, further reducing the need for on-site parking.

In addition to all of the above justification, it should also be noted that the abutting property to the west is also under the same ownership as the Subject Property, as it has been for the past 60 years. There is a driveway connection between the two properties and the proposed building attached to the building on the abutting property with a common wall. The parking provide to serve these uses is also easily accessible to the Subject Property and could be used if desired by a patron, or there could be shared trips (a customer of the adjacent business may walk to the proposed Dunkin Donuts). Due to the date that these uses were established, the parking provided is grandfathered under 27-584 of the Zoning Ordinance. As such, there is no "surplus" to lease to the Subject Property. However, such parking does exist, is under the same ownership as the Subject Property and does further supplement the available parking in the area.

Finally, a Metro bus stop is located directly across Lanham-Severn Road from the property. Thus, there are multiple methods by which patrons can access the site without even needing to park on site.

In conclusion, the parking ratios in the current zoning ordinance, while they provide a reduction for shared use, do not

take into the impact on parking requirements resulting from providing drive through service and do not account the changes in parking requirements in the current economy. Those factors, combined with the lower number of employees for this type of eating and drinking establishment, demonstrate the fewer parking spaces are required than prescribed by the Zoning Ordinance. Rates published by ITE as well as the requirements of the new Zoning Ordinance suggest that the number of spaces required for this site is 23 spaces. The Applicant is proposing to provide 24 spaces. In addition, the existence of public transportation (bus service) and the proximity of a mass transit station which provides its own parking within easy walking distance from the Subject Property all demonstrate that the number of spaces provided will be sufficient to serve the needs of the proposed use.

(2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points

There is no street parking allowed on Lanham Severn Road. As noted above, Seabrook Road is a short, dead end road which terminates at the MARC Station. Given the nature of the road, traffic congestion is not an issue.

(3) To protect the residential character of residential areas; and

The Property will not have a negative impact on any residential areas. As can be seen from the zoning sketch map

included with the application, the property does not abut any residentially zoned land. All land, including the land on the south side of the railroad tracks, is zoned commercial.

(4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District

The parking proposed to be provided is very convenient and most likely more than needed given the large number of customers who now use the drive thru service to purchase their coffee, donuts and other meals. As can be seen from a review of the site plan, parking spaces are conveniently located within the site and are separated from the drive-thru. Patrons can enter the parking lot from either Lanham-Severn Road or from Seabrook Road and safely pull in to one of the parking spaces.

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

The site is constrained by the three rights of way which it abuts and by existing commercial development to the west. Given these constraints, there is no need to provide more parking than is necessary to serve the use. Dunkin Donuts is aware of the parking needs of its restaurants and the site plan and shared parking has been approved by them. As such, the parking provided is the amount necessary to serve the needs of the proposed uses and the departure requested is the minimum necessary given the specific circumstances of the request.

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

As has been explained above, an increasing number of customers desire to order in their car and pull out of the site. The subject property is also unique given its terminus at mass transit parking lot and station. These circumstances, when combined by the other site constraints (a corner lot abutting a railroad track) limit the available site area to allow for redevelopment of a site destroyed by fire. Sufficient parking to accommodate the proposed uses is provided and the departure is necessary to allow the redevelopment to occur as proposed.

(iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3 of this Part) have either been used or found to be impractical; and

All methods for calculating the number of spaces have been used.

(v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

As previously discussed, the Property is located in a commercial enclave enclosed by roads. A large commercial shopping center is located to the north across Lanham Severn Road. There are no residential areas in close proximity which would likely be impacted.

(iii) The recommendations of a municipality (within which the property lies) regarding the departure; and

This is not applicable.

(iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.

At this time, no public parking facilities are proposed in the general vicinity of the property. The parking facility for the MARC station is dedicated to that use, although the Subject Property is within walking distance to this parking lot.

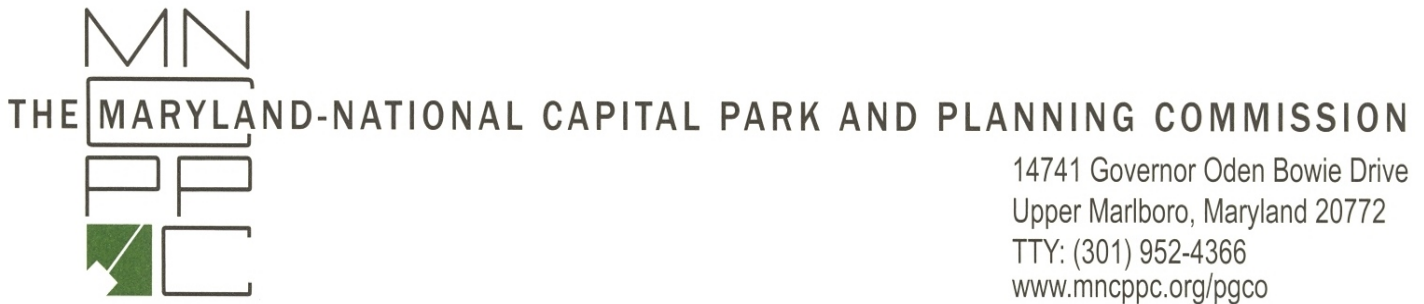
CONCLUSION

As demonstrated herein and in the accompanying application package (including plans and elevations), the proposed Departure from Parking and Loading Standards meets the requirements of the Prince George's County Zoning Ordinance. 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 application be approved as requested.

Respectfully submitted,



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



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division
Historic Preservation Section

301-952-3680

July 2, 2021

MEMORANDUM

TO: Adam Bossi, Urban Design Section, Development Review Division

VIA: Howard Berger, 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-20010, DPLS-479, & DDS-668 Seabrook, Parcel F

The subject property comprises 0.55-acres and is located at 9499 Lanham Severn Road in Lanham, Maryland. The subject application proposes the construction of 3,350 square feet of retail space and a 1,600 square-foot eating and drinking establishment with a drive through. The DPLS proposes a departure from parking and loading standards to allow a reduction in the number of required parking spaces. The DDS proposes a departure from design standards to reduce the drive aisle width. The subject property is Zoned C-M.


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. A Phase I archeology survey is not recommended. The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or Resources. This proposal will not affect any Prince George's County Historic Sites or Resources or known archeological sites. Historic Preservation staff recommends approval of DSP-20010, DPLS-479, and DDS-668 Seabrook, Parcel F with no conditions.


301-952-3972

July 7, 2021

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section, Development Review Division

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

FROM: Garrett Dickerson, Planner, Long Range Planning Section, Community Planning Division 

SUBJECT: Seabrook Parcel F DSP-20010

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: On the Southwest Quadrant of MD-564 (Lanham-Severn Road) and Seabrook Road

Size: 0.55 acres

Existing Uses: Parking Lot

Proposal: A Departure from Design Standards of MD-564 (Lanham-Severn Road) and Seabrook Road. Construction 3,350 Square Feet of Retail and A 1,6000 Square-Foot Eating and Drinking Establishment with a drive through. A Departure from Design Standards to Reduce the Drive Isle Width.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the Established Communities. The vision for the Established Communities to create the most appropriate context-sensitive infill and low-to medium density development (Pg. 20).

Master Plan: The 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Adopted Sectional Map Amendment* recommends mixed use development for the subject property.

The 2002 General Plan identifies an area along Lanham Severn Road (MD 564) as a future “community center” This area includes the Seabrook MARC station, The Seabrook Station Shopping Center, and Nearby Commercial and residential Properties. The plan also recommends appropriate land use mixes and development intensities for these community centers. These numbers are shown in Table 52 on page 204.

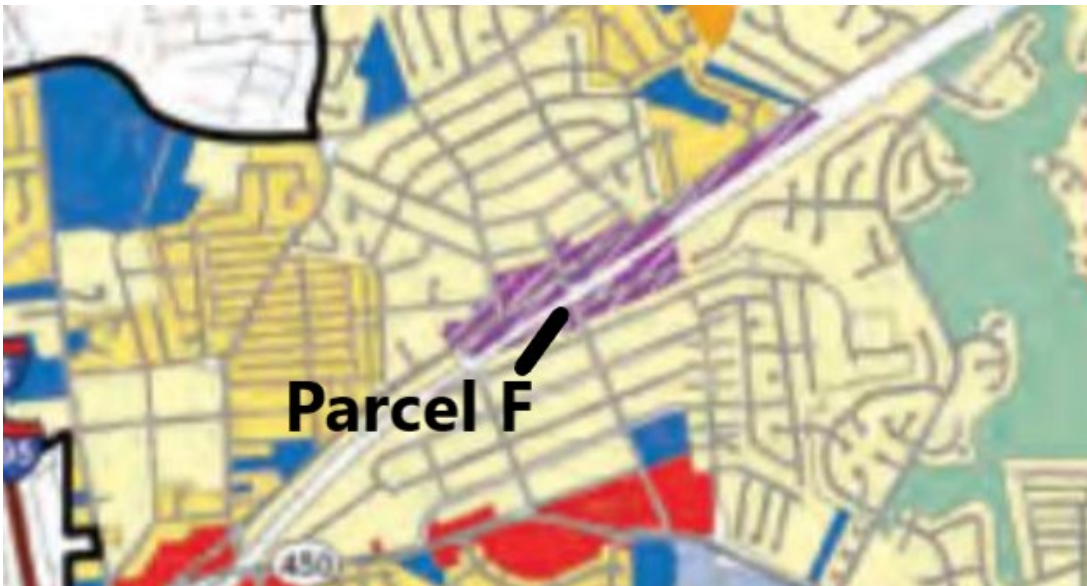
The development scenario for the Seabrook MARC station area draws upon 2002 General Plan principles, focusing new mixed-use development around the train station to support this important transit resource. Compact development will create a true transit- oriented community center with an attractive, comfortable public realm and residential and office development that supports center retail and services, resulting in a vibrant, walkable destination that constitutes an integral piece of the Glenn Dale-Seabrook-Lanham sector plan area’s identity.

Planning Area: 70

Community: Glenn Dale-Seabrook-Lanham and Vicinity

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

SMA/Zoning: The 2010 *Glen Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Adopted Sectional Map Amendment* retained the subject property into the C_M (Commercial Miscellaneous) zone.



ADDITIONAL INFORMATION


c: Long-range Agenda Notebook
Scott Rowe, AICP, CNU-A, Supervisor Long Range Planning Section


301-952-3972

July 7, 2021

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section, Development Review Division

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

FROM: Garrett Dickerson, Planner, Long Range Planning Section, Community Planning Division 

SUBJECT: Seabrook Parcel F DDS-668

DETERMINATIONS

Pursuant to Part 27-239.01(b)(7) of the Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Departure from Design Standards

Location: On the Southwest Quadrant of MD-564 (Lanham-Severn Road) and Seabrook Road

Size: 0.55 acres

Existing Uses: Parking Lot

Proposal: A Departure from Design Standards of MD-564 (Lanham-Severn Road) and Seabrook Road. Construction 3,350 Square Feet of Retail and A 1,6000 Square- Foot Eating and Drinking Establishment with a drive through. A Departure from Design Standards to Reduce the Drive Isle Width. Please see DSP- 20010, DPLS-479, DDS-668

GENERAL PLAN, MASTER PLAN, AND SMA

DDS 668 Seabrook Parcel F

General Plan: This application is in the Established Communities. The vision for the Established Communities to create the most appropriate context-sensitive infill and low-to medium density development (Pg. 20).

Master Plan: The 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Adopted Sectional Map Amendment* recommends mixed use development for the subject property.

In addition, the Master/Sector/Transit District Development Plan also makes the following recommendations that affect the subject property: The 2002 General Plan identifies an area along Lanham Severn Road (MD 564) as a future “community center” This area includes the Seabrook MARC station, The Seabrook Station Shopping Center, and Nearby Commercial and residential Properties. The plan also recommends appropriate land use mixes and development intensities for these community centers. These numbers are shown in Table 52 on page 204.

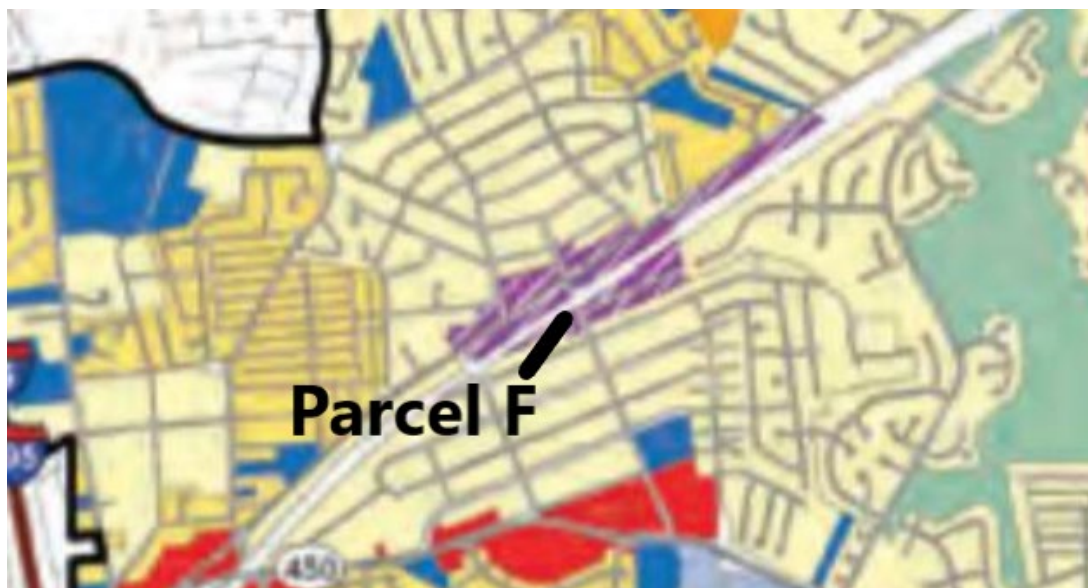
The development scenario for the Seabrook MARC station area draws upon 2002 General Plan principles, focusing new mixed-use development around the train station to support this important transit resource. Compact development will create a true transit- oriented community center with an attractive, comfortable public realm and residential and office development that supports center retail and services, resulting in a vibrant, walkable destination that constitutes an integral piece of the Glenn Dale-Seabrook-Lanham sector plan area’s identity.

Planning Area: 70

Community: Glenn Dale-Seabrook-Lanham and Vicinity

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

SMA/Zoning: The 2010 *Glen Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Adopted Sectional Map Amendment* retained the subject property into the C_M (Commercial Miscellaneous) zone.



DDS 668 Seabrook Parcel F


ADDITIONAL INFORMATION


c: Long-range Agenda Notebook
Scott Rowe, AICP, CNU-A, Supervisor Long Range Planning Section

July 3, 2021

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Development Review Division

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

FROM: Garrett Dickerson, Planner, Long-Range Planning Section, Community Planning Division 

SUBJECT: **DPLS-479 Seabrook- Parcel F**

FINDINGS

Pursuant to Section 27-588(b)(7)(A) of the Zoning Ordinance, Master Plan conformance is not required for this application.

Pursuant to Section 27-588(b)(7)(B) of the Zoning Ordinance, the Planning Board "shall consider recommendations of the 2010 *Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Adopted Sectional Map Amendment Master / Sector Plan* regarding the subject property and its general vicinity".

The master /sector plan makes the following recommendation(s) addressing parking/loading spaces on page 72. Appealing transitions should be provided between residential and nonresidential properties, with elements that screen commercial/industrial parking and loading areas and reduce noise and light impacts on residential properties. B

BACKGROUND

Application Type: Departure from the number of parking and loading spaces required.

Location: On the Southwest Quadrant of MD-564 (Lanham-Severn Road) and Seabrook Road

Size: .55 acres

Existing Uses: Parking Lot

Proposal: The applicant is requesting a waiver for 24 parking spaces for a total of 31 parking spaces when this use typically requires a ratio of 1:250 sf parking spaces (2 for every 1000 square

feet of gross floor area) and a variance from the on-site green area requirement per Section 27-470(b)(1) of the Zoning Ordinance for this site.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the Established Communities Growth Policy Area. The vision for the vision for the Established Communities to create the most appropriate context-sensitive infill and low-to medium density development (Pg. 20).

Master Plan: The 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Adopted Sectional Map Amendment* recommends mixed use development for the subject property.

In addition, the Sector also makes the following recommendations that affect the subject property: The 2002 General Plan identifies an area along Lanham Severn Road (MD 564) as a future “community center” This area includes the Seabrook MARC station, The Seabrook Station Shopping Center, and Nearby Commercial and residential Properties. The plan also recommends appropriate land use mixes and development intensities for these community centers. These numbers are shown in Table 52 on page 204.

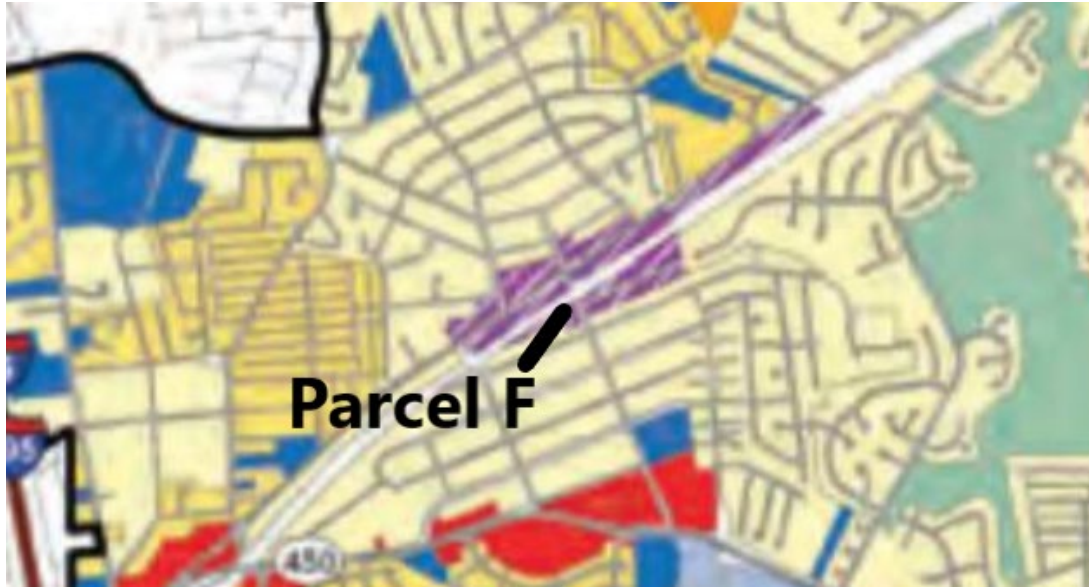
The development scenario for the Seabrook MARC station area draws upon 2002 General Plan principles, focusing new mixed-use development around the train station to support this important transit resource. Compact development will create a true transit- oriented community center with an attractive, comfortable public realm and residential and office development that supports center retail and services, resulting in a vibrant, walkable destination that constitutes an integral piece of the Glenn Dale-Seabrook-Lanham sector plan area’s identity.

Planning Area: 70

Community: Glenn Dale-Seabrook-Lanham and Vicinity

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

SMA/Zoning: The 2010 *Glen Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Adopted Sectional Map Amendment* retained the C_M (Commercial Miscellaneous) zone on the subject property.



RELEVANT MASTER PLAN RECOMMENDATIONS

None

c: Long-range Agenda Notebook

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



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Transportation Planning Section


14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
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301-952-3680

July 2, 2021

MEMORANDUM

TO: Andrew Bishop, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division 

VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division 

SUBJECT: **Detailed Site Plan, Departure from Parking and Loading Standards, Departure from Design Standards Review for Pedestrian and Bicycle Transportation Master Plan Compliance**

The following detailed site plan (DSP) was reviewed for conformance with the Zoning Ordinance, the *Approved Countywide Master Plan of Transportation (MPOT)*, and the *2010 Approved Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and Sectional Map Amendment* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan, Departure from Parking and Loading Standards, Departure from Design Standards Number: DSP-20010, DPLS-479, DDS-668

Development Case Name: Seabrook, Parcel F

Type of Master Plan Bikeway or Trail

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

Detailed Site Plan, Departure from Parking and Loading Standards, Departure from Design Standards Background	
Building Square Footage (non-residential)	4,950 Square-Feet
Number of Units (residential)	N/A
Abutting Roadways	Lanham Severn Road, Seabrook Road
Abutting or Nearby Master Plan Roadways	MD 564 (Lanham Severn Road – C-314)
Abutting or Nearby Master Plan Trails	Planned Bicycle Lane: Lanham Severn Road Planned Side Path: Lanham Severn Road Planned Shared Roadway: Seabrook Road

Proposed Use(s)	Retail / Eating or Drinking Establishment
Zoning	C-M
Centers and/or Corridors	Seabrook MARC Neighborhood Center / Seabrook MARC Community Center
Prior Approvals on Subject Site	N/A

The subject property is located in the Seabrook MARC Neighborhood Center Plan 2035 Center and it may be subject to the 2017 *Department of Public Works & Transportation Urban Streets Design Standards*, which require roadway facilities that better facilitate multimodal transportation, including wider sidewalks, marked crosswalks, and perpendicular ADA crosswalks, among other facilities. Additionally, Lanham Severn Road is maintained by the Maryland State Highway Administration and the subject site is located in a “Suburban Activity Center/Traditional Town Center.” SHA has recently published *Context Driven Access & Mobility For All Users*, a guide for designed streets that can better reflect the surrounding built environment and address the needs of all people.

Previous Conditions of Approval

There are no binding prior conditions of approval on the subject property specific to pedestrian or bicycle improvements that are relevant to this subject application. While the subject site is within a designated 2035 General Plan Center, as a detailed site plan application it is not subject to 24-124.01 of the subdivision regulations and the “Transportation Review Guidelines, part 2.”

Proposed Pedestrian and Bicycle Infrastructure

The submitted plans display five-foot-wide sidewalks along the subject property’s frontage of Lanham Severn Road and Seabrook Road. The applicant intends to close one point of vehicle entry along Lanham Severn Road, which will be replaced with new sidewalks. Internal sidewalks are provided along the north and south frontage of the proposed building. An internal walkway, originating on the eastern bounds of the subject property, moving east to west and culminating at the building entrance has been provided. Internal site crosswalks have been provided at the exit of the drive-through lane and at the entrance to the internal parking area.

Review of Master Plan Compliance

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT), which recommends the following facilities:

Planned Bicycle Lane: Lanham Severn Road

Planned Side Path: Lanham Severn Road

Planned Shared Roadway: Seabrook Road

Comment: Lanham Severn Road and Seabrook Road both front the subject site. No additional right-of-way is being sought with this application. The Maryland State Highway Administration (SHA) can require the construction of the master plan recommended bike lane or side path along Lanham Severn Road as appropriate, or they may be installed by SHA as part of a future roadway repaving or capital improvement project. The Prince George’s County Department of Permits, Inspections, and Enforcement can require the construction of the master plan recommended shared-roadway along Seabrook Road as appropriate, or the shared-roadway may be installed by the Department of Public Works & Transportation (DPW&T) as part of a future roadway repaving or capital improvement project.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The subject property is within the *2010 Approved Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and Sectional Map Amendment*.

Conformance to the Zoning Ordinance

Section 27-274(a)(2) includes the following provisions:

(C) Vehicular and Pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on site;

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

Section 27-274(a)(6) provides:

(A) Site and streetscape amenities should contribute to an attractive coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;

Comment: The submitted plans include bicycle racks at a location convenient to the building entrance. The design of the rack is also sufficient to provide two points of contact to support and secure a parked bicycle. The applicant's response to Subdivision and Development Review Committee (SDRC) comments (Donnelly to Bishop, June 21, 2021) indicates that the applicant will provide a crosswalk crossing the drive aisle at the point of vehicle entry along Lanham Severn Road, and a crosswalk crossing the drive aisle at the rear entrance along Seabrook Road. It is not clear on

the submitted plans if these facilities are provided. Further, the applicant's original submission included a crosswalk located along the front entrance along Seabrook Road, which has been removed with the applicant's revised submission. Staff recommend that the submitted plans be revised prior to the certification to include continental style crosswalks crossing the drive aisles of all three points of vehicle entry.

Additionally, two possible sidewalk segments and ADA-accessible curb ramps connecting to Lanham Severn Road and Seabrook Road are depicted on the submitted plans, however they are labeled as "future ramp and crosswalk (by others)." Staff recommend that these facilities be provided as part of this application. The additional sidewalk and curb ramps will improve access to the subject site, even if the adjacent crosswalks are unmarked, and perpendicular ADA-accessible curb ramps connecting to Lanham Severn Road and Seabrook Road.

As noted above, the subject application is within a Plan 2035 Center. Staff recommend that transportation facilities be consistent with the 2017 *Department of Public Works & Transportation Urban Street Design Standards* and the guidance of the 2020 Maryland State Highway Administration (SHA) *Context Driven Access & Mobility For All Users*. As a property that is less than 400 feet from the Seabrook MARC station, staff recommend providing pedestrian facilities that better accommodate to the needs to people that may walk from the train station to the proposed development or to the proposed development on their way to the train station. Staff recommend that the sidewalks along both Lanham Severn and Seabrook Roads be a minimum of six feet wide.

Departure from Parking and Loading Standards and Departure from Design Standards

Along with the DSP under review, the applicant is also applying for a Departure from Parking and Loading Standards, DPLS-479. The applicant's submission proposes a 4,950 square-foot retail center, which results in a required 28.9 parking spaces. The applicant is proposing a 20% reduction in parking due to the shared parking spaces on site, resulting in a total of 23.12 parking spaces, or 24 spaces.

The applicant's submittal also includes a Departure from Design Standards, DDS-668. The applicant's submission proposes a driveway leading to the loading area being 18-feet in width. Section 27-581 requires this portion of the driveway to be 22-feet wide. The applicant has cited space limitations at the rear of the proposed building, which is bound to the south by train lines. The applicant has also argued that if 22-feet of width were provided, it would still not allow for sufficient space for trucks to turn within the site.

Staff finds that bicycle and pedestrian movement within the site would not be adversely impacted should DPLS-479 and DDS-668 be granted.

Recommended Conditions of Approval

Based on the findings presented above, staff conclude that the pedestrian and bicycle transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274, the relevant design guidelines for transportation and conclude that the submitted detailed site plan is deemed acceptable from the standpoint of bicycle and pedestrian transportation, if the following conditions are met:

1. Prior to the certification of the detailed site plan, the applicant and the applicant's heirs, successors and/or assigns shall revise the detailed site plan to provide:
 - a. A continental crosswalk crossing the drive aisle at the point of vehicle entry along Lanham Severn Road, unless modified by the Maryland State Highway Administration, with written correspondence.

- b. A continental crosswalk crossing the drive aisle at the front point of vehicle entry along Seabrook Road, unless modified by the Department of Permitting, Inspections and Enforcement with written correspondence.
- c. A continental crosswalk crossing the drive aisle at the rear point of vehicle entry along Seabrook Road, unless modified by the Department of Permitting, Inspections and Enforcement with written correspondence.
- d. A six-foot wide sidewalk and perpendicular, ADA-accessible ramp connecting to Seabrook Road, unless modified by the Department of Permitting, Inspections and Enforcement with written correspondence.
- e. A six-foot wide sidewalk and perpendicular, ADA-accessible ramp connecting Lanham Severn Road, unless modified by the Maryland State Highway Administration, with written correspondence.
- f. Remove "Ramp and" from the notation on plans which reads "Future Ramp and Crosswalk (By Others)."
- g. Minimum six-foot-wide sidewalk along the subject site frontage Seabrook Road, consistent with the 2017 *Department of Public Works & Transportation Urban Street Design Standards*, unless modified by the Department of Permitting, Inspections, and Enforcement, with written correspondence.
- h. Minimum six-foot-wide sidewalk along the subject site frontage Lanham Severn Road, consistent with guidance from the 2020 Maryland State Highway Administration (SHA) *Context Driven Access & Mobility For All Users*, unless modified by SHA, with written correspondence.



Angela D. Alsobrooks
County Executive

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



MEMORANDUM

June 14, 2021

TO: Andrew Bishop, Urban Design Section
Development Review Division, M-NCPPC

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

Re: Seabrook-Parcel F
Detailed Site Plan No. DSP-20010, DPLS-479, DDS-668

CR: Lanham-Severn Road (MD-564)
Seabrook Road County

This is in response to the Detailed Site Plan No. DSP-20010, DPLS-479, and DDS-668 referrals, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- Site is located on the southwest quadrant of the intersection of Lanham-Severn Road (MD-564) and with Seabrook Road.
- Applicant is proposing to construct 3,350 square feet of retail space and a 1,600 square foot eating and drinking establishment with a drive through lane.
- The proposed Detailed Site Plan DSP-20010 is consistent with the approved Site Plan Concept Number 20666-2019-00.
- DPIE has no objection on to the proposed Detailed Site Plan.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans.

- b) Exact acreage of impervious areas has not been provided.
- c) Proposed grading is shown on plans.
- d) Stormwater volume computations have not been provided.
- e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth.
- f) Disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
- g) A narrative in accordance with the code has not been provided.
- h) Applicant shall provide items (a-g) at the time of filing final site permits.

This is in response to. DPLS-479, a departure from parking and loading standards to allow a reduction in the number of required parking spaces DPIE offers the following:

- DPIE objects to the departure from parking standards because it may increase the demand for parking on the nearby public streets and impacts the roadway operations.

This is in response to DDS-668, a departure from design standards to the drive aisle width. DPIE offers the following:

- DPIE has no objection to the departure from design standards to the drive aisle width if the site has a standard commercial entrance.

If you have any questions or require additional information, please contact Mr. Steve Snyder, P.E, the District Engineer for the area, at 301.883.5710.

MCG:RIG:ag

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Raymond Green, P.E. Engineer, S/RPRD, DPIE
Hannah Storch, Storch Management, 25 Hooks Lane, Pikesville, MD. 21208
Macris, Hendricks & Glascock, 9220 Wightman Road, Suite 120, Montgomery Village,
Maryland, 20866



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Transportation Planning Section

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301-952-3680

July 1, 2021

MEMORANDUM

TO: Andrew Bishop, Urban Design Review Section, Development Review Division

FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DSP-20010, DPLS-479, and DDS-668: Seabrook, Parcel F**

Proposal

The applicant is proposing to develop a site with commercial uses.

Background

The commercial uses total 4,950 square feet, including 1,600 square feet within an eating and drinking establishment with drive-through service. An eating and drinking establishment with drive-through service is permitted by right in the C-M Zone with a requirement of a detailed site plan (DSP) in accordance with footnote 24 of the use table in Section 27-461 of the Zoning Ordinance. The DSP for this use has no specific transportation-related requirements. There is no requirement for a determination of transportation adequacy. In general, the site plan is intended to address general detailed site plan requirements such as access and circulation.

The site was platted as Parcel F in 2020 pursuant to Section 24-108(a)(3) for the purpose of incorporating land area vacated pursuant to Vacation Petition V-18003 and to adjust lot lines. The prior plat for Parcels C-1 and C-2 was recorded in 1961 and 1962, and does not appear to be the subject of a preliminary plan of subdivision. There appear to be no prior applications which contain conditions applicable to the subject proposal.

There are two companion departure applications. The departure from design standards (DDS) involves the driveway leading to the loading space; the driveway is required to be 22 feet and is shown on the plan at 18 feet. The departure from parking and loading standards (DPLS) involves the number of off-street parking spaces on the site; the uses would require 31 parking spaces and 24 spaces are proposed. Both departures require that certain findings are made in order for the departures to be granted. Both departures will be reviewed in this memorandum.

Review Comments

The applicant proposes a coffee/donut shop with drive-through (as described in *Trip Generation* (Institute of Transportation Engineers), Land Use 937) and 3,350 square feet of additional retail space. No specific pass-by rates are prescribed for the coffee/donut shop, so the 60 percent pass-by rate shown in "Transportation Review Guidelines, Part 1" is used, along with trip rates from *Trip Generation* (Institute of Transportation Engineers) for the retail space. The site's trip generation is shown in the table below:

Trip Generation Summary, DSP-20010: Seabrook, Parcel F								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Coffee/Donut Shop with Drive-Through (ITE Land Use 937)	1,600	Square feet	72	70	142	35	35	70
Retail	3,350	Square feet	12	8	20	30	32	64
Less Pass-By (60 percent AM and PM)			-50	-47	-97	-39	-40	-79
Net Trips for Proposal			34	31	65	26	27	53

The appears to be no prior preliminary plan of subdivision, and due to the proposal being less than 5,000 square feet no new preliminary plan is required.

Access and circulation are determined to be acceptable. Access is proposed at two existing access points along Seabrook Road and one existing access point along Lanham Severn Road (MD 564). One existing driveway along MD 564 is being eliminated by this proposal. There was an initial concern about queuing from the drive-through window onto Seabrook Road. However, this portion of Seabrook Road does not cross the railroad tracks behind the subject site and so does not serve through traffic. Also, Seabrook Road has a pavement width of approximately 58 feet; this is sufficient to allow persons accessing the lot at the Seabrook Maryland Area Regional Commuter (MARC) Station to enter the lot without conflicting with vehicles leaving the same lot.

The subject property fronts on MD 564, a master plan collector facility, and sufficient right-of-way consistent with master plan recommendations exists.

Departure from Design Standards (DDS)-668

The driveway serving the loading space for the uses on the site is 18 feet in width instead of the Ordinance-required 22 feet. Pursuant to Section 27-587 of the Zoning Ordinance, the applicant is proposing to reduce the size of this driveway as described above. The applicant has submitted a statement of justification (SOJ) to address the required findings for a DDS, indicated in Section 27-587 and 27-239.01(b)(7)(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 departure concerns a driveway serving a single commercial loading space within a property of less than an acre in size. The applicant contends that the placement of the loading space next to the railroad line is the most appropriate placement for that feature. The applicant also contends that having service vehicles back out of the loading space onto Seabrook Road is an acceptable arrangement because Seabrook Road has no through traffic; it is agreed that this arrangement is acceptable, and due to the configuration

of the site would be a necessity whether the driveway is 18 feet or the standard. In summary, it is believed that this finding is met.

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

Comment: The applicant states that the site plan is well designed to separate the various site functions and ensure that there are no conflicts between loading and customer traffic. Given the small size of the site, it is agreed that the applicant has maximized the function of the site, and that the minimum departure is requested.

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: As noted by the applicant, the property is unique in its location, size, and configuration, being a redevelopment site at a corner adjacent to a railroad track and two dedicated public streets. It is noted in review that the rail line and Lanham-Severn Road both existed prior to 1949, and so while the lotting pattern was not established for the area between these transportation facilities until 1961, it should have been apparent in 1949 that commercial uses would be the most viable use of the property. Given the placement of the transportation facilities and the narrow depth of the property, some degree of flexibility would be needed to develop and redevelop this site with commercial uses.

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

Comment: In facilitating the redevelopment of the site, the reduced driveway width will in no way impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

In summary, the transportation staff have determined that the departure for the reduced driveway width is supportable.

Departure from Parking and Loading Standards (DPLS)-479

From the standpoint of transportation, the substantive portion of this review involves review of the departure from parking and loading standards. The proposal would require 31 parking spaces. The applicant proposes to provide 24 parking spaces, and the resulting departure request is for seven parking spaces. Pursuant to Section 27-588 of the Zoning Ordinance, the applicant has submitted a statement of justification (SOJ) to address the required findings for a departure from the number of parking spaces indicated in Section 27-568.

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

i. The purposes of this Part (Section 27-550) will be served by the applicant's request;

Comment: The applicant asserts that the operations of the proposed donut shop, along with the limited seating being provided, obviate the need for the full parking requirement. Also, the applicant states that the proximity to parking at the nearby MARC station would likely

result in more customers parking at MARC, walking to the use, and walking back to the station. These are credible scenarios; however, staff does not believe that the applicant would limit staffing the donut shop to five employees. If anything, more employees would be needed to enable quick service of customers – especially drive-through customers – to limit the length of queuing on what is a very small site. Even so, it is believed that the MARC station proximity provides adequate justification for the parking space reduction onsite.

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

Comment: As noted by the applicant, the property is unique in its location, size, and configuration, being a redevelopment site at a corner adjacent to a railroad track and two dedicated public streets. With these constraints, along with the adjacent retail uses, it is agreed that the minimum departure has been requested.

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

Comment: The applicant cites right-of-way constraints on the site along with the desire to redevelop a property that had been destroyed by fire. The applicant also believe that the drive-through nature of the use combined by the location next to a MARC station parking lot create a special nature to the use. Also, given the discussion for the DDS, there is a rationale to give consideration to circumstances that existed before 1949.

The case of “specialness” is a difficult standard to prove. Given the limitations of the site and the nature of the use, it is believed that the applicant has made the case that circumstances are special.

iv. All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical;

Comment: The applicant believes that all methods have been attempted and found to be impractical, and the transportation planning staff agrees with this assertion.

v. Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

Comment: The applicant notes that the property is located in a commercial enclave enclosed by roads and the railroad tracks. A large commercial shopping center is located to the north across Lanham Severn Road. It is stated that there are no residential areas in close proximity which would likely be impacted by a departure, and local mapping supports this assertion.

In summary, the Transportation Planning Section staff concur with the findings addressed by the applicant and recommend approval of the Departure from Parking and Loading Standards to permit a total of four loading spaces (a reduction of one space).

Conclusion

From the standpoint of transportation and in consideration of the findings contained herein, it is determined that this plan is acceptable if the application is approved.

From: [Finch, Kim](#)
To: [Bishop, Andrew](#)
Cc: [Reiser, Megan](#); [Nickle, Suzanne](#)
Subject: RE: REGARDING: SEABROOK - PARCEL F (DSP-20010, DPLS-479, DDS-668)
Date: Thursday, June 24, 2021 6:14:33 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)

Andrew,

EPS staff has completed the review of the above application. The site has been issued a Natural Resources Inventory – Equivalency Letter (NRI-034-2019) because there are no regulated environmental features on the site, and a Standard Letter of Exemption from the Woodland Conservation (S-046-2019) because the site is less than 40,000 square feet in area. The site has received a SWM Concept Approval for redevelopment of the site issued on Oct. 2020. There are no environmental issues related to this site, and no referral memo except for this e-mail will be provided.

Kim I. Finch

*Master Planner | Environmental Planning Section
Countywide Planning Division*

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

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-3506 | kim.finch@ppd.mncppc.org



From: Bishop, Andrew <andrew.bishop@ppd.mncppc.org>
Sent: Thursday, June 24, 2021 4:35 PM
To: Finch, Kim <Kim.Finch@ppd.mncppc.org>
Cc: Reiser, Megan <Megan.Reiser@ppd.mncppc.org>; Nickle, Suzanne <Suzanne.Nickle@ppd.mncppc.org>
Subject: RE: REGARDING: SEABROOK - PARCEL F (DSP-20010, DPLS-479, DDS-668) SDRC

Kim,

A no issues email would be sufficient in lieu of a formal memo, since the application is exempt.

Thank you.

N. Andrew Bishop

Senior Planner | Development Review Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4897 | andrew.bishop@ppd.mncppc.org



From: Finch, Kim <Kim.Finch@ppd.mncppc.org>

Sent: Thursday, June 24, 2021 4:33 PM

To: Bishop, Andrew <andrew.bishop@ppd.mncppc.org>

Cc: Reiser, Megan <Megan.Reiser@ppd.mncppc.org>; Nickle, Suzanne <Suzanne.Nickle@ppd.mncppc.org>

Subject: FW: REGARDING: SEABROOK - PARCEL F (DSP-20010, DPLS-479, DDS-668) SDRC

Importance: High

Andrew,

I have been assigned the above case because Marc is off on leave – it looks to me like a no issues – no memo case that could be handle by a short e-mail, but wonder it Marc already responded to you with an e-mail before he left. If not, I can move forward and send you a response, but thought I would check before doing that and possibly muddying up the water.

Let me know if you have something in hand.

Kim Finch

From: PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>

Sent: Thursday, June 24, 2021 8:35 AM

To: Finch, Kim <Kim.Finch@ppd.mncppc.org>

Subject: FW: REGARDING: SEABROOK - PARCEL F (DSP-20010, DPLS-479, DDS-668) SDRC

Importance: High

Hi Kim,

This case has been added to your workload.

Thank you,

Page C. Nichols

Principal Planning Technician | Countywide Planning Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772
301-952-3724 | Page.nichols@ppd.mncppc.org



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

Sent: Wednesday, June 23, 2021 3:46 PM

To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Ludith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnettwoods@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; James V Reilly, Fire <JVReilly@co.pg.md.us>; slttoth@co.pg.md.us; SLToth@co.pg.md.us; Lane Dillon <ljdillon@co.pg.md.us>; 'DARichards@co.pg.md.us' <DARichards@co.pg.md.us>; tgaskins@co.pg.md.us; Rey DeGuzman (rsdeguzman@co.pg.md.us) <rsdeguzman@co.pg.md.us>; Giles, Mary C. <mcgiles@co.pg.md.us>; Lord-Attivor, Rene <rlattivor@co.pg.md.us>; Snyder, Steven G. <SGSnyder@co.pg.md.us>; Abdullah, Mariwan <MAbdullah@co.pg.md.us>; Formukong, Nanji W. <nwformukong@co.pg.md.us>; Tayyem, Mahmoud <mtayyem@co.pg.md.us>; Major Steven Yuen, Police Commander - Planning <syuen@co.pg.md.us>; tltolson@pg.co.md.us; swthweatt@co.pg.md.us; aoadepoju@co.pg.md.us; kwoodroffe@sha.state.md.us; Tania Brown - SHA <TBrown13@mdot.maryland.gov>; #dsgintake@wsscwater.com

Cc: Bishop, Andrew <andrew.bishop@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Capers, William <William.Capers@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Lohman, Regina <Regina.Lohman@ppd.mncppc.org>; Dozier, Kimberly <Kimberly.Dozier@ppd.mncppc.org>

Subject: REGARDING: SEABROOK - PARCEL F (DSP-20010, DPLS-479, DDS-668) SDRC

Importance: High

All,


**This is a EPlan RE-referral (SDRC Response) for DSP-20010, DPLS-479, DDS-668, SEABROOK.
Please submit ALL comments Andrew Bishop(email attached).**

<https://www.dropbox.com/sh/jkw7jqeahco9fh0/AAC6JhevdHvTNbAXjEdFGhcGa?dl=0> (6-23-2021 SDRC)

DUE DATE for this RE-referral is: JUNE 28, 2021

Donald R. Townsend

Senior 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

301-952-4688 | donald.townsend@ppd.mncppc.org



From: Brian Donnelly <bdonnelly@mhgpa.com>

Sent: Wednesday, June 23, 2021 3:20 PM

To: DRDapplications <DRDapplications@ppd.mncppc.org>

Cc: Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Grigsby, Martin

<Martin.Grigsby@ppd.mncppc.org>; Townsend, Donald <Donald.Townsend@ppd.mncppc.org>

Subject: SEABROOK - PARCEL F (DSP-20010, DPLS-479, DDS-668)

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

All

Attached is a copy of the point by point response letter to agency comments received at the SDRC held June 11, 2021.

A copy of the letter is also included in the files within the Dropbox link below containing all the revised drawings and documents for review.

Please confirm receipt and let me know if you have any problems accessing the files.

Please let me know if you need anything else to facilitate the review.

Brian Donnelly, RLA, LEED AP



Engineers • Planners • Landscape Architects • Surveyors

9220 Wightman Road, Suite 120

Montgomery Village, MD 20886-1279



Division of Environmental Health/Disease Control

Date: June 3, 2021

To: Andrew Bishop, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-20010, DPLS 479, DDS 668, Seabrook- Parcel F (PB)

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the Seabrook Parcel F located in the southwest section of the intersection of Lanham Severn

and Seabrook roads and has the following comments / recommendations:

1. Health Department permit records indicate there are approximately two existing carry-out/convenience store food facilities and no markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.
2. Due to this history and the potential for petroleum contamination of both soils and groundwater frequently associated with automobile-based operations, it is recommended that an environmental site assessment be completed.
3. The applicant must ensure that underground storage tanks are not disturbed by excavation or grading activities. Should the soil become contaminated during the construction/demolition activity or should the applicant discover contaminated soils, all impacted soils must be handled in a manner that comports with State and local regulations.



Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health



Division of Environmental Health/Disease Control

4. ***The food facility is considered a prototype food service facility in which two or more facilities in the state having uniformed set of plans.*** The applicant must submit an application for plan review to the Maryland Department of Health's Environmental Health Bureau's Food protection and Food Licensing program located at 6 St. Paul Street, Suite 1301, Baltimore, Maryland. 21202.
5. The applicant must submit plans to the Plan Review department at the Department of Permitting, Inspection Enforcement located at 9400 Peppercorn Place in Largo Maryland. 20774 for the proposed food facility and apply for a Health Department Moderate HACCP priority, Food Service Facility permit.
6. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
7. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.




Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

June 28, 2021

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section

FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section 

SUBJECT: DSP-20010 – Seabrook — Parcel F

1. Signage is shown on the plans, but there are no specific details regarding signage design, criteria, location, attachment included with this detailed site plan application. The plans included appear to be drafts of proposed signage for the site. Signage criteria should be addressed with the detailed site plan, even if just in general terms. The visual of building signs and/or “prototype, not for construction” sign page will not be useful at the time of sign permit.
2. The Permit Review Section offers no further comments on this application.

June 28, 2021

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section *AB*

VIA: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*

FROM: Antoine Heath, Senior Planner, Subdivision Section

SUBJECT: DSP-20010, Seabrook-Parcel F

The subject property considered in this detailed site plan (DSP) is known as Parcel F, located on Tax Map 44 in Grids D1 and E1. The property is 24,283 square feet and is zoned Commercial Miscellaneous (C-M). The applicant has submitted this DSP to construct a 4,950 square foot eating or drinking establishment with drive-through service. Parcel F is recorded in Plat Book ME 253, page 46 entitled "Parcels D, E & F, M. Leo Storch Property, Seabrook" on January 15, 2019. This plat was recorded to adjust common boundary lines and incorporate area after a portion of Lanham-Severn Road right-of-way, which fronts the property, was vacated due to a reduction in its ultimate right-of-way width from 120 feet to 80 feet. The site was first developed in the 1960's, and served commercial uses until 2016. Parcel F is currently unimproved except for asphalt pavement. Parcel F was created by lot line adjustment of Parcel C-1 recorded in Plat Book WWW 44, page 64 in 1962 and Parcel C-2 recorded in Plat Book WWW 44 page 83 in 1962.

Parcels C-1 and C-2 were the subject of preliminary plan of subdivision (PPS) 12-2466, approved in 1962. However, no available records of this PPS remain. Furthermore, there are no notes regulating development listed on the record plat. The DSP considered in this application is in conformance with the record plat with the correct bearings and distances. This application is exempt from filing a PPS per Section 24-111(c)(2) of the Subdivision Regulations which states the following:

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
 - (2) **The total development proposed for this final plat on a property that is not subject to a Regulating Plan approved with Subtitle 27A of the County Code and does not exceed five thousand (5,000) square feet of gross floor area and does not exceed five thousand (5,000) square feet of gross floor area;**

The subject property was platted prior to 1970 and the application proposes development which is less than 5,000 square feet of gross floor area.

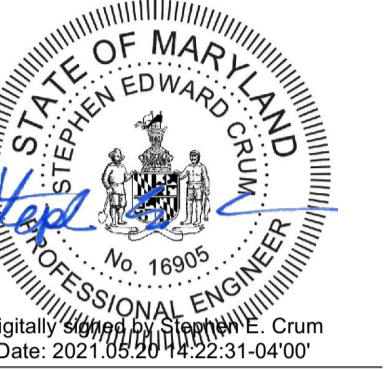
Plan Comments

1. The property information section on the cover sheet lists the incorrect plat number. This should be revised.

Recommended Conditions

1. Prior to signature approval, the following revisions shall be made to the detailed site plan:
 - a. Provide the correct plat reference in the property information section of the cover sheet.

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



Professional Certification
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. Lic. No. 16905 Exp. Date: 04.21.2022

OWNER
HANNAH STORCH
25 HOOKS LANE, SUITE 312
BALTIMORE, MD 21208
PHONE: 410-486-0800 (EXT. 116)
BRUCE LEVINE

ARCHITECT-OWNER
BECK POWELL & PARSONS
100 WEST ROAD, SUITE 300
TOWSON, MD 21204
PHONE: 410-828-9220
ERIC BECK

ARCHITECT-TENANT
QSR AND R
584 BELLERIVE ROAD
ANNAPOLIS, MD 21409
PHONE: 301-364-9880
SARAH HOLLAND

NO.	DESCRIPTION	DATE

TAX MAP 44 WSSC 208 NE 08

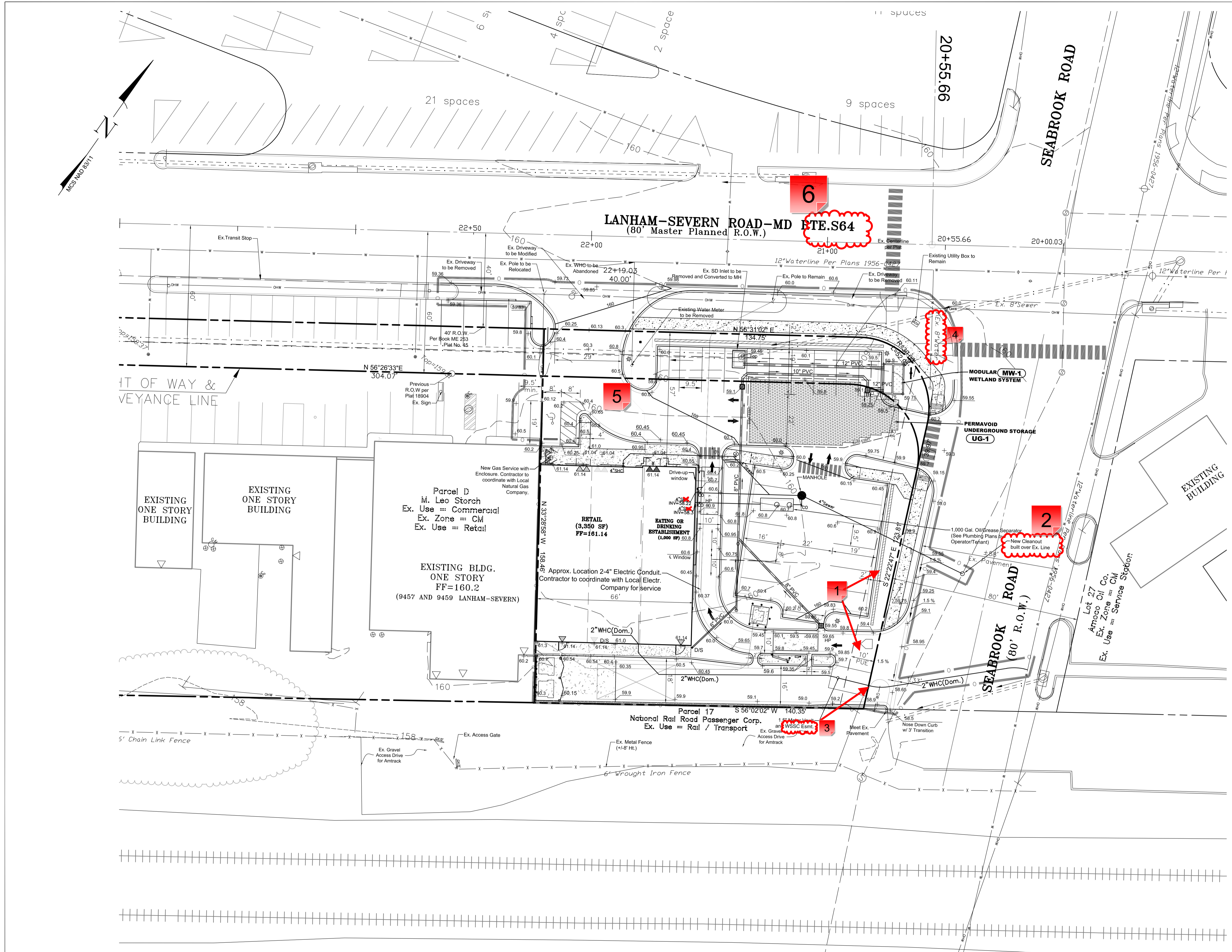
PLAT 1809
20TH ELECTION DISTRICT
PRINCE GEORGE'S COUNTY
MARYLAND

SEABROOK
PARCEL F

PROJ. MGR	BJD
DRAWN BY	JDP
SCALE	1" = 20'
DATE	10/29/2020

GRADING AND LAYOUT
PLAN
DSP-20010

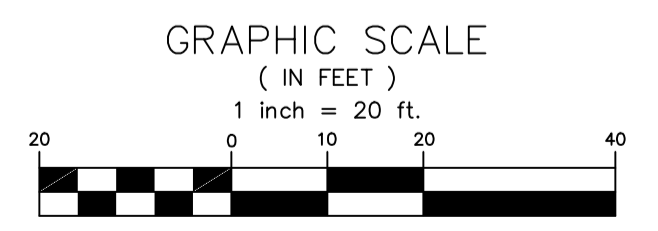
C1.04
PROJECT NO. 2004.285.13
SHEET NO. 2 OF 5



8

9

7



Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work.
The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation. The excavator is responsible for compliance with requirements of Chapter 36A of the Montgomery County Code.

THE SUBJECT PROPERTY IS CURRENTLY EXPERIENCING DRAINAGE PROBLEMS DUE TO THE LACK OF AN ADEQUATE OUTFALL ONTO THE DOWNSTREAM PROPERTY, PARCEL 17 (NATIONAL RAILROAD PASSENGER CORP.) THE ISSUES ASSOCIATED WITH THE OUTFALL ALSO IMPACT DRAINAGE LANHAM-SEVERN ROAD AND SEABROOK ROAD RIGHT OF WAYS.
THE APPLICANT, PRINCE GEORGES COUNTY, MARYLAND STATE HIGHWAY ADMINISTRATION, AND AMTRACK ARE WORKING TO RESOLVE THE CURRENT CONDITIONS. HOWEVER NO REDEVELOPMENT OF THE SUBJECT PROPERTY MAY OCCUR UNTIL ADEQUATE DRAINAGE CAN BE PROVIDED OR AGREEMENT REACHED.

1 - Wall? Missing Label

Created by: Pat Stecher
On: 06/09/2021 01:53 PM

Are the other utilities OK with a Wall in the PUE?

----- 0 Replies -----

2 - Cleanout

Created by: Pat Stecher
On: 06/09/2021 02:02 PM

Can Not connect to a WSSC main with a Cleanout.
Will either be a Tee or a MH depending on the ultimate size of the connection.

----- 0 Replies -----

3 - meter & easement

Created by: Pat Stecher
On: 06/09/2021 02:06 PM

WSSC connection will end at the Property line. Should not need an easement.

----- 0 Replies -----

4 - Check

Created by: Pat Stecher
On: 06/09/2021 02:35 PM

Water size and FH location

----- 0 Replies -----

5 - PUE?

Created by: Pat Stecher
On: 06/09/2021 03:15 PM

Will Lanham-Severn Road have a PUE

----- 0 Replies -----

6 - Check Rte #?

Created by: Pat Stecher
On: 06/09/2021 03:16 PM

----- 0 Replies -----

7 - WSSC

Created by: Pat Stecher
On: 06/10/2021 02:47 PM

DESIGN COMMENTS:

WATER

0This site is currently being served by existing and active water connection.

0The site has an existing water house connection built to the property line. A plumbing permit will be required to build the on-site hook up and activate the connection(s). Contact the WSSC Permit Services Unit at (301) 206-4003 for information or visit our website.

0Existing water mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

0Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

0There is a 12- inch diameter water main located on or near this property. WSSC records indicate that the pipe material is Cast Iron (CI). Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.

SEWER

0This site is currently being served by existing and active sewer connection.

0The site has an existing sewer house connection built to the property line. A plumbing permit will be required to build the on-site hook up and activate the connection(s). Contact the WSSC Permit Services Unit at (301) 206-4003 for information or visit www.wsscwater.com

0Existing sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

SITE UTILITY

0OUTSIDE METERS - 3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2019 Plumbing & Fuel Gas Code 111.5.7 & 603.4.1

ENVIRONMENTAL

0Geotechnical and Corrosion Submittal may be required. It appears that sources of stray current have been identified within 2,000 feet of this site. See WSSC 2017 Pipeline Design Manual Part Three, Section 20

GENERAL

0Follow WSSC Demolition/Abandonment procedures to obtain a County Raze Permit. Note: Failure to obtain an SDC fixture credit permit inspection prior to the removal of existing fixtures will result in the issuance of Basic Credit Only. To obtain System Development Charge (SDC) credits for existing plumbing fixtures, an SDC Fixture Count Inspection MUST be completed by a WSSC Regulatory Inspector BEFORE REMOVAL OF FIXTURES OR DEMOLITION of the structure. The inspection requires a permit which can only be obtained through a WSSC Registered Master Plumber. SDC Fixture Credit Procedures are available at the WSSC Permit Services website.

0Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.

0Show and label all existing nearby water and/or sewer service connections that may be impacted by the proposed development.

0WSSC facilities/structures cannot be located with a public utility easement (PUE) however WSSC pipelines may cross over a PUE. Revise the plan to relocate any pipeline, valve, fire hydrant, meter vault and any other WSSC facilities/structures outside of the PUE.

HYDRAULICS COMMENTS:

GENERAL

0Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.

0Hydraulic Planning Analysis may be requested from WSSC for pre-review of a proposed onsite system to address adequate flow and/or capacity concerns.

WATER

0A 12-inch water main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

SEWER

0A 8-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

----- 0 Replies -----

Created by: Dagoberto Beltran
On: 06/07/2021 09:28 AM

Plan # DSP-20010
SEABROOK - PARCEL F

----- 0 Replies -----

9 - - WSSC Standard Comments for all plans

Created by: Dagoberto Beltran
On: 06/07/2021 09:29 AM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
 - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
 - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
 - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
 - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSC pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
 - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
 - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
 - g. Upon completion of the site construction, utilities that are found to be located within WSSC's rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSC's system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Permit Services Section at (301-206-8650) or visit our website at <https://www.wsscwater.com/business--construction/developmentconstruction-services.html> for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

----- 0 Replies -----