

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 [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

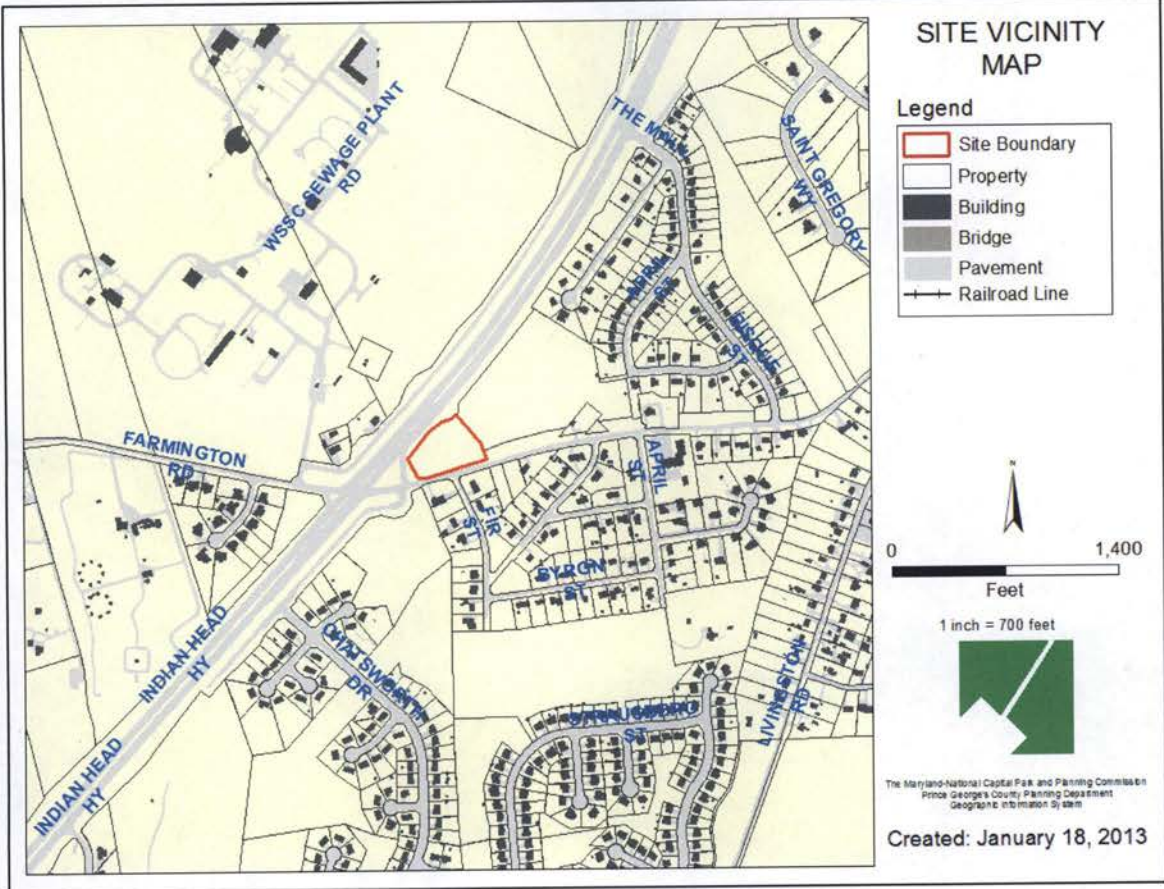
## Detailed Site Plan

## DSP-10027

Application	General Data	
<b>Project Name:</b> Farmington Road Car Wash  <b>Location:</b> Northeastern quadrant of the intersection of Indian Head Highway (MD 210) and Farmington Road East.  <b>Applicant/Address:</b> Interstate Farmington, LLC 8040 Queenair Drive Gaithersburg, MD 20879	Planning Board Hearing Date:	06/27/13
	Staff Report Date:	06/13/13
	Date Accepted:	04/15/13
	Planning Board Action Limit:	Waived
	Plan Acreage:	2.647
	Zone:	C-M
	Dwelling Units:	N/A
	Gross Floor Area:	9,129 sq. ft.
	Planning Area:	84
	Tier:	Developing
	Council District:	09
	Election District:	05
	Municipality:	N/A
200-Scale Base Map:	219SE01	

Purpose of Application	Notice Dates	
A 9,129-square-foot combined car wash and retail building.	Informational Mailing:	08/31/12
	Acceptance Mailing:	04/12/13
	Sign Posting Deadline:	05/28/13

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Ruth Grover, MUP, AICP <b>Phone Number:</b> 301-952-4317 <b>email address:</b> <a href="mailto:ruth.grover@ppd.mncppc.org">ruth.grover@ppd.mncppc.org</a>	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION  
PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-10027  
Farmington Road Car Wash  
Type 2 Tree Conservation Plan TCP2-014-13

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

EVALUATION

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

- a. The requirements of the Zoning Ordinance in the Commercial Miscellaneous (C-M) Zone.
- b. The requirements of the 2010 *Prince George's County Landscape Manual*.
- c. The requirements of the September 1993 *Approved Subregion V Master Plan and Sectional Map Amendment for Planning Areas 81A, 81B, 83, 84, 85A and 85B*.
- d. The requirements of the approval of Preliminary Plan of Subdivision 4-10013.
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance.
- g. Referral comments.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends that the Planning Board adopt the following findings:

1. **Request:** The subject application requests approval of a 9,129-square-foot combined car wash and retail building.

2. **Development Data Summary:**

	EXISTING	PROPOSED
<b>Zone</b>	C-M	C-M
<b>Use(s)</b>	Vacant	Car Wash/Retail
<b>Acreage</b>	2.647	2.647
<b>Building Square Footage/GFA</b>	0	9,129

**Parking**

	REQUIRED	PROPOSED
Parking—Total	28	28
Including handicapped	2	2
Loading	1	1

3. **Location:** The subject site is located in the northeastern quadrant of the intersection of Indian Head Highway (MD 210) and Farmington Road East. The project is also located in Planning Area 84 and Council District 9.

4. **Surrounding Uses:** The site is bounded to the northeast by primarily vacant land zoned Rural-Residential (R-R) and owned by the Southern Maryland Electric Cooperative (SMECO), used in part as a switching center and occupied in part by Piscataway Creek and its Primary Management Area (PMA), the latter of which is also found on the subject property proximate to its shared boundary; to the southeast by Farmington Road East, with residential use in the Rural-Residential (R-R) Zone beyond; to the southwest by the right-of-way of Indian Head Highway (MD 210) and its intersection with Farmington Road East; and to the northwest by Indian Head Highway (MD 210), with a Washington Suburban Sanitary Commission Sewage Treatment Facility in the Reserved Open Space (R-O-S) and Open Space (O-S) Zones beyond.

5. **Previous Approvals:** The property is subject to the requirements of the approval of Preliminary Plan of Subdivision 4-10013, approved by the Planning Board on June 30, 2011 (PGCPB Resolution No. 11-67), adopted by the Planning Board on July 28, 2011. The project is also subject to the requirements of Stormwater Management Concept Approval, 20898-2010-01, approved by the Planning Board on November 27, 2012 and valid until November 27, 2015.

6. **Design Features:** The project is accessed from a single point on its Farmington Road East frontage. Parking is provided for the project along the southwest and southeastern sides of the building and in the southwest corner of the paved area of the site. Loading and the dumpster enclosure are both located in this corner as well. Two handicapped-parking spaces are located on the southeastern side of the building. A sidewalk is provided around the building as is landscaping on the periphery of the site. An access lane to the car wash is provided separate from the parking area. Cars would turn right onto this queuing lane after entering the site and travel in a counter-clockwise direction to the car wash.

The architecture of the building offers visual interest by providing varied form and massing. This coupled with predominant use of brick as the primary building material, a standing seam metal roof, and the use of landscaping to enhance and soften the architecture, create an aesthetically pleasing appearance and help the project fit in with its generally rural and undeveloped surroundings.

A single free-standing sign is proposed to identify both the car wash and two tenants envisioned to occupy the retail building. The design of the sign mimics the architecture of the building, including a green, standing seam metal roof and brick veneer piers flanking the sign face. The material to be utilized for the base and capitals of the architectural piers and some additional detailing at the base of the roof is not identified, though it appears to be exterior insulation finishing system (EIFS). The sign is proposed to measure 12-foot-high and 12-foot-wide, and be designed identically on both sides of the sign. The measurement of the side (from front to back façade) is not dimensioned but appears to measure approximately two feet. In deference to the status of Farmington Road East as historic, a proposed condition in the Recommendation Section of this technical staff report would require that the sign be revised to be smaller so it would impact less its primarily, historic, undeveloped and rural surroundings.

In reviewing the plans and statement of justification, staff noticed some inconsistencies in reference to the square footage of the car wash and retail space. A condition in the Recommendation Section of this technical staff report would require that prior to signature approval, the applicant shall ensure that the car wash is uniformly referred to as 6,109 square feet and the retail space as 3,020 square feet.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-M Zone and the site plan design guidelines of the Zoning Ordinance.
  - a. The subject application is in conformance with the requirements of Section 27-461 (b) of the Zoning Ordinance, which governs uses in commercial zones. The proposed car wash is a permitted use in the C-M Zone.
  - b. The detailed site plan (DSP) shows a site layout that is consistent with Section 27-462, regulations regarding building setbacks, of the Zoning Ordinance.
  - c. The DSP is in conformance with the applicable site design guidelines contained in Sections 27-283 and 27-274 of the Zoning Ordinance.
8. **The September 1993 Approved Subregion V Master Plan and Sectional Map Amendment (SMA):** In a memorandum dated May 21, 2013, the Community Planning Division staff stated that the proposed use conforms to the September 1993 *Approved Subregion V Master Plan and Sectional Map Amendment for Planning Areas 81A, 81B, 83, 84, 85A and 85B*, which recommended commercial use for the subject property. The subject DSP conforms to the intent of the master plan.

9. **The requirements of the approval of Preliminary Plan of Subdivision 4-10013:** Preliminary Plan of Subdivision 4-10013 for Farmington Road Car Wash was approved on June 30, 2011 (PGCPB Resolution No. 11-67) and adopted on July 28, 2011. The relevant requirements of that approval are included in [boldface] type below, followed by staff comment:

2. **Prior to the issuance of permits, a detailed site plan shall be approved by the Planning Board in accordance with Part 3, Division 9, Subdivision 3, of the Prince George's County Code.**

**Comment:** Should the subject DSP be approved by the Planning Board, it may be said that the applicant has conformed to this requirement.

4. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-005-11). The following note shall be placed on the final plat of subdivision:**

**“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-005-11 or most recent revision), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department.”**

**Comment:** In a memorandum dated June 6, 2013, the Environmental Planning Section stated that the subject project conforms to the requirements of the TCP1 approval for the project, though the remaining requirements of this condition will be addressed at the time of approval of a final plat for the project.

7. **Prior to approval of the final plat, the following notes shall be provided:**
- a. **Development of this subdivision shall be in accordance with approved Stormwater Management Concept Plan 20898-2010-00 and any subsequent revisions.**
  - b. **A variation approved pursuant to Section 24-121(a) (3), which limited one direct vehicular access from Parcel 1 onto Farmington Road East.**
  - c. **Direct vehicular access to Indian Head Highway (MD 210) is denied.**

**Comment:** In conformance with Sub-condition 7(a) above, in a memorandum dated May 16, 2013, the Department of Public Works and Transportation (DPW&T) stated that the proposed site development is consistent with approved Stormwater Management Concept Plan (SWM), 20898-2010-0, dated November 27, 2012. With respect to Sub-conditions 7(b) and 7(c), in a memorandum dated May 10, 2013, the Transportation

Planning Section stated that these sub-conditions limit access to the site and that in conformance with these sub-conditions, there is to be no access from the site onto MD 210, and a single driveway onto Farmington Road East. Therefore, the Transportation Planning Section stated that the site plan was fully consistent with these requirements. A proposed condition in the Recommendation Section of this technical staff report would require that the information contained in Condition 7 of the approval of Preliminary Plan of Subdivision 4-10013 be added to the General Notes of the subject DSP.

10. **At the time of final plat approval, the applicant shall grant a ten-foot-wide public utility easement (PUE) along the public rights-of-way as delineated on the approved preliminary plan of subdivision.**

**Comment:** The required ten-foot-wide public utility easement (PUE) is indicated along both the Farmington Road East and Indian Head Highway (MD 210) frontages.

14. **Total development of the overall site shall be limited to uses that would generate no more than 27 AM and 147 PM total peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

**Comment:** In a memorandum dated May 10, 2013, the Transportation Planning Section stated that this condition is a trip cap condition which limits development on the site to uses generating no more than 27 AM and 147 PM peak-hour vehicle trips. Further, they noted the following with regard to the trip cap:

- a. The original preliminary plan proposed a 6,000 square foot car wash and 5,200 square feet of retail space. The current site plan proposes a 6,109-square-foot car wash and 3,020 square feet of retail space.
- b. The car wash would have the same trip generation as the original proposal. The retail space would generate 24 AM and 57 PM peak-hour vehicle trips.
- c. The overall trip generation is 24 AM and 142 PM peak-hour vehicle trips. Therefore, the proposal conforms to the condition.
- d. The applicant has, since the above comments were composed, reduced the size of the proposed building, thereby reducing the number of trips from the site and continuing to conform to this condition.

The resolution of the approved preliminary plan contains 20 findings. Specifically, Finding 6 and Finding 20 are relevant to the subject project and are included in [boldface] type below, followed by staff comment.

6. **Primary Management Area (PMA)—This site contains regulated environmental features that are required to be protected under Section 24-130 of the Subdivision Regulations. The on-site regulated environmental features include a stream valley with its associated 75-foot-wide stream buffer. Section 24-130(b) (5) of the Subdivision Regulations states:**

- (5) Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible. Any lot or parcel proposed for development shall provide a minimum of one acre of contiguous land area exclusive of any land within regulated environmental features in a configuration that will support the reasonable development of the property. This limitation does not apply to open space and recreational parcels. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.

Impacts to the regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by the County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewer lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code.

If impacts to regulated environmental features are proposed, a statement of justification must be submitted in accordance with Section 24-130 of the Subdivision Regulations. A statement of justification for the proposed impacts was submitted on May 26, 2011.

The preliminary plan proposes impacts to the primary management area (PMA) in order to install two stormwater management/bioretention areas, stormwater outfalls, and road improvements to Farmington Road East. The two stormwater management/bioretention areas and the associated outfalls are proposed on the perimeter of the PMA. There is also a proposed impact to the PMA for the drive aisle that leads to the car wash.

All of the proposed impacts have been minimized by the use of a retaining wall to reduce grading into the PMA. The stormwater



management features have been designed to meet current Maryland Department of the Environment (MDE) environmental site design standards and criteria to the maximum extent practicable; however, there is insufficient design information available at this time to fully evaluate the need for the impact of the drive aisle for the car wash.

Impacts related to stormwater management are considered necessary for the orderly development of the subject property. The impacts cannot be avoided because they are required by other provisions of the County Code. The development is providing full environmental site design standards with 100 percent water quality and quantity, and the impacts have been designed to minimize, to the fullest extent possible, impacts to the PMA.

Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the tree conservation plan submitted for review. The impacts proposed in concept are for the installation of two stormwater management/bioretenion areas, their associated stormwater outfalls, and road improvements to Farmington Road East because these site features cannot be avoided. The impact proposed for the drive aisle should be evaluated at the time of TCPII or detailed site plan review when more design information is available. The impacts are a total disturbance of the PMA of 7,867 square feet.

The proposed site design and statement of justification show that the proposed impacts demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible. All of the impacts proposed in the statement of justification are approved.

**Comment:** Special attention has been given to the design of the drive aisle in relation to the primary management area (PMA) in the subject DSP in accordance with the guidelines set above in Finding 6 of the approval of Preliminary Plan of Subdivision 4-10013. More specifically, in a memorandum dated June 6, 2013, the Environmental Planning Section stated in their environmental review that the drive aisle was relocated away from the PMA together with other measures in a major redesign of the originally submitted plans to the project which reduced the PMA impacts to 6,680 square feet, a level below the 7,867-square-foot maximum allowed disturbance previously approved in the preliminary plan of subdivision.

20. **Detailed Site Plan**—A car wash is a permitted use in the C-M Zone subject to detailed site plan approval pursuant to Section 27-461(b), Table of Uses, Footnote 24, of the Zoning Ordinance. A detailed site plan is required for the car wash use and is not generally required for all uses in the C-M Zone. However, as discussed throughout this report (the TSR for the preliminary plan of subdivision), the subject site is located within the Accokeek community and the Mount Vernon Viewshed Area of Primary Concern, at a

highly-visible intersection of Indian Head Highway (MD 210), and has frontage on a historic road, Farmington Road East. Maintaining a rural character in the Accokeek community is the key planning theme in the approved Subregion 5 Master Plan. The Accokeek Development Review District Commission expressed concern about the appearance and compatibility of nonresidential uses with the rural character of this community. Properties located within the Mount Vernon Viewshed Area of Primary Concern should be analyzed on the elevation of the site and proposed structures by the National Park Service. The site's highly-visible location with frontage on a historic road warrants special attention and coordination to the design of the scenic buffer and any entrance features and lighting to ensure that the design is integrated into the streetscape along Farmington Road East and in keeping with the characteristics of the community. Therefore, a detailed site plan shall be required for, but not limited to, architecture, signage, landscaping, and lighting, to be approved by the Planning Board prior to building permits.

Pursuant to Section 27-270, Order of Approvals, of the Zoning Ordinance, a detailed site plan (DSP) is normally required prior to approval of the final plat of subdivision. However, in this case, approval of the DSP will have no bearing on the proposed parcel. Therefore, staff recommends that the DSP could occur prior to building permits and not prior to final plat as provided for in Section 27-270(a)(5), which allows for modification of the Orders of Approval if technical staff determines that the site plan approval will not affect final plat approval.

**Comment:** Each item suggested in Finding 20 of the PGCPB Resolution No. 11-67 is included in [boldface] type below and followed by staff comment.

**Location in and Impact on Accokeek Community**—In an e-mail dated May 30, 2013, a representative of the Accokeek Development Review District Committee (ADRDC) stated that they had met with the applicant and his representatives to discuss the project. Primary among the ADRDC's concerns were:

- a. That the project was too large;
- b. The proposed corrugated metal roof was not in keeping with the character of the Accokeek community;
- c. That buffering along historic Farmington Road East was inadequate;

- d. That the proposed 45 parking spaces were too many for the proposed development;
- e. That the retail store and impervious surface on the site were too large as proposed;
- f. That the stormwater runoff that it would create would be a negative impact on the environment;
- g. That the ADRDC Committee did not like the proposed three-panel sign;
- h. That the ADRDC did not want a mini-strip shopping center at its proposed location as there are already two such developments in the area which have vacancies and there are two car washes already located in the vicinity;
- i. That there is an element of uncertainty as to who will be tenants in the retail building;
- j. That the long gray cinder block wall of the car wash that faces MD 210 needs to be architecturally improved;
- k. That promised bike racks and a bench were not included in the design;
- l. That the design does not assist in maintaining the rural character of the Accokeek community; and
- m. That they would prefer a project that provided services for Accokeek residents.

Both in that e-mail and in a subsequent e-mail received May 31, 2013, the representative of the ADRDC indicated that the applicant had made several changes to the site plan that were requested by the ADRDC, that they did listen to their concerns and improve the design significantly, and that the ADRDC appreciated their willingness to be responsive to the ADRDC and adjust their plans to minimize the impact on the community. However, in both e-mails, the representative of the ADRDC maintained that the ADRDC continues to have doubts that the community needs or wants a car wash, and even that it

is the consensus of the Accokeek Community that a car wash and/or a mini-market is not desired at the intersection of Indian Head Highway (MD 210) and Farmington Road East.

In a separate e-mail, received June 6, 2013, a representative of the White Hall Forest Home Owners' Association clarified that although they agree with the ADRDC's conclusion concerning the lack of desirability of the location of a retail building and car wash on the subject site, they:

- a. Would not necessarily oppose any commercial development on the property;
- b. Do not want to see the property developed without the benefit of community input or be abandoned;
- c. That although the current configuration shown on the site plan is significantly improved from what was originally presented, it does not eliminate all of the White Hall Forest Home Owners' Association's concerns;
- d. From an aesthetic standpoint, it fits better with the character of the community.
- e. That they want to see the project more forward, but hopefully without a carwash and/or with input from the community as to the selection of retail uses to be included in the proposed building.

**Location in and impact on Mount Vernon Viewshed**—The elevation of the property is about 60 feet above sea level along Indian Head Highway (MD 210) dropping by about ten feet towards the north and east to a small Piscataway Creek tributary. That portion of MD 210 is elevated above the land to the west, along the line of site from Mount Vernon. Further, existing mature trees in a stream buffer on the Washington Suburban Sanitary Commission (WSSC) property on the western side of MD 210 (along the viewing cross-section line from Mount Vernon) as well as mature forest on other properties to the west will adequately screen the proposed development from view from Mount Vernon. The proposed development's distance from Mount Vernon will also reduce the potential for impairment of the historic view.

**Location at and impact on a Highly-visible Intersection and on Historic Farmington Road East**—The applicant has worked with members of the Accokeek Community and staff to do justice to the project's prominent location at the intersection of Indian Head Highway (MD 210) and Farmington Road East. The architecture was improved in the course of the review and now includes fenestration and architectural detail which makes the building more visually interesting and employs quality materials such as brick and

standing seam metal which lend an air of permanence to the architecture. Additionally, the applicant has reduced the impact of the subject project on the intersection by incorporating the two originally proposed buildings into a single building, reducing the parking included in the project and providing additional buffering and screening at the site's periphery.

**Maintaining Rural Character per the approved Subregion 5 Plan**—The proposed project helps to maintain the rural residential character in the vicinity of the project by including augmented landscaping in the design of the scenic buffer, and by using quality vernacular building materials such as brick veneer. Additionally, the applicant has agreed, and a proposed condition in the Recommendation section of this technical staff report would require that the applicant replace the “Patina Green” originally specified for the standing seam metal roof with a Forest Green color that will better blend with the project's surroundings.

**Coordination of the design of entrance features and lighting**—The applicant has worked with staff and representatives of the Accokeek community to reduce the size and improve the design of the sign proposed for the project by utilizing brick veneer as a primary material and standing seam metal for its “roof,” thereby better coordinating it with the architecture of the proposed building. The applicant is proposing four different light fixtures, the “Cascade,” the “Euclid,” the “LED Patriot Wall Sconce” and the “LSI Abolite Deep Bowl.” All but the Euclid are downward-facing which will prevent off-site light spillage and light pollution into the surrounding area. A proposed condition in the Recommendation Section of this technical staff report would require that the Euclid be eliminated as a lighting choice for the site unless the applicant can demonstrate to the Planning Board that the proposed fixture will not contribute to light spillage. The applicant has provided a photometric plan for the project indicating that footcandle measurements on the site range from 0 to 12.1. The Zoning Ordinance does not specify maximum footcandle values at the property line, but our Environmental Planning Staff discourages use of all but downward facing light fixtures.

10. **The 2010 Prince George's County Landscape Manual:** The Urban Design Section has reviewed the subject project in accordance with the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) and offers the following information:

The project is subject to Section 4.2, 4.3, 4.6 and 4.7 because the project proposes to add gross floor area (GFA) to the subject site. The project is subject to Section 4.4, Screening Requirements, for loading spaces, outdoor merchandise storage, trash and recycling facilities and mechanical equipment, as is all development in the County under the Applicability Section 1.1 of the Landscape Manual. The project is subject to the requirements of Section 4.9-1, Sustainable Landscaping Requirements, as it is required under other sections of the Landscape Manual to provide plant material on the site. The applicant has included the appropriate schedules from the Landscape Manual for Section 4.2-1, 4.3-1, 4.3-2, 4.6-2, 4.7-1, and 4.9-1 on Sheet 7 of 9 of the plan set and demonstrated conformance with the requirements of each respective section of the Landscape Manual. All landscape materials are shown to be installed as required on Sheet 6 of 9 of the plan set “Landscape and Lighting Plan.” Upon review of the plans, however, staff determined that the required 20-foot-wide 4.6 buffer was intruded on by four parking spaces. Therefore, a proposed condition in the Recommendation Section of this technical staff report

would require that, prior to signature approval, the applicant redesign the parking area to remove the identified parking spaces from the required buffer, while maintaining conformance to all applicable evaluation criteria. Therefore, it may be said that the application is in conformance with all relevant requirements of the Landscape Manual.

11. **The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO):** In a memorandum dated May 15, 2013, the Environmental Planning Section staff stated that project is subject to the current environmental regulations contained in the Zoning Ordinance, that came into effect on September 1, 2010, because the preliminary plan was approved in accordance with their requirements. The project is subject to the requirements of the Woodland and Wildlife Habitat Conservation Ordinance effective September 1, 2010, because no tree conservation plans were approved for the site prior to that date. In a subsequent memorandum dated June 6, 2013, the Environmental Planning Section recommended approval of the project subject to certain conditions of approval. As those conditions have been included in the Recommendation Section of this technical staff report, it may be said that the subject project conforms to the applicable requirements of the WCO.
12. **The Prince George's County Tree Canopy Coverage Ordinance:** The subject project is subject to the requirements of the Tree Canopy Coverage Ordinance as it proposes more than 1,500 square feet of site disturbance. The required schedule demonstrating conformance to the Prince George's County Tree Canopy Ordinance has been included on Sheet 7 of 9 the plan set. It indicates that the ten percent tree canopy coverage requirement of .26 acres or 11,500 square feet is met and exceeded by .12 acres of existing trees on site and the .60 acres of on-site woodland conservation to be planted on the site pursuant to Landscape Manual requirements, for a total of .72 of an acre meeting and exceeding the .26 acre tree canopy requirement. Therefore, it may be said that the applicant has met and exceeded the Tree Canopy Coverage Ordinance requirements for the proposed project.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
  - a. **Historic Preservation Section**—In a memorandum dated April 16, 2013, the Historic Preservation Section staff stated that the subject project would have no effect on identified historic sites, resources, or districts.
  - b. **Archeological Review**—In a memorandum dated April 22, 2013, the archeology planner coordinator stated that a Phase I archeological survey was not recommended for the subject site. She said that a search of current and historic photographs, topographic and historic maps, and the locations of currently known archeological sites indicated that the probability of finding archeological sites within the subject property was low. Further, she stated that a house was built on the property between 1938 and 1957 and that a portion of the site was impacted by the construction of the house, the expansion of Farmington Road and the construction of Indian Head Highway (MD 210). The archeological planner coordinator mentioned that the subject property is in close proximity to Piscataway Creek, and a number of previously identified archeological sites. In conclusion, with the caveat that Section 106 of the National Historic Preservation Act (NHPA) may require archeological survey for state or federal agencies if state or federal monies, or federal permits are required for the project, the archeological planner coordinator stated that previous construction on or near the subject property has likely already disturbed any archeological resources on the site. In closing, the archeology planner coordinator stated that the subject property would not affect any historic sites or

resources, documented properties, or known archeological sites.

c. **Community Planning Division**—In a memorandum dated May 21, 2013, the Community Planning Division offered the following determinations regarding the subject project:

- (1) The 2002 *Prince George's County Approved General Plan* designates the property within the Developing Tier. The proposed use is consistent with the Development Pattern goals and policies of the General Plan.
- (2) The September 1993 *Approved Subregion V Master Plan and Sectional Map Amendment for Planning Areas 81A, 81B, 83, 84, 85A and 85B* recommends commercial use for this property. The proposed use conforms to the intent of the master plan.
- (3) The property is located in the Accokeek community within the Mount Vernon Viewshed Area of Primary Concern. The master plan recommends the appearance and compatibility of nonresidential uses to be in conformity with the rural environment and character of this community.
- (4) The proposal will not impact the view from Mount Vernon to the Viewshed Area of primary concern but its footprint, design, and building materials will have adverse visual impact on the immediate rural landscape.
- (5) The property is in the Accokeek Development Review District. The comments submitted by the Accokeek Development Review District Commission (ADRDC), if any, should be considered, pursuant to Section 27-678 of the Zoning Ordinance.

With respect to the 2002 General Plan, the Master Plan and the Sectional Map Amendment, the Community Planning Division offered the following:

- **2002 General Plan**—This application is located in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial Centers, and employment areas that are increasingly transit serviceable.
- **Master Plan**—The September 1993 *Approved Subregion V Master Plan and Sectional Map Amendment for Planning Areas 81A, 81B, 83, 84, 85A and 85B* is the approved sector plan for the vicinity of the project site.
- **Planning Area/Community**—Planning Area 84/Piscataway & Vicinity
- **Land Use**—Commercial
- **Environmental**—See the Environmental Planning Section comments in Finding 13(g) for comments based on the June 2005 *Approved Countywide Green Infrastructure Plan*.
- **Historic Resources**—The property has frontage on Farmington Road, which is a designated Historic Roadway between Indian Head Highway (MD 210) and

Livingston Road. See Finding 13(g) for the Environmental Planning Section's comments on scenic and historic roads.

- **Parks & Trails**—Farmington Road serves as a segment of the Potomac Heritage National Scenic Trail on-road bicycle trail.
- **Public facilities**—There are no future public facilities on the subject site but a sewer line extension is identified.
- **Aviation**—The site is not located in the area affected by the interim land use controls for Joint Base Andrews.
- **SMA/Zoning**—The September 1993 *Approved Subregion V Master Plan and Sectional Map Amendment for Planning Areas 81A, 81B, 83, 84, 85A and 85B* rezoned the property from the R-R Zone to the C-M Zone in accordance with the General Plan recommendations for commercial development.

In terms of Planning Issues, the Community Planning Division offered the following:

The Accokeek community is rural in character and comprises a significant portion of the Mount Vernon Viewshed Area of Primary Concern in Prince George's County. Maintaining rural character, including tree canopy coverage, is a crucial planning theme and objective of the land use recommendations for Accokeek in the master plan and a key strategy to protect views of the area defined in the plan as the "Area of Primary Concern." This presents a challenge for commercial development to be designed and constructed so as not to threaten the rural character and the cultural significance of the Accokeek area, but reflect and complement the unique local character.

The elevation of the property is about 60 feet above sea level along Indian Head Highway (MD 210) dropping by about ten feet towards the north and east to a small Piscataway Creek tributary. That portion of Indian Head Highway (MD 210) is elevated above elevations to the west, along the line of site from Mount Vernon. Existing mature trees in a stream buffer on Washington Suburban Sanitary Commission (WSSC) property on the western side of Indian Head Highway (MD 210) (along the viewing cross-section line from Mount Vernon) as well as mature forest on other properties to the west will adequately screen the proposed development from view from Mount Vernon. The proposed development's distance from Mount Vernon will also reduce the potential for impairment of the historic view. However, the building footprint, design, and choice of building materials may still have a negative impact on the view from Mount Vernon if handled insensitively, and may have adverse visual impact on the immediate rural landscape of the Accokeek community.

The applicant should consider reducing the building footprint to bring the proposal more in line with the area's rural residential land use. To offset the visual impacts it is recommended that the applicant should:

- (1) Use additional landscaping beyond the minimum required by the 2010 *Prince George's County Landscape Manual* to enhance the rural atmosphere and buffer the local view from Indian Head Highway (MD 210) and Farmington Road. In that regard, a staggered, double row of fast-growing evergreen and hardwood species should be planted along the Indian Head Highway (MD 210) frontage to



screen the building.

- (2) Use quality building materials, vernacular if possible. The use of brick veneer at the rear building elevation fronting Indian Head Highway (MD 210) is recommended. The color and reflectivity of materials selected is also important in minimizing potential viewshed impacts from Mount Vernon. Bright white and shiny or metallic materials should be avoided.
- (3) Use either wooden or corten guard rails that blend in, instead of galvanized steel, for the retaining wall along the Farmington Road frontage.
- (4) The use of earth tone colors for the keystone wall is recommended to reduce the visual impact on the historic road and to blend with recommended landscape treatments.
- (5) To retain the dark sky attributes of this community that are sought to be protected, and to minimize the risk of light pollution that would distract motorists on Indian Head Highway (MD 210) or be a nuisance to adjoining homeowners on First Street, it is recommended that the applicant should:
  - (a) Reduce the height of the free-standing sign along Farmington Road (from 14 feet to 10 feet) and simplify the design of the sign.
  - (b) Utilize muted lighting and a policy of full cut-off optics for all lighting on the property. The use of light fixtures that complement rural character is recommended.
  - (c) Use LED lighting with no flashing, moving or intermittent illumination on tenant and other signage.
  - (d) Plant additional trees along historic Farmington Road East to fulfill Section 4.6 Buffering Development from Scenic Roads Landscape Manual requirements, buffer the adjacent residential zoning on the south side of Farmington Road from the proposed development, and enhance the rural character of the surrounding community.

The subject project is located in the Accokeek Development Review District, pursuant to Section 27-687 of the Zoning Ordinance. Comments from the ADRDC, if any, should be considered as part of the evaluation of this proposal.

**Comment:** Project plans have been revised to address the above-mentioned planning issues, per e-mail comments received from the Community Planning Division on June 4, 2013. The Community Planning Division staff pointed out, however, that an additional recommended condition of approval should require that the parking be reconfigured to accommodate a 20-foot-wide buffer along Farmington Road East as required by the 2010 *Prince George's County Landscape Manual* Section 4.6. A condition requiring such redesign has been included in the Recommendation Section of this technical staff report.

- d. **Transportation Planning Section**—In a memorandum dated May 10, 2013, the Transportation Planning Section stated that they had reviewed the subject site plan and

offered the following comments:

- (1) The site plan for this property is required pursuant a condition of Preliminary Plan of Subdivision 4-10013, and it is a requirement of the car wash use in the C-M Zone. The site is subject to the general requirements of site plan review. The subdivision condition provides no particular requirements for site plan review, and the general requirements of site plan review suggest review of layout, landscaping, signage, screening, buffering, access, and onsite circulation. No traffic-related findings are required.
- (2) The site is located on a proposed parcel of Farmington Road Carwash. Ultimately the parcel will be subject to final plat and recordation pursuant to Preliminary Plan of Subdivision 4-10013, and the site plan appears to be fully consistent with that preliminary plan. See Finding 9 for discussion of transportation-related Preliminary Plan Conditions 7(b) and 7(c), 9, 12, 13 and 14. In general, the Transportation Planning Section indicated that access and circulation for this site are acceptable. With regard to the master plan for the site, however, the Transportation Planning Section staff offered the following comments:

- The site is adjacent to Indian Head Highway (MD 210) and Farmington Road East. Indian Head Highway (MD 210) is a master plan freeway facility. An adequate right-of-way has either been dedicated or deeded in the past, and based on the information at hand, no further right-of-way is required along MD 210. Farmington Road East is a planned arterial facility. During review of the preliminary plan, it was determined that the master plan requires approximately 85 to 90 feet on the north side of the existing centerline, while the applicant was willing to provide 60 feet from centerline. At that time, the subdivision plan was referred for reservation in accordance with Section 24-139(b) of the County Code. Responses to that referral were not affirmative, and the Planning Board determined that the use of reservation was not appropriate. It was determined that dedication of 60 feet from centerline along Farmington Road East would be acceptable as a means of fulfilling the right-of-way requirements set out by the master plan.
- In closing, the Transportation Planning Section staff stated that they found the subject application generally conforms to the approved subdivision plan from the standpoint of transportation. While it is recommended that the applicant provide the status of preliminary plan Conditions 12 and 13, these conditions are enforceable at the time of building permit, and such clarification is therefore not needed for the approval of this site plan.

- e. **Subdivision Review Section**—In a memorandum dated June 4, 2013, the Subdivision Review Section offered the following comments:

The subject site is located on Tax Map 152 in Grid A-1, is within the C-M Zone, and is 2.64 acres. The site is currently undeveloped. The applicant has submitted a detailed site plan for the construction of a 9,129-square-foot car wash/retail building, which required the approval of a preliminary plan of subdivision (PPS) for the construction of more than 5,000 square feet of gross floor area. (GFA)

The applicant filed a PPS and the site is the subject of the approved Preliminary Plan of Subdivision 4-10013. The resolution of approval was adopted by the Planning Board on July 28, 2011 (PGCPB Resolution No. 11-67). The preliminary plan is valid until July 28, 2013. A final plat for the subject property must be accepted by the Maryland-National Capital Park and Planning Commission (M-NCPPC) before the preliminary plan expires or a new preliminary plan is required. The applicant may ask for an extension of the validity period for the preliminary plan beyond July 28, 2013, in accordance with Section 24-119 of the Subdivision Regulations.

The Subdivision Section noted in their memorandum that the plan incorrectly identifies the property as Parcel 6, which should be revised to read Parcel 1 as reflected on the approved preliminary plan. A proposed condition in the Recommendation Section of this technical staff report would accomplish that needed correction.

In closing, the Subdivision Review Section stated that Detailed Site Plan DSP-10027 is in substantial conformance with the approved Preliminary Plan of Subdivision 4-10013, if the comments included in Finding 9 have been addressed.

See Finding 9 for a discussion of relevant Conditions 2, 4, 5, 6, 7, 9, 10, 11, 12, 13 and 14 and Findings 6 and 20 of the approval of Preliminary Plan of Subdivision 4-10013.

f. **Trails**—In a memorandum dated May 22, 2013, the Transportation Planning Section offered the following review comments with respect to trails:

- The subject application does not conflict with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), or the February 2009 *Approved Subregion 5 Master Plan And Sectional Map Amendment* regarding the approved trails, bikeways, and pedestrian improvements.
- Further, they stated that Farmington Road is a signed bicycle route and a segment of the Potomac Heritage National Scenic Trail, and is recommended in the MPOT to contain signage that indicates the trail's location. The signage is part of a County/State/Federal coordinated project, and its implementation is not directly affected by the subject application. There are no County or State sidewalk or bikeway projects on Farmington Road or Indian Head Highway (MD 210), other than the aforementioned signage related to the Potomac Heritage National Scenic Trail. Farmington Road East is of open section design at this time, does not contain sidewalks and is not recommended for sidewalk construction at this time. The area master plan recommends upgrading MD 210 to freeway status from subregion 7 to Berry Road (MD 228). From its intersection with Berry Road (MD 228) to the Charles County boundary, Indian Head Highway (MD 210) would be upgraded to an expressway (F-11). The road is currently being upgraded to freeway status from the Capital Beltway (I-95/495) to Old Fort Road South. The area master plan recommends upgrading existing at-grade intersections along MD 210 to interchanges at Farmington Road, Livingston Road (MD 373), and Berry Road (MD 228) (E-7).
- See Finding 9 for a discussion of trails-related Condition 8(a) and 8(b) of Preliminary Plan of Subdivision 4-10013, the approval of which was formalized in PGCPB Resolution No. 11-67.

- In conclusion, the Transportation Planning Section concluded that adequate bicycle and pedestrian transportation facilities will exist to serve the proposed use.

g. **Environmental Planning Section**—In a memorandum dated June 6, 2013, the Environmental Planning Section staff offered the following as background for the project:

The site was previously reviewed by the Environmental Planning Section as a Natural Resource Inventory, NRI-011-10, which was approved on October 21, 2010. A Preliminary Plan of Subdivision, 4-10013, and Type 1 Tree Conservation Plan TCP1-005-11 was approved by the Planning Board subject to conditions contained in PGCPB Resolution No. 11-67 on April 26, 2011.

The originally submitted plan proposed the development of a 6,100-square-foot carwash, 4,700 square feet of retail space and 45 parking spaces on a parcel in the C-M Zone. The revised application proposes the development of a 6,100-square-foot carwash, 3,020 square feet of retail space, and 28 associated parking spaces.

With respect to grandfathering, the project is subject to the environmental regulations contained in Subtitle 27 that came into effect on September 1, 2010 because the preliminary plan was approved under the current environmental regulations. The project is subject to the Woodland and Wildlife Habitat Conservation Ordinance (WCO) effective September 1, 2010, because there are no tree conservation plan approvals before that date.

The site is totally wooded. According to the *Prince George's County Soil Survey*, the principal soils on this site are in the Grosstown soil series. Marlboro Clay is not found to occur on the site. There is a stream located on the site that is an unnamed tributary to Piscataway Creek that eventually drains to the Potomac River basin. The most recent plan submittal indicates that there are no wetlands located on the property, but there is 0.53 acres of 100-year floodplain on the property which was previously not identified. Indian Head Highway (MD 210), which borders the site to the northwest, is a master-planned Freeway and an existing source of traffic-generated noise. Farmington Road East was designated in the Approved Countywide Master Plan of Transportation (MPOT) (November 2009) as a historic road and is a master planned arterial roadway. Transportation-generated noise impacts are not evaluated for commercial uses. The site is located in the Developing Tier as reflected in the 2002 *Prince George's County Approved General Plan*. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. The property is located in the Area of Primary Concern of the Mount Vernon viewshed.

The Environmental Planning Section noted that the Planning Board approved a Type 1 Tree Conservation Plan, TCP1-005-11 and Preliminary Plan of Subdivision, 4-10013, including a variation from Section 24-121(A)(3) and a variance from Section 25-122(B)(1)(G) on April 26, 2011. See Finding 9 of this technical staff report for a full discussion of relevant environmentally-related conditions of that approval as expressed in PGCPB Resolution No. 11-67.

The Environmental Planning Section then offered the following summary:

- (1) An approved Natural Resource Inventory, NRI-011-10 which was signed on October 21, 2010, was submitted with the preliminary plan application for review. That plan shows that a stream is located on the eastern end of the site but shows no wetlands or 100-year floodplain on the property. The Forest Stand Delineation noted one forest stand totaling 2.63 acres with five specimen trees. The information on the approved NRI was found to be shown correctly shown on the preliminary plan, TCPI, as well as the detailed site plan and the Type 2 tree conservation plan submitted on April 15, 2013.
- (2) The revised DSP and TCP2 received by the Countywide Planning Division on May 29, 2013, now indicates that there is 0.53 acres of 100-year floodplain on the site, which affects the delineation and area of the PMA on the site because the 100-year floodplain extends beyond the required stream buffer, and also affects the net tract area of the site. The NRI must be revised to show the location of the source of the 100-year floodplain, the location of the 100-year floodplain, the revised delineation of the PMA and all appropriate site notes and statistics.
- (3) The property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site has a previously approved tree conservation plan. A Type 1 Tree Conservation Plan, TCP1-005-11 was approved with the preliminary plan, but no 100-year floodplain was included in the site calculations. The TCP1 showed the area of the on the 75-foot-wide stream buffer in the Developing Tier, but did not include the 100-year floodplain in the delineation of the PMA, or the calculation of the net tract area to determine the woodland conservation requirement on the site. While the area of retained and preserved woodlands is in general conformance with the approved TCP1, the final calculations of the woodland conservation requirement and how it will be fulfilled are incorrect. The worksheet must be revised to correctly calculate the site requirement and how it will be fulfilled.
- (4) A revised Type 2 tree conservation plan (TCP2 ) for this site was received by the Countywide Planning Division on May 29, 2013, which can be found in general conformance with the TCP1, but requires additional technical revisions to address the results of delineating 0.53 acres of 100-year floodplain on-site. The gross tract area of the site is 2.64 acres which contains 0.53 acres of 100-year floodplain, resulting in 2.11 acres of net tract. The current zoning (C-M) of the subject property has a woodland conservation threshold of 15 percent of the net tract or 0.32 acres, which is correctly reflected in the TCP2 worksheet. The TCP2 proposes to clear 2.04 of upland and 0.03 acres of 100-year floodplain, resulting in a woodland conservation requirement of 1.29 acres based on the clearing

proposed. The woodland conservation worksheet on the plan incorrectly calculates the requirement for the site.

- (5) The incorrectly calculated requirement for the site was proposed to be met with 0.60 acres of woodland preservation and 0.26 acres of fee-in-lieu of woodland conservation within a priority funding area, at the fee-in-lieu rate of \$0.90 per square foot. The correct calculation for the site determines that the woodland conservation requirement for the development as now proposed is 1.29 acres. Existing trees within the 100-year floodplain cannot be credited as woodland conservation for the site, so the amount of woodland conservation provided on-site is reduced to 0.07 acres. The remaining shortage is 1.22 acres. Because the remaining requirement is greater than 1 acre, the methodology for the providing the shortage is off-site woodland conservation in an approved off-site bank. The woodland conservation worksheet for this requires revisions to correctly reflect the woodland conservation requirement for the site and how it is being fulfilled. The TCP1 plan also requires technical revisions to be in conformance with the requirements of the Environmental Technical Manual, which have been particularly detailed and are proposed to be required in the Recommendation Section of this technical staff report.

- (6) A total of five specimen trees were identified, located and evaluated on the overall site. Information on these trees is provided in a table on the TCP1. Specimen trees are defined as trees having a diameter at breast height of 30 inches or more; trees having 75 percent or more of the diameter at breast height of the current champion of that species; or a particularly impressive or unusual example of a species due to its size, shape, age or any other trait that epitomizes the character of the species. None of the trees on the site are considered "champion trees" because they are not the largest of their species in the country, state or county.

A variance request to Section 25-122(b)(1)(G) of the Woodland and Wildlife Habitat Conservation Ordinance was received on April 27, 2011 for the removal of three (3) specimen trees located on the subject property with the review of the TCP1, and the variance for the removal of ST-1, ST-4 and ST-5 was approved by the Planning Board. A note concerning the approval of the variance has been added to the TCP2.

- (7) Development of this site shall be in compliance with an approved Type2 Tree Conservation Plan, TCP2-014-13, approved as part of this application. After September 1, 2010, pursuant to Section 25-122(d) (1) (B) woodland preserved, planted or regenerated on-site shall be placed in a woodland conservation easement recorded in land records and the liber/folio of the easement indicated on all plans of development. When a TCP2 is prepared, prior to signature approval

recording of a woodland conservation easement in the land records will be required, and the liber folio of the easement will be placed on the TCP2.

- (8) The site was previously identified as containing a Primary Management Area (PMA) that is required to be preserved to the fullest extent possible per Section 24-130(b)(5). The Subdivision Regulations requires that: "...all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible." The regulated environmental features on the subject property include the PMA. Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.
- (9) If impacts to the regulated environmental features are proposed a statement of justification must be submitted in accordance with Section 24-130 of the Subdivision Regulations. A statement of justification for the proposed impacts was submitted on May 26, 2011. The preliminary plan proposed impacts to the PMA in order to install two stormwater management/bioretenion areas, stormwater outfalls, and road improvements to Farmington Road. The two proposed stormwater management/bioretenion areas and the associated outfalls are located on the perimeter of the PMA. There was also a proposed impact to the PMA for the drive aisle that leads to the carwash. It was determined that the proposed impacts had been minimized to the extent possible by the use of a retaining wall to reduce the grading into the PMA. The stormwater management features were also found to be designed to meet the current Maryland Department of the Environment (MDE) Environmental Site Design (ESD) standards and criteria to the Maximum Extent Practicable (MEP); however, there was insufficient design information available at time of preliminary plan to fully evaluate the portion of the impacts needed for the drive aisle for the carwash.

The impacts related to stormwater management are considered necessary for the orderly development of the subject property. The impacts cannot be avoided because they are required by other provisions of the County Code. The development is providing full ESD with 100 percent water quality and quantity and the impacts have been designed to minimize, to the fullest extent possible, the impacts to the PMA. At time of preliminary plan, a finding was made that based on the level of design information available at the present time, the regulated environmental features on the subject property had been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the tree conservation plan submitted for review. The impacts approved in concept were for the installation of two stormwater management/bioretention areas, their associated stormwater outfalls and the road improvements to Farmington Road East because these site features cannot be avoided. But it was indicated at that time that the impact proposed for the drive aisle would be re-evaluated at the time of the review of the detailed site plan when more design information is available. A total of 7,867 square feet of disturbance to the PMA was approved at time of preliminary plan.

- (10) EPS staff requested that the applicant demonstrate the PMA impacts associated with the current application not exceed the 7,867 square feet of disturbance approved at time of preliminary plan. On May 29, 2013, a supplemental Statement of Justification for PMA impacts was submitted to the Countywide Planning Division. The applicant indicates that the most recently revised plans, also received on May 29, 2013, represent a major redesign of the site which reduced PMA impacts due to the following changes to site design:
- (a) The retail building and car wash were combined into one building;
  - (b) The size of retail space provided was reduced from 4,751 square feet to 3,020 square feet;
  - (c) The number of parking spaces provided on site was reduced from 45 to 28 spaces;
  - (d) The building was relocated to provide a wider landscape buffer along Indian Head Highway (MD 210);
  - (e) The drive aisle was relocated away from the PMA;
  - (f) Stormwater management bioretention areas were moved out of the PMA.

The net result of the redesign was a reduction of 1187 square of PMA impacts, from 7,867 square feet to 6,680 square feet, or approximately 15 percent. Staff determined that the applicant had demonstrated that the impacts were consistent with that approval at time of preliminary plan. Concurrently, the revised plans



show an additional 297 square feet of PMA disturbance resulting from the newly identified presence of 100-year floodplain on the site, which were not addressed in the revised Statement of Justification. Adding the total of impacts proposed with the current application and the amount of additional PMA impacts resulting from expansion of the PMA, as previously discussed, the total PMA impacts for this site will be 6977 square feet. This is a reduction of 890 square feet or 11 percent below the level of impacts approved with the preliminary plan.

- (11) A revised approved Stormwater Management Concept Letter and plan (20898-2010-01) approved on October 5, 2012 was submitted with the subject application. The concept plan shows three bioretention areas (A, B and C) and two outfalls. The tree conservation plan shows the three proposed bioretention areas and two outfalls to the adjacent stream and provides adequate clearing for construction. The SWM Concept Plan does not show the located of the 100-year floodplain. The presence of 100-year floodplain on the site was discovered late in the review process, because changes to zoning within the associated drainage area. A 100-year floodplain is currently under review (FPS# 201215) and will be reflected as finally approve on the revised NRI, TCP2 and DSP
- (12) According to the *Prince George's County Soil Survey* the principal soils on this site are in the Grosstown soil series. These soils are typically well drained and pose no real problems for development.
- (13) Farmington Road East was designated a historic road in the Approved Countywide Master Plan of Transportation (MPOT) (November 2009), and has the functional classification of an arterial. Any improvements within the right-of-way of an historic road are subject to approval by the DPW&T under the Design Guidelines and Standards for Scenic and Historic Roads. When a roadway is designated as historic, it is because it is located in its historic alignment and there is an expectation that historic features will be found along its length, although not on every property. Roadways are a linear element, and the intention of the scenic buffer is to preserve or enhance the extent of the roadway and enhance the travel experience if scenic qualities or historic features have not been preserved.

An Inventory of Significant Visual Features for the right-of way and site was required for the evaluation of the historic road viewshed with the preliminary plan application. A Viewshed Inventory Report for Farmington Road East as it pertains to the proposed Farmington Carwash was submitted on April 27, 2011. The Inventory states that the current viewshed landscape of the site is slightly upland with mid succession woodlands.

The 2010 *Prince George's County Landscape Manual* (Landscape Manual) addresses the requirements with regard to buffering of scenic and historic roads. Per the Landscape Manual, a designated historic road in the Developing Tier requires that a minimum 20-foot-wide buffer be provided along the frontage of the historic road. The 20-foot-wide scenic easement is required to be provided behind the public utility easement (PUE) to maintain a visually appealing corridor. The DSP and landscape plans must demonstrate the full provision of the required bufferyard to enhance the appearance of the historic road unless alternative compliance has been requested. The design of the scenic buffer and any entrance features proposed along Farmington Road East frontage must be reviewed as part of the detailed site plan review to insure that the design addresses the following criteria:

- (a) In keeping with the desired visual characteristics of the historic road;
- (b) Integrated into an overall streetscape treatment along Farmington Road East with regard to signage, materials, and plant species choices; and
- (c) Coordinated with the entrance feature and landscape treatment proposed for the proposed development.

The landscape buffer proposed along Farmington Road has been reviewed for the quantity and placement of plant materials within the required buffer and a recommended condition below suggests that the use of the non-native *Gleditsia triacanthos* (honey locust) within the bufferyard be replaced by a native species such as *Quercus Palustris* (pin oak), *Quercus rubrum* (red oak), *Quercus palustris* (pin oak), *Amelanchier Laevis* (shadblow serviceberry), *Myrica pennsylvanica* (Northern bayberry) and *Viburnum dentatum* (arrowood) are all appropriate natives along this roadway. The monument sign proposed along the Farmington Road entrance has been reduced in height in the most current revision from 14 feet high to 12 feet high, but continues to be overly large for the character of the roadway and adjacent development. The sign as currently proposed should be further downsized by removing the "metal copping/standing seam roof" proposed, to reduce the height to no more than nine feet in height, resulting in a 3:4 ratio of height to width.

The keystone retaining wall topped with guardrail proposed along Farmington Road is another important visual feature within the viewshed of Farmington Road. The choice of color, materials and design for these features within the viewshed requires review for visual impacts, compatibility with the neighborhood and roadway character, and consistency with overall site design consistency by the Urban Design Section.

- (14) The subject property is located in the Mount Vernon Viewshed Area of Primary Concern, which has been delineated as an evaluation tool for the protection of the Mount Vernon Viewshed. Properties located with the Area of Primary Concern may be referred to the National Park Service, National Capital Region, and evaluated for location and elevation of the subject property, the elevation and height of structures proposed on the site, retention of tree canopy and vegetative screening located between the subject property and Mount Vernon as the viewpoint.

The elevation of the subject property ranges from 66 feet adjacent to Indian Head Highway (MD 210) on the northwest to a falling elevation into the Piscataway Creek stream valley at the northeast corner of the site. The elevation of the site is consistent with the elevation of Indian Head Highway in this area. On the west side of Indian Head Highway, there is a 300-foot-wide buffer of existing woodlands sloping down towards the Piscataway Creek stream valley. Assuming that the height of the existing vegetation is a minimum of 35 feet in elevation, if the construction proposed on the site does not exceed 35 feet in height, mitigation for visual impact to the viewshed should be minimal, including the choice of earth-toned materials and coloration; limited use of highly reflective materials, and use of full cut-off optic lighting features to minimize night glow, should be sufficient. The height of the proposed structure is 26 feet.

A cross-section model prepared by staff indicates that the site and development proposed on the site will be screened by vegetative canopy within protected scenic easement areas located along the sightline to Mount Vernon.

**Comment:** No further information regarding visual impacts to the Mount Vernon Area of Primary Concern is required based on the current site and architectural designed reviewed with this application.

- (15) Policy 5 in the Environmental Infrastructure chapter of the General Plan calls for the reduction of overall sky glow, minimizing of the spill-over of light from one property to the next, and a reduction of glare from light fixtures. This is of particular concern on a commercial site such as the subject application, where outdoor lighting and parking lot lighting may be proposed. The proposed lighting should use full cut-off optics to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the Green Infrastructure Plan and adjacent residential development minimized, and so that sky glow does not increase as a result of this development.

### Recommended Findings

- (1) The required findings of Section 25-119(d) for the removal of specimen trees were addressed at time of preliminary plan review for the removal of specimen trees numbered 1, 4, and 5.
- (2) The TCP2 can be found to be in general conformance with the approved TCP1 with regards to the retention of wooded riparian buffers within regulated stream buffers.
- (3) The DSP can be found to be in conformance with an approvable Type 2 Tree Conservation Plan if revised in accordance with recommended conditions.
- (4) The DSP and TCP2 plans demonstrate that the regulated environmental features are preserved and/or restored to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5) of the Subdivision Regulations if revised in accordance with recommended conditions. The PMA on the subject DSP can be found to have been preserved to the fullest extent possible because PMA impacts have been limited to less than 7,000 square feet of permanent disturbance from the 7,867 square feet approved with the preliminary plan.

The Environmental Planning Section's proposed conditions have been included in the Recommendation Section of this technical staff report.

- h. **Prince George's County Fire/EMS Department**—In a memorandum dated June 12, 2013, the Prince George's County Fire Department offered comment on needed accessibility, private road design, and the location of performance of fire hydrants.
- i. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated May 16, 2013, DPW&T stated that they would require frontage improvements along Farmington Road East as determined by DPW&T, but that the right-of-way shown on the plan is adequate. It was further stated that all improvements within the public right-of-way as dedicated for public use to the County, are to be designed in accordance with the County's Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act (ADA), including full-width, two-inch mill and overlay for all County roadway frontage. With respect to any proposed and/or existing Master-Plan roadways that lie within the property limits, they must be addressed through coordination with the Maryland-National Capital Park and Planning Commission (M-NCPPC) and DPW&T and may involve rights-of-way reservation, dedication and/or construction in accordance with DPW&T's Specifications and Standards. DPW&T also stated that the proposed site development has an approved Stormwater Management Plan Number 20898-2010-01, dated November 27, 2012, with which the subject DSP is consistent.

**Comment:** DPW&T's requirements will be addressed through their own permitting process.

j. **Prince George's County Police Department**—In a memorandum dated April 24, 2013, the Prince George's County Police Department stated that after visiting the site and reviewing the plans, they found no Crime Prevention Through Environmental Design (CPTED)-related issues.

k. **Prince George's County Health Department**—In a memorandum dated May 10, 2013, the Prince George's Health Department stated that they had completed a desktop health impact assessment review of the detailed site plan submission for Farmington Road Car Wash, and offered the following recommendations:

- (1) As a water conservation measure, the proposed wash facility should be equipped with a water reclamation system.
- (2) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. The intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control should be indicated as a note on the plan set.
- (3) During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. The intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code should be indicated as a note on the plans.

**Comment:** A proposed condition in the Recommendation Section of this technical staff report would require that the applicant include comments (1), (2) and (3) above in the general notes of the subject DSP.

l. **Maryland State Highway Administration (SHA)**—In a letter dated April 25, 2013, SHA provided numerous comments, including a request for information on stormwater management and erosion and sediment control proposed and a pavement striping plan, a complete and correct legend on the plan, a pavement section for the Farmington Road widening, details on the depth of paving, milling and overlaying and the saw cutting locations on the typical section and plan view, a typical section of the proposed widening of Farmington Road showing existing and proposed conditions and cross-referencing the pavement section detail, differentiating between the SHA right-of-way and the Prince George's County right-of-way on plan view, and a required note on the plans that references the standards to be utilized for construction of the improvements within SHA right-of-way.

**Comment:** SHA's comments will be addressed through their own permitting process.

m. **Southern Maryland Electric Cooperative (SMECO)**—In comments received May 10, 2013, SMECO stated that the drawings correctly identify an existing utility pole in conflict with the proposed plan. Further, they stated that the subject pole is associated with Piscataway 14, a main distribution feeder serving southern Prince George's County. SMECO further stated that the developer must provide adequate space and bear the full cost for all affected existing and new facilities. With respect to costs, they said they may

be expensive due to the nature of the work and the impact the relocation will have on adjacent structures. In closing, SMECO encouraged the applicant to contact and work with SMECO throughout the planning phase of the subject project.

**Comment:** The applicant has been provided with a copy of SMECO's referral comments and encouraged to follow the guidance offered therein. SMECO's requirements will be met through their separate permitting process.

14. Based on the foregoing and as required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
15. Based on the foregoing and as required by Section 27-285(b)(5), the DSP and TCP2 plans demonstrate that the regulated environmental features are preserved and/or restored to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5) of the Subdivision Regulations as the PMA impacts have been limited to 7,000 square feet of permanent disturbance, which is less than the 7,867 square feet approved in the preliminary plan of subdivision for the project.

#### RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-10027, and Type 2 Tree Conservation Plan TCP2-014-13 Farmington Road Car Wash, subject to the following conditions:

- I. Prior to signature approval of the plans, the applicant shall revise the detailed site plan or provide additional information as follows:
  - a. Reference to Farmington Road East shall be corrected throughout the case file, application and plan set.
  - b. As road frontage improvements are required by DPW&T along the subject property frontage of Farmington Road East, plans shall be revised to include a shoulder for bicyclists along the entire subject property frontage in conjunction with the bicycle warning signage, unless modified by DPW&T. The applicant shall be responsible for the costs associated with the construction of such shoulder.
  - c. The applicant shall redesign the parking area to remove or relocate the four identified parking spaces that currently intrude into the required Section 4.6 20-foot-wide buffer along Farmington Road East, while maintaining conformance to all other applicable evaluation criteria.
  - d. The label of "Parcel 6" on the subject property shall be replaced by "Parcel 1" as reflected on the approved preliminary plan of subdivision.

- e. The applicant shall add the following notes to the General Notes of the subject DSP:
- (1) As a water conservation measure, the proposed wash facility will be equipped with a water reclamation system.
  - (2) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. This intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control is hereby indicated as a note on the plan set.
  - (3) During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. This intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code is hereby indicated as a note on the plans.
  - (4) "A variation approved pursuant to Section 24-121(a)(3) as part of the preliminary plan of subdivision for the project limits vehicular access to the site to one direct access from Parcel 1 onto Farmington Road East."
- f. The applicant shall ensure that the car wash is uniformly referred to as 6,109 square feet and the retail space as 3,020 square feet throughout the statement of justification for the project and the plan set.
- g. The applicant shall specify that the color of the standing seam metal to be utilized for the roofing in the subject project shall be "Forest Green" instead of "Patina Green" to be more in keeping with the natural surroundings of the subject project.
- h. The DSP and TCP2 shall be revised to correctly delineate the PMA based on the revised PMA, and the total area of the PMA and of the PMA impacts shall be indicated. The applicant shall demonstrate that the overall site is no greater than the quantity of PMA impacts approved by the Planning Board at time of preliminary plan approval.
- i. The TCP2 plan shall be revised as follows:
- (1) Revise all areas of woodland preservation to eliminate areas located within the 100-year floodplain, and label with correct methodology and area.
  - (2) Correct the woodland conservation summary table on the plan sheet.

- (3) Show the correct delineation of the PMA based on a revised and approved NRI, and revise the acreage of total PMA area shown on the plan.
  - (4) Include a graphic element for woodland conservation signage in the legend of the plan, and show proposed locations on site. Woodland conservation signs may be mounted on the permanent protection device (split rail fence) in lieu of a post if a detail is provided. Revise notes to indicate that woodland conservation signage should be retained in perpetuity.
  - (5) Revise the woodland conservation worksheet as follows:
    - (a) Show the correct TCP2 revision number in the worksheet.
    - (b) Insert the 0.53 acres of 100-year floodplain into the calculation
    - (c) Recalculate the woodland conservation requirement and provided based on revisions required above.
    - (d) Provide the woodland conservation shortage for the site as off-site woodland conservation in an approved woodland conservation bank.
  - (6) Add a woodland and wildlife habitat conservation easement note to the plan which includes the liber and folio of the recorded WCO easement.
  - (7) Have the revised plans signed and dated by the qualified professional who approved the plan.
- j. The proposed outdoor lighting shall be specified as full cut-off optic fixtures to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the 2005 *Approved Countywide Green Infrastructure Plan* is minimized, and so that sky glow does not increase as a result of the subject development. This requirement will cause the deletion of the "Euclid" fixture as a lighting choice for the site unless the applicant can demonstrate to the Planning Board or designee that the proposed fixture will not contribute to off-site light spillage.
2. Prior to certificate approval of the DSP and TCP2 for the subject application, a revised NRI shall be approved which addresses the presence of 100-year floodplain on the site.
  3. Prior to signature approval of the TCP2 for this property, pursuant to Section 25-122(d)(1)(B) of the Subdivision Regulations, all woodland preserved, planted or regenerated on-site shall be placed in a woodland conservation easement recorded in land records and the liber/folio of the easement shall be indicated on the TCP2.
  4. Prior to certificate approval of the DSP, the DSP and landscape plan shall be revised as follows to complement the vernacular character of the adjacent historic roadway:



- a. The use of the non-native *Gleditsia triacanthos* (honey locust) within the bufferyard along Farmington Road East shall be replaced by a native such as *Quercus Palustris* (pin oak), *Quercus rubrum* (red oak), *Quercus palustris* (pin oak), *Amelanchier Laevis* (shadblow serviceberry), *Myrica pennsylvanica* (Northern bayberry) and *Viburnum dentatum* (arrowood), all more appropriate along this historic roadway.
- b. The proposed monument sign shall be reduced in height to no more than nine feet above ground level and 12 feet in width.
- c. The keystone retaining wall shall be simple in design and be complementary in color to the structures on the site.
- d. The guardrail proposed for the top of the retaining wall shall not have an unpainted galvanized metal finish.



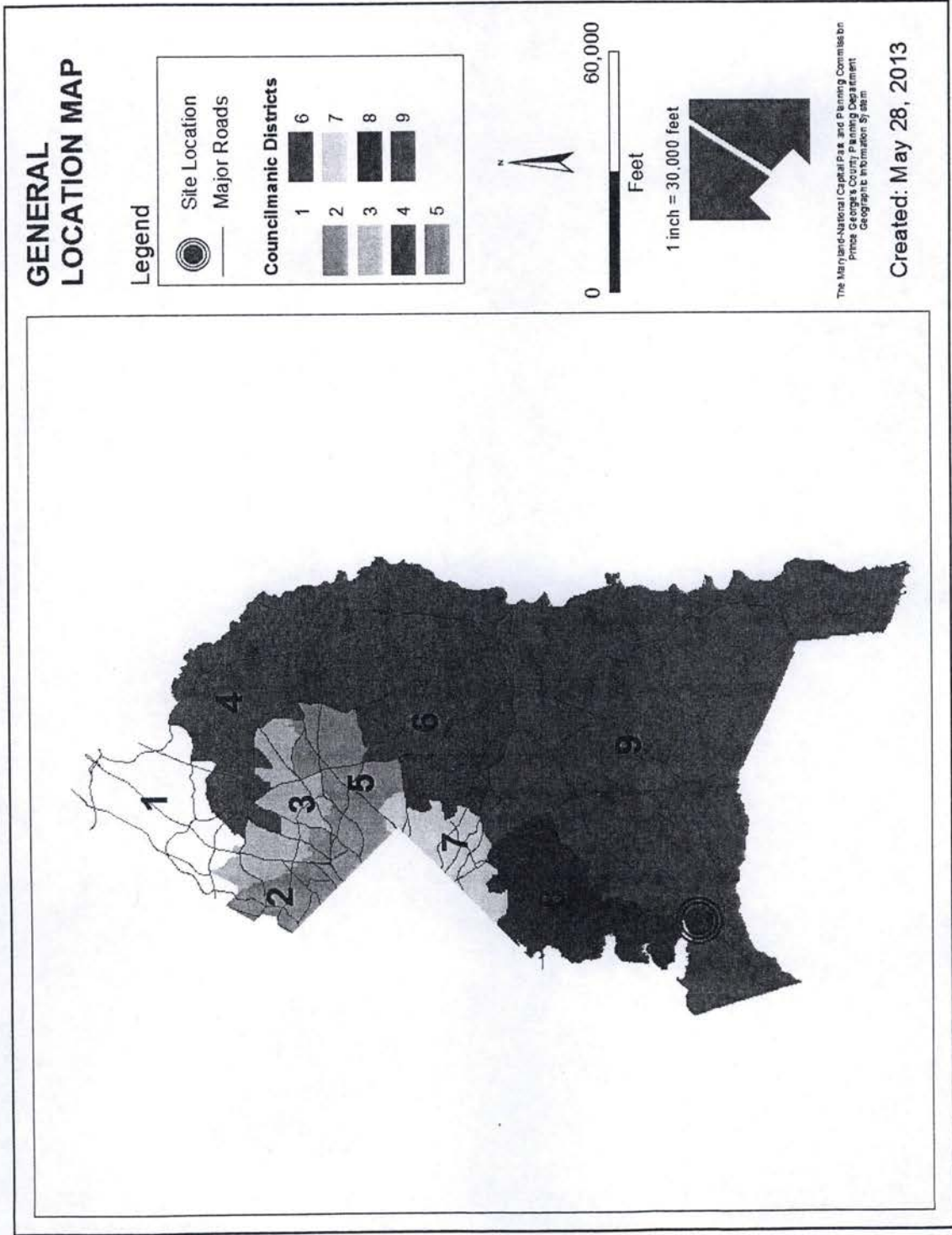
**ITEM:**

**CASE: DSP-10027**

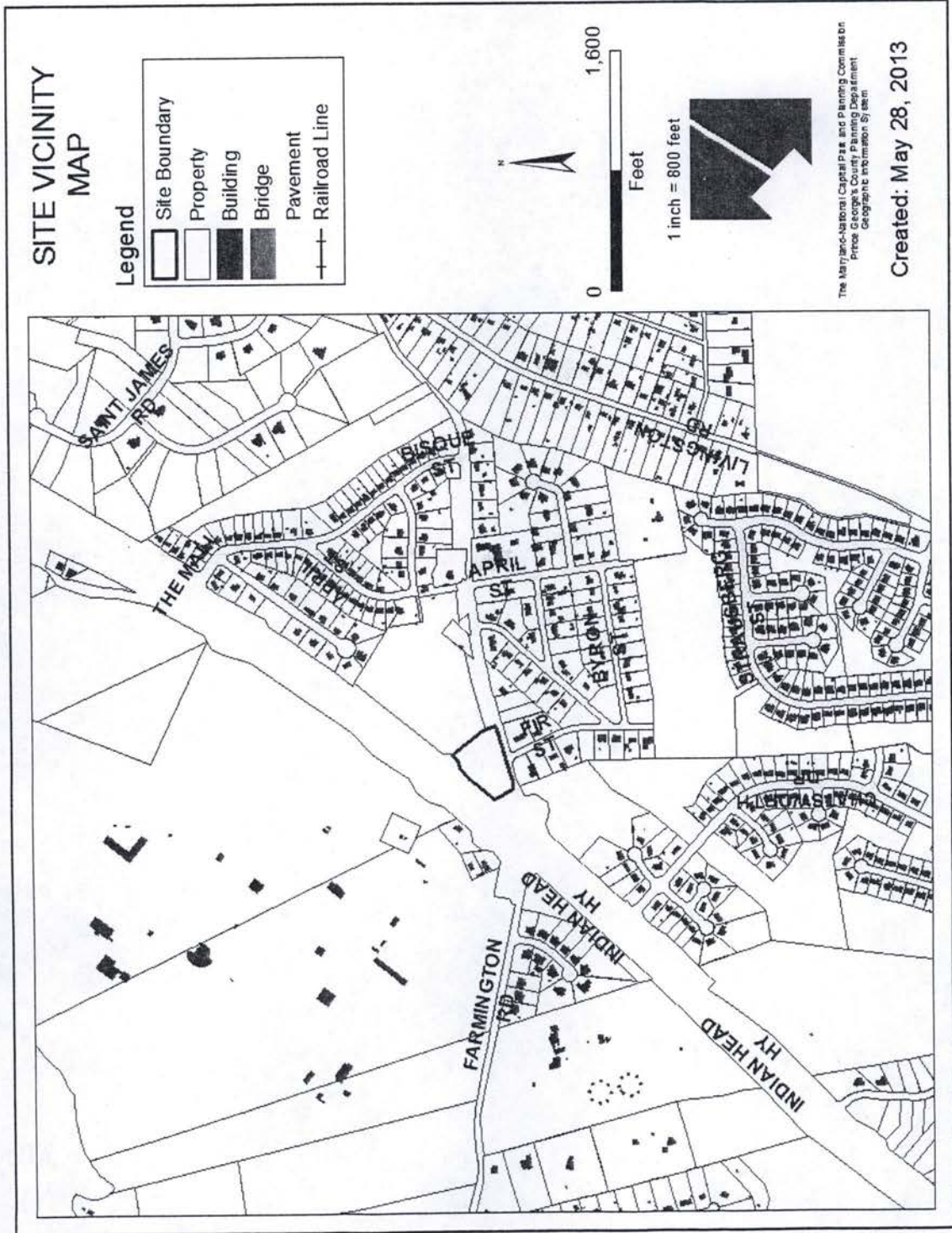
# **FARMINGTON ROAD CAR WASH**



# GENERAL LOCATION MAP



# SITE VICINITY





# AERIAL MAP



## AERIAL MAP

### Legend

- Site Boundary
  - Property
- IMAGERY FROM  
SPRING 2011



0 720  
Feet

1 inch = 350 feet

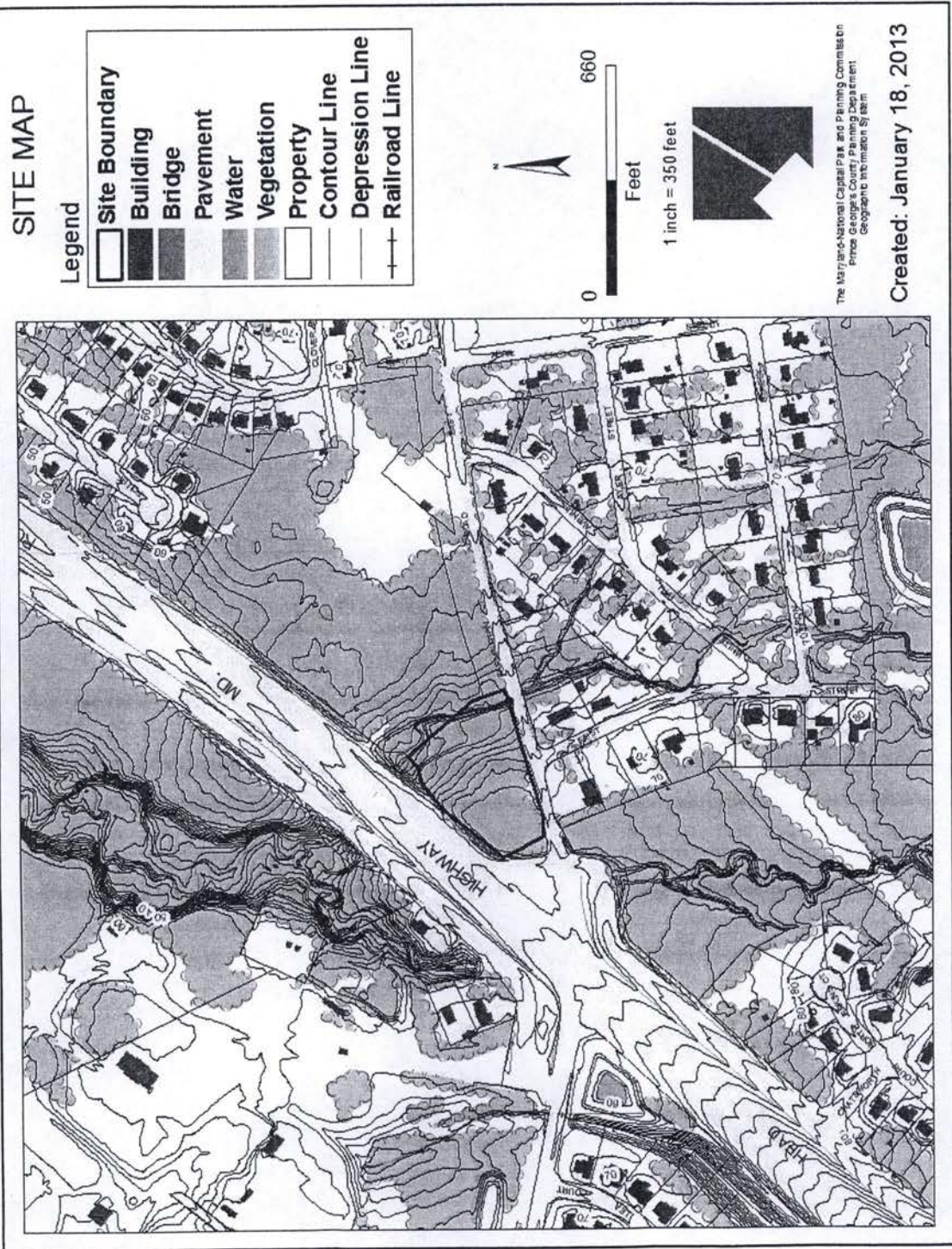


The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Geographic Information System

Created: January 18, 2013



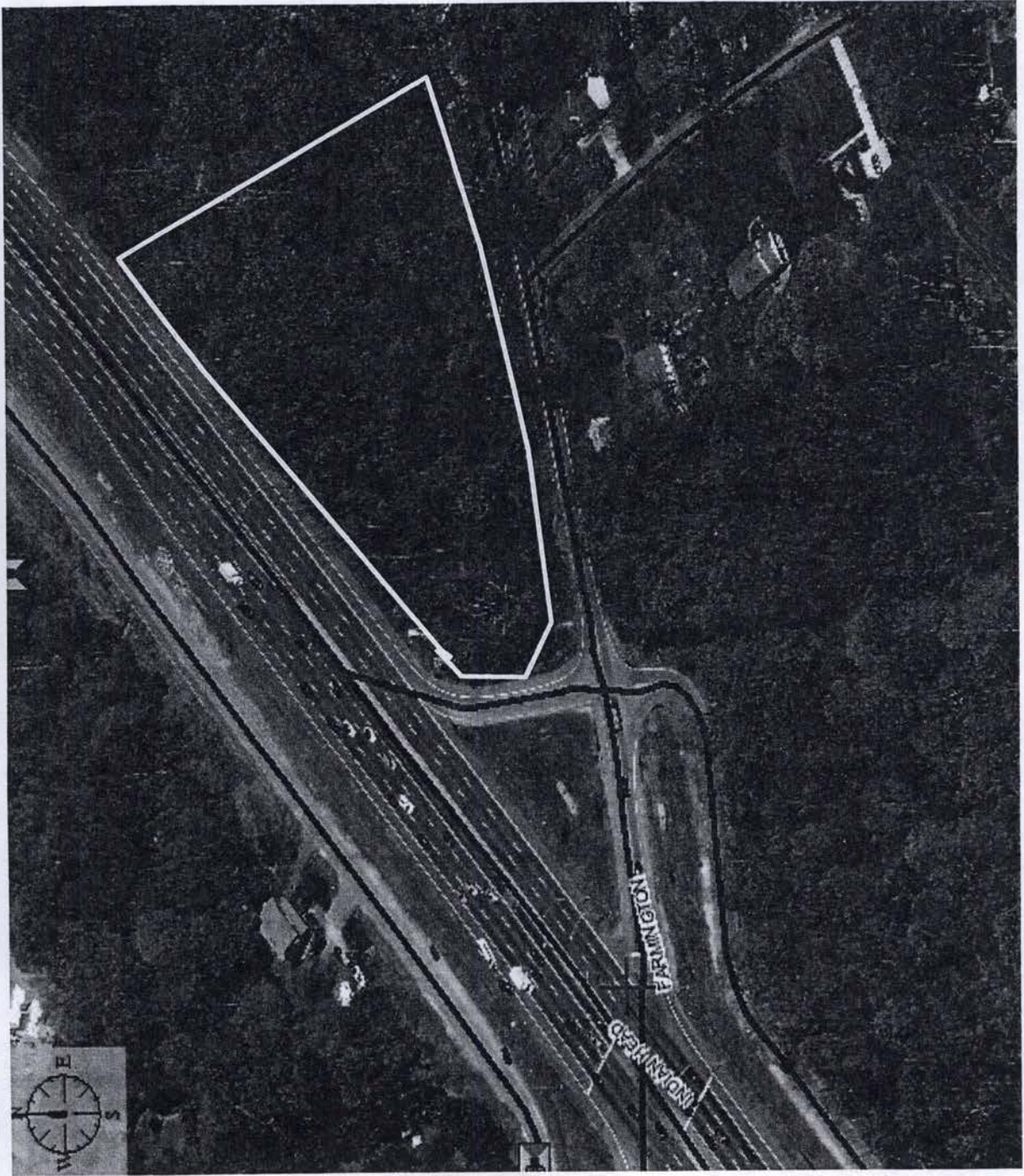
# SITE MAP







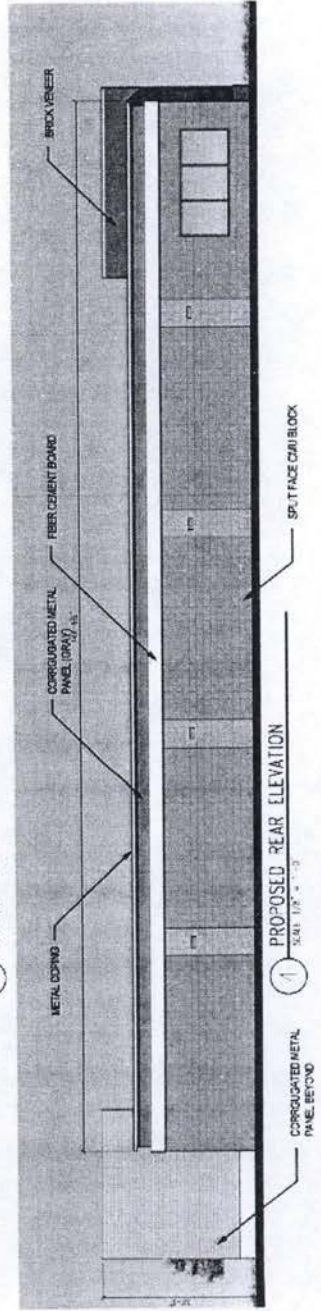
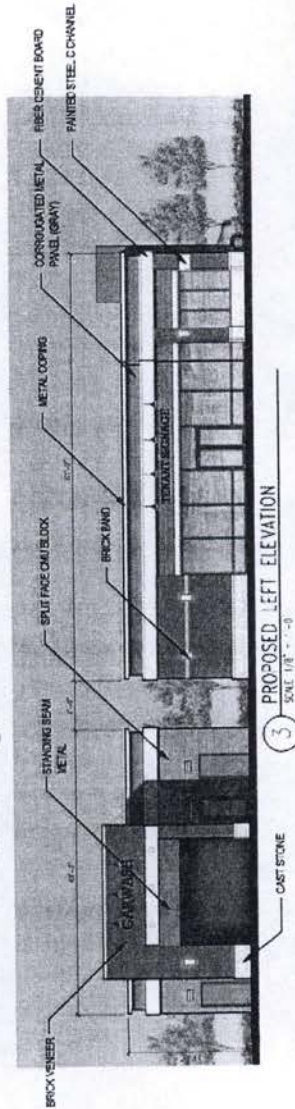
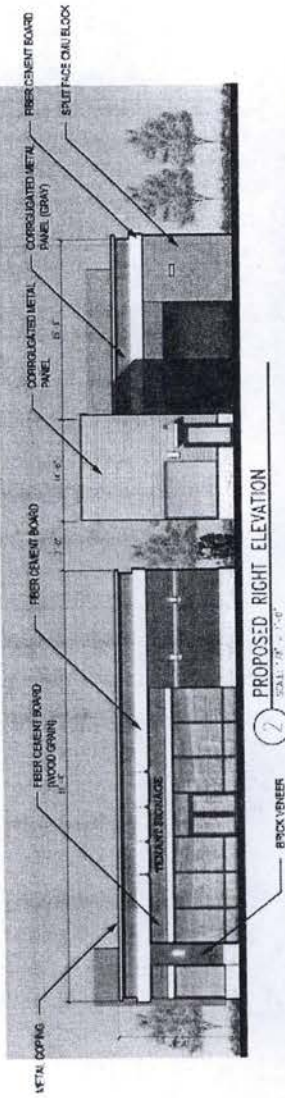
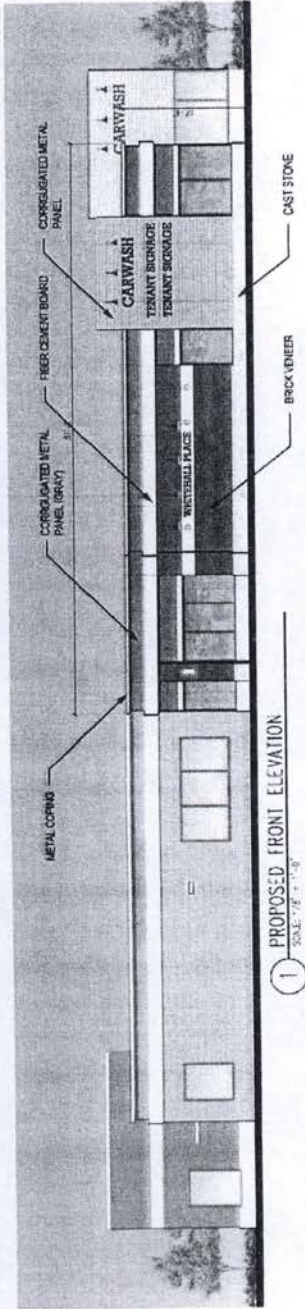
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED





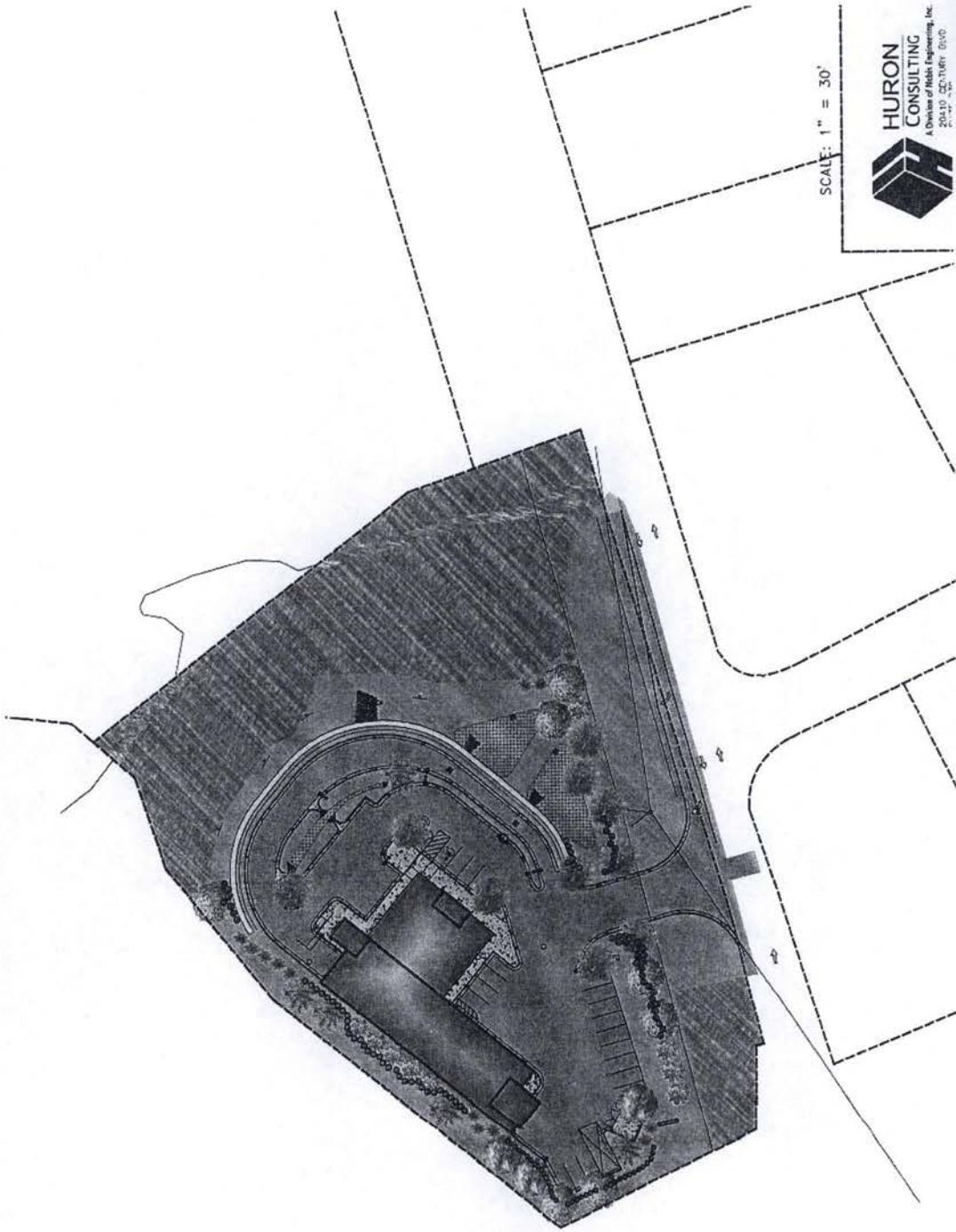


# ORIGINALLY PROPOSED ARCHITECTURE





# RENDERED LANDSCAPE PLAN



SCALE: 1" = 30'



**HURON  
CONSULTING**  
A Division of Heick Engineering, Inc.  
20410 ZEPHYRUS DR.  
ANN ARBOR, MI 48106



# AERIAL RENDERED LANDSCAPE PLAN



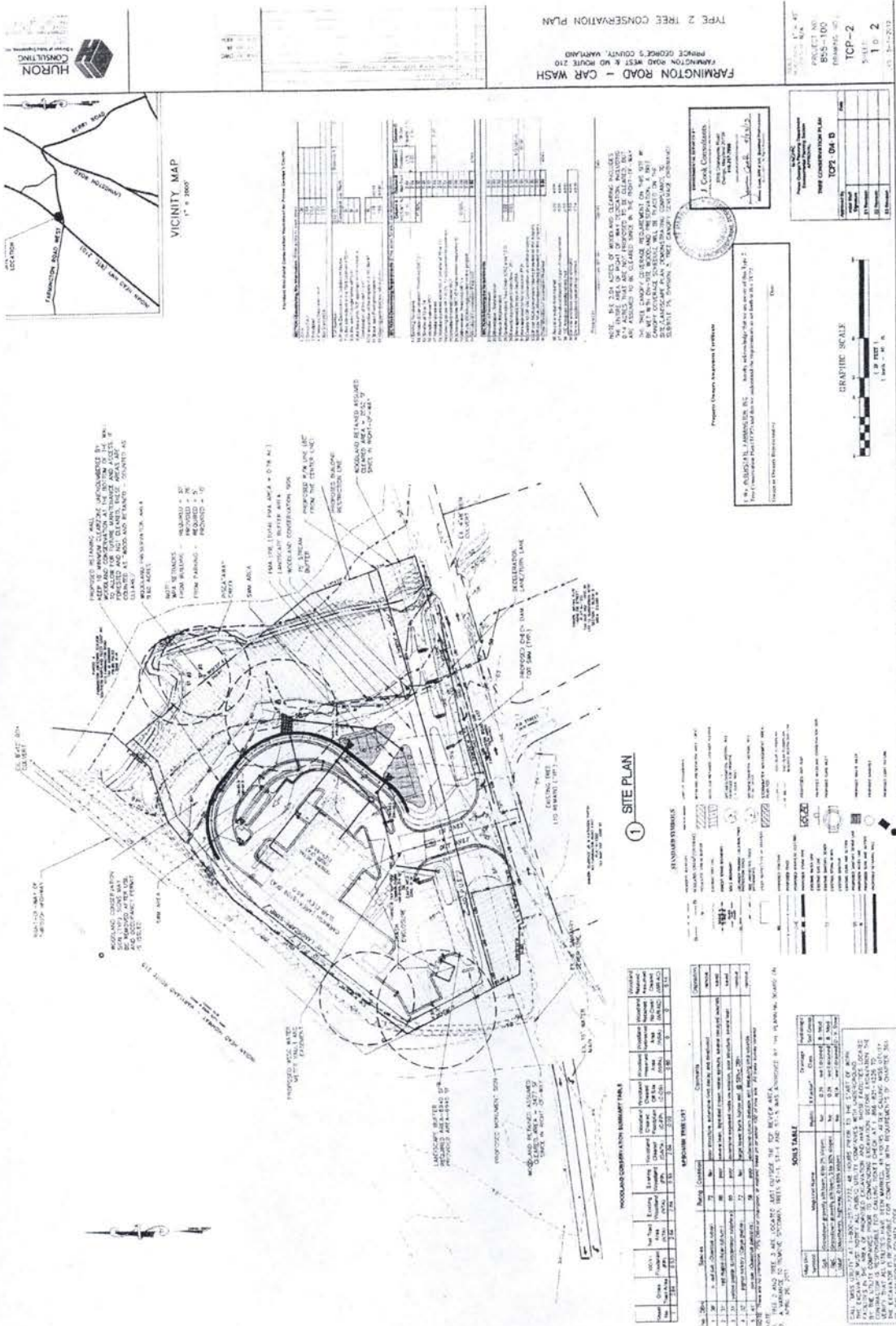
**HURON  
CONSULTING**  
A Division of Heisk Engineering, Inc.  
20410 CEDAR CREEK BLVD  
CRANFORD, MD 20874  
P.O. BOX 10000  
CRANFORD, MD 20874



6/6/2013

Slide 14 of 15

# TREE CONSERVATION PLAN





April 16, 2013

Referral Request – Response

The Historic Preservation Section review of DSP-110027 Farmington Road Car Wash, found the subject application for the construction of a 6,118 square foot car wash facility with a 4,751 square foot general retail building and associated parking will have no effect on identified Historic Sites, Resources, or Districts.

Cecelia Garcia Moore  
Principal Planning Technician  
Historic Preservation Section  
301-952-3756

I:\HISTORIC\REFERRALS\13\Cecelia's Referrals\Development Review Division Referrals\DSP\DSP-10027 Farmington Road Car Wash.docx



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Prince George's County Planning Department  
Historic Preservation Section

(301) 952-3680  
www.mncppc.org

April 22, 2013

MEMORANDUM

TO: Ruth Grover, Planner Coordinator  
Urban Design Section  
Development Review Division

FROM: Jennifer Stabler, Archeology Planner Coordinator *JAS*  
Historic Preservation Section  
Countywide Planning Division

SUBJECT: **DSP-10027 Farmington Road Car Wash**

Phase I archeological survey is not recommended on the above-referenced 2.65-acre property located at the intersection of Farmington Road and Indian Head Highway in Accokeek, Maryland. 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 house was built on the property between 1938 and 1957. A portion of the site has been impacted by the construction of the house, the expansion of Farmington Road and the construction of Indian Head Highway. The subject property is in close proximity to Piscataway Creek and a number of previously identified archeological sites. However, previous construction on and near the subject property has likely disturbed any archeological resources.

However, Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies, or federal permits are required for a project.

I:\HISTORIC\REFERRALS\13\Archeology\DSP-10027 Farmington Road Carwash\_jas 22 apr 2013.docx  
J:\Referrals-DRD\DSP-10027\_jas.docx



Prince George's County Planning Department  
Community Planning Division

301-952-3972  
www.mncppc.org

May 21, 2013

MEMORANDUM

TO: Ruth Grover, Urban Design Section, Development Review Division  
VIA: Cynthia Fenton, Acting Supervisor, Community Planning Division *cf*  
FROM: Michael Zamore, Planner Coordinator, Community Planning Division  
SUBJECT: **DSP-10027 (Farmington Road Car Wash)**

**DETERMINATIONS**

- The 2002 *Approved General Plan* designates the property within the Developing Tier. The proposed use is consistent with the Development Pattern goals and policies of the General Plan.
- The 1993 *Subregion V Approved Master Plan and Sectional Map Amendment* recommends commercial use for this property. The proposed use conforms to the intent of the master plan.
- The property is located in the Accokeek community within the Mount Vernon Viewshed Area of Primary Concern. The master plan recommends the appearance and compatibility of non-residential uses to be in conformity with the rural environment and character of this community.
- The proposal will not impact the view from Mount Vernon to the Viewshed Area of Primary Concern but its footprint, design, and building materials will have adverse visual impact on the immediate rural landscape.
- The property is in the Accokeek Development Review District. The comments submitted by the Accokeek Development Review District Commission (ADRDC), if any, should be considered, pursuant to Section 27-687 of the Zoning Ordinance.

**BACKGROUND**

Location: Northeast quadrant of the intersection of Indian Head Highway (MD 210) and Farmington Road East. The site is identified as the Henry Homer property (Tax Map 152, Parcel 6) in the Subregion V Master Plan.

Size: 2.64 acres

Existing Uses: Woodland, Vacant

Proposal: The applicant proposes to construct a 6,118 square foot car wash facility and a 4,751 square foot general retail building, with associated parking for both uses.

### **GENERAL PLAN, MASTER PLAN AND SMA**

2002 General Plan: This application is located in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial Centers, and employment areas that are increasingly transit serviceable.

Master Plan: *1993 Subregion V Approved Master Plan and Sectional Map Amendment*

Planning Area/Community: PA 84/Piscataway & Vicinity

Land Use: Commercial

Environmental: See the Environmental Planning Section referral for comments based on the 2005 Approved Countywide Green Infrastructure Plan.

Historic Resources: The property has frontage on Farmington Road, which is a designated Historic Roadway between MD 210 and Livingston Road. See the Environmental Planning Section referral for comments on scenic and historic roads.

Parks & Trails: Farmington Road serves as a segment of the Potomac Heritage National Scenic Trail on-road bicycle trail.

Public facilities: There are no future public facilities on the subject site but a sewer line extension is identified.

Aviation: The site is not located in the area affected by the interim land use controls for Joint Base Andrews.

SMA/Zoning: *The 1993 Subregion V Approved Master Plan and Sectional Map Amendment* rezoned the property from the R-R Zone to the C-M Zone in accordance with Plan recommendations for commercial development.

### **PLANNING ISSUES**

The Accokeek community is rural in character and comprises a significant portion of the Mount Vernon Viewshed Area of Primary Concern in Prince George's County. Maintaining rural character,

including tree canopy coverage, is a crucial planning theme and objective of the land use recommendations for Accokeek in the Master Plan and a key strategy to protect views of the Area of Primary Concern. This presents a challenge for commercial development to be designed and constructed so as not to threaten the rural character and the cultural significance of the Accokeek area, but reflect and compliment the unique local character.

The elevation of the property is about 60 feet above sea level along MD 210 dropping by about 10 feet towards the north and east to a small Piscataway Creek tributary. That portion of MD 210 is elevated above elevations to the west, along the line of site from Mount Vernon. Existing mature trees in a stream buffer on WSSC property on the western side of MD 210 (along the viewing cross-section line from Mount Vernon) as well as mature forest on other properties to the west will adequately screen the proposed development from view from Mount Vernon (see accompanying cross-section and map). The proposed development's distance from Mount Vernon will also reduce the potential for impairment of the historic view. However, the building footprint, design, and choice of building materials may still have a negative impact on the view from Mount Vernon if handled insensitively, and may have adverse visual impact on the immediate rural landscape of the Accokeek community.

The applicant should consider reducing the building footprint to bring the proposal more in line with the area's rural residential land use. To offset the visual impacts it is recommended that the applicant should:

- Use additional landscaping beyond the minimum required by the Landscape Manual to enhance the rural atmosphere and buffer the local view from MD 210 and Farmington Road. In that regard, a staggered, double row of fast-growing evergreen and hardwood species should be planted along the MD 210 frontage to screen the building.
- Use quality building materials, vernacular if possible. The use of brick veneer at the rear building elevation fronting MD 210 is recommended. The color and reflectivity of materials selected is also important in minimizing potential viewshed impacts from Mount Vernon. Bright white and shiny or metallic materials should be avoided.
- Use either wooden or corten guard rails that blend in, instead of galvanized steel, for the retaining wall along the Farmington Road frontage.
- The use of earth tone colors for the keystone wall is recommended to reduce the visual impact on the historic road and to blend with recommended landscape treatments.

Further, to retain the dark sky attributes of this community that are sought to be protected, and to minimize the risk of light pollution that would distract motorists on MD 210 or be a nuisance to adjoining homeowners on First Street, it is recommended that the applicant should:

- Reduce the height of the free-standing sign along Farmington Road (from 14 feet to 10 feet) and simplify the design of the sign.
- Utilize muted lighting and a policy of full cut-off optics for all lighting on the property. The use of light fixtures that complement rural character is recommended.
- Use LED lighting with no flashing, moving or intermittent illumination on tenant and other signage.

DSP-10027 (Farmington Road Car Wash)

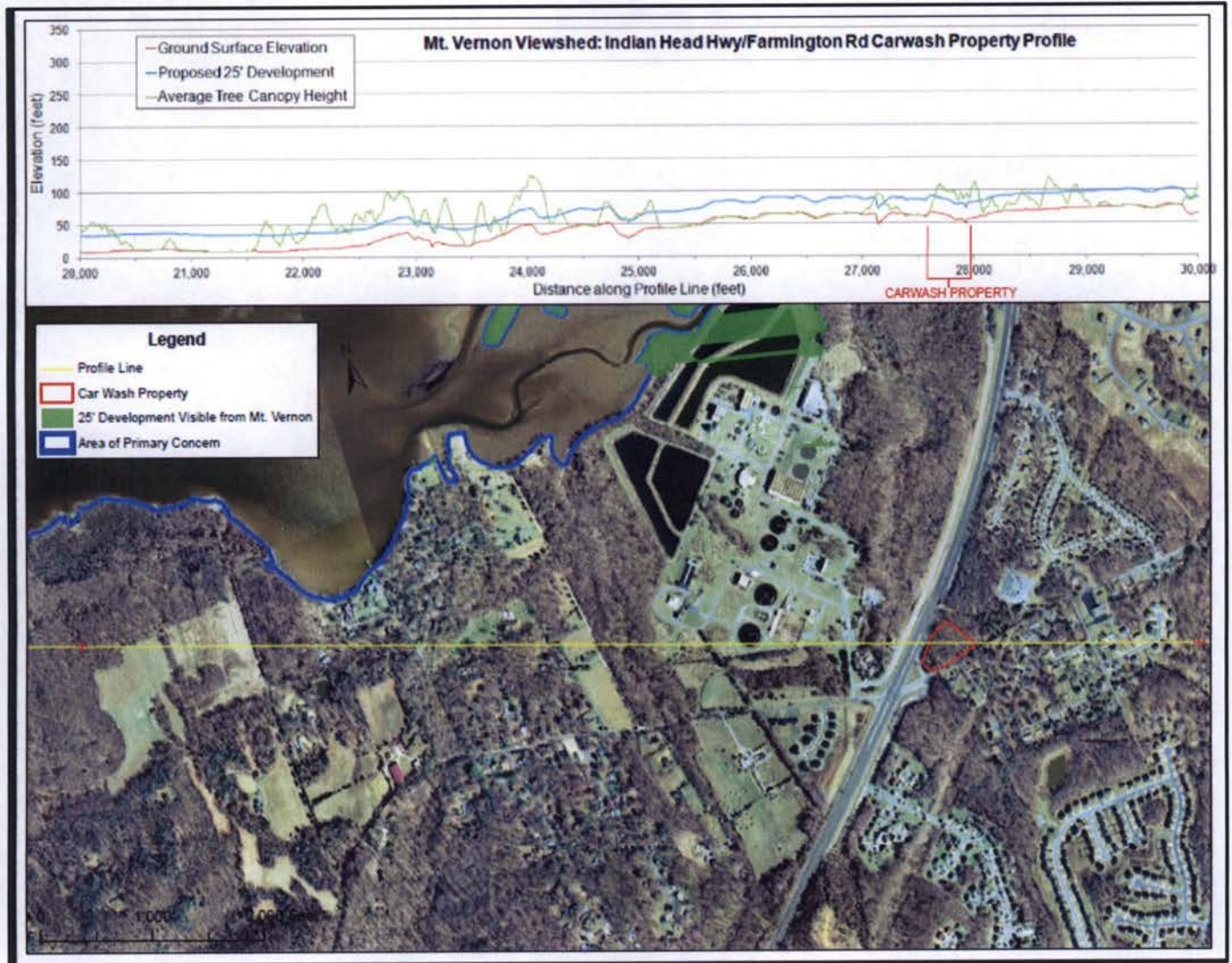
May 21, 2013

Page 4

- Plant additional trees along historic Farmington Road to fulfill Section 4.6 Buffering Development from Scenic Roads Landscape Manual requirements, buffer the adjacent residential zoning on the south side of Farmington Road from the proposed development, and enhance the rural character of the surrounding community.

This application is located in the Accokeek Development Review District, pursuant to Section 27-687 of the Zoning Ordinance. Comments from the ADRDC, if any, should be considered as part of the evaluation of this proposal.

cc: Ivy A. Lewis, Chief, Community Planning Division  
Wendy Irminger, Planner Coordinator, Subregion 5 Master Plan  
Long-range Agenda Notebook



## Grover, Ruth

---

**From:** Fenton, Cynthia  
**Sent:** Tuesday, June 04, 2013 10:35 AM  
**To:** Grover, Ruth  
**Cc:** Zamore, Michael  
**Subject:** Farmington Road Car Wash

Ruth,

The plans for this application (DSP-10027) have been revised to address several of the Community Planning Division's concerns expressed in a memorandum dated May 21, 2014. All the recommendations in the May 21 referral that have not been specifically addressed in the revisions shall still stand. Community Planning Division further suggests that an additional recommended condition of approval require that the parking be reconfigured prior to signature approval to accommodate a 20-foot wide buffer along Farmington Road East as required by the *Prince George's County Landscape Manual* Section 4.6.

Cynthia

*Cynthia Fenton  
Acting Supervisor  
Community Planning Division  
14422 Old Mill Road  
Upper Marlboro, MD 20772  
301-952-3412*






**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Prince George's County Planning Department  
Countywide Planning Division, Transportation Planning Section

(301) 952-3680  
www.mncppc.org

May 10, 2013

**MEMORANDUM**

TO: Ruth Grover, Urban Design Section, Development Review Division  
FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division  
SUBJECT: DSP-10027, Farmington Road Car Wash

The Transportation Planning Section has reviewed the site plan noted above. The subject property consists of approximately 2.64 acres of land in the C-M Zone. The site is located on at the northeast corner of the intersection of Indian Head Highway (MD 210) and Farmington Road East. The current site plan proposes commercial buildings totaling 10,839 square feet to house retail space and a car wash.

***Review Comments***

The site plan for this property is required pursuant a condition of Preliminary Plan of Subdivision 4-10013, and it is a requirement of the car wash use in the C-M Zone. The site is subject to the general requirements of site plan review. The subdivision condition provides no particular requirements for site plan review, and the general requirements of site plan review suggest review of layout, landscaping, signage, screening, buffering, access, and onsite circulation. No traffic-related findings are required.

The site is located on a proposed parcel of Farmington Carwash. Ultimately the parcel will be subject to final plat and recordation pursuant to Preliminary Plan of Subdivision 4-10013, and the site plan appears to be fully consistent with that preliminary plan. The plan has several transportation-related conditions, and the status of each condition is discussed below:

4-10013:

Condition 7b and 7c: These sub-conditions limit access to the site. There is to be no access from the site onto MD 210, and a single driveway onto Farmington Road East. The site plan is fully consistent with these requirements.

Condition 9: This condition requires dedication along Farmington Road East at the time of final plat. The site plan is fully consistent with this condition, and the appropriate right-of-way is reflected on the plan.

Condition 12: This condition requires that the applicant provide off-site transportation improvements at the intersection of MD 210 and Farmington Road. These improvements need to be bonded, permitted, and scheduled for construction prior to the time of building permit. It is noted that the status of these improvements should be provided at this time given that compliance with the condition will be needed prior to permitting the development shown on the site plan.

Condition 13: This condition requires that the applicant provide a traffic signal warrant study at the intersection of Farmington Road East and Livingston/Berry Roads, and bond a signal if warranted. This condition is enforceable at the time of building permit. It is noted that the status

of this signal warrant study should be provided given that compliance with the condition will be needed prior to permitting the development shown on the site plan.

Condition 14: This condition is a trip cap condition which limits development on the site to uses generating no more than 27 AM and 147 PM peak-hour vehicle trips. With regard to the trip cap, the following is noted:

- The original preliminary plan proposed a 6,000 square foot car wash and 5,200 square feet of retail space. The current site plan proposes a 6,118 square foot car wash and 4,751 square feet of retail space.
- The car wash would have the same trip generation as the original proposal. The retail space would generate 24 AM and 57 PM peak-hour vehicle trips.
- The overall trip generation is 24 AM and 142 PM peak-hour vehicle trips. Therefore, the proposal conforms to the condition.

While access and circulation for this site is acceptable.

With regard to the master plan for the site, the site is adjacent to MD 210 and Farmington Road East. MD 210 is a master plan freeway facility. Adequate right-of-way has either been dedicated or deeded in the past, and based on the information at hand no further right-of-way is required along MD 210. Farmington Road East is a planned arterial facility. During review of the preliminary plan, it was determined that the master plan requires approximately 85 to 90 on the north side of the existing centerline, while the applicant was willing to provide 60 feet from centerline. At that time, the subdivision plan was referred for reservation in accordance with Section 24-139(b). Responses to that referral were not affirmative, and the Planning Board determined that the use of reservation was not appropriate. It was determined that dedication of 60 feet from centerline along Farmington Road East would be acceptable as a means of fulfilling the right-of-way requirements set out by the master plan.

Therefore, the Transportation Planning Section finds that the subject application does generally conform to the approved subdivision plan from the standpoint of transportation. While it is strongly recommended that the applicant provide the status of preliminary plan conditions 12 and 13, both conditions are enforceable at the time of building permit, and such clarification is therefore not needed for the approval of this site plan.





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

June 4, 2013

MEMORANDUM

**TO:** Ruth Grover, Urban Design Section  
**VIA:** Whitney Chellis, Subdivision Section   
**FROM:** Quynn Nguyen, Subdivision Section   
**SUBJECT:** Referral for Farmington Car Wash, DSP-10027

The subject site is located on Tax Map 152 in Grid A-1, is within the C-M Zone, and is 2.64 acres. The site is currently undeveloped. The applicant has submitted a detailed site plan for the construction of a 6,118 square-foot car wash facility and a 4,751 square-foot general retail building, which requires the approval of a preliminary plan of subdivision (PPS) for the construction of more than 5,000 square feet of gross floor area.

The applicant filed a PPS and the site is the subject of the approved Preliminary Plan of Subdivision 4-10013. The resolution of approval was adopted by the Planning Board on July 28, 2011 (PGCPB Resolution No. 11-67). The preliminary plan is valid until July 28, 2013. A final plat for the subject property must be accepted by M-NCPPC before the preliminary plan expires or a new preliminary plan is required. The applicant may ask for an extension of the validity period for the preliminary plan beyond July 28, 2013 in accordance with Section 24-119 of the Subdivision Regulations.

The resolution of approval (PGCPB Resolution No. 11-67) contains fourteen conditions. The following conditions in bold relate to the review of this application:

- 1. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made: . . .**

The preliminary plan of subdivision was signature approved on July 26, 2012.

- 2. Prior to the issuance of permits, a detailed site plan shall be approved by the Planning Board in accordance with Part 3, Division 9, Subdivision 3, of the Prince George's County Code.**

The applicant has submitted a detailed site plan for the subject property to meet the requirement of Condition 2 of the Prince George's County Planning Board Resolution No. 11-67. The DSP identifies the property as Parcel 6, which should be revised to be labeled as Parcel 1 as reflected on the approved preliminary plan. The boundary, bearings and distances of subject property on

the DSP are consistent with approved Preliminary Plan 4-10013. However, prior to the approval of permits a final plat is required, where the bearing and distances will be reflected on a record plat. Conformance to Condition 2 should be further reviewed and determined by Urban Design Section.

The resolution of the approved preliminary plan contains 20 findings. Specifically, finding 20 states the following:

20. **Detailed Site Plan—A car wash is a permitted use in the C-M Zone subject to detailed site plan approval pursuant to Section 27-461(b), Table of Uses, Footnote 24, of the Zoning Ordinance. A detailed site plan is required for the car wash use and is not generally required for all uses in the C-M Zone. However, as discussed throughout this report, the subject site is located within the Accokeek community and the Mount Vernon Viewshed Area of Primary Concern, at a highly-visible intersection of Indian Head Highway (MD 210), and has frontage on a historic road, Farmington Road East. Maintaining a rural character in the Accokeek community is the key planning theme in the Approved Subregion 5 Master Plan. The Accokeek Development Review District Commission expressed concern about the appearance and compatibility of nonresidential uses with the rural character of this community. Properties located within the Mount Vernon Viewshed Area of Primary Concern should be analyzed on the elevation of the site and proposed structures by the National Park Service. The site’s highly-visible location with frontage on a historic road warrants special attention and coordination to the design of the scenic buffer and any entrance features and lighting to ensure that the design is integrated into the streetscape along Farmington Road East and in keeping with the characteristics of the community. Therefore, a detailed site plan shall be required for, but not limited to, architecture, signage, landscaping, and lighting, to be approved by the Planning Board prior to building permits.**

**Pursuant to Section 27-270, Order of Approvals, of the Zoning Ordinance, a detailed site plan (DSP) is normally required prior to approval of the final plat of subdivision. However, in this case, approval of the DSP will have no bearing on the proposed parcel. Therefore, staff recommends that the DSP could occur prior to building permits and not prior to final plat as provided for in Section 27-270(a)(5), which allows for modification of the Orders of Approval if technical staff determines that the site plan approval will not affect final plat approval.**

For this detailed site plan special attention should be given to the design of the scenic buffer, any entrance features, and lighting to ensure that the design is in keeping with the characteristics of the community.

3. **Prior to signature approval of the preliminary plan, the following corrections shall be made to the Type 1 Tree Conservation Plan, TCP1-005-11: . . . .**

The preliminary plan of subdivision was signature approved on July 26, 2012. The Type 1 tree conservation plan was signature approved in July 2012.

4. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-005-11). The following note shall be placed on the final plat of subdivision:**

**“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-005-11 or most recent revision), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”**

5. **At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area (PMA) except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:**

**“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”**

Conformance to Condition 4 and 5 should be reviewed by Environmental Planning Section for conformance to the environmental findings of the PPS. The conservation easement will be addressed at the time of final plat.

The resolution of the approved preliminary plan contains 20 findings. Specifically, finding 6 discuss about impacts to primary management area (PMA) and states the following:

6. **Primary Management Area (PMA)—This site contains regulated environmental features that are required to be protected under Section 24-130 of the Subdivision Regulations. The on-site regulated environmental features include a stream valley with its associated 75-foot-wide stream buffer. Section 24-130(b)(5) of the Subdivision Regulations states:**

- (5) **Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible. Any lot or parcel proposed for development shall provide a minimum of one acre of contiguous land area exclusive of any land within regulated environmental features in a configuration that will support the reasonable development of the property. This limitation does not apply to open space and recreational parcels. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.**

**Impacts to the regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by the County Code for reasons of health, safety, or welfare. Necessary impacts**

include, but are not limited to, adequate sanitary sewer lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code.

If impacts to regulated environmental features are proposed, a statement of justification must be submitted in accordance with Section 24-130 of the Subdivision Regulations. A statement of justification for the proposed impacts was submitted on May 26, 2011.

The preliminary plan proposes impacts to the primary management area (PMA) in order to install two stormwater management/bioretenion areas, stormwater outfalls, and road improvements to Farmington Road East. The two stormwater management/bioretenion areas and the associated outfalls are proposed on the perimeter of the PMA. There is also a proposed impact to the PMA for the drive aisle that leads to the car wash.

All of the proposed impacts have been minimized by the use of a retaining wall to reduce grading into the PMA. The stormwater management features have been designed to meet current Maryland Department of the Environment (MDE) environmental site design standards and criteria to the maximum extent practicable; however, there is insufficient design information available at this time to fully evaluate the need for the impact of the drive aisle for the car wash.

Impacts related to stormwater management are considered necessary for the orderly development of the subject property. The impacts cannot be avoided because they are required by other provisions of the County Code. The development is providing full environmental site design standards with 100 percent water quality and quantity, and the impacts have been designed to minimize, to the fullest extent possible, impacts to the PMA.

Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the tree conservation plan submitted for review. The impacts proposed in concept are for the installation of two stormwater management/bioretenion areas, their associated stormwater outfalls, and road improvements to Farmington Road East because these site features cannot be avoided. The impact proposed for the drive aisle should be evaluated at the time of TCPII or detailed site plan review when more design information is available. The impacts are a total disturbance of the PMA of 7,867 square feet.

The proposed site design and statement of justification show that the proposed impacts demonstrate the preservation and/or restoration of regulated

**environmental features in a natural state to the fullest extent possible. All of the impacts proposed in the statement of justification are approved.**

For this detailed site plan special attention should be given to the design of the drive aisle in relation to PMA

- 6. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.**

Condition 6 will be reviewed at the time of building permits.

- 7. Prior to approval of the final plat, the following notes shall be provided:**

- a. Development of this subdivision shall be in accordance with approved Stormwater Management Concept Plan 20898-2010-00 and any subsequent revisions.**

The General Note 17 on the DSP accurately states that the property has a stormwater management concept plan 20898-2010 and approved November 27, 2012.

- b. A variation approved pursuant to Section 24-121(a)(3), which limited one direct vehicular access from Parcel 1 onto Farmington Road East.**

The DSP shows one direct vehicular access from Parcel 1 onto Farmington Road East. Condition 7(b) should be added as a note on the DSP.

- c. Direct vehicular access to Indian Head Highway (MD 210) is denied.**

The DSP does not propose or show any access from the site onto Indian Head Highway (MD 210). Condition 7(c) should be added as a note on the DSP.

- 9. At the time of final plat approval, the applicant shall dedicate right-of-way 60 feet from the existing centerline along Farmington Road East as shown on the approved preliminary plan of subdivision.**

The DSP shows the dedication of 60 feet from the centerline along Farmington Road East as reflected on the approved preliminary plan.

- 10. At the time of final plat approval, the applicant shall grant a ten-foot-wide public utility easement (PUE) along the public rights-of-way as delineated on the approved preliminary plan of subdivision.**

The DSP shows a ten-foot-wide public utility easement along Farmington Road East and Indian Head Highway as reflected on the approved preliminary plan.

- 11. Any residential development of the subject property shall require approval of a new preliminary plan of subdivision prior to the approval of any building permits.**

The DSP is proposing a 6,118 square-foot car wash facility and a 4,751 square-foot general retail building for the subject property, which is a non-residential development. No residential development is being proposed with this DSP, therefore a new preliminary plan of subdivision is not required.

**12. Prior to the issuance of any building permits within the subject property, the following road improvements in the area of Indian Head Highway (MD 210) and Farmington Road East shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**

- a. On the westbound Farmington Road East approach to MD 210, widen the westbound Farmington Road approach from the existing one left/through lane and one free-flow right turn lane to one left lane, one through lane, and one free-flow right turn lane.**
- b. At the site entrance along Farmington Road East, provide a left-turn bay along eastbound Farmington Road to ensure that turning vehicles do not cause a backup along Farmington Road East, if required by DPW&T.**

**13. At the time of building permit, the applicant shall submit an acceptable traffic signal warrant study to DPW&T for signalization at the intersection of Farmington Road East and Livingston Road/Berry Road. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the operating agency. If a signal or other traffic control improvements are deemed warranted at that time, the applicant shall provide appropriate bonding for said improvements with DPW&T prior to the release of any building permits.**

Conformance to Condition 12 and 13 regarding road improvements should be reviewed and determined by the Transportation Planning Section.

**14. Total development of the overall site shall be limited to uses that would generate no more than 27 AM and 147 PM total peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The approved preliminary plan was based on a 6,000 square-foot car wash facility and a 5,200 square-foot retail building. The DSP is proposing a 6,118 square-foot car wash facility and a 4,751 square-foot general retail building for the subject property. Conformance to Condition 14, the trip cap, should be reviewed and determined by Transportation Planning Section.

The DSP-10027 is in substantial conformance with the approved Preliminary Plan 4-10013 if the above comments have been addressed. Failure of the site plan and record plat to match will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

MEMORANDUM

May 22, 2013

TO: Ruth Grover, Urban Design Section, Development Review Division

VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division M-NCPPC
P.G. PLANNING DEPARTMENT

FROM: Dan Janousek, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-10027 Farmington Car Wash



Type of Master Plan Bikeway or Trail

Table with 4 columns: Type of Right-of-Way, Bikeway/Trail type, and checkboxes. Includes rows for Municipal R.O.W., PG Co. R.O.W., SHA R.O.W., HOA, Sidewalks, Public Use Trail Easement, Nature Trails, M-NCPPC Parks, Bicycle Parking, and Trail Access.

\*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two to four feet of dedication may be required to accommodate construction of the trail.

Review Comments

The subject application does not conflict with the Approved Countywide Master Plan of Transportation (CMPOT), or the Approved Subregion 5 Master Plan and Sectional Map Amendment (area master plan), regarding the approved trails, bikeways, and pedestrian improvements.

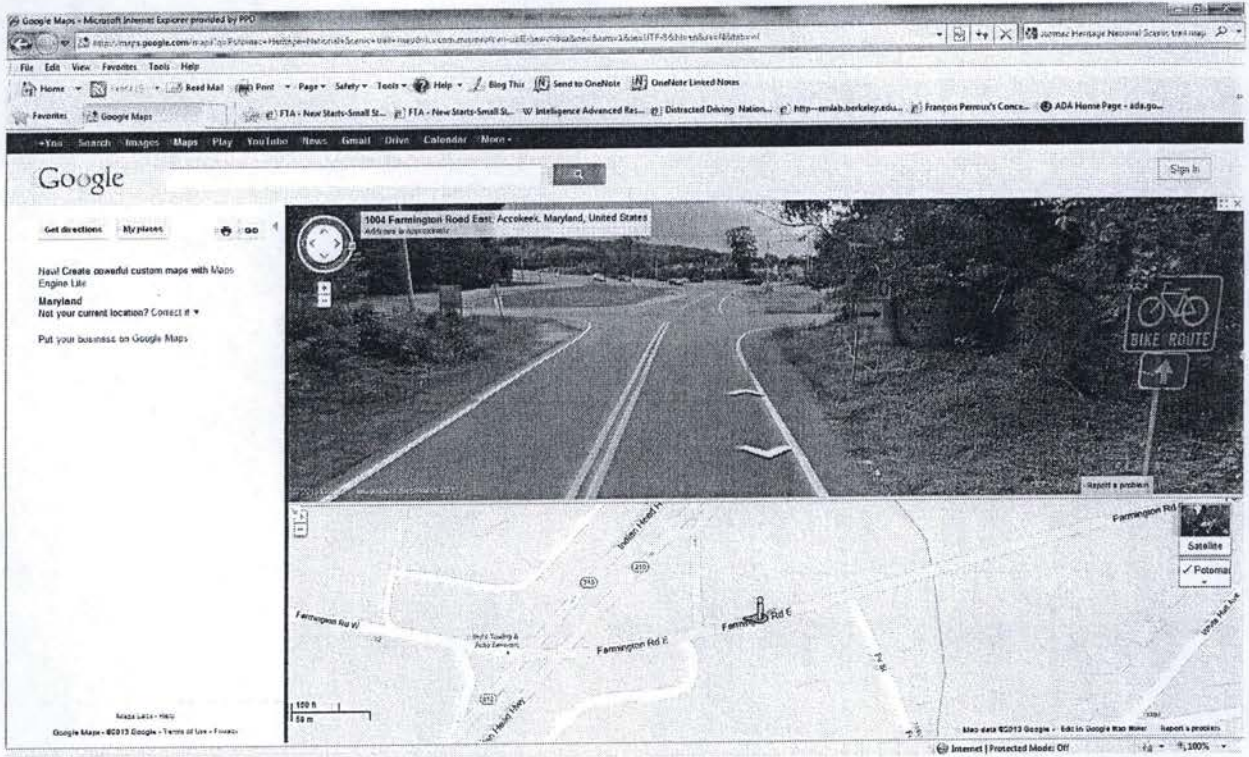
Farmington Road is a signed bicycle route. Farmington Road is a segment of the Potomac Heritage National Scenic Trail, and is recommended in CMPOT to contain signage that indicates the trail's location. The signage is part of a County/State/Federal coordinated project, and its implementation is not directly affected by the subject car wash application. Everyone can enjoy the trail and aspects of the trail, including motorists, bicyclists and tour buses. There are no County or State sidewalk or bikeway projects on Farmington Road or MD 210, other than the aforementioned signage related to the Potomac Heritage National Scenic Trail. Farmington Road road is open section at this time, and does not contain sidewalks and it is not recommended for sidewalk construction at this time. The area master plan recommends upgrading MD 210 to freeway status from Subregion 7 to MD 228. From MD 228 to Charles County, MD 210 would be upgraded to an expressway (F-11). The road is currently being upgraded to freeway status from the Capital Beltway to Old Fort Road South. The area master plan recommends upgrading existing at-grade intersections along MD 210 to interchanges at Farmington Road, MD 373 (Livingston Road), and MD 228 (E-7).

The preliminary plan was approved via the approval of Resolution 11-67. The resolution contains a condition with two parts. The first part is a requirement to contribute \$210 dollars to the Department of Public Works and Transportation (DPW&T) for the installation of one bicycle warning sign assembly (W11-1 sign over a "Share the Road" plaque W16-1) on Farmington Road East to warn motorists of the presence of bicyclists. This condition requires a not be placed on the final record plat. The second part of the condition states that "If road frontage improvements are required by DPW&T along the subject property frontage of Farmington Road East, the applicant shall construct a shoulder for bicyclists along the entire subject property frontage in conjunction with the bicycle warning signage, unless modified by DPW&T." Both conditions are contained in the following recommendation.

### **Conclusion**

Based on the preceding analysis, the Transportation Planning Section concludes that adequate bicycle and pedestrian transportation facilities will exist to serve the proposed use if the following conditions are approved as a requirement by the Planning Board:

1. The applicant and the applicant's heirs, successors, and/or assignees shall provide the following:
  - a. A financial contribution of \$210 to the Department of Public Works and Transportation (DPW&T) for the installation of one bicycle warning sign assembly (W11-1 sign over a "Share the Road" plaque W16-1) on Farmington Road East to warn motorists of the presence of bicyclists. A note shall be placed on the final plat that installation will take place prior to the issuance of the first building permit, unless modified by DPW&T.
  - a. If road frontage improvements are required by DPW&T along the subject property frontage of Farmington Road East, the applicant shall construct a shoulder for bicyclists along the entire subject property frontage in conjunction with the bicycle warning signage, unless modified by DPW&T.



Received by  
Urban Design 6-11



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division  
Environmental Planning Section  
301-952-3650

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

June 6, 2013

**MEMORANDUM**

**TO:** Ruth Grover, Planner Coordinator, Urban Design Review Section  
**VIA:** Katina Shoulars, Supervisor, Environmental Planning Section  
**FROM:** Kim Finch, Planner Coordinator, Environmental Planning Section  
**SUBJECT:** Farmington Carwash; DSP-10027 and TCP2-014-13

KIF on KS  
KIF

The Environmental Planning Section has reviewed the revised detailed site plan and Type 2 Tree Conservation Plan for Farmington Carwash, stamped as received by the Environmental Planning Section on May 29, 2013. The Environmental Planning Section recommends the approval of Detailed Site Plan DSP-10027 and Type 2 Tree Conservation Plan TCP2-014-13 subject to findings and conditions listed at the end of this memorandum.

**Background**

The site was previously reviewed by the Environmental Planning Section as a Natural Resource Inventory, NRI-011-10, which was approved on October 21, 2010. A preliminary plan, 4-10013, and Type 1 Tree Conservation Plan TCP1-005-11 was approved by the Planning Board subject to conditions contained in PGCPB Resolution 11-67 on April 26, 2011.

The original DSP application proposed the development of a 6,100 square foot carwash, 4,700 square feet of retail space and 45 parking spaces on a parcel in the C-M zone. The revised application proposes the development of a 6,100 square foot carwash, 3,020 square feet of retail space, and 28 associated parking spaces.

**Grandfathering**

The project is subject to the environmental regulations contained in Subtitle 27 that came into effect on September 1, 2010 because the preliminary plan was approved under the current environmental regulations.

The project is subject to the Woodland and Wildlife Habitat Conservation Ordinance effective September 1, 2010, because there are no tree conservation plan approvals before that date.

### Site Description

This 2.65-acre property in the C-M zone is located on Farmington Road East at the intersection with Indian Head Highway (MD Route 210) in Accokeek. The site is totally wooded. According to the "Prince George's County Soils Survey" the principal soils on this site are in the Grosstown soil series. Marlboro Clay is not found to occur on the site. There is a stream located on the site that is an unnamed tributary to Piscataway Creek that eventually drains to the Potomac River basin. The most recent plan submittal indicates that there are no wetlands located on the property, but there is 0.53 acres of 100-year floodplain on the property which was previously not identified... Indian Head Highway (MD 210), which borders the site to the northwest, is a master-planned Freeway and an existing source of traffic-generated noise. Farmington Road East was designated in the Approved Countywide Master Plan of Transportation (November 2009) as a historic road and is a master planned arterial roadway. Transportation-generated noise impacts are not evaluated for commercial uses. The site is located in the Developing Tier as reflected in the adopted General Plan. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. The property is located in the Area of Primary Concern of the Mount Vernon viewshed.

### Conditions of PGCPB No. 11-67 for Preliminary Plan 4-10013

The Prince George's County Planning Board approved Type 1 Tree Conservation Plan, TCP1-005-11, and Preliminary Plan of Subdivision, 4-10013, including a variation from Section 24-121(A)(3) and a variance from Section 25 122(B)(1)(G) on April 26, 2011 with the following conditions which are environmental in nature:

2. **Prior to the issuance of permits, a detailed site plan shall be approved by the Planning Board in accordance with Part 3, Division 9, Subdivision 3, of the Prince George's County Code.**

**Comment:** The current application is submitted in fulfillment of this condition.

3. **Prior to signature approval of the preliminary plan, the following corrections shall be made to the Type 1 Tree Conservation Plan, TCP1-005-11:**
  - a. **Revise the plan and the worksheet to reflect the clearing of the woodlands within the proposed right-of-way of Farmington Road East.**
  - b. **The current electronic version of the woodland conservation worksheet should be used for accurate calculations and the correct fee-in-lieu amount.**
  - c. **Revise the Woodland Conservation Summary Table to show the corrected areas for woodland cleared, woodland preserved, woodland retained no credit, and woodland retained-assumed cleared, based on the additional clearing for the proposed dedication of Farmington Road East. Use the standard symbols on the plan to distinguish these areas.**

- d. Show the standard symbol for the woodland preservation area proposed. Label the area "Woodland Preservation Area" and show the acreage to the nearest 100th of an acre.
- e. Revise the specimen tree list to state that Specimen Trees 2 and 3 are to be saved.
- f. Remove the soils boundary symbol from the legend.
- g. Add the soils table from the approved natural resources inventory to the plan. Correct the spelling of the soils shown in the table to read Grosstown not Grossman.
- h. Remove the symbol for steep slopes from the plan and legend.
- i. Remove the word "Scenic" from the Farmington Road East label.
- j. Remove the details for the tree protective fencing and notes.
- k. Remove the detail and notes for tree pruning.
- l. Revise the note shown under the woodland conservation worksheet to state the correct amount of clearing inclusive of the area of right-of-way dedication.
- m. Add the following note under the worksheet:

"The tree canopy coverage requirement on this site will be met with on-site woodland preservation. A tree canopy coverage schedule will be placed on the Site/ Landscape plan demonstrating compliance to Subtitle 25, Division 3, Tree Canopy Coverage Ordinance."
- n. Type the Type 1 tree conservation plan number (TCP1-005-11) in the M-NCPPC approval block.
- o. Have the revised plans signed and dated by the qualified professional who prepared them.

**Comment:** The above conditions of approval were satisfied and the preliminary plan and TCP1 has received signature approval.

4. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-005-11). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-005-11 or most recent revision), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an

approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

5. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area (PMA) except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

**Comment:** The above conditions will be addressed at time of final plat.

6. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

**Comment:** This condition will be addressed prior to the issuance of permits which affect wetlands.

7. Prior to approval of the final plat, the following notes shall be provided:

- a. Development of this subdivision shall be in accordance with approved Stormwater Management Concept Plan 20898-2010-00 and any subsequent revisions.

**Comment:** The above conditions will be addressed prior to final plat.

### Environmental Review

As revisions are made to the plans submitted the revision boxes on each plan shall be used to describe what revisions were made, when, and by whom.

1. An approved Natural Resource Inventory, NRI-011-10 which was signed on October 21, 2010, was submitted with the preliminary plan application for review. That plan shows that a stream is located on the eastern end of the site but shows no wetlands or 100-year floodplain on the property. The Forest Stand Delineation noted one forest stand totaling 2.63 acres with five specimen trees.

The information on the approved NRI was found to be shown correctly shown on the preliminary

plan, TCPI, as well as the detailed site plan and the Type 2 Tree Conservation Plan submitted on April 15, 2013.

The revised DSP and TCP2 received by the Countywide Planning Division on May 29, 2013 now indicate that there is 0.53 acres of 100-year floodplain on the site, which affects the delineation and area of the PMA on the site because the floodplain extends beyond the required stream buffer, and also affects the net tract area of the site.

The NRI must be revised to show the location of the source of the 100-year floodplain, the location of the 100-year floodplain, the revised delineation of the PMA and all appropriate site notes and statistics.

**Recommended Condition:** Prior to certificate approval of the DSP and TCP2 for the subject application, a revised NRI shall be approved which addresses the presence of 100-year floodplain on the site.

2. The property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site has a previously approved tree conservation plan. A Type 1 Tree Conservation Plan, TCP1-005-11 was approved with the preliminary plan, but no 100-year floodplain was included in the site calculations. The TCP1 showed the area of the on the 75 foot-wide stream buffer in the developing tier, but did not include the 100-year floodplain in the delineation of the PMA, or the calculation of the net tract area to determine the woodland conservation requirement on the site. While the area of retained and preserved woodlands is in general conformance with the approved TCP1, the final calculations of the woodland conservation requirement and how it will be fulfilled are incorrect. The worksheet must be revised to correctly calculate the site requirement and how it will be fulfilled.

**Recommended Finding:** The TCP2 can found to be in general conformance with the approved TCP1 with regards to the retention of wooded riparian buffers within regulated stream buffers.

3. A revised TCP2 for this site was received by the Countywide Planning Division on May 29, 2013, which can be found in general conformance with the TCP1, but requires additional technical revisions to address the results of delineating 0.53 acres of 100-year floodplain on-site.

The gross tract area of the site is 2.64 acres which contains 0.53 acres of 100-year floodplain, resulting in 2.11 acres of net tract. The current zoning (C-M) of the subject property has a woodland conservation threshold of 15 percent of the net tract or 0.32 acres, which is correctly reflected in the TCP2 worksheet. The TCP2 proposes to clear 2.04 of upland and 0.03 acres of 100-year floodplain, resulting in a woodland conservation requirement of 1.29 acres based on the clearing proposed. The woodland conservation worksheet on the plan incorrectly calculates the requirement for the site.

The incorrectly calculated requirement for the site was proposed to be met with 0.60 acres of woodland preservation and 0.26 acres of fee-in-lieu of woodland conservation within a priority funding area, at the fee-in-lieu rate of \$0.90 per square foot. The correct calculation for the site determines that the woodland conservation requirement for the development as now proposed is



1.29 acres.

Existing trees within the 100-year floodplain cannot be credited as woodland conservation for the site, so the amount of woodland conservation provided on-site is reduced to 0.07 acres. The remaining shortage is 1.22 acres. Because the remaining requirement is greater than 1 acre, the methodology for the providing the shortage is off-site woodland conservation in an approved off-site bank. The woodland conservation worksheet for this requires revisions to correctly reflect the woodland conservation requirement for the site and how it is being fulfilled

The TCP1 plan also requires technical revisions to be in conformance with the requirements of the Environmental Technical Manual, which include the following:

**Recommended Condition:** Prior to certificate approval of the DSP, revise the TCP2 plan as follows:

- a. Revise the plan to eliminate all woodland preservation areas from within the 100-year floodplain and show those areas as "woodland preserved, not credited."
  - b. Correct the woodland conservation summary table on the plan sheet.
  - c. Show the correct delineation of the PMA based on a revised and approved NRI, and revise the acreage of total PMA area shown on the plan.
  - d. Include a graphic element for woodland conservation signage in the legend of the plan, and show proposed locations on site. Woodland conservation may be mounted on the permanent protection device (split rail fence) in lieu of a post if a detail is provided. Revise the notes to indicate that woodland conservation signage should be retained in perpetuity.
  - e. Revise the woodland conservation worksheet as follows:
    - 1). Show the correct TCP2 revision number in the worksheet.
    - 2). Insert the 0.53 acres of 100-year floodplain into the calculation.
    - 3). Recalculate the woodland conservation requirement and provided based on revisions required above.
    - 4). Provide the woodland conservation shortage for the site as off-site woodland conservation in an approved woodland conservation bank.
  - f. Add a woodland and wildlife habitat conservation easement note to the plan which includes the liber and folio of the recorded WCO easement.
  - g. Have the revised plans signed and dated by the qualified profession who approved the plan.
3. A total of five specimen trees were identified, located and evaluated on the overall site. Information on these trees is provided in a table on the TCP1. Specimen trees are defined as trees having a diameter at breast height of 30 inches or more; trees having 75 percent or more of the diameter at breast height of the current champion of that species; or a particularly impressive or unusual example of a species due to its size, shape, age or any other trait that epitomizes the character of the species. None of the trees on the site are considered "champion trees" because they are not the largest of their species in the country, state or county.

A variance request to Section 25-122(b)(1)(G) of the Woodland and Wildlife Habitat Conservation Ordinance was received on April 27, 2011 for the removal of three (3) specimen trees located on

the subject property with the review of the TCP1, and the variance for the removal of ST-1, ST-4 and ST-5 was approved by the Planning Board. A note concerning the approval of the variance has been added to the TCP2.

**Recommended Finding:** The required findings of Section 25-119(d) were addressed at time of preliminary plan review for the removal of specimen trees numbered 1, 4, and 5.

4. Development of this site shall be in compliance with an approved Type2 Tree Conservation Plan, TCP2-014-13, approved as part of this application.

After September 1, 2010, pursuant to Section 25-122(d)(1)(B) woodland preserved, planted or regenerated on-site shall be placed in a woodland conservation easement recorded in land records and the liber/folio of the easement indicated on all plans of development.

When a TCP2 is prepared, prior to signature approval recording of a woodland conservation easement in the land records will be required, and the liber folio of the easement will be placed on the TCP2.

**Recommended Condition:** Prior to signature approval of the TCP2 for this property, pursuant to Section 25-122(d)(1)(B), all woodland preserved, planted or regenerated on-site shall be placed in a woodland conservation easement recorded in land records and the liber/folio of the easement shall be indicated on the TCP2.

5. The site was previously identified as containing a Primary Management Area that is required to be preserved to the fullest extent possible per Section 24-130(b)(5). The Subdivision Ordinance requires that: "...all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible." The regulated environmental features on the subject property include the PMA.

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

If impacts to the regulated environmental features are proposed a statement of justification must be submitted in accordance with Section 24-130 of the Subdivision Regulations. A statement of

justification for the proposed impacts was submitted on May 26, 2011. The preliminary plan proposed impacts to the PMA in order to install two stormwater management/bioretention areas, stormwater outfalls, and road improvements to Farmington Road. The two proposed stormwater management/bioretention areas and the associated outfalls are located on the perimeter of the PMA. There was also a proposed impact to the PMA for the drive aisle that leads to the carwash.

It was determined that the proposed impacts had been minimized to the extent possible by the use of a retaining wall to reduce the grading into the PMA. The stormwater management features were also found to be designed to meet the current Maryland Department of the Environment (MDE) Environmental Site Design (ESD) standards and criteria to the Maximum Extent Practicable (MEP); however, there was insufficient design information available at time of preliminary plan to fully evaluate the portion of the impacts needed for the drive aisle for the carwash.

The impacts related to stormwater management are considered necessary for the orderly development of the subject property. The impacts cannot be avoided because they are required by other provisions of the County Code. The development is providing full ESD with 100% water quality and quantity and the impacts have been designed to minimize, to the fullest extent possible, the impacts to the PMA.

At time of preliminary plan, a finding was made that based on the level of design information available at the present time, the regulated environmental features on the subject property had been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the tree conservation plan submitted for review. The impacts approved in concept were for the installation of two stormwater management/bioretention areas, their associated stormwater outfalls and the road improvements to Farmington Road East because these site features cannot be avoided. But it was indicated at that time that the impact proposed for the drive aisle would be re-evaluated at the time of the review of the detailed site plan when more design information is available. A total of 7,867 square feet of disturbance to the PMA was approved at time of preliminary plan.

EPS staff requested that the applicant demonstrate the PMA impacts associated with the current application not exceed the 7,867 square feet of disturbance approved at time of preliminary plan. On May 29, 2013, a supplemental Statement of Justification for PMA impacts was submitted to the Countywide Planning Division. The applicant indicates that the most recently revised plans, also received on May 29, 2013, represent a major redesign of the site which reduced PMA impacts due to the following changes to site design:

- a. The retail building and car wash were combined into one building
- b. The size of retail space provided was reduced from 4,751 square feet to 3,020 square feet;
- c. The number of parking spaces provided on site was reduced from 45 to 28 spaces
- d. The building was relocated to provide a wider landscape buffer along Indian Head Highway (Route 210)
- e. The drive aisle was relocated away from the PMA
- f. Stormwater management bioretention areas were moved out of the PMA.

The net result of the redesign was a reduction of 1187 square of PMA impacts, from 7,867 square feet to 6,680 square feet, or approximately 15 percent. Staff determined that the applicant had

demonstrated that the impacts were consistent with that approval at time of preliminary plan.

Concurrently, the revised plans show an additional 297 square feet of PMA disturbance resulting from the newly identified presence of 100-year floodplain on the site, which were not addressed in the revised Statement of Justification. Adding the total of impacts proposed with the current application and the amount of additional PMA impacts resulting from expansion of the PMA, as previously discussed, the total PMA impacts for this site will be 6977 square feet. This is a reduction of 890 square feet or 11 percent below the level of impacts approved with the preliminary plan.

**Recommended Condition:** Prior to certificate approval of the DSP, the DSP and TCP2 shall be revised to correctly delineate the PMA based on the revised PMA, and the total area of the PMA and of the PMA impacts shall be indicated. The applicant shall demonstrate that the overall site is no greater than the quantity of PMA impacts approved by the Planning Board at time of preliminary plan approval.

**Recommended Finding:** The PMA on the subject DSP can be found to have been preserved to the fullest extent possible because PMA impacts have been limited to less than 7000 of square feet of permanent disturbance from the 7,867 square feet approved with the preliminary plan.

6. A revised approved Stormwater Management Concept Letter and plan (20898-2010-01) approved on October 5, 2012 was submitted with the subject application. The concept plan shows three bioretention areas (A, B and C) and two outfalls. The tree conservation plan shows the three proposed bioretention areas and two outfalls to the adjacent stream and provides adequate clearing for construction. The SWM Concept Plan does not show the located of the 100-year floodplain.

The presence of 100-year floodplain on the site was discovered late in the review process, because changes to zoning within the associated drainage area. A 100-year floodplain is currently under review (FPS# 201215) and will be reflected as finally approve on the revised NRI, TCP2 and DSP

**Comment:** No further action regarding stormwater management is required for this detailed site plan review is required for Planning Board review. Revision of the SWM Concept Plan, or final review and approval of technical stormwater management plans is the responsibility of the Department of Public Works and Transpiration.

7. According to the "Prince George's County Soil Survey" the principal soils on this site are in the Grosstown soil series. These soils are typically well drained and pose no real problems for development.

**Comment:** This information is provided for the applicant's benefit. A soils report may be required by Prince George's County during the permit review process.

8. Farmington Road East was designated a historic road in the Approved Countywide Master Plan of Transportation (November 2009), and has the functional classification of an arterial. Any improvements within the right-of-way of an historic road are subject to approval by the DPW&T under the Design Guidelines and Standards for Scenic and Historic Roads.

When a roadway is designated as historic, it is because it is located in its historic alignment and there is an expectation that historic features will be found along its length, although not on every property. Roadways are a linear element, and the intention of the scenic buffer is to preserve or enhance the extent of the roadway and enhance the travel experience if scenic qualities or historic features have not been preserved.

An Inventory of Significant Visual Features for the right-of way and site was required for the evaluation of the historic road viewshed with the preliminary plan application. A Viewshed Inventory Report for Farmington Road East as it pertains to the proposed Farmington Carwash was submitted on April 27, 2011. The Inventory states that the current viewshed landscape of the site is slightly upland with mid succession woodlands.

The Landscape Manual addresses the requirements with regard to buffering of scenic and historic roads. Per the approved Prince George's County Landscape Manual (December 2010), a designated historic road in the Developing Tier requires that a minimum twenty (20) foot-wide buffer be provided along the frontage of the historic road. The 20-foot-wide scenic easement is required to be provided behind the public utility easement to maintain a visually appealing corridor. The DSP and landscape plans must demonstrate the full provision of the required bufferyard to enhance the appearance of the historic road unless alternative compliance has been requested.

The design of the scenic buffer and any entrance features proposed along Farmington Road East frontage must be reviewed as part of the detailed site plan review to insure that the design addresses the following criteria:

- a. In keeping with the desired visual characteristics of the historic road;
- b. Integrated into an overall streetscape treatment along Farmington Road East with regard to signage, materials, and plant species choices; and
- c. Coordinated with the entrance feature and landscape treatment proposed for the proposed development.

The landscape buffer proposed along Farmington Road is subject to review by the Urban Design Section for the quantity and placement of plant materials within the required buffer. EPS does not support the use of the non-native *Gleditsia triacanthos* (honey locust) within the bufferyard, because it does not complement the historic character of the roadway. The use of *Quercus rubrum* (red oak), *Quercus palustris* (pin oak), *Amelanchier laevis* (shadblow serviceberry), *Myrica pennsylvanica* (Northern bayberry) and *Viburnum dentatum* (arrowwood) are all appropriate natives along this roadway.

The monument sign proposed along the Farmington Road entrance has been reduced in height in the most current revision from 14 feet high to 12 feet high, but continues to be overly large for the character of the roadway and adjacent development. The sign as currently proposed should be further downsized by removing the "metal copping/standing seam roof" proposed, to reduce the height to no more than nine feet in height, resulting in a 3:4 ratio of height to width.

The keystone retaining wall topped with guardrail proposed along Farmington Road is another important visual feature within the viewshed of Farmington Road. The choice of color, materials

and design for these features within the viewshed requires review for visual impacts, compatibility with the neighborhood and roadway character, and consistency with overall site design consistency by the Urban Design Section.

**Recommended Condition:** Prior to certificate approval of the DSP, the DSP and landscape plan shall be revised as follows to complement the vernacular character of the adjacent historic roadway:

- a. *Gleditsia triacanthos* shall be removed from the bufferyard adjacent to the historic, and shall be replaced with a native species.
  - b. The proposed monument sign shall be reduced in height to no more than nine feet above ground level and 12 feet in width
  - c. The keystone retaining wall shall be simple in design and be complimentary in color to the structures on the site.
  - d. The guardrail proposed for the top of the retaining wall shall not have an unpainted galvanized metal finish.
9. The subject property is located in the Mount Vernon Viewshed Area of Primary Concern, which has been delineated as an evaluation tool for the protection of the Mount Vernon Viewshed. Properties located with the Area of Primary Concern may be referred to the National Park Service, National Capital Region, and evaluated for location and elevation of the subject property, the elevation and height of structures proposed on the site, retention of tree canopy and vegetative screening located between the subject property and Mount Vernon as the viewpoint.

The elevation of the subject property ranges from 66 feet adjacent to Indian Head Highway on the northwest to a falling elevation into the Piscataway Creek stream valley at the northeast corner of the site. The elevation of the site is consistent with the elevation of Indian Head Highway in this area. On the west side of Indian Head Highway, there is a 300 foot-wide buffer of existing woodlands sloping down towards the Piscataway Creek stream valley. Assuming that the height of the existing vegetation is a minimum of 35 feet in elevation, if the construction proposed on the site does not exceed 35 feet in height, mitigation for visual impact to the viewshed should be minimal, including the choice of earth-toned materials and coloration; limited use of highly reflective materials, and use of full cut-off optic lighting features to minimize night glow, should be sufficient. The height of the proposed structure is 26 feet.

A cross-section model prepared by staff indicates that the site and development proposed on the site will be screened by vegetative canopy within protected scenic easement areas located along the sightline to Mount Vernon.

**Comment:** No further information regarding visual impacts to the Mount Vernon Area of Primary Concern is required based on the current site and architectural designed reviewed with this application.

10. Policy 5 in the Environmental Infrastructure chapter of the General Plan calls for the reduction of overall sky glow, minimizing of the spill-over of light from one property to the next, and a reduction of glare from light fixtures. This is of particular concern on a commercial site such as the subject application, where outdoor lighting and parking lot lighting may be proposed. The

proposed lighting should use full cut-off optics to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the Green Infrastructure Plan and adjacent residential development minimized, and so that sky glow does not increase as a result of this development.

**Recommended Condition:** Prior to certification of the detailed site plan, the proposed outdoor lighting shall be evaluation to be full cut-off optics fixtures to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the Green Infrastructure Plan minimized, and so that sky glow does not increase as a result of this development.

### **Summary of Recommended Findings and Conditions**

The Environmental Planning Section recommends the approval of detailed site plan DSP-10027 and Type 2 tree conservation plan TCP2-014-13 subject to findings and conditions listed at the end of this memorandum.

### **Recommended Findings**

1. The required findings of Section 25-119(d) for the removal of specimen trees were addressed at time of preliminary plan review for the removal of specimen trees numbered 1, 4, and 5.
2. The TCP2 can found to be in general conformance with the approved TCP1 with regards to the retention of wooded riparian buffers within regulated stream buffers.
3. The DSP can be found to be in conformance with an approvable Type 2 Tree Conservation Plan if revised in accordance with recommended conditions.
- 4.. The DSP and TCP2 plan demonstrates that the regulated environmental features are preserved and/or restored to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5) if revised in accordance with recommended conditions. The PMA on the subject DSP can be found to have been preserved to the fullest extent possible because PMA impacts have been limited to less than 7000 of square feet of permanent disturbance from the 7,867 square feet approved with the preliminary plan.

### **Recommended Conditions**

1. Prior to certificate approval of the DSP and TCP2 for the subject application, a revised NRI shall be approved which addresses the presence of 100-year floodplain on the site.
2. Prior to certificate approval of the DSP, revise the TCP2 plan as follows:
  - a. Revise all areas of woodland preservation to eliminated areas located within the 100-year floodplain, and label with correct methodology and area.
  - b. Correct the woodland conservation summary table on the plan sheet.
  - c. Show the correct delineation of the PMA based on a revised and approved NRI, and revise the acreage of total PMA area shown on the plan.
  - d. Include a graphic element for woodland conservation signage in the legend of the plan,

- and show proposed locations on site. Woodland conservation may be mounted on the permanent protection device (split rail fence) in lieu of a post if a detail is provided. Revise notes to indicate that woodland conservation signage should be retained in perpetuity.
- e. Revise the woodland conservation worksheet as follows:
    - 1). Show the correct TCP2 revision number in the worksheet.
    - 2). Insert the 0.53 acres of 100-year floodplain into the calculation
    - 3). Recalculate the woodland conservation requirement and provided based on revisions required above.
    - 4). Provide the woodland conservation shortage for the site as off-site woodland conservation in an approved woodland conservation bank.
  - f. Add a woodland and wildlife habitat conservation easement note to the plan which includes the liber and folio of the recorded WCO easement.
  - g. Have the revised plans signed and dated by the qualified profession who approved the plan.
3. Prior to signature approval of the TCP2 for this property, pursuant to Section 25-122(d)(1)(B), all woodland preserved, planted or regenerated on-site shall be placed in a woodland conservation easement recorded in land records and the liber/folio of the easement shall be indicated on the TCP2.
  4. Prior to certificate approval of the DSP, the DSP and TCP2 shall be revised to correctly delineate the PMA based on the revised PMA, and the total area of the PMA and of the PMA impacts shall be indicated. The applicant shall demonstrate that the overall site is no greater than the quantity of PMA impacts approved by the Planning Board at time of preliminary plan approval.
  5. Prior to certificate approval of the DSP, the DSP and landscape plan shall be revised as follows to complement the vernacular character of the adjacent historic roadway:
    - a. *Gleditsia triacanthos* shall be removed from the bufferyard adjacent to the historic, and shall be replaced with a native species.
    - b. The proposed monument sign shall be reduced in height to no more than nine feet above ground level and 12 feet in width
    - c. The keystone retaining wall shall be simple in design and be complimentary in color to the structures on the site.
    - d. The guardrail proposed for the top of the retaining wall shall not have an unpainted galvanized metal finish.
  6. Prior to certification of the detailed site plan, the proposed outdoor lighting shall be evaluation to be full cut-off optics fixtures to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the Green Infrastructure Plan minimized, and so that sky glow does not increase as a result of this development.

If you have any questions concerning these comments, please contact me at 301-952-3650 or by e-mail at [kim.finch@ppd.mncppc.org](mailto:kim.finch@ppd.mncppc.org).

KIF: kif





Rushern L. Baker, III  
County Executive

# PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation

Office of Engineering

## MEMORANDUM

May 16, 2013

**TO:** Ruth Grover, Urban Design  
Development Review Division, M-NCPPC

**FROM:** *For [Signature]* Dawit Abraham, P.E., Associate Director  
Office of Engineering, DPW&T

**RE:** Farmington Road Carwash  
Detailed Site Plan No. DSP-10027

**CR:** Farmington Road East 4-5648

**CR:** Indian Head Highway (MD 210)



In response to the Detailed Site Plan No. DSP-10027 referral, the Department of Public Works and Transportation (DPW&T) offers the following:

- The property is located on the northeast quadrant of the intersection of Indian Head Highway (MD 210) and Farmington Road East.
- MD 210 is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) will be necessary. Frontage improvements along Farmington Road East are required as determined by DPW&T. The right-of-way shown on the plan is adequate.
- All improvements within the public rights-of-way, as dedicated for public use to the County, are to be in accordance with the County's Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act.
- Full-width, 2-inch mill and overlay for all County roadway frontage is required.
- Any proposed and/or existing Master-Plan roadways that lie within the property limits must be addressed through coordination between the Maryland-National Capital Park and Planning Commission (M-NCPPC) and DPW&T and may involve rights-of-way reservation, dedication and/or construction in accordance with DPW&T's Specifications and Standards.

Ruth Grover  
May 16, 2013  
Page 2

- The proposed development will require a site development permit covering ultimate right-of-way frontage improvements, entrances, easements, dedications, bio retentions, Primary Management Area and pollution prevention matters.
- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.
- All storm drainage systems and facilities are to be in accordance with DPW&T's Specifications and Standards.
- Conformance with DPW&T's street tree and street lighting Specifications and Standards is required.
- The proposed site development has an approved DPW&T Stormwater Management Plan Number 20898-2010-01, dated November 27, 2012. The Detailed Site Plan is consistent with the approved concept.
- A soil investigation report, which includes subsurface exploration and geotechnical engineering evaluation, for the proposed bio retentions and building is required.

If you have any questions or need additional information, please contact Mr. Mansukh Senjalia, P.E., District Engineer for the area, at (301) 883-5710.

DA:Nf:dar

cc: Mansukh Senjalia, P.E., District Engineer, EISD, OE, DPW&T  
Nanji Formukong, Engineer, EISD, OE, DPW&T  
Ikem Nwolisa, Engineer, EISD, OE, DPW&T  
Robin Jones, Engineering Technician, EISD, OE, DPW&T  
Interstate Farmington, LLC, 8040 Queenair Drive, Gaithersburg,  
Maryland 20879  
McNamee Hosea, 6411 Ivy Lane, Suite 200, Greenbelt, MD 20770



**PRINCE GEORGE'S COUNTY  
POLICE DEPARTMENT**



**MEMORANDUM**

DATE: April 24, 2013

TO: Ruth Grover, Urban Designer  
Urban Design Section  
Development Review Division

FROM: Corporal Richard Kashe  
Prince George's County Police Department  
Community Services Division

SUBJECT: **DSP-10027, Farmington Road Car Wash**

After visiting the site and reviewing the plans there are no CPTED related issues at this time.



*Division of Environmental Health*

Date: May 10, 2013

To: Ruth Grover, Urban Design, MNCPPC

From:  Frank L. Wise, Subdivision Review Specialist, Environmental Engineering Program

Re: DSP-10027, Farmington Road Car Wash

The Environmental Engineering Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for Farmington Road Car Wash, and has the following comments/recommendations:

1. As a water conservation measure, the proposed car wash facility should be equipped with a water reclamation system.
2. 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.
3. 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.

If you have any questions or need additional information, please contact me at 301-883-7651 or [flwise@co.pg.md.us](mailto:flwise@co.pg.md.us)



Environmental Engineering 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](http://www.princegeorgescountymd.gov/health)

Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor



MARYLAND DEPARTMENT OF TRANSPORTATION

April 25, 2013

Darrell B. Mobley, Acting Secretary  
Melinda B. Peters, Administrator



Ms. Ruth Grover  
Maryland-National Park and  
Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

RE: Prince George's County  
MD 210 (Indian Head Hwy) at  
Farmington Road  
Farmington Carwash  
SHA Tracking No: 11APPG014XX  
County Tracking No: DSP-10027  
Mile Post: 4.76

Dear Ms. Grover:

Thank you for the opportunity to review the preliminary plan, dated April 16, 2013, for the proposed Farmington Carwash in Prince George's County. The State Highway Administration (SHA) offers the following comments:

**Access Management Division (AMD) Comments:**

1. Please provide stormwater management and erosion and sediment control plans and computations for review.
2. Please provide a pavement striping plan for review.
3. Include a legend on the plan view to indicate all symbols and linestyles.
4. Please provide a pavement section for the Farmington Road widening.
5. Clearly identify the full depth paving, milling and overlaying and saw cutting locations on the typical section and the plan view.
6. Provide a typical section of the proposed widening of Farmington Road. The typical section should show existing and proposed conditions as well as cross reference the pavement section detail.
7. Clearly differentiate between SHA right of way and Prince George's County right of way on the plan view.
8. Please place the following note on the first sheet of the plan set:

**The following standards (construction and temporary traffic control) are required for this project (list them out as shown below):**

MD-xxx.xxx – Name of standard  
MD-xxx.xxx – Name of standard

**For all standards referred to on the plans the contractor must go to the Book of Standards which will have the most current version. The Book of Standards can be accessed at:**  
**<http://apps.roads.maryland.gov/businesswithsha/bizStdsSpecs/desManualStdPub/publicationsonline/ohd/bookstd/index.asp>**

**All items are to be constructed in accordance with the current version of the referenced standard at the time of construction.**

Ms. Ruth Grover  
Page 2

Further plan submittals should reflect the above comments. Please submit six (6) sets of revised plans, a CD containing the plans and all supporting documentation in PDF format and 2 copies of the hydraulics study, as well as a point by point response, to reflect the comments noted above directly to Mr. Steven Foster attention of Mr. Erich Florence. Please reference the SHA tracking number on future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Erich Florence at 410-545-0447, by using our toll free number in Maryland only at 1-800-876-4742 (x0447) or via email at [eflorence@sha.state.md.us](mailto:eflorence@sha.state.md.us).

Sincerely,



*for* Steven D. Foster, Chief/Development Manager  
Access Management Division

SDF/JWR/EMF

cc: Mr. Jason Azar, Huron Consulting/ 20410 Century Blvd, Suite 230, Germantown, MD 20874/  
[www.jazar@huroncon.com](http://www.jazar@huroncon.com)  
Mr. Pranoy Choudhury, SHA – AMD Regional Engineer  
Mr. Eric Foster, Maryland-National Capital Park and Planning Commission/  
[eric.foster@ppd.mncppc.org](mailto:eric.foster@ppd.mncppc.org)  
Mr. Victor Grafton, SHA- District 3 Utility Engineer  
Interstate Farmington, LLC/ 8040 Queenair Drive, Gaithersburg, MD 20879

## 1 - -WSSC Plan Review Comments

Created by: Lisa Faircloth  
On: 05/02/2013 03:22 PM

WSSC Plan Review Comments  
DSP-10027-Farmington CarWash

## 2 - WSSC Standard Comments For All Plans

Created by: Lisa Faircloth  
On: 05/02/2013 03:24 PM

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 WSSCs 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 WSSCs 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 WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at [www.wsscwater.com/Development Services](http://www.wsscwater.com/Development%20Services) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

## 3 - Locator Map

Created by: Kiaki Yilma  
On: 05/02/2013 04:16 PM

The ADC map reference is an old one. You will need to reference the current map for this.

#### 4 - Ex. Water

Created by: Kiaki Yilma  
On: 05/06/2013 11:58 AM

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

Show all appurtenances (i.e. FH, valves,etc) in light line weight.

#### 5 - EX. Sewer

Created by: Kiaki Yilma  
On: 05/06/2013 11:58 AM

Existing Sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number. Show all appurtenances in light line weight.

#### 6 - Proposed Sewer

Created by: Kiaki Yilma  
On: 05/06/2013 11:24 AM

Realign sewer service connection(s) to avoid environmental, storm water management facilities, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance. See WSSC Design Manual C-3.1

#### 7 - Show and Label WSSC R/W

Created by: Kiaki Yilma  
On: 05/07/2013 09:28 AM

COMMERCIAL SITES Proposed water systems (greater than 3-inch diameter) with a developed length of more than 80 feet will require an outside meter setting in a vault. Show and label vault and required WSSC right-of-way. The size of the meter right of way needs to be adequate and must meet the details for outside meter vaults.

#### 8 - Covenant Agreement

Created by: Kiaki Yilma  
On: 05/06/2013 11:28 AM

A single service connection for two or more buildings in a single lot/parcel requires a covenant.



Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.

## 9 - WSSC Easements

Created by: Kiaki Yilma  
On: 05/07/2013 09:30 AM

WSSC easements must be free and clear of other utilities, including storm drain systems, with the exception of allowed crossings designed in accordance with the WSSC Pipeline Design Manual. Under certain conditions (and by special request) storm drains may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement between WSSC and the developer

## 10 - Work Over EX. Water and Sewer Mains

Created by: Kiaki Yilma  
On: 05/06/2013 11:34 AM

Any 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 Design Manual, C-5.1 and Part Three, Section 11.

## 11 - Show ex. SHC or WHC

Created by: Kiaki Yilma  
On: 05/06/2013 11:34 AM

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

## 12 - Water entering building

Created by: Kiaki Yilma  
On: 05/06/2013 11:53 AM

Can this line enter perpendicular to building?

13 - 90 degree bends

Created by: Kiaki Yilma  
On: 05/06/2013 11:54 AM

Avoid 90 degree bends WSSC prefers two 45's

14 - EX. mh

Created by: Kiaki Yilma  
On: 05/06/2013 12:00 PM

label ex. manholes

15 - Service Connections

Created by: Kiaki Yilma  
On: 05/06/2013 12:44 PM

water and sewer service connections need to be shown in light line weight. Label the size and type eg. 8" WHC, 6"SHC. Call out point of connections and type of permit required

16 - Site utility pipes

Created by: Kiaki Yilma  
On: 05/07/2013 09:29 AM

label with size and type

17 - WSSC R/W

Created by: Kiaki Yilma  
On: 05/07/2013 09:31 AM

Owner must convey gratis to WSSC a 30'x45' wide easement on property for proposed meter vault. Delineate and label the easement with applicable horizontal width shown on plan.

18 - ESA

Created by: Kiaki Yilma  
On: 05/07/2013 09:35 AM

A Phase-1 Environmental Site Assessment report may be required for the proposed site.

19 - PUE

Created by: Kiaki Yilma  
On: 05/07/2013 09:38 AM

No part of the meter Vault can be located within the Public Utility Easements (PUE)

20 - waterline

Created by: Kiaki Yilma  
On: 05/07/2013 02:15 PM

If this waterline is serving the retail building it is stopping far off of the building face wall

21 - A 16" W in Farmington Road East is available for site-utility connection to serve site.

Created by: Bruce MacLaren  
On: 05/09/2013 04:22 PM

A 16-inch water main is available to serve the proposed site. Contact the Permit Services Unit at 301-206-4003 for details regarding applying for service connections or visit our website. Also, show sizes of existing and proposed W lines (ex W size is 16"W) and also contract number (ex 16" W is contract 65-3641) on the plans.

22 - Site Utility Review Required for on-site W&S lines.

Created by: Bruce MacLaren  
On: 05/09/2013 04:22 PM

Site 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) 206-4003 for submittal requirements or view our website.

23 - HPA can be requested from WSSC by Applicant for pre-review of on-site W&S system, if Applicant thinks necessary.

Created by: Bruce MacLaren  
On: 05/09/2013 04:22 PM

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

24 - System Pressure Reducing & Relief Valves may be necessary due to high domestic water pressures greater than 130 psi.

Created by: Bruce MacLaren  
On: 05/09/2013 04:22 PM

High domestic pressures for this site are greater than 130 psi. Coordination with the WSSC Infrastructure Systems Group and Planning Group will be necessary to determine service requirements. A new pressure zone with a system pressure reducing valve may be required.

25 - An 8" sewer line abuts property.

Created by: Bruce MacLaren  
On: 05/09/2013 04:22 PM

An 8-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Unit at 301- 206-4003 for details regarding applying for service connections or visit our website.

Also, please show the size of existing and proposed sewer lines (ex sewer size is 8") and also the contract number for the existing sewer (ex sewer contract is #72-5555B).





The Maryland-National Capital Park and Planning Commission  
 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772 301-952-3530  
 Development Review Division – 301-952-3749 (fax)

**\*\* REFERRAL REQUEST \*\***

Date: 4/15/2013td  
 To: SMECO – HERB REIGEL  
 From: RUTH GROVER-URBAN DESIGN  
 Subject: DSP-10027, FARMINGTON ROAD CAR WASH

**IDENTIFICATION OF MAJOR ISSUES DUE DATE\*: 4/30/2013**

**\*Note:** E-mail any major issues/problems to the reviewer by the above date.

**SUBDIVISION REVIEW COMMITTEE DATE: 5/10/2013**

**REFERRAL DUE DATE: 5/15/2013**

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Full Review of New Plan | <input type="checkbox"/> Revision of Previously Approved Plan                                       |
| <input type="checkbox"/> Limited or Special Review          | <input type="checkbox"/> Plans/Documents Returned for Second Review Following Revision by Applicant |

**NOTE:** This case is being reviewed at:  Planning Board level OR  Planning Director level

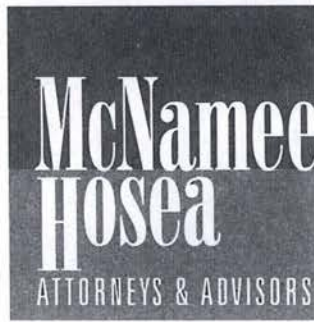
**COMMENTS:** CAR WASH – RETAIL BUILDING

**Related Cases:** \_\_\_\_\_

**REFERRAL REPLY COMMENTS:**

Drawings correctly identify an existing utility pole in conflict with proposed plans. This pole is associated with Piscataway 14, a main distribution feeder serving southern Prince George’s County. Developer must provide adequate space and bear the full cost for all affected existing and new facilities. Associated costs may be expensive due to the nature of the work involved and the impact the relocation will have on adjacent structures. Developer is encouraged to contact and work with SMECO throughout the planning phase of this project. SMECO has no additional comments on the plans as presented.

**NOTE:** IF YOU HAVE NO COMMENTS, PLEASE INDICATE ABOVE AND FORWARD OR FAX TO THE REVIEWER’S ATTENTION.



Matthew C. Tedesco, Esquire  
Admitted in Maryland

McNamee, Hosea, Jernigan, Kim,  
Greenan & Lynch, P.A.

Email: MTedesco@mhlawyers.com  
Direct Dial: Extension 222

May 22, 2013

Via Hand Delivery

Kim Finch  
Environmental Planning Section  
M-NCPPC  
14741 Gov. Oden Bowie Drive  
Upper Marlboro, Maryland 20772



**Re.: Farmington Road Car Wash (DSP-10027)  
PMA Impact Statement**

Dear Kim:

In response to your draft referral dated May 15, 2013, and pursuant to Sections 27-282(e)(10) and 27-285(b)(4) of the Zoning Ordinance, please accept this letter as additional justification explaining how the above-referenced detailed site plan preserves and restores the regulated environmental features to the fullest extent possible.

Attached hereto and incorporated herein by reference, please find a copy of the original justification statement to impact the PMA, which was filed pursuant to Section 24-130(b)(5) and in conjunction with the applicant's preliminary plan of subdivision 4-10013. The impacts requested therein, and subsequently approved by the Planning Board, included impacts associated with the stormwater management/bioretenion areas, the stormwater outfalls, the road improvements to Farmington Road East, and the drive aisle that leads to the car wash. These impacts were reviewed by the Planning Board at the time of preliminary plan of subdivision, and were approved for a total impact of 7,867 square feet to the PMA. (PGCPB No. 11-67 at p. 12).

Nevertheless, and in response to comments (written and verbal) received from the Urban Design Section, Environmental Planning Section, the Community Planning Section, and the Accokeek Development Review Committee, the applicant agreed to completely redesign the development plan for the subject property. The redesign includes the following:

- Combine the retail building and car wash building into one building instead of two;
- Completely redesign the architectural elevations for the car wash and retail building;

Kim Finch  
May 22, 2013  
Page Two

- Reduce the size of the retail building from 4,751 square feet to 3,020 square feet;
- Reduce the number of parking spaces from 45 to 28;
- Relocated the building to provide a wider landscape buffer along MD 210;
- Relocate the drive aisle away from the PMA;
- Reduce the height of the monument sign; and
- Relocate the stormwater management/bioretnetion areas out of the PMA.

The net result of this redesign is a reduction of approximately 15% to the originally approved PMA impact. Specifically, the combined impact to the PMA has gone from 7,867 square feet to 6,680 square feet.

Consequently, although approved for a total impact of 7,867 square feet, the applicant's commitment to be a steward of the property and the surrounding area has resulted in a far superior design than what was originally proposed, which has caused a 15% decrease to the PMA impact. There is no doubt, in conjunction with the original justification, that this detailed site plan, as revised, satisfies the required finding that regulated environmental features be preserved and/or restored to the fullest extent possible.

Respectfully submitted,

MCNAMEE HOSEA



Matthew C. Tedesco, Esq.

Enclosure

cc: Ruth Grover  
Perry Cho  
Eric Shim  
Jason Azar



**STATEMENT OF JUSTIFICATION**

FARMINGTON ROAD CAR WASH  
4-10013

APPLICANT: Interstate Farmington, LLC  
14640 Southlawn Lane  
Rockville, MD 20850

CORRESPONDENT: Matthew C. Tedesco, Esq.  
McNamee Hosea  
6411 Ivy Lane, Suite 200  
Greenbelt, MD 20770  
(301) 441-2420 (phone)  
(301) 982-9450 (fax)  
MTedesco@mhlawyers.com



REQUEST: The applicant is requesting permission, pursuant to Section 24-130(b)(5), to impact the regulated environmental features on the subject property. Specifically, the applicant requests to impact no more than 25 feet of the 75 foot stream buffer.

---

**I. Description and location of the subject property:**

The subject property is located in the northeast quadrant of the intersection of Indian Head Highway (MD 210) and Farmington Road in Accokeek. The property is irregularly shaped and is only 2.6 acres in size. However, due to environmental features and other regulatory impacts, the developable area of the property is less than 1.5 acres. The property is bordered on the north and west by MD 210, on the east by the Piscataway Creek and beyond by land owned by Southern Maryland Electric Cooperative, Inc., and on the south by Farmington Road. Accordingly, the applicant is unable to acquire additional land to further preserve environmental features and/or to increase the developable area. The property is located in the C-M Zone and is known as Parcel 6 on County Tax Map 152 Grid A-1.

**II. General description of proposed use and the request:**

As reflected on the TCP-I, the applicant proposes the development of a +/-6,000 square foot car wash and a +/-4,800 square foot general retail building on the subject property. Along the east side of the subject property is the Piscataway Creek. Pursuant to Section 24-101(b)(31), a minimum of seventy-five (75) feet of preserved and/or restored vegetation measured from the top of bank on each side of a regulated stream in the Developing Tier is required. As reflected on the preliminary plan of subdivision, the TCP-I, and Exhibit 1 (attached hereto), the 75 foot stream buffer is provided, however, and as further explained below, the applicant, despite its best

efforts to preserve the PMA to the fullest extent possible, is requesting an impact of 25 feet. In so doing, the applicant is preserving 50 feet of the PMA, thereby, minimizing the total encroachment of the PMA to only +/-7,867 square feet. The majority of the impacts to the PMA are due to stormwater management/bioretention areas, stormwater outfalls, and road improvements to Farmington Road, which are necessary impacts to accommodate the reasonable use and orderly and efficient development of the subject property.

### **III. Description of existing regulated environmental features on-site:**

The site contains a total of 0.78 acres of PMA. The Piscataway Creek centerline is 241 linear feet and has an associated 75-foot-wide buffer (Section 24-101)(b)(31)). The PMA is located on the east side of the property and makes up approximately 20% of the total site area.

The PMA located on the eastern portion of the property includes Piscataway Creek with surrounding vegetation. According to the Forest Stand Summary Sheet on the approved NRI, the 82% of the property contains invasive plant species.

### **IV. Applicable Code**

For this particular application, the applicable section of the Prince George's County Code that contains the required finding of "fullest extent possible" is Section 24-130(b)(5). Further, and as mentioned above, attached hereto, as Exhibit 1, is a diagram that shows the impacts to the PMA and the total square footage of all of the impacts. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required for reasons of health, safety, or welfare. The applicant contends that environmental features have been preserved/protected to the fullest extent possible and that the impacts to the PMA are necessary to accommodate the reasonable use and orderly development of the property, which will protect the health safety or welfare of the citizens of Prince George's County.

The determination of "fullest extent possible" is a three-step process that requires an analysis of (a.) whether the impacts are avoidable; if they are unavoidable and are necessary to the overall development of the site, (b.) there must be a demonstration that they have been minimized; and finally, (c.) if the cumulative, minimized impacts are above the designated threshold, then mitigation is required for the impacts proposed.

#### **A. Avoidance**

After the approval of the NRI, the applicant's civil engineers began laying out various development options for the site. After three or four different design layouts, it became abundantly clear that in order to provide a viable and economically feasible development, impacts to the PMA were unavoidable. That is, due to the unique triangular shape of the property; the right-of-way on the north, west, and south side of the property; the Piscataway Creek on the east side; and the number of other County development requirements (including scenic and historic road buffers, right-of-way dedication, public utility easements, and other infrastructure easements), the only design option that provides reasonable economic use and orderly and efficient development of the property is a layout that impacts a portion of the PMA.

The proposed design layout also provides for and ensures the health, safety, and welfare of County citizens, as the site has been designed to provide safe ingress and egress to Farmington Road; has sufficient drive aisles to accommodate safe vehicular and pedestrian circulation; and has provided adequate queuing for the car wash that will not impede on-site or off-site circulation.

All of the property constraints, coupled with the unique shape and size of the parcel, not only limit the developable area of the property, but also the possible configurations for the proposed development. After reviewing and thoroughly studying the property with various design options that provide a reasonable use that is economically viable and preserves the health, safety and welfare of citizens, it became clear that impacts to the PMA are unavoidable.

#### B. Minimization

The impacts to the PMA have been minimized to the fullest extent possible. The applicant is preserving/protecting over 50 feet of the stream buffer and is only impacting the PMA by no more than 25 feet. So as to minimize additional impacts to the PMA, the applicant is proposing a retaining wall to limit the grading required for the development. The road improvements and stormwater outfalls have also been minimized. The applicant in is negotiations with the Department of Public Works and Transportation to ensure that the applicant's frontage improvements are limited to accommodating the additional impacts associated with this development. Limiting frontage/road improvements to those that are absolutely necessary will further minimize the impacts to the PMA, as the PMA and the Piscataway Creek front on Farmington Road. In addition, each of the stormwater outfalls have been strategically located to minimize impacts to the PMA and stream. The site has been designed to meet the current Maryland Department of the Environment (MDE) Environmental Site Design (ESD) standards and criteria to the Maximum Extent Practicable (MEP). The stormwater management design strategy for this project was to seek to replicate the natural hydrology of the site by utilizing small-scale stormwater management practices to not only minimize the impact of land development on downstream water resources, but also to the PMA. Further decreasing the developable area will decrease the extent to which ESD will be able to be met to the MEP. That is, the development is providing full ESD with 100% water quality and quantity and will provide for the recycling of water associated with the car wash facility. Accordingly, all improvements/impacts have been located and designed to minimize, to the fullest extent possible, the impacts to the buffer. A detailed site plan will be required prior to building permits for the car wash, accordingly, at that time other design elements may be discussed to further minimize the impacts to the PMA.

#### C. Mitigation

Although the centerline of the Piscataway Creek is approximately 241 linear feet, the cumulative impacts of disturbance is less than 200 linear feet and make up less than one-half acre of buffer area. Accordingly, mitigation is not required.

#### V. Conclusion

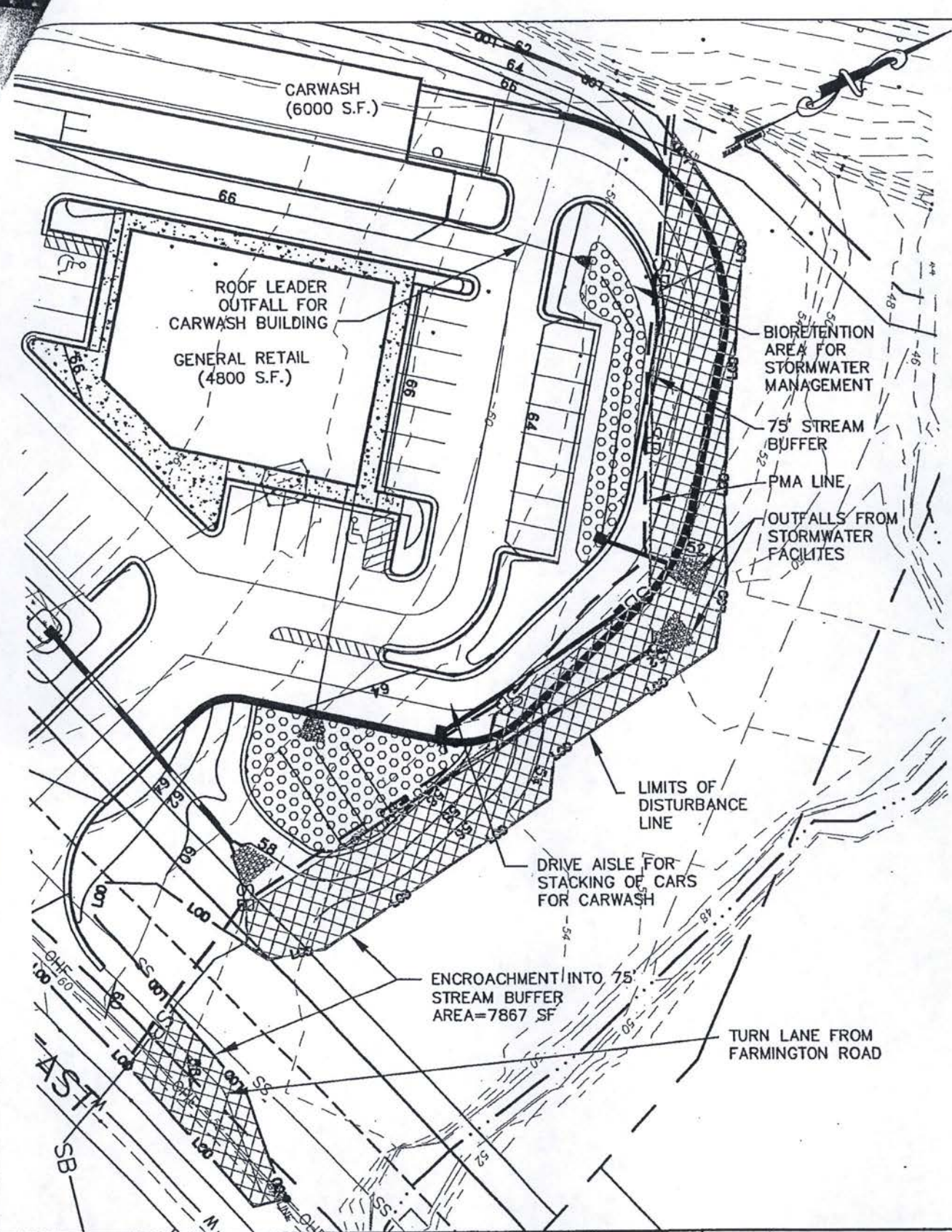
The applicant contends that the request to impact approximately 25 feet or 7,867 square feet of the PMA meets the standard of Section 24-130(b)(5) of the Subdivision Regulations. Due to the

preservation of the regulated environmental features, to the fullest extent possible, and in order to accommodate the reasonable use and efficient and orderly development of the property, impacts are unavoidable. However, the majority of these impacts are deemed necessary for stormwater management and road improvements. Although the applicant is proposing to impact the PMA with a drive aisle that leads to the car wash, this impact is necessary to facilitate the health, safety, and welfare of the citizens by providing adequate on and off site vehicular and pedestrian circulation. This impact, along with all of the other impacts, has been minimized by the use of a retaining wall to reduce grading into the PMA. In addition, the locations of the outfalls are intended to minimize impacts to the PMA by taking advantage of the site's existing hydrology. The approval of this request will increase stormwater quality by allowing the site to be held to a higher standard and achieve MEP.

Respectfully submitted,



Matthew C. Tedesco  
Attorney for the applicant



SCALE: 1"=40'  
 MAY 2011

**FARMINGTON CARWASH**  
 MD 210 & FARMING RD. EAST  
 ACCOKEEK, MD  
**STREAM BUFFER ENCROACHMENT**

EX-01



**HURON**  
 CONSULTING  
 Page 101

**AMENDED**  
**STATEMENT OF JUSTIFICATION**  
**DSP-10027**

OWNER: Interstate Farmington, LLC  
8040 Queenair Drive  
Gaithersburg, Maryland 20879

APPLICANT: Same

CORRESPONDENT: Matthew C. Tedesco, Esq.  
McNamee, Hosea, Jernigan, Kim, Greenan & Lynch, P.A.  
6411 Ivy Lane, Suite 200  
Greenbelt, Maryland 20770  
(301) 441-2420 Voice  
(301) 982-9450 Fax

REQUEST: Detailed Site Plan pursuant to Condition # 2 of Resolution PGCPB  
No. 11-67 and Section 27-461(b), FN 24.

---

I. DESCRIPTION OF PROPERTY

1. Address – N/A
2. Use – Car wash facility and general retail building consistent with C-M Zoning.
3. Incorporated Area - N/A
4. Council District – 9th
5. Lot – Parcel 6 (Preliminary Plan 4-10013; PGCPB No. 11-67)
6. Total Area – 2.64 acres in the C-M Zone
7. Liber/Folio – L. 29848, F. 268
8. Tax Map – 152, Grid A-1
9. Location – Located in the northeast quadrant of the intersection of MD 210 and Farmington Road East
10. Zoned: C-M (Commercial Miscellaneous)
11. Zoning Map – 219SE01

## II. APPLICANT'S PROPOSAL

The property consists of 2.64 acres in the Commercial Miscellaneous (C-M) Zone and is currently undeveloped. The applicant is proposing to construct a 6,118 square foot car wash facility and a 4,751 square foot general retail building, with associated parking for both uses. Pursuant to Section 24-107 of the Subdivision Regulations, on July 28, 2011, the Planning Board approved, by resolution, Preliminary Plan of Subdivision 4-10013 (PGCPB No. 11-67).

Condition number three of PGCPB No. 11-67 provides that “[p]rior to the issuance of permits, a detailed site plan shall be approved by the Planning Board in accordance with Part 3, Division 9, Subdivision 3, of the Prince George’s County Code.” Moreover, Section 27-461(b), Table of Uses, Footnote 24, of the Zoning Ordinance requires a detailed site plan for a car wash in the C-M Zone.

## III. COMMUNITY

The property is located in the northeast corner of the intersection of Farmington Road East and Indian Head Highway (MD 210). The 2002 *Prince George’s County Approved General Plan* designates the subject property within the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low to moderate density suburban residential communities, *distinct commercial centers*, and employment areas that are increasingly transit serviceable. The proposed development is consistent with the General Plan Development Pattern Goals and Policies for the Developing Tier by proposing a commercial use consistent with the C-M Zone.

The 1993 *Approved Subregion V Master Plan and Sectional Map Amendment*, pursuant to CR-60-1993, rezoned the subject property from the R-R Zone to the C-M Zone in order to ensure that future development would be in accordance with the principles of orderly comprehensive land use planning. The 2009 *Approved Subregion 5 Master Plan and Sectional Map Amendment* is no longer applicable due to Circuit Court’s invalidation of the same on October 26, 2012 (CAL09-31402 & CAL09-32017). Nevertheless, the proposed development is in general conformance with the land use recommendation of the approved Master Plan by providing a commercial use for a car wash and retail building, which is permitted in the C-M Zone, subject to a detailed site plan.

The subject property is surrounded by the following uses:

- Northeast:* Southern Maryland Electric Coop, Inc. (SMECO) substation in the R-R Zone
- Northwest:* MD 210 and beyond Washington Suburban Sanitary Commission (WSSC) facility in the O-S Zone
- South:* Farmington Road East and beyond single-family detached dwellings in the R-R Zone

With the exception of the subject property, the SMECO substation, and the WSSC facility, the community can be generally characterized as residential with a majority of the residential development located to the south and southeast of the subject property.

### III. CRITERIA FOR APPROVAL

As mentioned above, this application for a Detailed Site Plan is required by Condition 2 of PGCPB No. 11-67 and Section 27-461(b), Table of Uses, Footnote 24, of the Zoning Ordinance.

#### **Zoning Ordinance**

The subject application is in general compliance with the requirements of the C-M Zone and the site plan design guidelines of the Zoning Ordinance. Specifically, the subject detailed site plan is in general conformance with the requirements of Section 27-461(b), which governs permitted uses in the C-M Zone. The proposed commercial use for a car wash and retail building are permitted uses in the C-M Zone. The subject detailed site plan is also in conformance with the requirements of Section 27-462 of the Zoning Ordinance, which governs the Regulations for commercial zones.

The fundamental purposes of the Zoning Ordinance, as found in Section 27-102, are to protect the health, safety and welfare of the public and promote compatible relationships between the various types of land. There are no major issues associated with this application that would conflict with the general purposes of this Subtitle. To that end, the detailed site plan filed in conjunction with the application provides the gross area, height and number of stories of proposed buildings, lot coverage calculations, parking schedule, required setbacks, internal circulation pattern, proposed right-of-way lines, a lightening plan, architectural elevations, Landscape Plan, an approved Natural Resource Inventory Plan, an approved Type 1 Tree Conservation Plan, an approved Stormwater Management Concept Plan, an approved Preliminary Plan of Subdivision, and a proposed Type 2 Tree Conservation Plan. The site plan satisfies the regulations and requirements of Subtitle 27 of the County Code. Accordingly, the proposed use and site plan are in harmony with the purposes of Subtitle 27.

#### **2010 Prince George's Landscape Manual**

The property is subject to the requirements of the 2010 *Prince George's County Landscape Manual*. Specifically, and as the Landscape Plan submitted in conjunction with the detailed site plan shows, the proposed development complies with Section 4.2, Landscape Strips along Streets; Section 4.3, Parking Lot Requirements – including Section 4.3(c)(1) and (2), Perimeter and Interior Planting Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Special Roadways; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscape Requirements. At this time, no requests for alternative compliance have been requested.

#### **Environmental**

A signed Natural Resources Inventory (NRI-090-07) and a Type 1 Tree Conservation Plan (TCP1-005-11) have previously been reviewed and approved. In conjunction with the



detailed site plan application, a Type 2 Tree Conservation Plan and Checklist have been filed for referral to Environmental Planning Section of M-NCPPC.

According to the *Prince George's County Soils Survey*, the principal soils on this property are in the Grosstown soil series. These soils are typically well drained and pose no real problems for development. Marlboro Clay is not found to occur on this site. There is an unnamed stream located on the far eastern side of the property. There are no wetlands or 100 year floodplain on the property. The *Approved Countywide Green Infrastructure Plan* identifies the western side of the site within the designated network as a network gap. However, the property does not contain regulated features of countywide significance identified within the designated network of the Countywide Green Infrastructure Plan. Moreover, there are no rare, threatened, or endangered species found to occur on or in the vicinity of the property.

The woodland conservation requirement is proposed to be satisfied with on-site woodland preservation and payment of a fee-in-lieu. A total of 0.88 acre of on-site woodland preservation is proposed. The detailed site plan also satisfies the Tree Canopy Coverage Ordinance by providing more than 10% of the gross tract area in tree canopy coverage. Specifically, approximately 25% of the gross tract area will be covered by tree canopy.

#### **Primary Management Area**

This site contains regulated environmental features that include a stream valley with its associated 75-foot-wide stream buffer, which the applicant is preserving or restoring to and/or in a natural state to the fullest extent possible. The proposed impacts to the PMA have been minimized by the use of a retaining wall to reduce grading and are otherwise caused by stormwater management structures, which are required in order to meet other environmental site design standards. Accordingly, the impacts to the PMA have previously been determined to be acceptable.

#### **Stormwater Management**

A Stormwater Management Concept Plan, Case # 20898-2010-01 has been approved for the site. The concept approval shows bioretention areas and the use of grass swales for water quality control. The approved concept plan also requires a fee-in-lieu for on-site attenuation along with conditions to ensure that the development does not result in on-site or downstream flooding.

#### **Mount Vernon Viewshed Area**

The subject property is located in the Mount Vernon Viewshed Area. The elevation of the subject property generally ranges from 60 feet along MD 210 to the northwest to a falling elevation into the Piscataway Creek stream valley at the northeast corner of the site. The elevation of the site is generally consistent with the elevation of MD 210 in this area. On the west side of MD 210 is the WSSC facility (comprising of approximately 310 acres) and a 300 foot-wide buffer of existing mature woodland in excess of 40 feet sloping down towards the Piscataway Creek. Moreover, although located within the viewshed, Mount Vernon is approximately than 5.27 miles (27,800 linear feet) to the west of the subject property. The proposed elevations filed with the detailed site plan provide that the highest point of the proposed building is only 22 feet. Finally, the Mount Vernon Sight Distance Plan and

photographs filed in conjunction with the DSP, clearly indicates that because of the existing topography, existing woodland, existing vegetation, existing improvements, existing buffers, and the significant distance between the site and Mount Vernon, the proposed development will not impact the viewshed.

IV. CONCLUSION

The applicant respectfully submits that all of the criteria for granting the proposed detailed site plan have been met, and as such, the same is legally justified and should be granted.

Respectfully submitted,

McNamee, Hosea, Jernigan, Kim, Greenan &  
Lynch, P.A.



Matthew C. Tedesco

RESOLUTION

WHEREAS, Interstate Farmington, LLC is the owner of a 2.64-acre parcel of land known as Tax Map 152 in Grid A-1 and is also known as Parcel 6, said property being in the 5th Election District of Prince George's County, Maryland, and being zoned Commercial Miscellaneous (C-M); and

WHEREAS, on April 26, 2011, Interstate Farmington, LLC filed an application for approval of a Preliminary Plan of Subdivision for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-10013 for Farmington Carwash was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on June 30, 2011, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on June 30, 2011, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type 1 Tree Conservation Plan (TCP1-005-11), and further APPROVED Preliminary Plan of Subdivision 4-10013, Farmington Carwash, including a Variation from Section 24-121(A)(3) and a Variance from Section 25-122(B)(1)(G) for 1 parcel with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:
  - a. Label the proposed parcel as Parcel 1.
  - b. Provide the total acreage of the primary management area (PMA).
  - c. Revise General Note 22 to 11,200 square feet with 5,200 square feet of retail and 6,000 square feet for the car wash building, as reflected in the traffic study.
  - d. Revise the general notes to indicate that the property is within the Accokeek Development Review District.

2. Prior to the issuance of permits, a detailed site plan shall be approved by the Planning Board in accordance with Part 3, Division 9, Subdivision 3, of the Prince George's County Code.
3. Prior to signature approval of the preliminary plan, the following corrections shall be made to the Type 1 Tree Conservation Plan, TCP1-005-11:
  - a. Revise the plan and the worksheet to reflect the clearing of the woodlands within the proposed right-of-way of Farmington Road East.
  - b. The current electronic version of the woodland conservation worksheet should be used for accurate calculations and the correct fee-in-lieu amount.
  - c. Revise the Woodland Conservation Summary Table to show the corrected areas for woodland cleared, woodland preserved, woodland retained no credit, and woodland retained-assumed cleared, based on the additional clearing for the proposed dedication of Farmington Road East. Use the standard symbols on the plan to distinguish these areas.
  - d. Show the standard symbol for the woodland preservation area proposed. Label the area "Woodland Preservation Area" and show the acreage to the nearest 100th of an acre.
  - e. Revise the specimen tree list to state that Specimen Trees 2 and 3 are to be saved.
  - f. Remove the soils boundary symbol from the legend.
  - g. Add the soils table from the approved natural resources inventory to the plan. Correct the spelling of the soils shown in the table to read Grosstown not Grossman.
  - h. Remove the symbol for steep slopes from the plan and legend.
  - i. Remove the word "Scenic" from the Farmington Road East label.
  - j. Remove the details for the tree protective fencing and notes.
  - k. Remove the detail and notes for tree pruning.
  - l. Revise the note shown under the woodland conservation worksheet to state the correct amount of clearing inclusive of the area of right-of-way dedication.
  - m. Add the following note under the worksheet:

"The tree canopy coverage requirement on this site will be met with on-site woodland preservation. A tree canopy coverage schedule will be placed on the Site/ Landscape plan demonstrating compliance to Subtitle 25, Division 3, Tree Canopy Coverage Ordinance."

- n. Type the Type 1 tree conservation plan number (TCP1-005-11) in the M-NCPPC approval block.
  - o. Have the revised plans signed and dated by the qualified professional who prepared them.
4. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-005-11). The following note shall be placed on the final plat of subdivision:
- “This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-005-11 or most recent revision), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”
5. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area (PMA) except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:
- “Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”
6. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
7. Prior to approval of the final plat, the following notes shall be provided:
- a. Development of this subdivision shall be in accordance with approved Stormwater Management Concept Plan 20898-2010-00 and any subsequent revisions.
  - b. A variation approved pursuant to Section 24-121(a)(3), which limited one direct vehicular access from Parcel 1 onto Farmington Road East.
  - c. Direct vehicular access to Indian Head Highway (MD 210) is denied.

8. The applicant and the applicant's heirs, successors, and/or assignees shall provide the following:
  - a. A financial contribution of \$210 to the Department of Public Works and Transportation (DPW&T) for the installation of one bicycle warning sign assembly (W11-1 sign over a "Share the Road" plaque W16-1) on Farmington Road East to warn motorists of the presence of bicyclists. A note shall be placed on the final plat that installation will take place prior to the issuance of the first building permit, unless modified by DPW&T.
  - b. If road frontage improvements are required by DPW&T along the subject property frontage of Farmington Road East, the applicant shall construct a shoulder for bicyclists along the entire subject property frontage in conjunction with the bicycle warning signage, unless modified by DPW&T.
9. At the time of final plat approval, the applicant shall dedicate right-of-way 60 feet from the existing centerline along Farmington Road East as shown on the approved preliminary plan of subdivision.
10. At the time of final plat approval, the applicant shall grant a ten-foot-wide public utility easement (PUE) along the public rights-of-way as delineated on the approved preliminary plan of subdivision.
11. Any residential development of the subject property shall require approval of a new preliminary plan of subdivision prior to the approval of any building permits.
12. Prior to the issuance of any building permits within the subject property, the following road improvements in the area of Indian Head Highway (MD 210) and Farmington Road East shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
  - a. On the westbound Farmington Road East approach to MD 210, widen the westbound Farmington Road approach from the existing one left/through lane and one free-flow right turn lane to one left lane, one through lane, and one free-flow right turn lane.
  - b. At the site entrance along Farmington Road East, provide a left-turn bay along eastbound Farmington Road to ensure that turning vehicles do not cause a backup along Farmington Road East, if required by DPW&T.
13. At the time of building permit, the applicant shall submit an acceptable traffic signal warrant study to DPW&T for signalization at the intersection of Farmington Road East and Livingston Road/Berry Road. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the operating agency. If a signal or other traffic control improvements are deemed warranted at that time, the applicant

shall provide appropriate bonding for said improvements with DPW&T prior to the release of any building permits.

14. Total development of the overall site shall be limited to uses that would generate no more than 27 AM and 147 PM total peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	APPROVED
Zone	C-M	C-M
Use(s)	Vacant	Commercial Use—Car wash (11,200 square feet)
Acreage	2.64	2.64
Lots	0	0
Outlots	0	0
Parcels	1	1
Dwelling Units	0	0
Public Safety Mitigation Fee	No	No
Variance	No	Yes (Section 25-122(b)(1)(G))
Variation	No	Yes (Section 24-121(a)(3))

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on May 13, 2011. The requested variation to Section 24-121(a)(3) was accepted on April 26, 2011 as discussed further in the Variation section of this report, and was heard on May 13, 2011 at SDRC as required by Section 24-113(b).

3. **Community Planning**—The 2002 *Prince George's County Approved General Plan* designates the subject site within the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. The preliminary plan is consistent with the General Plan Development Pattern goals and policies for the Developing Tier by proposing a commercial use consistent with the C-M Zone.

The 2009 *Approved Subregion 5 Master Plan and Sectional Map Amendment* retained this property in the C-M Zone. The master plan recommends commercial land use for this property. The preliminary plan is in general conformance with the land use recommendation of the master plan by providing a commercial use for a car wash and retail, which is a permitted use in the C-M Zone, subject to a detailed site plan.

The subject property is within in the Accokeek community, which is rural in character. The site has frontage along Farmington Road East that is designated as a historic roadway and is part of the Potomac Heritage National Scenic Trail on-road bicycle trail. Maintaining a rural character in the Accokeek community is the key planning theme and objective of the land use recommendations for Accokeek in the approved Subregion 5 Master Plan. The master plan expresses concern about the appearance and compatibility of nonresidential uses with the rural character of this community. To ensure compatibility to the extent possible, a detailed site plan is recommended so attention can be given to the appearance of the proposed building, signage, lighting, and landscaping along Farmington Road East.

#### **Accokeek Development Review District Commission**

This preliminary plan is located in the Accokeek Development Review District, pursuant to Section 27-687 of the Zoning Ordinance. This preliminary plan has been referred to the Accokeek Development Review District Commission (ADRDC) for review and comments. This preliminary plan was reviewed during ADRDC meetings on May 18 and June 15, 2011. A letter from ADRDC was received by e-mail on June 17, 2011. In summary, the letter stated that the preliminary plan for Farmington Road Carwash is not citizen-supported because of the following:

- a. Maintaining a rural character in the Accokeek community is the key planning theme in the approved Subregion 5 Master Plan;
- b. The proposed project presents uncharted threats to a designated historic roadway and an arterial roadway;
- c. The project will redefine and redesign the gateway to Accokeek;
- d. In a meeting with the project's representatives on June 15, 2011, they stated that "a business needs analysis/plan has not been conducted." This does not sound like a prudent business decision and citizens are concerned that the project is a prescription for a future unoccupied commercial facility devaluing the community real estate and impacting the county's image and progress as it struggles to regain economic and real estate stability. Please note that there are more than ten car washes within eight miles of the proposed site and numerous convenient stores.

As stated previously, the 2009 Approved Subregion 5 Master Plan recommends commercial land use for this property. The General Plan designates the site in the Developing Tier. This preliminary plan is in conformance with the master plan commercial land use recommendation and the General Plan's vision for the Developing Tier. Pursuant to Section 27-461(b)(1)(B) a car wash is a



permitted use in the C-M Zone. A detailed site plan is recommended so attention can be given to the compatibility of nonresidential uses with the character of the community.

4. **Urban Design**—The preliminary plan proposes an 11,200-square-foot development consisting of one retail building and one car wash building on a 2.64-acre, triangular-shaped parcel.

**Zoning Ordinance**

Section 27-461(b)(1)(B) of the Zoning Ordinance indicates that a car wash is a permitted use in the C-M Zone, subject to detailed site plan approval in accordance with Part 3, Division 9. Conformance with site design criteria will be judged at the time of detailed site plan review.

Retail uses are generally permitted in the C-M Zone. The submitted site plan does not indicate the specific type of proposed retail use, which is proposed in addition to the car wash use.

**2010 Prince George's County Landscape Manual**

The property is subject to the requirements of the 2010 *Prince's George's County Landscape Manual*. Specifically, the site is subject to Section 4.2, Landscaped Strips along Streets Requirements; Section 4.4, Screening Requirements; and Section 4.9, Sustainable Landscape Requirements. If the parking lot is greater than 7,000 square feet, then the site will also be subject to Section 4.3, Parking Lot Requirements including Section 4.3(c)(1), Perimeter Landscaped Strip Requirements, and Section 4.3(c)(2), Interior Planting Requirements. It also should be noted on the site plan that Farmington Road East is categorized as a historic road and it is located within the Developing Tier; therefore, a 20-foot-wide landscape buffer to be planted with a minimum of 80 plant units per 100 linear feet of frontage, excluding driveway openings, will be required in accordance with Section 4.6, Buffering Development from Special Roadways. While the preliminary plan should be designed to adequately account for the required buffers, compliance with these regulations will be evaluated as part of the detailed site plan review.

5. **Environmental**—A signed Natural Resources Inventory (NRI-090-07), a Type 1 Tree Conservation Plan (TCP1-005-11), and other supplemental materials have been received and reviewed. The project is subject to the environmental regulations which became effective on September 1, 2010. The site is subject to the current provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site is greater than 40,000 square feet, contains more than 10,000 acres of woodland, and does not have a previously approved tree conservation plan.

The site is totally wooded. According to the *Prince George's County Soils Survey*, the principal soils on this site are in the Grosstown soil series. These soils are typically well drained and pose no real problems for development. Marlboro Clay is not found to occur on the site. This information is provided for the applicant's benefit. No further action is needed as it relates to this preliminary plan of subdivision review. A soils report may be required by Prince George's County during the permit review process. There is a stream located on the site that is an unnamed tributary to Piscataway Creek that eventually drains to the Potomac River basin. There are no wetlands or 100-year floodplain on the property. Indian Head Highway (MD 210), which borders the site to the

northwest, is a master-planned freeway and an existing source of traffic-generated noise. Farmington Road East was designated as a historic road and is a master-planned arterial roadway according to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). Transportation-generated noise impacts are not evaluated for commercial uses. The site is located in the Developing Tier as reflected in the General Plan. The *Approved Countywide Green Infrastructure Plan* identifies a portion of the site within the designated network as a network gap. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property.

#### **Master Plan Conformance**

The current master plan for this area is the 2009 *Approved Subregion 5 Master Plan and Sectional Map Amendment*. The sectional map amendment (SMA) retained the subject property in the C-M Zone. The following policies and strategies have been determined to be applicable to the subject application:

- **Protect primary corridors (Mattawoman Creek, Piscataway Creek and Tinkers Creek) during the review of land development proposals to ensure the highest level of preservation and restoration possible. Protect secondary corridors to restore and enhance environmental features, habitat and important connections.**
- **Protect the portions of the green infrastructure network that are outside the primary and secondary corridors to restore and enhance environmental features, habitat, and important connections.**
- **Continue to implement the county's Woodland Conservation and Tree Preservation Ordinance, which places a priority on the preservation of woodlands in conjunction with floodplains, wetlands, stream corridors, and steep slopes and emphasizes the preservation of large, contiguous woodland tracts.**
- **Preserve habitat areas to the fullest extent possible during the land development process.**

The subject property is within the watershed of a designated primary corridor (Piscataway Creek); however, there is only a limited area within the boundaries of the subject application within the countywide designated green infrastructure network. The primary management area (PMA) is wooded and is proposed to remain with only a minor encroachment. The property is isolated from the main components of the countywide green infrastructure network by a major roadway (MD 210). This results in limited opportunities to preserve a large block of woodlands; however, the highest priority woodlands are proposed to be preserved within the PMA. The development proposal is in conformance with the Subregion 5 Master Plan by preserving the significant environmental features that exist on-site to the fullest extent possible.

### **Green Infrastructure Plan Conformance**

The green infrastructure network, identified in the *Approved Countywide Green Infrastructure Plan*, is a comprehensive framework for conserving significant environmental ecosystems in Prince George's County. The network is divided into three categories: Regulated Areas, Evaluation Areas, and Network Gaps of countywide significance. The western half of the site is designated as a network gap. There are no sensitive environmental features or sensitive habitat areas in this location.

While the property does not contain regulated features of countywide significance identified within the designated network of the Countywide Green Infrastructure Plan, it does contain a regulated stream within a PMA that is proposed to be preserved with only a minor encroachment.

### **Environmental Review**

An approved Natural Resources Inventory, NRI-011-10, was submitted with the application. The plan shows that a stream is located on the eastern end of the site. There are no wetlands or 100-year floodplain on the property. The forest stand delineation notes one forest stand totaling 2.64 acres with five specimen trees. The information on the NRI is correctly shown on the preliminary plan and the Type 1 tree conservation plan (TCP1).

The property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the site is greater than 40,000 square feet in area, contains more than 10,000 square feet of woodland, and does not have a previously approved tree conservation plan. A Type 1 Tree Conservation Plan (TCP1-005-11) was submitted with the review package.

The subject site has a woodland conservation requirement, which is proposed to be satisfied with on-site woodland preservation and payment of a fee-in-lieu. A total of 0.85 acre of woodland conservation is currently indicated in the TCP worksheet. However, the woodland conservation worksheet shown on the TCP1 does not reflect the accurate area of woodland cleared. Farmington Road East is a master-planned arterial roadway. The area of proposed dedication along the frontage of Farmington Road East must be included in the calculation for "woodland cleared" for future construction of the roadway. When the correct calculation for woodland cleared is used in the worksheet, the total woodland conservation required will increase and the area available for woodland preservation will decrease. Overall, the site will meet the woodland conservation requirement through a combination of on-site woodland preservation and fee-in-lieu, which will be determined once the woodland conservation worksheet is revised on the TCP1 prior to signature approval.

The subject property must demonstrate compliance with the tree canopy coverage (TCC) requirements of Division 3, Subtitle 25. The requirement in the C-M Zone is ten percent of the gross tract area. The subject property is 2.64 acres, resulting in a tree canopy requirement of 0.26 acre. A conceptual landscape plan is not required for review with a preliminary plan application and has not been submitted. During the review of the Type 2 tree conservation plan (TCP2) and detailed site plan, compliance with Subtitle 25, Division 3: Tree Canopy Coverage Ordinance will be evaluated.

**Designated Scenic or Historic Roadway**

Farmington Road East is designated as a historic road in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and has the functional classification of an arterial. Any improvements within the right-of-way of a historic road are subject to approval by the Department of Public Works and Transportation (DPW&T) under the Design Guidelines and Standards for Scenic and Historic Roads.

The Landscape Manual addresses the requirements with regard to buffering of scenic and historic roads. These provisions will be evaluated at the time of detailed site plan review. Per the approved Landscape Manual, a designated historic road in the Developing Tier requires that a minimum 20-foot-wide buffer be provided along the frontage of the historic road. The 20-foot-wide scenic buffer is required to be provided adjacent to the right-of-way.

An inventory of significant visual features for the right-of way and site may be required for the evaluation of the historic road viewshed. A viewshed inventory report for Farmington Road East, as it pertains to the proposed Farmington Carwash, was submitted on April 27, 2011. The inventory states that the current viewshed landscape of the site is slightly upland with mid-succession woodlands and that the development will include landscaping along the frontage of Farmington Road East to maintain a visually appealing corridor. The viewshed looking east towards the proposed driveway into the car wash will largely be maintained because the majority of existing woodland within the stream buffer will not be disturbed.

When a roadway is designated as historic, it is because it is located in its historic alignment and there is an expectation that historic features will be found along its length, although not on every property. Roadways are a linear element, and the intention of the scenic buffer is to preserve or enhance the extent of the roadway and enhance the travel experience if scenic qualities or historic features have not been preserved.

A detailed site plan is recommended for the site to ensure that the design of the scenic buffer and any entrance features proposed along Farmington Road are in keeping with the desired visual characteristics of the historic road; integrated into an overall streetscape treatment along Farmington Road East with regard to signage, materials, and plant species choices; and coordinated with the entrance feature and landscape treatment proposed for the development.

**Mount Vernon Viewshed Area of Primary Concern**

The subject property is located in the Mount Vernon Viewshed Area of Primary Concern, which has been delineated as an evaluation tool for the protection of the Mount Vernon viewshed. Properties located within the area of primary concern are generally referred to the National Park Service, National Capital Region, for analysis of the location and elevation of the subject property, the elevation of structures proposed on the site, and vegetative screening located between the subject property and Mount Vernon as the viewpoint.

The elevation of the subject property ranges from 66 feet adjacent to Indian Head Highway (MD 210) to the northwest to a falling elevation into the Piscataway Creek stream valley at the northeast corner of the site. The elevation of the site is consistent with the elevation of Indian Head Highway in this area. On the west side of Indian Head Highway, there is a 300 foot-wide buffer of existing woodlands sloping down towards the Piscataway Creek stream valley. Assuming that the height of the existing vegetation is a minimum of 35 feet in elevation, if the construction proposed on the site does not exceed 35 feet in height, then there should be no impact to the viewshed. However, in the C-M Zone, the only limit on the height of buildings is the ability to provide additional setbacks when the building exceeds 30 feet in height. For example, a building of 50 feet in height has a total building setback from the street of 26.6 feet (10 feet plus one-third of the total building height if over 30 feet in height). A referral to the National Park Service for an evaluation of potential impacts to the Mount Vernon viewshed should be reviewed at the time of detailed site plan when building and structures are proposed. The review and approval of a preliminary plan does not include improvements on the property; therefore, the appropriate time for the viewshed impact analysis is at the time of DSP.

6. **Primary Management Area (PMA)**—This site contains regulated environmental features that are required to be protected under Section 24-130 of the Subdivision Regulations. The on-site regulated environmental features include a stream valley with its associated 75-foot-wide stream buffer. Section 24-130(b)(5) of the Subdivision Regulations states:

- (5) **Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible. Any lot or parcel proposed for development shall provide a minimum of one acre of contiguous land area exclusive of any land within regulated environmental features in a configuration that will support the reasonable development of the property. This limitation does not apply to open space and recreational parcels. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.**

Impacts to the regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by the County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewer lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts

for development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code.

If impacts to regulated environmental features are proposed, a statement of justification must be submitted in accordance with Section 24-130 of the Subdivision Regulations. A statement of justification for the proposed impacts was submitted on May 26, 2011.

The preliminary plan proposes impacts to the primary management area (PMA) in order to install two stormwater management/bioretenion areas, stormwater outfalls, and road improvements to Farmington Road East. The two stormwater management/bioretenion areas and the associated outfalls are proposed on the perimeter of the PMA. There is also a proposed impact to the PMA for the drive aisle that leads to the car wash.

All of the proposed impacts have been minimized by the use of a retaining wall to reduce grading into the PMA. The stormwater management features have been designed to meet current Maryland Department of the Environment (MDE) environmental site design standards and criteria to the maximum extent practicable; however, there is insufficient design information available at this time to fully evaluate the need for the impact of the drive aisle for the car wash.

Impacts related to stormwater management are considered necessary for the orderly development of the subject property. The impacts cannot be avoided because they are required by other provisions of the County Code. The development is providing full environmental site design standards with 100 percent water quality and quantity, and the impacts have been designed to minimize, to the fullest extent possible, impacts to the PMA.

Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the tree conservation plan submitted for review. The impacts proposed in concept are for the installation of two stormwater management/bioretenion areas, their associated stormwater outfalls, and road improvements to Farmington Road East because these site features cannot be avoided. The impact proposed for the drive aisle should be evaluated at the time of TCPII or detailed site plan review when more design information is available. The impacts are a total disturbance of the PMA of 7,867 square feet.

The proposed site design and statement of justification show that the proposed impacts demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible. All of the impacts proposed in the statement of justification are approved.

7. **Variance to Section 25-122(b)(1)(G)**—A total of five specimen trees were identified, located, and evaluated on the overall site. Information on these trees is provided in a table on the TCP1. Specimen trees are defined as trees having a diameter at breast height (DBH) of 30 inches or more; trees having 75 percent or more of the DBH of the current champion of that species; or a particularly impressive or unusual example of a species due to its size, shape, age, or any other

trait that epitomizes the character of the species. None of the trees on the site are considered "champion trees" because they are not the largest of their species in the country, state, or county.

A variance request to Section 25-122(b)(1)(G) of the Woodland and Wildlife Habitat Conservation Ordinance was received on April 27, 2011 for the removal of three specimen trees located on the subject property. Specimen Trees 1, 4, and 5 were included in the evaluation below.

The trees have been evaluated as to whether they were located in a high priority area for preservation and whether their condition warranted a redesign of the site to ensure their preservation. The table below summarizes the recommendations.

In summary, the removal of the **three specimen trees** is supported as discussed below.

Tree for which Variance is Requested	Comment	Recommendation
ST-#1	Within the proposed driveway into car wash	Support variance for removal
ST-#4	Within the limits of grading of parking area	Support variance for removal
ST-#5	Within the limits of grading of parking area	Support variance for removal

Section 25-119(d) contains six required findings [text in bold below] to be made before a variance from the Woodland and Wildlife Habitat Conservation Ordinance can be granted. An evaluation of this variance request with respect to the required findings is provided below.

**(A) Special conditions peculiar to the property have caused the unwarranted hardship;**

The property is an irregular shape and relatively small. Farmington Road East is a designated historic road and master-planned arterial roadway. Right-of-way dedication and frontage improvements in accordance with DPW&T standards are required. The configuration limits the developable area of the property.

**(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas;**

If other constrained properties encounter trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

**(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants;**

If other constrained properties encountered trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

**(D) The request is not based on conditions or circumstances which are the result of actions by the applicant;**

The property is relatively small and is a peculiar triangle shape. The site contains a stream valley and its associated 75-foot-wide stream buffer. The PMA compounded with the shape makes the development of the site difficult. The site has been designed to minimize impacts to the PMA and to preserve the two healthier specimen trees. The three specimen trees proposed to be removed are in fair to poor condition.

**(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and**

The request to remove the trees does not arise from any condition on a neighboring property.

**(F) Granting of the variance will not adversely affect water quality.**

Granting the variance to remove the specimen trees will not directly affect water quality because the reduction in tree cover caused by specimen tree removal is minimal. Specific requirements regarding stormwater management for the site will be further reviewed by the DPW&T.

Based on the preceding analysis, the required findings of Section 25-119(d) have been adequately addressed and **the removal of Specimen Trees 1, 4, and 5 is approved.**

8. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 20898-2010-00, was approved on November 4, 2010 and is valid until November 4, 2013. The concept plan shows two bioretention areas and the proposed use of a grass, water-quality swale. The approved concept plan contains conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with that approved plan or any subsequent revisions.
9. **Parks and Recreation**—In accordance with Section 24-134(3)(a) of the Subdivision Regulations, the subject subdivision is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development.
10. **Trails**—This preliminary plan has been reviewed for conformance with Section 24-123 of the Subdivision Regulations, the *Approved Countywide Master Plan of Transportation (MPOT)*, and the *Approved Subregion 5 Master Plan and Sectional Map Amendment* (area master plan) for pedestrian and bicyclist improvements. The site is adjacent to Farmington Road East (A-54) and Indian Head Highway (MD 210) (F-11).

The MPOT recommends Farmington Road East (A-54) for 120 feet of right-of-way. The area master plan recommends Farmington Road East for both a sidepath and a shared-use road



(page 259). The road is currently open section and does not have a shoulder for bicycle use. Farmington Road East is designated as a section of the Potomac National Heritage Scenic Trail, and provides access to the Piscataway Park. The construction of the area master plan recommended sidepath is not recommended at this time because there are no completed feasibility studies for a sidepath on Farmington Road East. Sidewalks or sidepaths could be constructed in the future by others. The shared roadway bicycle facility can be implemented by the applicant at this time because the road is currently open section and there is no shoulder for bicycle use. It is recommended that the applicant provide for one bicycle warning sign assembly (W11-1 sign over a "Share the Road" plaque W16-1) on Farmington Road East in accordance with state requirements to warn motorists of the presence of bicyclists. It is also recommended that, if road frontage improvements are required, the applicant construct a shoulder for bicyclists along the entire subject property frontage.

Indian Head Highway (MD 210) is recommended for a sidepath from Berry Road (MD 228) to the Capital Beltway (I-95/495) in the area master plan (page 119). Indian Head Highway (F-11) is a variable right-of-way between Berry Road and the Capital Beltway. Indian Head Highway has a wide shoulder that is used by bicyclists at this time, and there is another master-planned trail approved for the west side of the road. Construction of the master plan recommended sidepath is not recommended at this time because there are no completed feasibility studies for a sidepath on Indian Head Highway at this time.

11. **Transportation**—The proposed application is to develop the property as a commercial development, with a car wash of 6,000 square feet and retail space of 5,200 square feet. The table below summarizes trip generation for each use, and highlights the critical numbers for trip generation in each peak hour that will be used for the analysis and for formulating a trip cap for the site:

4-10013, Farmington Carwash	Use Quantity	Use Type	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Car Wash	6,000	Sq. feet	0	0	0	42	43	85
Retail	5,200	Sq. feet	16	11	27	31	31	62
<b>Total</b>			<b>16</b>	<b>11</b>	<b>27</b>	<b>73</b>	<b>74</b>	<b>147</b>

The retail trip generation is estimated using trip rates in the "Guidelines for the Analysis of the Traffic Impact of Development Proposals." The car wash trip generation is obtained using rates from the *Trip Generation Manual* (Institute of Transportation Engineers), as described below:

- The trip generation for the retail space indicates total trip generation. The traffic study incorporates a 60 percent pass-by rate to account for trips that are currently using the adjacent roadway. The net retail trips are 11 AM peak hour trips and 25 PM peak hour trips.

- The trip generation for the car wash indicates total trip generation. The traffic study incorporates a 40 percent diversion rate from Indian Head Highway (MD 210) to represent weekday peak hour trips that would divert from that highway. The net car wash trips are 0 AM peak hour trips and 51 PM peak hour trips.

The traffic generated by the proposed preliminary plan would impact the following critical intersections, interchanges, and links in the transportation system:

- Indian Head Highway (MD 210) and Farmington Road East (signalized)
- Farmington Road East and Fir Street/site access (unsignalized)
- Farmington Road East and Livingston Road/Berry Road (MD 228) (unsignalized/all-way stop)

The application is supported by a traffic study dated October 2010 provided by the applicant and referred to the Maryland State Highway Administration (SHA) and DPW&T. Comments from DPW&T and SHA have been received. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the guidelines.

The subject property is located within the Developing Tier as defined in the General Plan. As such, the subject property is evaluated according to the following standards:

**Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the guidelines.

**Unsignalized intersections:** *The Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal if deemed warranted by the appropriate operating agency.

The following critical intersections, interchanges, and links identified above, when analyzed with existing traffic using counts taken in early September 2010 and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 210 and Farmington Road East	1,546	1,397	E
Farmington Road East and Fir Street/site access	10.4*	10.2*	--	--
Farmington Road East and Livingston/Berry Roads	131.3*	42.7*	--	--

\*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. Background traffic has been developed for the study area using the approved but unbuilt development in the immediate area and 2.0 percent annual growth rate in through traffic along the study area roadways over a three-year period. The three-year build out is considered to be acceptable for this proposal. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 210 and Farmington Road East	1,562	1,491	E
Farmington Road East and Fir Street/site access	10.9*	10.7*	--	--
Farmington Road East and Livingston/Berry Roads	204.9*	88.5*	--	--

\*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.

The following critical intersections, interchanges, and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the guidelines, including the site trip generation as described above and the distribution as described in the traffic study, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 210 and Farmington Road East	1,564	1,513	E
Farmington Road East and Fir Street/site access	11.5*	12.7*	--	--
Farmington Road East and Livingston/Berry Roads	207.5*	99.8*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

It is found that only the site access operates acceptably under total traffic in either one or both peak hours. In response to the other inadequacies, the applicant proposes the following:

**MD 210 and Farmington Road East**

In response to the inadequacy at this intersection, the applicant has proffered mitigation. This intersection is eligible for mitigation under the fourth criterion in the *Guidelines for Mitigation Action* (County Council Resolution CR-29-1994). The traffic study recommends the following improvements:

- a. On the westbound Farmington Road East approach, widen the approach to provide three lanes, with an exclusive left-turn lane, an exclusive through lane, and an exclusive right-turn lane.

DPW&T and SHA reviewed this proposal and neither agency opposed the mitigation recommendation. DPW&T did not oppose the mitigation, given that SHA has jurisdiction for permitting modifications at this location. SHA concurred with the recommendation. The impact of the mitigation actions at this intersection is summarized as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
	MD 210 and Farmington Road East			
Background Conditions	E/1562	E/1491		
Total Traffic Conditions	E/1564	E/1513	+2	+22
Total Traffic Conditions w/Mitigation	E/1558	E/1480	-6	-33

The options for improving this intersection to LOS D, the policy level of service at this location, are somewhat limited. Additional through lanes along MD 210 through the intersection could be

effective; given the size of the proposal versus the potential cost of such a widening, however, the applicant has opted for a smaller-scale improvement.

As the CLV at the critical intersection is between 1,450 and 1,813 during both peak hours, the proposed mitigation actions must mitigate at least 150 percent of the trips generated by the subject property, according to the guidelines. The above table indicates that the proposed mitigation action would mitigate at 300 percent of site-generated trips during the AM peak hour and 150 percent during the PM peak hour. **Therefore, the applicant's proposed mitigation at Indian Head Highway (MD 210) and Farmington Road East meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Regulations in considering traffic impacts.**

#### **Farmington Road East and Livingston Road/Berry Road**

At the Farmington Road East and Livingston Road/Berry Road intersection, the following are recommended:

- a. This intersection operates inadequately during both peak hours as an unsignalized intersection. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal if it is deemed warranted by the appropriate operating agency. The warrant study is, in itself, a more detailed study of the adequacy of the existing unsignalized intersection. With a signal in place, it is estimated that the intersection would operate at LOS B in the AM peak hour with a CLV of 1,128; in the PM peak hour, it would operate at LOS B with a CLV of 1,024.

The traffic study was referred to and reviewed by DPW&T and SHA. SHA raised no issues. DPW&T raised a minor issue about the distribution of trips from one of the background developments. In researching the matter, it was determined that the assignment of the site toward MD 210 was a little low. However, it was determined that a change in traffic assignment from the background development would not have an impact upon the transportation recommendations. Also, DPW&T recommends that a left-turn bay be provided at the site entrance along Farmington Road East to ensure that turning vehicles do not cause a backup extending to the signal at MD 210. Given that Farmington Road East is currently very narrow at this location, and that a single left-turning vehicle could very quickly cause a major backup, this recommendation is a reasonable response regarding the finding in Section 24-125 of the Subdivision Regulations, and should be carried forward.

#### **Reservation**

With regard to the master plan for the site, the site is adjacent to Indian Head Highway (MD 210) and Farmington Road East. Indian Head Highway (MD 210) is a master plan freeway facility. Adequate right-of-way has either been dedicated or deeded in the past and, based on the information at hand, no further right-of-way is required along MD 210.

Farmington Road East is a planned arterial facility (A-54) linking MD 210 with Clinton, and following existing Woodyard Road (MD 223) along most of its length. The plan provides for

dedication of 60 feet from centerline. The master plan, as developed, requires approximately 85 to 90 feet of right-of-way on the north side of the existing centerline.

Given the constraints on the site and the need posed by the master plan, it was determined that the plan should be referred for reservation in accordance with Section 24-139(b) of the Subdivision Regulations. The referrals were done on May 25, 2011, and the referral responses were received. SHA determined that a widening of the adjacent section of Farmington Road East was not part of SHA's highway needs inventory and, for that reason, SHA could not justify the ultimate purchase of additional right-of-way at this location to support future SHA improvements. DPW&T stated that the proposed dedication by the applicant was acceptable, with no reservation of additional right-of-way being needed. In this circumstance, neither agency's response regarding reservation was affirmative. Therefore, it is not recommended that the Planning Board place portions of the master-planned right-of-way into reservation.

Given the findings above, the dedication of 60 feet from centerline along Farmington Road East is deemed acceptable as a means of fulfilling the right-of-way requirements set out by the master plan along Farmington Road East.

**Variation to Section 24-121(a)(3)**

The site has frontage on Indian Head Highway (MD 210) and Farmington Road East. The site currently is undeveloped and has no access. Indian Head Highway (MD 210) is a state-maintained roadway and is designated as a freeway. Access to MD 210 from the site should be denied and reflected on the record plat. Farmington Road East is classified as an arterial roadway and, pursuant to Section 24-121(a)(3) of the Subdivision Regulations, for lots that front on arterial roadways, these lots shall be developed to provide direct vehicular access to either a service road or an interior driveway. This requirement requires an applicant to develop alternatives to direct access onto an arterial or higher classification roadway. The applicant has submitted a variation request for one driveway access onto the north side of Farmington Road East, which will be the sole point of access for the subject property.

Section 24-113(a) of the Subdivision Regulations sets forth the required findings for approval of variation requests as follows in **bold**:

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**

As discussed below, the approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the

requirements of Section 24-121(a)(3) could result in inadequate access to develop the subject property.

- (1) **The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;**

The proposed entrance improvements have been reviewed by DPW&T and, although the plans will be subject to further review by DPW&T, to date, no negative comments have been provided with regard to the proposed access to and from this location. The access point has been designed to provide safe ingress and egress to the proposed development, so as to not jeopardize the flow of traffic along A-54. Construction of the entrance will be in accordance with all requisite agency approvals, as to design standards. The access is positioned approximately 580 feet east of the signalized intersection at Indian Head Highway (MD 210). The proposed access point from Farmington Road East provides the only viable access to a public right-of-way, as the access to MD 210 is recommended to be denied by this preliminary plan. Therefore, it is determined that this finding has been met for the variation request.

- (2) **The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The subject property and conditions on which the variation is based are unique since the property is encumbered to the east by environmental features, to the north and west by MD 210, and to the south by Farmington Road East. The existing environmental features result in a narrowing of the property. Access to MD 210 has been or will be denied by SHA. Consequently, in order to provide any access to the property, a driveway access directly to Farmington Road East is the only viable option. Therefore, the conditions on which the variation is based are unique to the subject property.

- (3) **The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and**

The proposed driveway will be designed in direct coordination with DPW&T in order to meet all requisite requirements and design standards. Given this evidence, granting of this variation would not constitute a violation of any other applicable law, ordinance, or regulation for a modification.

- (4) **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;**

This finding requires evidence that a particular hardship, as distinguished from a mere inconvenience, would result for the owner if the variation were not granted. The property is encumbered by regulated environmental features along its eastern edge and by MD 210 to the north and west. The regulated environmental features are required to be preserve to the fullest extent possible, which will result in a reduction to the building envelope of the site. Access to MD 210 is recommended to be denied by this preliminary plan. The proposed driveway to Farmington Road East will be the sole access to the subject property, and there are no other nearby opportunities to access other public streets. It is apparent that if the strict interpretation of the regulations were to be followed and access to Farmington Road East is denied, the owners of the property would incur harm and could lead to the elimination of any development on the site because property would be essentially land locked with no adequate access.

In summary, it is determined that the findings for approval of the access point can be made consistent with the applicant's justification. With the provision of an eastbound left-turn bay at the site access opposite existing Fir Street, it is determined that the driveway can be provided safely without detriment to traffic along Farmington Road East. The site is unique in that Farmington Road East is the only reasonable alternative for access, access is recommended to be denied and would not be desirable to MD 210, and there are no other available public streets. The site is not large enough to warrant its own public street. Therefore, approval is recommended for the variation from Section 24-124(a)(3) for access from the site onto Farmington Road East.

Based on the preceding findings, it is determined that adequate access roads will exist as required by Section 24-124 of the Subdivision Regulations.

12. **Schools**—The proposed preliminary plan has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (County Council Resolutions CR-23-2001 and CR-38-2002) and concluded that the subdivision is exempt from a review for schools because it is a nonresidential use.
13. **Fire and Rescue**—The proposed preliminary plan has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)–(E) of the Subdivision Regulations.



Fire/EMS Company #	Fire/EMS Station Name	Service	Address	Actual Travel Time (minutes)	Travel Time Guideline (minutes)	Within/Beyond
24	Accokeek	Engine	16111 Livingston Rd.	3.23	3.25	Within
24	Accokeek	Ladder Truck	16111 Livingston Rd.	3.23	4.25	Within
24	Accokeek	Ambulance	16111 Livingston Rd.	3.23	4.25	Within
47	Silesia	Paramedic	10900 Fort Washington Rd.	5.61	7.25	Within

**Capital Improvement Program (CIP)**

There are no Capital Improvement Program (CIP) projects for public safety facilities proposed in the vicinity of the subject site.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

14. **Police Facilities**—The proposed development is within the service area of Police District IV, Oxon Hill. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department, and the July 1, 2009 (U.S. Census Bureau) county population estimate is 834,560. Using 141 square feet per 1,000 residents, it calculates to 117,672 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.
15. **Water and Sewer**—Section 24-122.01(b)(1) of the Subdivision Regulations states that "the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval."

The 2008 *Water and Sewer Plan* placed this property in "dormant" water and sewer Category 3, Community System. An active Category 3, obtained through the administrative amendment procedure, must be approved before recordation of a final plat.

16. **Health Department**—The Prince George's County Health Department has evaluated the proposed preliminary plan of subdivision and notes that the existing abandoned shallow well and three monitoring wells will need to be backfilled and sealed by a licensed well driller in accordance with Code of Maryland Regulations (COMAR) 26.04.04.
17. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public utility company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The preliminary plan of subdivision correctly delineates a ten-foot public utility easement (PUE) along the public rights-of-way as requested by the utility companies.

18. **Historic**—A Phase I archeological survey is not recommended on the above-referenced 2.65-acre property located at the intersection of Farmington Road East and Indian Head Highway (MD 210) in Accokeek, Maryland. 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 house was built on the property between 1938 and 1957. A portion of the site has been impacted by the construction of the house, the expansion of Farmington Road East, and the construction of Indian Head Highway. The subject property is in close proximity to Piscataway Creek and a number of previously identified archeological sites. However, previous construction on and near the subject property has likely disturbed any archeological resources.

However, Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies, or federal permits are required for a project.

19. **Residential Conversion**—The subject application is not proposing any residential development; however, if a residential land use were proposed, a new preliminary plan should be required. There exists different adequate public facility tests comparatively between residential and nonresidential uses, and there are considerations for recreational components for a residential subdivision. A new preliminary plan should be required if residential development is to be considered.
20. **Detailed Site Plan**—A car wash is a permitted use in the C-M Zone subject to detailed site plan approval pursuant to Section 27-461(b), Table of Uses, Footnote 24, of the Zoning Ordinance. A detailed site plan is required for the car wash use and is not generally required for all uses in the C-M Zone. However, as discussed throughout this report, the subject site is located within the Accokeek community and the Mount Vernon Viewshed Area of Primary Concern, at a highly-visible intersection of Indian Head Highway (MD 210), and has frontage on a historic road, Farmington Road East. Maintaining a rural character in the Accokeek community is the key planning theme in the Approved Subregion 5 Master Plan. The Accokeek Development Review District Commission expressed concern about the appearance and compatibility of nonresidential uses with the rural character of this community. Properties located within the Mount Vernon Viewshed Area of Primary Concern should be analyzed on the elevation of the site and proposed structures by the National Park Service. The site’s highly-visible location with frontage on a historic road warrants special attention and coordination to the design of the scenic buffer and any entrance features and lighting to ensure that the design is integrated into the streetscape along Farmington Road East and in keeping with the characteristics of the community. Therefore, a

⊛ detailed site plan shall be required for, but not limited to, architecture, signage, landscaping, and lighting, to be approved by the Planning Board prior to building permits.

Pursuant to Section 27-270, Order of Approvals, of the Zoning Ordinance, a detailed site plan (DSP) is normally required prior to approval of the final plat of subdivision. However, in this case, approval of the DSP will have no bearing on the proposed parcel. Therefore, staff recommends that the DSP could occur prior to building permits and not prior to final plat as provided for in Section 27-270(a)(5), which allows for modification of the Orders of Approval if technical staff determines that the site plan approval will not affect final plat approval.

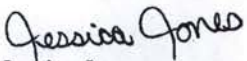
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Vaughns and Parker voting in favor of the motion, and with Commissioner Cavitt opposing the motion at its regular meeting held on Thursday, June 30, 2011, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28<sup>th</sup> day of July 2011.

Patricia Colihan Barney  
Executive Director

By   
Jessica Jones  
Planning Board Administrator

PCB:JJ:QN:arj

APPROVED AS TO LEGAL SUFFICIENCY.

  
M-NCPPC Legal Department

Date 7/6/11

# THE PRINCE GEORGE'S COUNTY GOVERNMENT



DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION  
OFFICE OF ENGINEERING  
9400 PEPPERCORN PLACE, SUITE 420  
LARGO, MARYLAND 20774  
(301) 883-5730



## STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: FARMINGTON ROAD CARWASH (FPS#201215)  
APPLICANT'S NAME: Eric Shim  
ENGINEER: Huron Consulting

CASE #: 20898-2010-01

### REQUIREMENTS:

Technical Review is required for PUBLIC/PRIVATE Storm Drain/SWM Construction.

Type of Storm Drainage/SWM Construction is PRIVATE.

These additional approvals are required: MNCPPC.

These fees apply: REVIEW, FEE-IN-LIEU.

These bonds apply: None.

Required water quality controls: BIORETENTION, GRASS SWALE.

Required water quantity controls: None.

A maintenance agreement is required.

No special conditions apply.

Required easements: SURFACE DRAINAGE.

Storm Water Management fee payment of \$7,312.00 in lieu of providing on-site attenuation/quality control measures.  
(Fee-In-Lieu subject to change during technical review.)

### CONDITIONS OF APPROVAL:

1. AT THE TIME OF BUILDING PERMIT REVIEW, PLEASE PROVIDE THE REVIEWER WITH A GEOTECHNICAL REPORT TO DETERMINE UNDERGROUND WATER TABLE AS PER CB-94-2004.
2. A FLOODPLAIN STUDY IS REQUIRED FOR AREAS WITH GREATER THAN 50 ACRES OF DRAINAGE
3. NO STRUCTURES TO BE BUILT WITHIN 25 FEET OF THE 100-YEAR FLOODPLAIN
4. PROOF OF OFF-SITE GRADING PERMISSION IS REQUIRED PRIOR TO BUILDING PERMIT ISSUANCE.
5. SITE DEVELOPMENT PERMIT REQUIRED TO INCLUDE ULTIMATE R/W FRONTAGE IMPROVEMENTS, INCLUDING STORM DRAINAGE, STREET TREES AND STREET LIGHTING
6. ULTIMATE RIGHTS-OF-WAY CONVEYANCE IS REQUIRED PRIOR TO BUILDING PERMIT ISSUANCE. 26 FEET FROM THE ULTIMATE CENTERLINE OF FARMINGTON ROAD EAST.
7. SHA APPROVAL REQUIRED
8. A 'TREE CARE PERMIT' MUST BE OBTAINED FROM THE MARYLAND DNR FOREST SERVICE PRIOR TO BUILDING PERMIT AND/OR A SITE DEVELOPMENT PERMIT BEING ISSUED FOR ANY DEVELOPMENT THAT WILL RESULT IN THE TRIMMING, CUTTING, REMOVAL, OR INJURY OF A ROADSIDE TREE UNLESS THE REMOVAL OF THE ROADSIDE TREE OR TREES HAVE BEEN ADDRESSED THROUGH THE APPROVAL OF A TYPE II TREE CONSERVATION PLAN
9. THE PROPOSED VEHICLE CLEANING QUALITY IS A STORMWATER HOTSPOT. THEREFORE, POLLUTION PREVENTION PLAN IS REQUIRED.
10. A STREET CONSTRUCTION PERMIT FOR FARMINGTON ROAD EAST IMPROVEMENTS FROM DPW&T IS REQUIRED. A SITE DEVELOPMENT FINE GRADING PERMIT IS ALSO REQUIRED FOR THE PROPOSED FACILITY.

11. APPLICANT IS TO SHOW ANY WETLANDS ON PLAN AND OBTAIN NECESSARY PERMITS FROM REGULATING AGENCIES IF APPLICABLE.

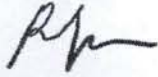
12. MNCPPC APPROVAL OF THE SITE DEVELOPMENT PLAN FOR THIS SITE IS REQUIRED PRIOR TO RELEASE OF DPW&T SITE DEVELOPMENT PERMIT.

REVIEWED BY MS.

11/27/12-REVISED CONCEPT. SUPERSEDES PREVIOUS APPROVAL DATED 11/04/2010.

REVIEWED BY MS.

APPROVED BY:



Rey De Guzman

APPROVAL DATE: November 27, 2012  
 EXPIRATION DATE: November 27, 2015

FOR OFFICE USE ONLY

ADC MAP:	5997-B1	200 SHEET:	219SE01
STREET NAME:	FARMINGTON RD		
WATERSHED:	60-Fiscataway Creek		
NUMBER OF DUS:	0	COST PER DWELLING:	0

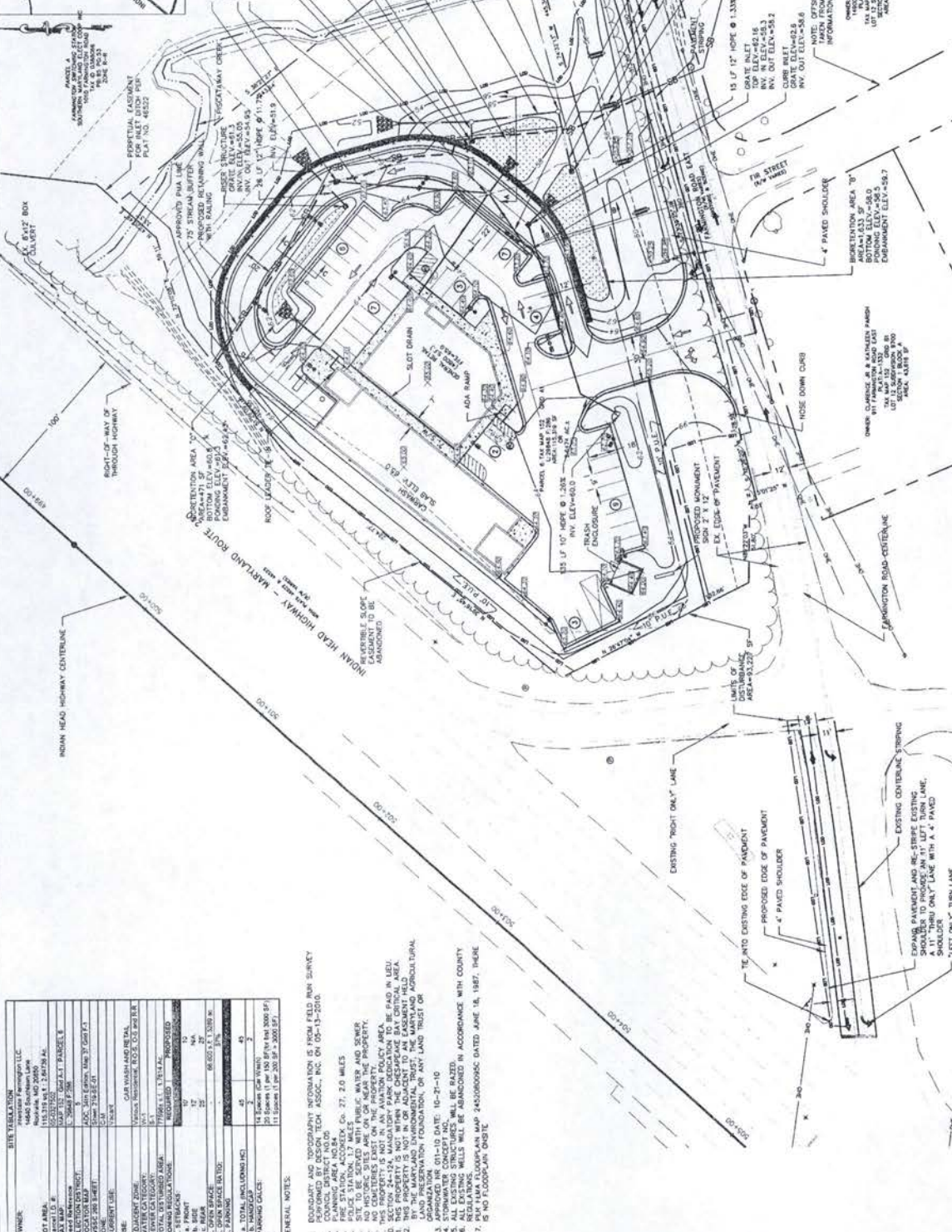
CC: APPLICANT, SCD, PERMITS  
 P.G.C. FORM#3693 (REV 04/93)



NO.	DATE	DESCRIPTION

STORMWATER MANAGEMENT CONCEPT  
 FARMINGTON ROAD - CAR WASH  
 PRINCE GEORGE'S COUNTY, MARYLAND

SCALE: HORIZONTAL 1" = 30'  
 VERTICAL 1" = 10'  
 PROJECT NO.: 855-100  
 DRAWING NO.: SWM-1  
 SHEET: 1 OF 2  
 DATE: 5-11-2012



STORMWATER MANAGEMENT APPROVED CONCEPT PLAN  
 NUMBER: 2008-9010-2  
 APPROVAL DATE: October 5, 2012  
 REVIEWER: [Signature]

PROFESSIONAL CERTIFICATION  
 I, [Name], a duly licensed Professional Engineer, certify that I am a duly licensed Professional Engineer under the laws of the State of Maryland.  
 LICENSE NO. 12558, EXPIRATION DATE: [Date]

PERMITS SCHEDULE	REQUIRED	PROCESSED
1. TOTAL (INCLUDING THIS)	43	0
2. PREVIOUSLY OBTAINED	14	14
3. REMAINING	29	0

DATE: MAY 15, 2012  
 TIME: 10:00 PM  
 SCALE: 1" = 3000 FT.  
 SHEET: 1 OF 2

**GENERAL NOTES:**

- BOUNDARY AND TOPOGRAPHY INFORMATION IS FROM FIELD SURVEY.
- COUNCIL DISTRICT 20 (D), PRINCE GEORGE'S COUNTY, MARYLAND.
- PROJECT ADDRESS: ACCOSEEK RD, 27.20 ACRES.
- PURPOSE: CAR WASH AND RETAIL.
- ADJACENT ZONE: COMMERCIAL, INDUSTRIAL, OFFICE AND PROFESSIONAL SERVICE.
- ADJACENT PROPERTY: ACCOSEEK RD, 27.20 ACRES.
- ADJACENT OWNER: ACCOSEEK RD, 27.20 ACRES.
- ADJACENT ADDRESS: ACCOSEEK RD, 27.20 ACRES.
- ADJACENT ZONE: COMMERCIAL, INDUSTRIAL, OFFICE AND PROFESSIONAL SERVICE.
- ADJACENT PROPERTY: ACCOSEEK RD, 27.20 ACRES.
- ADJACENT OWNER: ACCOSEEK RD, 27.20 ACRES.
- ADJACENT ADDRESS: ACCOSEEK RD, 27.20 ACRES.
- ADJACENT ZONE: COMMERCIAL, INDUSTRIAL, OFFICE AND PROFESSIONAL SERVICE.
- ADJACENT PROPERTY: ACCOSEEK RD, 27.20 ACRES.
- ADJACENT OWNER: ACCOSEEK RD, 27.20 ACRES.
- ADJACENT ADDRESS: ACCOSEEK RD, 27.20 ACRES.

1 STORMWATER MANAGEMENT CONCEPT PLAN VIEW

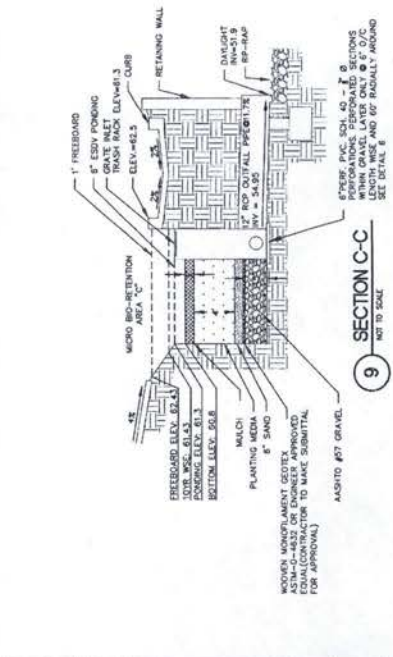
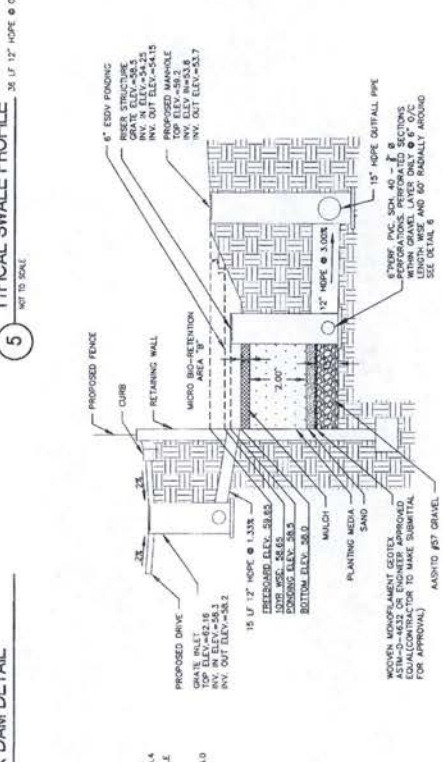
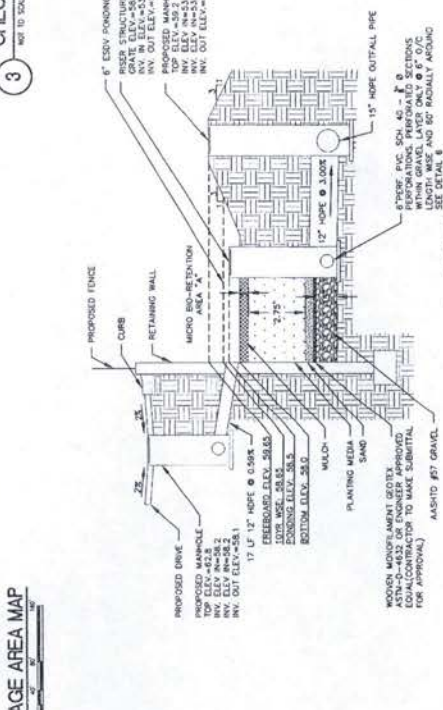
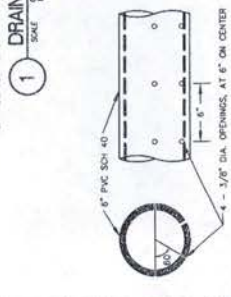
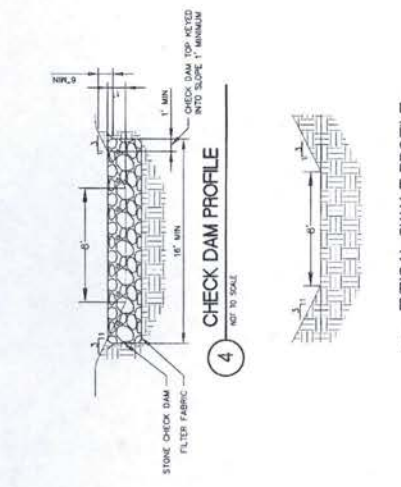
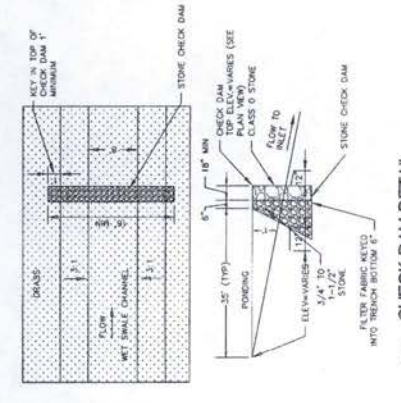
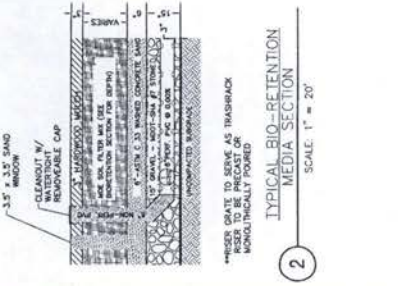
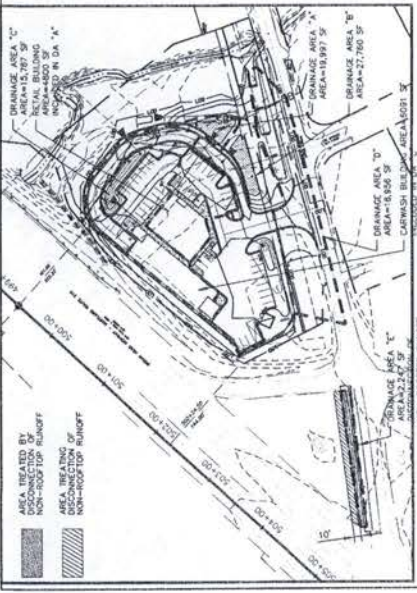
SCALE: 1" = 30'



EXISTING RIGHT ONLY LAKE  
 PROPOSED EDGE OF PAVEMENT  
 4' PAVED SHOULDER  
 EXISTING CENTERLINE STRIPING  
 EXPANDED PAVEMENT AND RE-SURFACE EXISTING SHOULDER TO PROPOSED 11' LEFT TURN LANE SHOULDER TO PROPOSED RIGHT ONLY LAKE WITH A 4' PAVED SHOULDER  
 'LEFT ONLY' TURN LANE



SCALE	N/A
PROJECT NO.	835-100
DRAWING NO.	SWM-2
SHEET	2 OF 2
DATE	5-1-2012



PROFESSIONAL CERTIFICATION:  
 I HEREBY CERTIFY THAT THE WORK WAS PREPARED OR  
 SUPERVISED BY ME OR THAT I AM A QUALIFIED  
 PROFESSIONAL ENGINEER UNDER THE LAWS OF THE  
 STATE OF MARYLAND  
 LICENSE NO. 12588 EXPIRATION DATE: 5-1-2012

## Grover, Ruth

---

**From:** clw1940@comcast.net  
**Sent:** Thursday, May 30, 2013 6:46 PM  
**To:** Grover, Ruth  
**Cc:** Clifford Woods  
**Subject:** Farming Road Carwash Project DSP-10027

Dear Ms. Glover,

May 30, 2013

On May 15, 2013, The Accokeek Development Review District Committee met with Matthew C. Tedesco, Eric J. Shim, Perry J. Cho and Jason Azar, developers for the Farmington road car wash (DSP-10027). In reviewing their site plans we had several concerns with developing a car wash at this intersection. The proposed site development was too large and was not in line with the character of the Accokeek community. The building is designed to have corrugated metal roofs, which is not appropriate for the Accokeek community. Planting covering Historic Farmington road was not sufficient. There were too many parking spaces for a car wash (proposed 45 parking spaces). The retail store was too large and would create an excessive amount of paving and consequent run-off, which is insufficient for the environment. The ADRDC Committee did not like the 3 panel signage as presented in the site plan. The ADRDC Committee do not want to see a mini-strip shopping center at this intersection. This community already have two shopping centers in Accokeek which both of which have several vacant spaces.

In addition to the above we already have two car wash business within 1 mile of Accokeek (south and east). The Accokeek community does not feel that there is a need for another car wash in or near Accokeek. It became clear that the carwash is secondary to this development. The retail building is the key element and the developer isn't telling us what will be there. They did promise to do something about the long gray cinder block wall of the car wash that faces 210. They also promise bike racks and a bench for pedestrians. Maintain a rural character is a crucial to the Accokeek community. I just recently received an email from the Carwash Developers at the intersection of Hwy210 and Farming Road. They made several changes to their site plan as was requested by the ADRDC. They did listen and did improve the design significantly. The ADRDC continue to have doubts that the community needs or wants a car wash, but we do appreciate their willingness to listen and adjust their plans to minimize the impact of their Carwash Development as it relate to this community.

Other responses and concerns from the community are as follows:

A strip mall is not what my neighbors in Accokeek want. In our community" we are interested in services for Accokeek residents, not necessarily business development to draw in large numbers of people from other locations. The ADRDC has been struggling to maintain the "flavor" of Accokeek while embracing smart growth and a sustainable environment. With careful attention to the needs of the residents as well as the profit margin, a successful, cooperative partnership venture can be developed--one of which we can all be proud.

Concerns of the White Hall Community:

The proposed car wash is within walking distance of The White Hall Community. Concerns of this community in developing a car wash related to community character, aesthetics, and potential safety/crime implications.



There is fear that the property will have no positive impact on the community and may end up as an abandoned property. In communications the White Hall Community they expressed that they would oppose any commercial development on this piece of property.

Respectively submitted,

Clifford L. Woods Jr.  
Chairman, Accokeek Development Review District Commission  
Accokeek, Maryland 20607

## Grover, Ruth

---

**From:** clw1940@comcast.net  
**Sent:** Friday, May 31, 2013 3:26 PM  
**To:** Grover, Ruth  
**Subject:** Re: Farming Road Carwash Project DSP-10027

I have reviewed and shared with the ADRDC. They did make the changes that the ADRDC requested. But the consensus of the Accokeek Community is a carwash and or mini market is not desired at the intersection 210 and Farmington Road.

Clifford Woods  
Chairman ADRDC

---

**From:** "Ruth Grover" <[Ruth.Grover@ppd.mncppc.org](mailto:Ruth.Grover@ppd.mncppc.org)>  
**To:** [clw1940@comcast.net](mailto:clw1940@comcast.net)  
**Sent:** Friday, May 31, 2013 12:35:59 AM  
**Subject:** RE: Farming Road Carwash Project DSP-10027

Thank you for your comments on behalf of the ADRDC. Have you received the copy of the revised plan we sent you? If yes, might you want to revise your comments to react to the new plan?

Best,  
Ruth



Ruth E. Grover, M.U.P., A.I.C.P.  
Planner Coordinator  
Urban Design Section  
Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Board  
County Administration Building  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772  
301-952-4317-p  
301-953-3749-f  
[ruth.grover@ppd.mncppc.org](mailto:ruth.grover@ppd.mncppc.org)

---

**From:** [clw1940@comcast.net](mailto:clw1940@comcast.net) [<mailto:clw1940@comcast.net>]  
**Sent:** Thursday, May 30, 2013 6:46 PM  
**To:** Grover, Ruth

**Cc:** Clifford Woods

**Subject:** Farming Road Carwash Project DSP-10027

Dear Ms. Glover,

May 30, 2013

On May 15, 2013, The Accokeek Development Review District Committee met with Matthew C. Tedesco, Eric J. Shim, Perry J. Cho and Jason Azar, developers for the Farmington road car wash (DSP-10027). In reviewing their site plans we had several concerns with developing a car wash at this intersection. The proposed site development was too large and was not in line with the character of the Accokeek community. The building is designed to have corrugated metal roofs, which is not appropriate for the Accokeek community. Planting covering Historic Farmington road was not sufficient. There were too many parking spaces for a car wash (proposed 45 parking spaces). The retail store was too large and would create an excessive amount of paving and consequent run-off, which is insufficient for the environment. The ADRDC Committee did not like the 3 panel signage as presented in the site plan. The ADRDC Committee do not want to see a mini-strip shopping center at this intersection. This community already have two shopping centers in Accokeek which both of which have several vacant spaces.

In addition to the above we already have two car wash business within 1 mile of Accokeek (south and east). The Accokeek community does not feel that there is a need for another car wash in or near Accokeek. It became clear that the carwash is secondary to this development. The retail building is the key element and the developer isn't telling us what will be there. They did promise to do something about the long gray cinder block wall of the car wash that faces 210. They also promise bike racks and a bench for pedestrians. Maintain a rural character is a crucial to the Accokeek community. I just recently received an email from the Carwash Developers at the intersection of Hwy210 and Farming Road. They made several changes to their site plan as was requested by the ADRDC. They did listen and did improve the design significantly. The ADRDC continue to have doubts that the community needs or wants a car wash, but we do appreciate their willingness to listen and adjust their plans to minimize the impact of their Carwash Development as it relate to this community.

Other responses and concerns from the community are as follows:

A strip mall is not what my neighbors in Accokeek want. In our community" we are interested in services for Accokeek residents, not necessarily business development to draw in large numbers of people from other locations. The ADRDC has been struggling to maintain the "flavor" of Accokeek while embracing smart growth and a sustainable environment. With careful attention to the needs of the residents as well as the profit margin, a successful, cooperative partnership venture can be developed--one of which we can all be proud.

Concerns of the White Hall Community:

The proposed car wash is within walking distance of The White Hall Community. Concerns of this community in developing a car wash related to community character, aesthetics, and potential safety/crime implications. There is fear that the property will have no positive impact on the community and may end up as an abandoned property. In communications the White Hall Community they expressed that they would oppose any commercial development on this piece of property.

Respectively submitted,

Clifford L. Woods Jr.  
Chairman, Accokeek Development Review District Commission  
Accokeek, Maryland 20607

## Grover, Ruth

---

**From:** martin harris <mharris5891@yahoo.com>  
**Sent:** Wednesday, June 05, 2013 4:50 PM  
**To:** Grover, Ruth  
**Subject:** Proposed development at Farmington Road and MD Rt. 210

Hi Ruth, Martin Harris President of the White Hall Forest Home Owner's Association here. I know Mr. Clifford Woods conveyed sentiments on behalf of White Hall Forest (WHF) in the Accokeek Development Review District Commission (ARDC) comments to you on the proposed development at Farmington Road and Maryland 210. I thank him for doing that, but wanted to clarify a bit further what I was expressing. While the overall conclusion has not changed, the distinctions in what I was trying to convey are meaningful.

While I see how Mr. Woods could reach the interpretation, I did not at all say that the White Hall Forest Community "would oppose any commercial development on this piece of property". My actual quote was,

*"...I suspect that there will likely be sustained, vigorous opposition to almost \*any\* development on the property expressed by some. I know there are groups and other interested parties in our community to pursue that course. Those actions may, or may not, ultimately be successful."*

What I was saying is that I know there are people and groups in the broader community that have a track record of opposing/challenging development. I suspect they will do so with regard to this project, and they may or may not be successful. I do not necessarily think residents of White Hall Forest would oppose \*any\* commercial development on the property, and I do not want that represented as WHF's position. There may well be commercial uses that WHF would support. But as far as the one under consideration, I can confidently say that WHF does not support a car wash going there.

I then went on to say this...

*Given that, my \*chief\* concern is trying to avoid a worst-case scenario where a project is developed that has little to no positive impact on the community--perhaps winding up as an abandoned property. I've seen when a developer and a community have become so hardened and entrenched that once allowed to build, a developer is inclined to show little to no flexibility. So, if something IS to be built there, I would at least like our community to positively influence that to highest degree possible.*

I expressed that concern to Mr. Woods based on the earlier site plan, prior to the revisions. Having now seen them, I echo what ARDC said in that the project in its current configuration is significantly improved from what was originally presented. It does not eliminate all the concerns I expressed on behalf of WHF, but from an aesthetic standpoint, it appears to fit better with character of our community.

The fact that White Hall Forest residents in large measure oppose a car wash at the location is something that I have shared with Mr. Tedesco and the developer of the property. They have been to White Hall Forest and heard this firsthand from our residents. In those conversations, they have expressed a willingness to hear from us and work to improve the project—knowing that ultimately we would likely not support it if a carwash remained a component of it.

In that regard, we've been dealt with and engaged honestly and openly. I think the recommended changes they adopted reflect that. If this project does move forward, I want that to continue. I hope we can replace the carwash with something more suitable—which I believe would be best for all—and certainly at least jointly determine what retail component to pursue.

Thank you for your time and the work that you do. I know it is not easy. I plan to be in attendance at the hearing on June 27<sup>th</sup>. In the meantime, if you have any questions, please contact me at 202-285-3455, or [mharris5891@yahoo.com](mailto:mharris5891@yahoo.com).

Martin L. Harris  
President  
White Hall Forest Home Owner's Association