

R E S O L U T I O N

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George’s County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on May 19, 2016 regarding Detailed Site Plan DSP-08043-01 for Royal Farms, Sansbury, the Planning Board finds:

1. **Request:** The detailed site plan (DSP) is for a 5,166-square-foot food and beverage store and gas station on 4.48 acres of land.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Food and Beverage Store and Gas Station
Parcels*	3	0
Lots	0	3
Acreage	4.48	4.48
Gross Floor Area (GFA)	0	5,166 sq. ft.

Note: * The existing parcel references should be noted on the DSP.

Overall Floor Area Ratio (FAR) in the M-X-T Zone

Base Density Allowed	0.40 FAR
Total FAR Permitted*	0.40 FAR
Total FAR Proposed	0.03 FAR

Note: * Without optional method of development.

Parking Requirements*

Total Parking Spaces Required**	40 Spaces
Gas Station @ 1 space per employee	2 spaces
3,000 GFA @ 1 space per 150 GFA	20 spaces
3,000+ GFA @ 1 space per 200 GFA	11 spaces
Outdoor seating @ 1 space per 3 seats	7 spaces

Total Parking Spaces Provided	53 Spaces
Regular Spaces (9.5 ft. x 19 ft.)	51
Handicap Spaces (19 ft. x 16 ft.)	2 (van accessible)
Loading Spaces Required	1 Space
Loading Spaces Provided	1 Space

Notes: * The number of parking and loading spaces for developments in the M-X-T Zone are to be calculated by the applicant and submitted for Planning Board approval at the time of DSP, as stated in Sections 27-574 and 27-583 of the Zoning Ordinance. In this case, the applicant has chosen to provide the number of parking and loading spaces normally required under Sections 27-568 and 27-582.

** General Note 35 shall be revised to show the correct number of parking spaces required.

- Location:** The subject property is located in the southeast corner of the intersection of Ritchie Marlboro Road and Sansbury Road, in Planning Area 78, Councilmanic District 6. This intersection is designated by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA) as one of nine gateways into Westphalia and is proposed as the location of a mixed-use village center.
- Surrounding Uses:** Across Ritchie Marlboro Road to the north is land owned by the Greater Morning Star Pentecostal Church in the Townhouse (R-T) Zone. To the south is property owned by the Ritchie Baptist Church, which is zoned Mixed Use–Transportation Oriented (M-X-T) and is envisioned as a possible future component of the gateway village center. To the east of the subject property is a single-family home facing Ritchie Marlboro Road in the Rural Residential (R-R) Zone. To the west, across Sansbury Road, is a proposed townhouse and commercial component of the Westphalia Row development in the M-X-T Zone.
- Previous Approvals:** The subject property was rezoned from the Residential-Agricultural (R-A) Zone to the M-X-T Zone in the 2007 Westphalia Sector Plan and SMA. As part of the rezoning, the Prince George’s County District Council approved the concept plan for development of the subject property and the neighboring properties to the west and south as an integrated mixed-use development. This concept plan is illustrated in plan view, with illustrative perspective renderings in Exhibit 19 of the public record for the Westphalia SMA, and is intended to serve as a vision to guide the development of the village center.

Conceptual Site Plan CSP-07002 was approved by the District Council on November 10, 2008 (PGCPB Resolution No. 08-50) with 15 conditions.

The site is the subject of approved Preliminary Plan of Subdivision (PPS) 4-07057; the resolution of approval (PGCPB No. 08-51) was adopted by the Prince George’s County Planning Board on April 24, 2008 with 14 conditions. The PPS is valid through December 31, 2017.

The site has a DSP for infrastructure for grading and utilities (DSP-08043) which was approved by the Planning Board on June 11, 2009 and adopted on July 9, 2009 via PGCPB Resolution No. 09-98, with one condition.

A approved Stormwater Management Concept Letter (38411-2006-00) and associated plan were submitted with the application. The approval was issued on December 24, 2014 from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and is valid through May 4, 2017.

6. **Design Features:** The 4.48-acre site has a somewhat irregular rectangular shape which is comprised of three parcels. The proposed development, including access, will comprise proposed Lot 1 and a portion of proposed Lot 2. The remainder of the site is anticipated for future development. The site plan proposes a single right-in/right-out point of vehicular access along the site's frontage on Sansbury Road and two full access points along Ritchie Marlboro Road. The site plan further shows a location for potential access to the adjacent church property along the south side of the site. This potential future access should be clearly labeled on all the plans, including the tree conservation plan (TCP). The proposed site design places the gas station canopy with eight pump islands (16 fueling stations) along Ritchie Marlboro Road and the food and beverage store for the Royal Farms behind, adjacent to the access driveway from Sansbury Road. Surface parking is proposed throughout the site. A free air station is shown in the required landscape strip; it should be relocated to a location within the parking area. In addition, all references to a car wash and other facilities or elements not proposed in this DSP should be deleted from the site keynotes. Stormwater management is provided via an underground facility.

The 5,166-square-foot retail building for the Royal Farms is designed to reflect a somewhat rural aesthetic, which is a trademark of Royal Farms. The new prototype model has been constructed throughout Maryland and, most recently, on Allentown Road in Camp Springs. A similar Royal Farms was also recently approved in Brandywine. The building design incorporates a band of composite siding at the top portion of the building, brick veneer in the middle, and stone veneer at the base of the building. The main entrance projects from the rest of the building and features two side entry points. The front elevation is accented with a shed-style roof over the main entrance supported by stone veneer and painted steel columns and topped with a cupola, and over-sized windows that help break up the horizontal mass. The rear elevation, which abuts the church property to the south, presents long uninterrupted bands of the composite siding, red brick, and stone veneer with awnings over the employee door and windows. Outdoor seating is proposed.

Due to the high visibility of the pumps, canopy, and retail building on a corner site such as the subject site, and particularly at a Westphalia gateway location, the design of all the site plan elements is extremely important and all materials should be of high quality. The proposed exterior building materials, including stone, brick, and composite siding, are of notable quality and durability. The pumps and canopy are reflective of the architecture and materials of the main building. The Planning Board finds that, for enhanced visual interest, the flat canopy roof of the pump station should be replaced with a mansard roof similar to that provided in Camp Springs. The applicant has agreed to provide the revised roof.

Although not required, Royal Farms, as it did with its Camp Springs location, will obtain Leadership in Energy and Environmental Design (LEED) certification if the project scores high enough for certification.

Signage: The applicant is proposing a unified sign package including one 25-foot-high freestanding pylon sign, two neon-illuminated building-mounted signs (on the front and rear elevations), signage on the fueling station canopy, and a gateway monument sign. The business logo is distinctive without being excessive, incorporating only a blue “Royal” and green “Farms” on all sign types and using channel letters on the main building. The gateway sign, as currently proposed, is constructed of a combination of brick veneer and stone to match the building materials of main building, with black wrought-iron picket fencing on the top. The Planning Board finds that the applicant should revise the design and materials of the gateway monument sign to reflect the materials and design approved by Westphalia stakeholders, and as approved by the Planning Board for other areas of Westphalia, which includes a more urban pre-cast concrete and stone veneer. The applicant has also agreed to provide a stone base for the freestanding pylon sign that will complement both the building architecture and the revised gateway monument sign.

The applicant is proposing underground stormwater management facilities. As noted above, a stormwater concept plan was approved by DPIE that includes the facilities.

COMPLIANCE WITH EVALUATION CRITERIA:

7. **Prince George’s County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance and was found to be in compliance with those regulations.

- a. **Required Findings for Detailed Site Plans and Conceptual Site Plans in the M-X-T Zone:**

Section 27-546(d)

- (1) **The proposed development is in conformance with the purposes and other provisions of this Division;**

The purposes of the M-X-T Zone are provided for in Section 27-542 of the Zoning Ordinance. The subject DSP will be in conformance with the purposes and other provisions of the M-X-T Zone. Specifically, in accordance with Section 27-542(a)(2), this development will facilitate the development envisioned in CSP-07002 and 4-07057, and implement the recommendation of the 2007 Westphalia Sector Plan and SMA by contributing to the creation of a mixed-use community. The subject site will form part of the larger village center area, which, as a whole, will constitute a mixed-use walkable community with residential and nonresidential uses in close proximity to each other.

- (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The uses proposed on the site are consistent with those envisioned in the Westphalia Sector Plan; however, strict adherence to some guidelines and standards of the sector plan have proven challenging for the applicant. Due to the grade difference between the property and the street, it is neither feasible nor practical to locate a building along the property frontage at the intersection of Sansbury Road and Ritchie Marlboro Road. This difference in grade results in an inability to create a main street design, since the road and sidewalk sit so far below the actual property grade. Although the applicant is unable to fully achieve the original vision of the sector plan for a main street design character, they are providing a well-designed development that will still benefit the northern Westphalia community. Its design, coupled with the proposed landscaping, can be found to be in conformance with the land use recommendations and design policies/principles intended to implement the development concepts recommended by the sector plan.

- (3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

Although the commercial building will not directly front on Sansbury Road, the development still possesses an outward orientation that will be visually-integrated with future adjacent development. The proposed development is intended to help catalyze adjacent community improvement and rejuvenation by providing convenience retail and services for the village center area.

- (4) The proposed development is compatible with existing and proposed development in the vicinity;**

The previously approved CSP and PPS anticipated this use within the Sansbury Crossing development. The design is high-quality, incorporating distinctive design elements with high-end finishes and landscaping which will result in an attractive and sustainable development compatible with existing and proposed development. It is further noted that a Royal Farms within the M-X-T Zone is a permitted use.

- (5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

As envisioned in the Westphalia Sector Plan, the subject property and the property to the west represent a mix of uses that will make up the village center area. The mix of uses, arrangement of structures, and other improvements reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.

- (6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

The applicant has not proposed a staged development. The Royal Farms development is designed to be self-sufficient, but has allowed for the effective integration of anticipated future development on Lots 2 and 3.

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

The applicant is proposing to install sidewalks along both road frontages to create a convenient pedestrian system that will be integrated into the overall village center. Internal circulation and sidewalks will contribute to a pedestrian-friendly system within the Royal Farms development and provide connectivity to future development on Lots 2 and 3. An oversized sidewalk along the front of the commercial building will accommodate outdoor seating for up to six tables, which will encourage pedestrian activity at this location.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

The proposed DSP and architectural elevations present site and building designs that provide appropriate human-scale and high-quality design. A variety of building materials and architectural elements are proposed to create visual interest. In conjunction with the proposed landscaping and outdoor seating, this will help create an environment that will facilitate a gathering place for patrons.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be**

adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending its finding during its review of subdivision plats.

The subject property was placed in the M-X-T Zone as part of the Westphalia Sector Plan and SMA process. A traffic study was approved with the original CSP-07002 and PPS 4-07057 and, in both instances, a finding of adequate transportation facilities was made. In addition, the proposed Royal Farms development will meet the trip cap approved by the CSP and PPS.

- b. **Site Design Guidelines:** The applicant has proposed a site plan in accordance with Section 27-283, Site design guidelines, of the Zoning Ordinance that further cross-references the same guidelines as stated in Section 27-274 of the Zoning Ordinance, specifically in regard to parking, loading, and circulation; service areas; and lighting. Landscaping has been provided in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements.
- c. **Signage:** The proposal includes building-mounted signs, freestanding signs, and directional signs. The signs have been reviewed for conformance with the applicable sign regulations, as follows:
 - (1) **Freestanding Signage**—The applicant proposes one 25-foot-high freestanding pylon sign located along Ritchie Marlboro Road. The sign has been reviewed for conformance with the requirements of Section 27-614, Freestanding Signs, of the Zoning Ordinance. As the property is not located within an integrated shopping center, one square foot of signage is permitted for each four lineal feet of street frontage, up to a maximum of 200 square feet. The subject property has approximately 666.5 linear feet of street frontage on Ritchie Marlboro Road; therefore, 166.6 square feet of freestanding signage is permitted. The Pylon Sign Table should be revised to show the correct allowable sign face area. The subject application proposes a total sign face area of 68 square feet, inclusive of two areas that are identified only as “Product Display Signage” that appear to serve as sign piers or posts that hold up the sign. The sign should be revised to incorporate a stone veneer base that complements both the main building and gateway monument sign. The detail should also indicate, more specifically, the material of the product display sign face area. In addition, the Pylon Sign Table proposed sign face area should be revised to replace “Net Proposed” with “Product Advertising” and correct the square footage for the price sign to 56 square feet, rather than 68 square feet.
 - (2) **Building-Mounted Signs**—The applicant proposes two building-mounted signs, which feature the business logo. The signs are proposed to be illuminated by neon. Based upon the linear feet of building width indicated on the site plan that

is approximately 99.5 linear feet, the applicant is permitted 199 square feet of building-mounted signage. The proposal is within the limits outlined in the Zoning Ordinance for the front and rear signs.

- (3) **Canopy Signage**—The main fueling canopy is allowed 107 square feet of sign face area based on 132 linear feet and a setback from the property line of at least 30 feet. The sign face area proposed is within the allowable limits. The percentage of total sign area for the main building and canopies combined must equal 100 percent, and this is shown correctly in the table.
- (4) **Gateway Monument Sign**—The DSP shows a five-foot-high gateway monument sign located within the Sansbury Road right-of-way. Due to the difference in grade between the street and the property, the sign will sit approximately ten feet above Sansbury Road. Because of its proposed location in the right-of-way, the applicant should either relocate the sign or provide documentation from DPIE of acceptance of the proposed sign within their right-of-way. The applicant should provide calculations on the detail sheet that indicate the sign is in conformance with Part 12 of the Zoning Ordinance.

8. **Conceptual Site Plan CSP-07002:** The site is subject to CSP-07002, and the following conditions in **bold** warrant discussion.

5. **The following standards shall apply to and be reflected on all detailed site plans for commercial/retail buildings on the property. Said standards shall be interpreted to allow for either a single user of the entire site or up to three individual pad site users. At the time of detailed site plan review, the Planning Board may make modifications to the Development Standards without the need to amend the conceptual site plan if the Planning Board finds such modification is appropriate and consistent with the character and quality of the development envisioned by the conceptual site plan and the Westphalia Sector Plan.**

- a. **Any building located on the western portion of the site shall be visually parallel to Sansbury Road and the closest building corner shall be set back 15-25 feet from the ultimate right-of-way line.**

The applicant is requesting a modification of this development standard as allowed above, “in order to accommodate a development that will be safe, efficient, aesthetically pleasing, high quality, and will serve the needs of the community without creating operational issues that would jeopardize the viability of the site.” The applicant contends that the site layout proposed, which includes a gateway sign/wall along Sansbury Road, will better promote a walkable main street character, as opposed to having the back of a building sitting no less than ten feet from the sidewalk, which will be out of scale and detract from what has turned into a more residential street front, especially on the west side of Sansbury Road, pursuant to the recently approved CSP amendment. Moreover, the applicant

contends that there is significant concern, both operationally and from a public safety perspective, over having gas pumps located behind a building. Locating gas pumps behind a building is contrary to Crime Prevention Through Environmental Design (CPTED) practices and could potentially encourage unwelcomed activity within the site because a building blocks the views of the pumps from the rights-of-way. For these and other reasons provided in the record, the Planning Board finds that the requested modification is appropriate and will not detract from the character or quality of the development, as envisioned in the Westphalia Sector Plan.

b. Provision of parking between building(s) and Ritchie Marlboro Road (from the Sansbury Road intersection to the first entrance along Ritchie Marlboro Road) shall be evaluated based on the following:

- (1) Consistency with the goals and standards of the Westphalia Sector Plan.**
- (2) The location of the building.**
- (3) The needs of the site's ultimate users.**
- (4) The location, size, and appearance of future corner gateway feature(s).**

Given the need to ensure safe and efficient on-site circulation, and that there are no conflicts between vehicles and pedestrians, the Planning Board finds that the parking layout is consistent with the goals and standards of the Westphalia Sector Plan. No parking is proposed along the frontage of Ritchie Marlboro Road. Landscaping is proposed to screen the gas pumps under the canopy along Ritchie Marlboro Road, as well as along Sansbury Road. The applicant's proposal, subject to conditions relating to landscaping, is consistent with the intent of the Westphalia Sector Plan.

c. If any parking is provided between the building(s) and the Ritchie Marlboro Road right-of-way, the parking shall be buffered with appropriate screening and/or landscape features such as decorative fencing, masonry walls, and plantings along Ritchie Marlboro Road that also serve to visually connect the site to the overall gateway center features.

A request for Alternative Compliance from Section 4.6(c)(2), Buffering Development from Special Roadways, of the Landscape Manual along Ritchie Marlboro Road was recommended for approval by the Planning Director. The proposed landscaping, in conjunction with the gateway sign/wall and landscaping along Sansbury Road, will effectively screen the parking area and visually connect the site to the overall gateway center. The Planning Board concurs that the findings for alternative compliance have been met.

d. Any drive-through kiosks, canopies, or windows shall be physically and visually integrated into the main building.

There are no drive-through kiosks, canopies, or windows proposed. The gas canopy has been designed to integrate the same materials proposed for the main building through the use of stone veneer wrapped around the outside canopy poles that matches the stone proposed on the building. The applicant has also agreed to revise the canopy roof to better integrate the style and character of the main building.

e. Building(s) must be multistory or provide a visual appearance of being at least two stories in height.

The gable roof of the Royal Farms building is 32 feet in height, with the midpoint of the gable being approximately 25 feet high. The flat roof portion of the building is approximately 22 feet in height. In conjunction with the over-sized windows, some of which are bisected by canopies, these elements create a human scale, in addition to providing the appearance of a building being at least two stories in height.

f. Off-street parking shall not be permitted between any building on the westernmost lot and Sansbury Road.

The applicant is requesting a modification to this development standard to allow off-street parking between the building on Lot 1 and Sansbury Road. As noted previously, there are a number of challenges to locating the building along Sansbury Road. The topographical and grade issues, safety and operational issues, efficient internal circulation, and the provision of effective pedestrian connectivity to the site make locating the building along Sansbury Road impractical. The requested modification will still result in a development that is consistent with the character and quality of development envisioned by the previously approved CSP and the Westphalia Sector Plan.

6. Prior to submittal of a detailed site plan for this property, the applicant shall demonstrate that the existing house on the subject property has been photographed and recorded on a Maryland Inventory of Historic Properties form. The documentation shall be submitted to staff of the Historic Preservation and Public Facilities Planning Section.

The applicant submitted the required materials on September 9, 2008. This condition has been fulfilled.

7. At the time of detailed site plan review for the first commercial/retail building for the subject property, the site will be evaluated for conformance to the gateway design guidelines of the Westphalia Sector Plan. Review should include items such as gateway entrance features, architectural design, materials, colors, landscape palette,

and streetscape features and amenities. It is anticipated that the DSP for the Westphalia Row property and the PB & J property will establish these features in conjunction with the Westphalia Gateway Subcommittee, and that the design of gateway features for both properties should be similar or complimentary to one another, dependent upon the final uses approved for each site. The applicant may be required to provide an easement for the location of a gateway feature at the Ritchie Marlboro Road and Sansbury Road.

The current application is for the former PB& J Property. Gateway signage has been evaluated for conformance with the Westphalia Sector Plan and is discussed in Finding 6 above.

9. The proposed development shall be limited to a mix of uses where the net new trips shall not exceed 207 AM and 269 PM peak-hour trips.

This proposal for a food and beverage store and a gas station with eight multi-product dispensers and a total of 16 fueling stations will generate 163 AM peak hour trips and 216 PM peak hour trips. However, when the Institute of Transportation Engineers (ITE) pass-by trip rate of 62 percent and 56 percent (AM and PM, respectively) are applied, the net new trip generation would be 62 AM peak hour trips and 95 PM peak hour trips. The Planning Board concludes that the current trip cap has not been exceeded, and further concludes that the trip cap remaining on the two adjacent lots will be 145 AM and 174 PM peak hour trips.

11. There shall be no direct access to Ritchie Marlboro Road from Lot 1.

No direct access to Ritchie Marlboro Road from the proposed Lot 1 is shown. Access to Ritchie Marlboro Road is from the proposed Lots 2 and 3.

12. Access to Sansbury Road shall be limited to a right-in right-out only.

Access to Sansbury Road is proposed to be limited to right-in/right-out only at the time the median is installed within Sansbury Road, in accordance with DPIE and/or the Prince George's County Department of Public Works and Transportation's requirements, unless otherwise modified by the permitting agency.

13. At time of detailed site plan for the first commercial/retail building, the applicant shall demonstrate that the proposed development provides a development style that is more consistent with that shown in Exhibit 19 of the public record for the 2007 Westphalia Sectional Map Amendment, conforms with and promotes policy 6 in strategy IV, and also with the vision, strategy, and design principles in the Westphalia Sector Plan concerning an attractive gateway into Westphalia.

Exhibit 19 depicts a perspective illustration of future Sansbury Road showing the main street development character referenced in the Westphalia Sector Plan. Exhibit 19 also includes a gas station and convenience store at the eastern corner of Sansbury Road and Ritchie Marlboro Road

as a potential development option. The proposed gas station and food and beverage store will not create the anticipated walkable “main street” commercial contemplated by the sector plan, but nevertheless, the uses have been part of the sector plan since its adoption and the use is permitted by-right. As noted previously, the development is consistent with the vision, strategy, and design principles of the sector plan to create an attractive gateway into the Westphalia area.

- 14. At the time of detailed site plan for the first commercial/retail building, the applicant shall provide to the District Council, any plans or specifications that the applicant may have, with reference to its efforts to achieve the Westphalia Sector Plan’s policy goal of ensuring minority participation.**

The applicant has indicated that they will continue to work on how they may include minority participation, and will continue to work with their consultants and the property owner to provide the District Council with any such plans.

- 15. To avoid access problems and other circulation issues, no restaurant on the subject property shall have a drive-through window or facility.**

No drive-through window or facility is proposed in this DSP.

9. **Preliminary Plan of Subdivision 4-07057:** The site is subject to Preliminary Plan of Subdivision 4-07057 and the following conditions in **bold** are applicable to the DSP review. Those PPS conditions that are redundant with those in the CSP were addressed above in Finding 8.

- 2. A Type II tree conservation plan shall be approved with the detailed site plan.**

The applicant submitted a Type II tree conservation plan (TCPII) which had been previously reviewed and approved with DSP-08043. All conditions of approval have been addressed.

- 3. Development of this site shall be in conformance with the Stormwater Management Concept Plan, 38441-2006-00, and any subsequent revisions.**

General Note 17 on the DSP should be revised to reflect the Stormwater Management Concept Plan as 38441-2006-02, which is valid until May 4, 2017.

- 6. Prior to the approval of the detailed site plan (DSP) the applicant shall submit evidence that the access easement (Liber 17192 Folio 049) dated April 7, 2003, that encumbers Lot 3 to serve Parcel 140 to the east has been abandoned. If the applicant is unable to obtain the abandonment, the DSP shall delineate the full extent of the easement and ensure uninterrupted access to Parcel 140. The layout shall be designed so that there will be no vehicular or pedestrian conflict between the development on Lot 3 and the use of the easement by the owners of Parcel 140.**

This condition was fulfilled prior to certification of DSP-08043.

7. **The final plat shall carry a note that direct vehicular access to Ritchie Marlboro Road from Lot 1 is denied, and that direct vehicular access from Lots 2 and 3 to Ritchie Marlboro Road combined shall be limited to two and are authorized pursuant to Section 24-121(a)(3) of the Subdivision Regulations. All other access shall be denied along Ritchie Marlboro Road. The existing access easement (Liber 17172 folio 049) serving Parcel 140 to the east shall be included when counting the total number of authorized points of access to Ritchie Marlboro Road for Lots 2 and 3 unless abandoned.**

No direct access to Ritchie Marlboro Road from Lot 1 is shown. The DSP should reflect that direct vehicular access from Lots 2 and 3 to Ritchie Marlboro Road is limited to two driveways and that the third driveway no longer exists. The DSP will be in conformance with the applicable conditions of the PPS subject to the conditions of the approval of this application.

10. **Detailed Site Plan DSP-08043:** Detailed Site Plan DSP-08043 was for infrastructure only and there were no conditions of approval relevant to this DSP application.
11. **2010 Prince George's County Landscape Manual:** The site plan is subject to the following sections of the 2010 *Prince George's County Landscape Manual*: Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6(c)(2), Buffering Development from Special Roadways; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements.
 - a. **Section 4.2, Landscape Strips Along Streets**—The applicant is proposing ornamental trees in substitution of the required amount of shade trees along Sansbury Road. Because there are no overhead wires or other utilities necessitating the need for the substitution, the applicant is required to provide the required number of shade trees along this roadway frontage in accordance with this section. A condition is included in the approval of this application.
 - b. **Section 4.3, Parking Lot Requirements**—The site plan shows conformance with the interior planting requirements for parking lots over 7,000 square feet.
 - c. **Section 4.4, Screening Requirements**—The site plan shows a screened dumpster at the eastern portion of the site which is acceptable. A loading space is proposed to be located just north and east of the main building in the front parking area. The loading space should be relocated and screened so that it is not visible from any roadway, in accordance with this section. A condition is included in the approval of this application.

- d. **Section 4.6(c)(2), Buffering Development from Special Roadways**—The applicant has filed a request for Alternative Compliance from Section 4.6(c)(2), Buffering Development from Special Roadways, along historic Ritchie Marlboro Road because the full required buffer width has not been provided and plantings are located within a public utility easement (PUE) adjacent to the right-of-way.

Section 4.6, Buffering Development from Special Roadways:

REQUIRED: Section 4.6 (c)(2) Buffering Development from Special Roadways, along Ritchie Marlboro Road

Length of bufferyard:	238 feet
Minimum bufferyard width:	(outside the public utility easement) 20 feet
Plant Units (80 per 100 linear feet):	191

PROVIDED: Section 4.6(c) Buffering Development from Special Roadways, along Ritchie Marlboro Road

Length of bufferyard:	238 feet
Bufferyard width:	(including public utility easement) 14.7–25.8 feet
Plant Units:	191

Justification

The applicant does not meet the strict requirements of Section 4.6 (c)(2), Buffering Development from Special Roadways, along the entire length of frontage on the historic Ritchie Marlboro Road because the full required buffer width has not been provided and plantings are located within a PUE adjacent to the right-of-way. The applicant justifies this arrangement because Ritchie Marlboro Road, which is a six- to eight-lane arterial roadway, has no historic or scenic features remaining along this length. The subject property also has an existing Washington Suburban Sanitary Commission (WSSC) sanitary sewer easement that limits the area for planting. The full quantity of required plant materials is provided. It appears that the primary reasons for the reduced bufferyard are the PUE encumbrances, ensuring visibility for a proposed freestanding sign, and to accommodate truck turning movements. The application is supportable if certain conditions of approval are adopted to mitigate the reduced bufferyard width along the right-of-way.

The Alternative Compliance Committee found that the purpose of Section 4.6, Buffering Development from Special Roadways, is to “Provide an attractive view of development from streets and special roadways by buffering those developments with appropriate landscaping.” Given the provision of the required amount of plants and the variable bufferyard width, which ranges from 14.7 feet to 25.8 feet wide, the Planning Board finds the applicant’s proposed alternative compliance measures to be equally effective as normal compliance with Section 4.6 of the Landscape Manual. However, prior to certification, the

applicant should revise the plan to relocate as much of the plant material outside of the PUE as is feasible; remove any trees currently proposed within the WSSC easement, and adjust the quantity of the plantings, as needed, to accomplish the full number of required plant units; and provide two additional species of ornamental trees for greater species diversity.

- e. **Section 4.7, Buffering Incompatible Uses**—The applicant is providing the correct number of plant units in fulfillment of this requirement; however, the proposed trees should be staggered to provide a more natural appearance that blends with the existing trees on the adjacent property. A condition is included in the approval of this application.
 - f. **Section 4.9, Sustainable Landscape Requirements**—The submitted plans demonstrate conformance with Section 4.9 by providing 100 percent native species. The applicant has provided the required number of native species.
12. **Prince George’s County Woodland Conservation and Tree Preservation Ordinance**—This property is subject to the provisions of the Prince George’s County Woodland Conservation and Tree Preservation Ordinance because Type I and Type II Tree Conservation Plans (TCPI-03107 and TCPII-21-09) have been approved. The applicant has submitted a copy of the currently approved Type II Tree Conservation Plan (TCPII-21-09).

This 4.49-acre property contains a total of 2.42 acres of upland woodlands. The woodland conservation threshold has been correctly calculated at 0.67 acre, or 15 percent, of the net tract based on the current zoning. The plan shows clearing of all of the woodland on-site. The total woodland conservation requirement has been correctly calculated at 1.78 acres. The plan proposes to meet the requirement by providing 1.78 acres of off-site mitigation. The site has been approved for permits and has been cleared in accordance with the current approved TCPII. General Note 28 should be revised to accurately reflect the correct TCPII number.

The landscape plan submitted with the DSP proposes a straight hedgerow of 12 shade trees. This proposed planting is approximately 40 feet in width, which is consistent with the woodland buffer width shown on the initial TCPI. As noted above, the applicant should stagger the proposed trees along the southern landscape bufferyard to better reflect natural landscaping and to blend with the existing trees on the adjacent property.

No additional information is required with regard to woodland conservation.

13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning**—The following summarized comments are provided.

Plan Prince George’s 2035 Approved General Plan—The property is within a Future Land Use Category of Mixed-Use in the *Plan Prince George’s 2035 Approved General Plan* (Plan Prince George’s 2035). Mixed-use is described as areas of various residential, commercial, employment, and institutional uses. Mixed-use areas may vary with respect to their dominant land uses, whereby, commercial uses may dominate in one mixed-use area and residential uses may dominate in another.

2007 Westphalia Sector Plan and Sectional Map Amendment—The application is in conformance with the land use recommendations and design policies and principles intended to implement the development concepts recommended by the *2007 Westphalia Approved Sector Plan and Sectional Map Amendment* (sector plan).

The proposed Royal Farms project is located in a designated mixed-use activity center at the northern gateway to the sector plan along a local street (Sansbury Road) and an arterial highway (Ritchie Marlboro Road), close to an interchange for the Capital Beltway (I-95/495). A Conceptual Site Plan (CSP-07002) was approved by the Planning Board for the entire 4.48-acre property in 2008 and envisioned a pharmacy, service station, bank, restaurant, or retail store on three commercial pad sites. The Westphalia Sector Plan envisioned this mixed-use activity center as having a main street development character (see Sector Plan Illustration 5 on page 29). The design principles on page 30 of the plan called for developing distinct, high-quality, walkable, mixed-use and “main street” commercial development areas. Illustration 5 in the sector plan is taken directly from Exhibit 19, which was referenced on page 16 of the County Council resolution that adopted the Westphalia Sector Plan and SMA (CR-02-2007). The exhibit graphically depicts a perspective of future Sansbury Road (see page 10 of Exhibit 19) showing the main street development character referenced in the Westphalia Sector Plan. Exhibit 19 also depicts a gas station and convenience store at the eastern corner of Sansbury Road and Ritchie Marlboro Road (see page 11 of Exhibit 19) as a potential development option. Although the proposed development will not create the anticipated walkable main street character contemplated by the sector plan, the gas station and food and beverage store have been envisioned in the sector plan since its adoption in 2007 and the use is permitted by-right.

Westphalia Gateway—This project is located within a designated “gateway” in the Westphalia Sector Plan. The plan establishes the intersection of Ritchie Marlboro Road and Sansbury Road as one of the gateways entering the Westphalia community. Gateways require compliance with design principles aimed at distinguishing and delineating them as attractive entrances into the sector. The gateway design principles from the Westphalia Sector Plan (page 32) include the following:

Policy 7—Gateways, Design Principles

Design designated gateways to include at least the following design elements:

- **Landmark elements such as entrance signage, artwork, monuments constructed on features such as stone or masonry, decorative columns, water features, or clock towers.**
- **Landscape design including both softscape and hardscape elements.**
- **Resting and recreational facilities, information kiosks, or other amenities as appropriate.**

The design of buildings, landscaping, signs, and any special features along the Ritchie Marlboro Road frontage, as well as Sansbury Road, are critical to the image of Westphalia that will be portrayed at this northern entryway. Stakeholders in the Westphalia sector have been working together for several years to provide for gateway signage design that can be used at all gateway locations. The applicant has shown a gateway sign that includes stone and brick veneer to match the architecture of the proposed store. The gateway sign design that was agreed upon by Westphalia stakeholders includes a bronze logo, stone veneer, and pre-cast concrete panels. It is important to maintain consistency across the ten gateways, therefore, the brick should be eliminated in place of stone veneer and pre-cast concrete. A rendering of the selected gateway signage by Land Design and a sign detail from DSP-08039-08 is attached to the Community Planning referral for reference.

Additional Gateway Design Recommendations—The Planning Board finds that several additional design revisions along the northern Westphalia gateway should be incorporated, as follows:

- (1) The applicant proposes a pylon gas sign on the northeast side of the site near the entrance on Ritchie Marlboro Road. In keeping with the design intent of the Westphalia Gateway, the existing pylon sign should be revised to include a stacked stone base that matches the stacked stone on the building and gateway monument sign. This would be similar to the sign at the Camp Springs store, which was constructed with a brick base instead of stone.
- (2) Re-create the gas canopy roof design that was constructed in Camp Springs.
- (3) The existing eight-foot wide sidewalk along Sansbury Road is proposed to be removed and rebuilt as five feet. While space for the sidewalk may be limited, provide more than five feet where achievable.

The above conditions are included in the approval of this application.

Section 27-546(d)(2) of the Zoning Ordinance requires that, for property placed in the M-X-T Zone through an SMA approved after October 1, 2006, the proposed development should be in conformance with the design guidelines or standards intended to implement the development concept recommended by the master plan, sector plan, or SMA zoning change. Although the applicant has not fully achieved the original vision of the sector plan for main street design character, the applicant has provided a well-designed food and beverage store and gas station at the northern Westphalia gateway, a use that was contemplated in Exhibit 19 of the Westphalia Sector Plan and SMA. In addition, the applicant has incorporated a Westphalia gateway feature into their site, becoming only the second applicant to do so.

- b. **Subdivision**—This property is the subject of PPS 4-07057, which was approved by the Planning Board on April 3, 2007 (PGCPB Resolution No. 08-51) and is valid through December 31, 2017. The property is not platted and will need to complete a final plat approval subsequent to this DSP approval, prior to the PPS expiration date of December 31, 2017. The PPS was approved for 3 lots and 20,000–30,000 square feet of commercial/retail. Any additional development will require a new PPS. Subject to the conditions included in the approval of this application, the DSP was found to be in substantial conformance with the approved PPS.
- c. **Environmental Planning**—The project is not subject to the current regulations of Subtitles 24 and Subtitle 25 of the Prince George’s County Code because the associated PPS was approved prior to September 1, 2010.

Site Description

This 4.49-acre site in the M-X-T Zone is located in the southeast quadrant of Sansbury Road and Ritchie Marlboro Road. A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on the property. The site is adjacent to Ritchie Marlboro Road, which is a source of traffic-generated noise; however, no residential uses appear to be proposed, so the noise levels are acceptable for the proposed commercial use. The soils found to occur on this site, according to the *Prince George’s County Soil Survey*, are in the Adelphia, Collington, Monmouth, Rumford, Sandy, and Westphalia soil series. According to available information, Marlboro clay does not occur on this property. 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 this property or on adjacent properties. There are no designated scenic and historic roads in the vicinity of this property, which is located in the Southwest Branch watershed of the Patuxent River basin and in Environmental Strategy Area 2, as reflected in Plan Prince George’s 2035.

Natural Resources Inventory

The site has an approved Natural Resources Inventory (NRI-120-06) that is now expired. The NRI shows that the site contains no sensitive environmental features such as streams, wetlands, and 100-year floodplain. A revision to the NRI is not required at this time because the site is grandfathered for this DSP. A revised NRI may be required for stormwater management approval at the discretion of DPIE. No additional information is required regarding the NRI.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because Type I and Type II Tree Conservation Plans (TCPI-031-07 and TCPII-21-09) have been approved. The applicant has submitted a copy of the currently approved Type II Tree Conservation Plan (TCPII-21-09).

This 4.49-acre property contains a total of 2.42 acres of upland woodlands. The woodland conservation threshold has been correctly calculated at 0.67 acre, or 15 percent, of the net tract based on the current zoning. The plan shows clearing of all of the woodland on-site. The total woodland conservation requirement has been correctly calculated at 1.78 acres. The plan proposes to meet the requirement by providing 1.78 acres of off-site mitigation. The site has been approved for permits and has been cleared in accordance with the current approved TCPII. The landscape plan submitted with the DSP proposes the planting of a straight hedgerow of 12 shade trees. This proposed planting is approximately 40 feet in width, which is consistent with the woodland buffer width shown on the initial TCPI. The applicant should stagger the proposed trees shown on the landscape plan to appear more like natural landscaping to blend with the existing trees on the adjacent property.

Noise

This property is located on the south side of Ritchie Marlboro Road, a master plan arterial roadway that has been identified as a transportation-related noise generator. The Environmental Planning Section Noise Model predicts the unmitigated 65 dBA Ldn noise contour to be approximately 155 feet from the centerline of Ritchie Marlboro Road. Because the proposed use of the site is nonresidential, noise mitigation is not required. No additional information is required with respect to noise.

Stormwater Management

The site has an approved Stormwater Management Concept Letter (38441-2006-02) for a plan that proposes an underground storage system. No additional information is required regarding stormwater management.

- d. **Transportation**—The Planning Board reviewed the DSP with respect to conformance with the transportation-related conditions for the approved PPS (which were also conditions for the CSP) and concluded that adequate transportation facilities will exist to serve the proposed development.

- e. **Trails**—The Planning Board reviewed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan, in order to implement planned trails, bikeways, and pedestrian improvements. The following summarized comments are provided.

The site is within the MPOT and the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (area sector plan). Two master plan trails are in the vicinity of the subject site. Both the MPOT and the area sector plan recommend shared use paths along Ritchie Marlboro Road and Sansbury Road. The trail along Ritchie Marlboro Road has been completed along the south side of the road for approximately 3,600 linear feet in the vicinity of the Capital Beltway (I-95/495) interchange, including the frontage of the subject site. This trail provides bicycle and pedestrian access under the Beltway. Both the MPOT and the area sector plan designate Sansbury Road as a master plan bikeway. This has been implemented as an eight-foot-wide sidewalk (or sidepath) along the east side of Sansbury Road, including the frontage of the subject site.

The MPOT includes several policies related to pedestrian access and the provision of sidewalks. The Complete Streets section includes the following policies regarding sidewalk construction and the accommodation of pedestrians and provision of complete streets:

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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

The master plan trail along Ritchie Marlboro Road will be retained as the subject site is improved. However, the DSP shows the sidewalk along the frontage of Sansbury Road as being narrowed from eight to five feet. This is due to the reconfiguration of the Ritchie Marlboro Road and Sansbury Road intersection. Also, it should be noted that an eight-foot-wide sidewalk has been approved for construction on the west side of the road, across from the subject site, for the Westphalia Row development, resulting in the relocation of the master plan trail from the east to the west side of the road. The Planning Board supports this revision, although the width of the sidewalk on the Royal Farms site should be maximized to the extent that the right-of-way allows. A small amount of bicycle parking should be provided on the site.

The applicant has agreed to revise the plans to show a seven-foot-wide hiker/biker path along the site's frontage on Sansbury Road. The conditions referenced above are included the approval of this application.

- f. **Historic Preservation**—The DSP will have no effect on historic resources.
- g. **Archeological Review**—A Phase I archeological survey was not recommended for this property. It was also noted that Condition 14 of PGCPB Resolution No. 08-51 below has been fulfilled.

14. Prior to submittal of the detailed site plan for this property the applicant shall demonstrate that the existing house on the subject property has been photographed and recorded on a Maryland Inventory of Historic Properties form. The documentation shall be submitted to staff of the Historic Preservation and Public Facilities Planning Section.

The applicant submitted the required materials on September 9, 2008.

- h. **Permits**—Permit review comments have either been addressed in revised plans or in conditions included in the approval of this application.
- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 2, 2016, DPIE provided comments on issues such as frontage improvements; access points; sight distance; Americans with Disabilities Acts (ADA) requirements; sidewalks, trails and bike lanes; easements; storm drainage systems and facilities; street trees and lighting; and coordination of utilities. DPIE further stated that the DSP is exempt from Environmental Site Design standards, as long as stormwater management facilities are constructed prior to May 4, 2017.
- j. **Prince George's County Health Department**—In a memorandum dated April 25, 2016, the following comments were provided. The Environmental Engineering/Policy Program of the Health Department has completed a health impact assessment review of the DSP submission for Royal Farms and has the following comments and recommendations:
 - (1) The applicant must submit plans for the proposed food facility and apply to obtain a Health Department Food Service Facility permit through the Department of Permitting, Inspections and Enforcement (DPIE).

This comment has been transmitted to the applicant.

- (2) No construction noise should be allowed to adversely impact activities on adjacent occupied properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

A note should be provided on the DSP indicating the applicant's intent to conform to the construction activity noise control requirements as specified in Subtitle 19 of the County Code.

- (3) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent occupied 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.

A note should be provided on the DSP indicating the applicant's intent to conform to the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control requirements.

- (4) The applicant should assure that all sources of air pollution have been registered with the Maryland Department of the Environment, Air and Radiation Management Administration. Such sources include gasoline underground storage tanks, degreasing tanks and paint spraying operations.

This comment has been transmitted to the applicant.

- k. **Prince George's County Fire/EMS Department**—The Fire Department did not offer comments on the subject application.
- l. **Prince George's County Police Department**—The Police Department did not offer comments on the subject application.
- m. **Maryland State Highway Administration (SHA)**—SHA did not offer comments on the subject application.
- n. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail dated April 8, 2016, WSSC stated that water is available onto the subject site and provided standard comments regarding coordination with other buried utilities, forest conservation easements, and construction standards.
- o. **Westphalia Sector Development Review Advisory Council (WSDRAC)**—In an e-mail dated April 27, 2016, the WSDRAC indicated that, although they do not take exception to the DSP, they have some concerns regarding congestion along Ritchie Marlboro Road, which is a major access point into the site. They further expressed the hope that corrective actions would be taken if this becomes an issue in the future.

14. As required by Section 27-285(b)(1) of the Zoning Ordinance, the Planning Board finds that this DSP satisfies the site design guidelines as contained in Section 27-274, prevents off-site property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.
15. As required by Section 27-285(b)(2) of the Zoning Ordinance, this DSP is also in general conformance with the approved CSP.
16. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:

The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

No impacts to regulated environmental features are proposed with this application. All impacts were previously approved with CSP-07001, PPS 4-07038, and DSP-08043 for the subject property.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan, TCPII-021-09-01, and APPROVED Alternative Compliance AC-16003, and further APPROVED Detailed Site Plan DSP-08043-01 for the above-described land, subject to the following condition:

1. Prior to certification of the detailed site plan (DSP), the following information shall be provided or revisions shown:
 - a. Revise General Note 28 to accurately reflect the correct Type II tree conservation number.
 - b. Revise General Note 35 to show the correct number of parking spaces.
 - c. Provide the dimensions from the property line to the interior curb on all plans.
 - d. Provide a ten-foot-wide public utility easement adjacent to the public rights-of-way.
 - e. Provide two additional species of ornamental trees that thrive in full sun along the roadways.
 - f. Label the width of the Section 4.6 bufferyard on the plan.

- g. Provide the required number of shade trees along the frontage of Sansbury Road in accordance with Section 4.2 of the 2010 *Prince George's County Landscape Manual*.
- h. The landscape plan shall show the proposed trees within the southern Section 4.7 landscape buffer staggered to look more natural and blend with the existing trees on the adjacent property.
- i. Relocate as many of the plant units as feasible outside of the public utility easement.
- j. Relocate the loading area and provide screening so that it is not visible from any roadway, in accordance with Section 4.4 of the 2010 *Prince George's County Landscape Manual*.
- k. Move the proposed trees completely from the Washington Suburban Sanitary Commission easement and provide a reconfiguration and adjustment to the quantity of the plantings, as needed, to accomplish the full number of required plant units of the Section 4.6 buffer.
- l. Show a bicycle rack accommodating a minimum of five bicycle parking spaces at a location convenient to the building entrance. The location of the rack shall be marked and labeled on the plans with details provided.
- m. Remove all structures that have been razed on the subject property from the plans.
- n. Label the dimensions and setbacks of all the structures on all plans.
- o. Delete the abandoned access easement shown on the plan that previously encumbered Lot 3.
- p. Replace the pylon sign with a ground-mounted sign with a stone base that matches the stacked stone on the building and gateway monument sign.
- q. The gas canopy roof design shall include a mansard roof.
- r. Provide a note on the plans indicating intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
- s. Provide a note on the plans indicating intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
- t. The DSP and Type II tree conservation plan shall reflect the future potential access to the south in conformance with Preliminary Plan of Subdivision 4-07057.

- u. The modification to the existing eight-foot-wide sidewalk along the subject site's frontage along Sansbury Road shall retain the maximum width that can be accommodated over five feet within the dedicated right-of-way, subject to the approval of the Prince George's County Department of Permitting, Inspections and Enforcement.
- v. The air station shall be relocated to a location within the parking area.
- w. All references to a car wash and other facilities or elements not proposed in this DSP shall be deleted from the site keynotes.
- x. The Pylon Sign Table proposed sign face area shall be revised to replace "Net Proposed" with "Product Advertising" and correct the square footage for the price sign to 56 square feet, rather than 68 square feet.
- y. The applicant shall either relocate the gateway monument sign along Sansbury Road or provide documentation from the Prince George's County Department of Permitting, Inspections and Enforcement to allow the proposed sign within their right-of-way.
- z. Calculations shall be provided for height and sign face area on the detail sheet that indicate that the gateway monument sign is in conformance with Part 12 of the Prince George's County Zoning Ordinance.
- aa. The current parcel references shall be provided in the General Notes.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

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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 Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, and Hewlett voting in favor of the motion, and with Commissioners Bailey and Shoaff absent at its regular meeting held on Thursday, May 19, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 9th day of June 2016.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:CF:rpg