

## 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 July 21, 2005 regarding Detailed Site Plan DSP-03081 for Bell Station Center – Gas Station/Convenience Store, the Planning Board finds:

1. **Request:** The subject application requests the development of a gas station, food and beverage store, a car wash, and fast food restaurant in the C-M Zone. The subject project is a first phase of development of a larger parcel. The applicant has provided, as part of this application, a conceptual plan for the balance of the site.
2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	C-M	C-M
Use(s)	Vacant	Gas station, food and beverage store, fast food restaurant, and car wash.
Acreage	14.64	14.64
Parcels	2	2
Building Square Footage/GFA	0	4,224

### OTHER DEVELOPMENT DATA

	<b>REQUIRED</b>	<b>PROPOSED</b>
Total parking spaces	10	23
Loading spaces	1	2

3. **Location:** The site is in Planning Area 70, Council District 4. More specifically, it is located in the southwest quadrant of the intersection of Annapolis Road (MD 450) and Bell Station Road.
4. **Surroundings and Use:** The subject property is bounded to the north by Bell Station Road; to the west by Glenn Dale Boulevard (MD 193) and the Pennsylvania Railroad Line; to the east by Annapolis Road (MD 450); and to the south by Annapolis Road (MD 450) and Glenn Dale Boulevard (MD 193).
5. **Previous Approvals:** The site is the subject of preliminary plan of subdivision 4-95053, special exception SE-4460, and final plat REP 193@082. The site is also the subject of stormwater

concept plan #8000470-1995-01, approved March 17, 2005, and effective for three years.

6. **Design Features:** The site is proposed to have a single two-way access onto Annapolis Road (MD 450) and two-way accesses onto Bell Station Road. The 4,224-square-foot building, proposed as a food and beverage store and fast-food restaurant, is proposed to be located on the western side of the site, with two parallel rows of pumps halfway between the building and the site's frontage on Annapolis Road (MD 450). A 792-square-foot car wash would be placed south of the proposed building adjacent to a landscaped area that forms the westernmost corner of the site. Parking would be provided on all sides of the building and between the pumps and the project's frontage on Annapolis Road (MD 450) and on the southerly side of the pumps, as well. The project's periphery and the islands defining parking bays are proposed to be landscaped. The building to house the food and beverage store and fast-food restaurant and the building containing the car wash are proposed to be standard red brick veneer, with large areas of glass fenestration, with standing seam metal roofing. The materials to be utilized in the canopy or the uprights supporting it are unclear, though brick does not appear to be employed at all. The car wash proposes large vinyl letter signage to indicate the entrance, the exit, and the car wash.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the C-O 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), which governs permitted uses in commercial zones. The Table of Uses indicates that while the car wash and the gas station are permitted uses in the C-M Zone, the proposed food and beverage store requires a special exception. Such review and approval has been received by the subject applicant. Please see Finding 10 below. In addition, though a gas station is a permitted use, Section 27-461(b) requires detailed site plan review in accordance with Section 27-358(a)(1), (2), (4), (5), (6), (7), (8), (9) and (10), giving rise to the need for the subject application. For a more detailed discussion, please see subsection c. below.
- b. The proposal is also in conformance with the requirements of Section 27-462, Regulations, regarding additional regulations for development in commercial zones.
- c. The project is also in conformance with the requirements of Section 27-238 as follows:
- Staff has listed each relevant requirement of Section 27-358(a) in boldface type below and addressed each individually in the following comments. Please note that the Zoning Ordinance only requires adherence to the requirements of Section 27-358(a)(1), (2), (4), (5), (6), (7), (8), (9) and (10) for a gas station in the C-M Zone:
- (1) **The subject property shall have at least one hundred and fifty (150) feet of frontage on and direct vehicular access to a street with a right-of-way width of at least seventy (70) feet;**

Comment: The subject property has 151.26 feet of frontage on Bell Station Road. The Transportation Planning Section has indicated that it has a right-of-way width of 80 feet, in excess of the required 70 feet.

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

Comment: Staff has reviewed the vicinity of the subject site and found no school, outdoor playground, library or hospital located within 300 feet of the subject site.

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

Comment: A recommended condition below ensures that the storage or junking of wrecked motor vehicles (whether capable of movement or not) is prohibited on the subject property.

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

Comment: All driveways included in the proposed project measure a minimum of 30 feet wide. Compliance with the Department of Public Works and Transportation's requirements for the Bell Station Road frontage and the State Highway Administration's standards shall be ensured through their separate permitting requirements. The requirement regarding driveway placement have been met in the proposed plan.

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

Comment: Curbing is indicated on the proposed plan.

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

Comment: The sidewalks included for the proposed project measure five feet wide and have been provided throughout the project.

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

Comment: Gasoline pumps and other service appliances are located well in excess of 25 feet behind the street line.

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

Comment: Compliance with repair service timeline above and discarding and storage of parts is ensured by a recommended condition below. The remaining requirements of requirement 9 above are met because the proposed building is brick and placed on a permanent foundation.

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

Comment: The applicant has submitted detailed elevation drawings complete with specified materials. Staff has reviewed such elevation drawings and finds them to be compatible with the existing surroundings and proposed development.

8. **Preliminary Plan of Subdivision, 4-95053:** Preliminary Plan of Subdivision 4-95053 was approved on October 26, 1995. The Planning Board adopted resolution 95-364, formalizing that approval on November 16, 1995. A final plat has been recorded based on the preliminary plan and is known as REP 193@082.

Staff has evaluated the subject proposal against the requirements of the approval of Preliminary

Plan of Subdivision 4-95053, as expressed in Prince George's County Planning Board Resolution No. 95-364. Staff has listed the conditions relevant to the approval of the subject detailed site plan in bold face type below. Staff's comments on each relevant condition follow in regular type.

**2. A Type II Tree Conservation Plan shall be approved for this site by in conjunction with the Detailed Site Plan.**

Comment: Type II Tree Conservation Plan TCPII/94/97-02 is recommended for approval, subject to two conditions.

**8. A Detailed Site Plan for the entire site shall be approved prior to the issuance of building permits. The Detailed Site Plan shall include, but not be limited to, the following:**

- a. A cohesive design for vehicular access, circulation, parking, and pedestrian circulation. Auto, truck, and pedestrian traffic shall be separated to the extent possible. Pedestrian access shall be provided throughout the site, such that pedestrians can safely and conveniently access the entire site without use of an automobile.**

Comment: The applicant has provided a comprehensive plan for both vehicular and pedestrian connection. Although a vehicular connection from the site to the balance of the shopping center was not initially included in the plans, the applicant has agreed to include one, and a condition below requires that it be shown prior to signature approval of the plans. Pedestrian access to the BP site is accommodated by a sidewalk system allowing pedestrians to access the sidewalk along Bell Station Road as well as the interior sidewalk system connecting each of the proposed buildings in Bell Station Center.

- b. Common pedestrian space and common focal points shall be provided.**

Comment: Common pedestrian space in this portion of the overall center is the sidewalks provided. The sidewalk system for Bell Station Center will eventually connect to the balance of the center, where additional common pedestrian spaces will be provided. Focal points in the development are provided by the extensive landscaping offered on the periphery of the site. Additionally, the primary architectural material choice, a quality brick, for the buildings on the site is enhanced by an architectural design that exceeds the quality standard approved in the special exception.

- c. Design guidelines and specific designs for signage and architecture. Signage shall be consistent in terms of location for both building-mounted and free-standing signs, shall be easy to read and shall provide clear internal directions and an uncluttered external appearance. Architectural guidelines shall include colors, materials, and styles, such that all buildings are consistent and compatible with each other, and are compatible with the adjoining historic buildings and residential neighborhood.**

Comment: The signage offered, both wall and freestanding, is clear, easy to read, and simple in design. The architectural guidelines do include colors, materials and styles to ensure that the buildings are compatible with each other, the adjoining historic resource, and the adjacent residential neighborhood.

- d. Screening for trash enclosures and loading areas oriented to the interior of the site shall be provided and shall consist of masonry walls designed to appear to be an extension of the building (brick, stone, or ornamental concrete).**

Comment: The trash enclosure for the site is to the rear left side of the building, interior to the site. It will be screened both by its location and the extensive landscaping on the periphery of the site and on the landscape island adjacent to it. However, the trash enclosure should be of the same masonry construction as the proposed building and should be designed so as to appear integral to the main building on the site. These requirements are reflected in the recommended conditions below.

- e. The stormwater management pond shall be designed as an amenity, to the extent possible.**

Comment: The stormwater management pond for the proposed development is off-site. Therefore, this condition has become inapplicable for the proposed project.

- f. Views from the road (public right-of-way). All views of trash and loading areas shall be completely screened from the road. The facades of any structure visible from the road shall be treated as front facades.**

Comment: Staff has reviewed the submitted plans with respect to the topography and layout of the surrounding roads and finds that the proposed project meets this requirement.

- g. Parking shall be screened from the road with either a masonry screen wall or evergreen shrub material, or other materials as approved by Planning Board.**

Comment: Screening from the road has been provided as per the landscape plan submitted with the proposed project.

- h. A determination shall be made whether a limited access (ingress only) from MD 193 to the subject site shall be permitted.**

Comment: The Transportation Planning Section has stated that transportation improvements to MD 193 need not be considered at present, but should be discussed

when the balance of the site is developed.

9. **A 30-foot landscaped yard shall be provided along MD 193 and a 50-foot landscape yard shall be provided along the southern boundary of the site where it adjoins historic site (#70-30).**

Comment: A recommended condition ensures that the required buffering will be provided along Bell Station Road and along the southern boundary of the site.

10. **Development of this site shall be in accordance with approved Conceptual Stormwater Management Plan (CSD #958000470).**

Comment: In comments dated April 29, 2005, the Department of Environmental Resources stated that the proposed plan is consistent with approved stormwater concept #8000470-1995-02 that superceded concept plan #95800470.

9. **The Requirements of Final Plat REP 193@082:** Staff has reviewed the proposed project against the requirements of final plat REP 193@082 and finds it to be substantially in conformance. Minor deviations have been remedied in the recommended conditions below.
10. **Special Exception SE-4460:** Staff has evaluated the subject proposal against the requirements of the approval of Special Exception 4460—BP Amoco Corporation—and offers the following. Please note that each condition of that approval is reiterated in bold face type and staff's comments follow:

1. **A Detailed Site Plan for the entire site shall be approved prior to the issuance of building permits. The Detailed Site Plan shall include, but not be limited to, the following:**
  - a. **A cohesive design for vehicular access, circulation, parking and pedestrian circulation. Auto, truck, and pedestrian traffic shall be separated to the extent possible. Pedestrian access shall be provided throughout the site, such that pedestrians can safely and conveniently access the entire site without use of an automobile.**

Comment: The applicant has provided a comprehensive plan for both vehicular and pedestrian connection. Although a vehicular connection from the site to the balance of the shopping center was not initially included in the plans, the applicant has agreed to include one, and a condition below requires that it be shown prior to signature approval of the plans. Pedestrian access to the BP site is accommodated by a sidewalk system, allowing pedestrians to access the sidewalk along Bell Station Road as well as the interior sidewalk system connecting each of the proposed buildings in Bell Station Center.

- b. **Common pedestrian space and common focal points shall be provided.**

Comment: Common pedestrian space in this portion of the overall center is the sidewalks provided. The sidewalk system for Bell Station Center will eventually connect to that of the balance of the center, where additional common pedestrian spaces will be provided. Focal points in the development are provided by the extensive landscaping offered on the periphery of the site. Additionally, the primary architectural material choice, a quality brick, for the buildings on the site is enhanced by an architectural design that exceeds the quality standard approved in the special exception.

- c. **Design guidelines and specific designs for signage and architecture. Signage shall be consistent in terms of location for both building-mounted and freestanding signs, shall be easy to read and shall provide clear internal directions and an uncluttered external appearance. Architectural guidelines shall include colors, materials, and styles, such that all buildings are consistent and compatible with each other, and are compatible with the adjoining historic buildings and residential neighborhood.**

Comment: The signage offered, both wall and freestanding, is clear, easy to read, and simple in design. The architectural guidelines do include colors, materials and styles to ensure that the buildings are compatible with each other, the adjoining historic resource, and the adjacent residential neighborhood.

- d. **Screening for trash enclosures and loading areas oriented to the interior of the site shall be provided and shall consist of masonry walls designed to appear to be an extension of the building (Brick, stone, or ornamental concrete).**

Comment: The trash enclosure for the site is to the rear left side of the building, interior to the site. It will be screened both by its location and the extensive landscaping on the periphery of the site and on the landscape island adjacent to it. However, the trash enclosure shall be of the same masonry construction as the proposed building and should be designed so as to appear integral to the main building on the site. These requirements are reflected in the recommended conditions below.

- e. **The stormwater management pond shall be designed as an amenity to the extent possible.**

Comment: The stormwater management pond for the proposed development is provided off-site. Therefore, this condition has become inapplicable for the proposed project.

- f. **Views from the road (public right-of-way). All views of trash and loading areas shall be completely screened from the road. The facades of any structure visible from the road shall be treated as front facades.**

Comment: Staff has reviewed the submitted plans with respect to the topography and layout of the surrounding roads and finds that the proposed project meets this



requirement.

- g.      Parking shall be screened from the road with either a masonry screen wall or evergreen shrub material or other materials as approved by Planning Board.**

Comment: Screening from the road has been provided as per the landscape plan submitted with the proposed project.

- h.      A determination shall be made whether a limited access (ingress only) from MD 193 to the subject site shall be permitted.**

Comment: The Transportation Planning Section has stated that transportation improvements to MD 193 need not be considered at present, but should be discussed when the balance of the site is developed.

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