



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 13-133

14741 Governor Oden Bowie Drive  
 Upper Marlboro, Maryland 20772  
 TTY: (301) 952-4366  
[www.mncppc.org/pgco](http://www.mncppc.org/pgco)  
 File No. DSP-12059

## RESOLUTION

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 November 14, 2013, regarding Detailed Site Plan DSP-12059 for Riverdale Road McDonalds, the Planning Board finds:

1. **Request:** The subject application is for approval of a DSP for a 4,387-square-foot, one-story, freestanding McDonalds eating and drinking establishment with drive-through service on an existing McDonalds site in the Commercial Shopping Center (C-S-C) Zone. The DSP proposes to demolish the existing McDonalds restaurant building and replace it with a new prototype building.

The application also includes a Departure from Parking and Loading Standards, DPLS-396, to reduce the required number of parking spaces from 52 to 45 and to not provide the required one loading space due to the site's small size.

2. **Development Data Summary:**

|                    | EXISTING                                                          | APPROVED                                                          |
|--------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| Zone(s)            | C-S-C                                                             | C-S-C                                                             |
| Use(s)             | Eating or Drinking<br>Establishment with<br>Drive-through Service | Eating or Drinking<br>Establishment with<br>Drive-through Service |
| Acreage            | 1.11                                                              | 1.11                                                              |
| Square Footage/GFA | 3,817                                                             | 4,387                                                             |
| Lots               | 2                                                                 | 2                                                                 |

### **Parking Requirements\***

|                                                                                                                          | REQUIRED | APPROVED           |
|--------------------------------------------------------------------------------------------------------------------------|----------|--------------------|
| Total Parking Spaces<br>(1 space per every 3 seats for 87 seats<br>plus 1 space per 50 square feet for<br>1,142 sq. ft.) | 52       | 45*                |
| Of which                                                                                                                 | 3        | 2                  |
| Handicap Spaces                                                                                                          |          | (2 Van-Accessible) |
| Total Loading space                                                                                                      | 1        | 0*                 |

PGCPB No. 13-133  
File No. DSP-12059  
Page 2

\*Note: A Departure from Parking and Loading Standards (DPLS-396) for a reduction of seven parking spaces from the required 52 spaces and to not provide the one loading space required by the Zoning Ordinance has been filed as a companion case with this DSP.

3. **Location:** The 1.11-acre property is located at 5600 Riverdale Road, in the northeastern quadrant of its intersection with Kenilworth Avenue (MD 201). The site is also located in Planning Area 69, Council District 3, within the Developed Tier, in the town of Riverdale Park.
4. **Surrounding Uses:** The subject site is bounded on three sides by the rights-of-way of Riverdale Road to the north, Kenilworth Avenue (MD 201) to the east and 57th Avenue to the west. To the north of the site is property owned by Potomac Energy Holding, LLC in the C-S-C Zone.
5. **Previous Approvals:** The subject site consists of two lots that were recorded among the Land Records of Prince George's County in the 1960s. Subsequently, the site was developed and the primary structure was built in 1964. The site has a Special Exception, SE-3613, which was approved by the District Council on August 26, 1985 for a fast-food restaurant. Since then, McDonalds has continued to own and operate this restaurant. The 1994 *Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)* (Bladensburg-New Carrollton Master Plan and SMA) retained this property in the C-S-C Zone. The site also has an approved Stormwater Management Concept Plan, 38926-2012-00, which is valid through May 20, 2016.
6. **Design Features:** The subject site has three existing vehicular access points off Kenilworth Avenue (MD 201), Riverdale Road, and 57th Avenue. The existing McDonalds restaurant building is located parallel to Kenilworth Avenue in a south-north orientation. The access point off Kenilworth Avenue is a right-in/right-out partial access. The proposed DSP keeps the same number of access points, but relocates the ones off Kenilworth Avenue and 57th Avenue. The existing access off Riverdale Road remains at the same location.

The application proposes to construct a new 4,387-square-foot McDonalds restaurant on an existing McDonalds restaurant site to replace the existing 3,817-square-foot building. The existing building will be demolished before the new building is constructed on the site. The new restaurant building is sited toward Riverdale Road in the middle of the site, surrounded by surface parking spaces. It is set back approximately 60 feet from the front property line, more than 60 feet from two side property lines and approximately 50 feet from the rear property line abutting the Potomac Energy Holding LLC property, where the drive-through window is located. The main drive-through traffic will enter the site from Riverdale Road and circulate via two drive-through lanes which will merge into one lane to the rear of the restaurant and eventually exit from the access point off Kenilworth Avenue. The trash receptacle is located in the northern portion of the site, close to the site entrance off 57th Avenue. The applicant plans to use the space between the drive-through lane and the rear property line as a loading area with limited operation time when on-site traffic is light, such as late at night or early in the morning. A condition has been decided by the Planning Board to limit the operation of the loading space during non-peak hours. The condition has been included in this resolution.

PGCPB No. 13-133  
File No. DSP-12059  
Page 3

The proposed new McDonalds restaurant building is one of the franchise's latest architectural models and has a contemporary appearance with many architectural features. Two main entrances to the building are located on the south and west (Riverdale Road and Kenilworth Avenue frontage) sides. The one-story flat roof building with a building height varying from 18.79 to 23.33 feet is finished with a combination of red brick, stone veneer, and an aluminum trellis system on four sides. The aluminum trellis system has been used as an accent element to break up the dominance of brick and stone on all elevations. The roof section is clad with corrugated metal fascia panels. A tower element finished with accent cultured stone (southwest pro-fit ledgerstone) has been used at the two entrances and on the east elevation. The flat plane of the roof of the tower element is broken with the addition of a stone veneer parapet and a golden, metal, sloping curve as a roof cap design element. Darker brick (Midland Blend) is proposed on the north side of the building in the area of the drive-through pick-up windows, and in the form of a wider horizontal band between the pick-up windows. Additional stone veneer is proposed mostly in the area where the dining area is located. Awnings with yellow and orange bands are proposed above the dining room windows. The south and west elevations are designed as the main elevations of the building. The northern and the eastern elevations (where the drive-through windows are located) are designed as the secondary elevations, which are also attractive and acceptable. The proposed trash receptacle is enclosed with brick walls on three sides that have the same light color brick (Rubigo Red Velour) as those on the restaurant building. The gate of the trash receptacle is made of Trex, a synthetic material in a woodland brown color.

The lighting fixtures proposed include pole lights for the site and building-mounted wall sconce fixtures for the building. The pole lights are 24-foot-high full cut-off luminaires. However, no specifications for the proposed wall sconce fixtures are provided. A condition has been included in this report to require that a cut sheet for these fixtures be provided to be reviewed and approved by the Urban Design Section as designee of the Planning Board prior to certification. The photometric lighting plan shows an average 0.2 foot-candle reading along the property line, meaning that minimal lighting spills over the adjacent property and rights-of-way. All exterior lighting fixtures are full cut-off type.

A total of 110.4 square feet of building-mounted and 146 square feet of site signage have been proposed with this DSP. The signage includes a typical McDonalds golden arch corporate sign, other site signs, and directional signs. The two text identification signs along with the golden arch logos are located on the southern and western elevations. An additional text identification sign is located on the northern elevation. Two additional signs with the text "Welcome" are located on the two main elevations facing Kenilworth Avenue and Riverdale Road. The site plan also includes a 6-foot 9-inch-high, 103.5 inch by 54 inch menu board in front of the drive-through lane. A 42-inch illuminated golden arch sign has been shown on four elevations. One flag pole for a United States of America flag, one for the State of Maryland flag, and one for the McDonalds corporate flag are proposed on the southwestern corner of the building site near the intersection of Kenilworth Avenue and Riverdale Road. The United States, state, and municipal flags and the menu board, which is solely used to inform passengers of specific food offered in a "drive-in restaurant" or a "fast-food restaurant" with a drive-through window, are permitted and are not considered as

PGCPB No. 13-133  
File No. DSP-12059  
Page 4

signage from the standpoint of the Zoning Ordinance. However, the McDonalds corporate flag, which has a total sign face area of 15 square feet, is considered a freestanding sign in accordance with Part 12 of the Zoning Ordinance. The proposed sign package meets the sign requirements in the Zoning Ordinance.

The number of parking spaces provided by the applicant is 45 spaces, of which two are van-accessible for the physically-handicapped. The number of parking spaces for the physically-handicapped does not meet the applicable minimum requirement for this use. In accordance with Section 27-566, three parking spaces for the physically-handicapped are needed for a total number of parking spaces required between 51 and 75. The number of required parking spaces for this site is 52 spaces. A condition has been attached to the approval of this DSP in this resolution.

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-S-C Zone and the site plan design guidelines of the Zoning Ordinance as follows:
- a. The subject application is in conformance with the requirements of Section 27-461(b), which governs uses in commercial zones. The proposed eating or drinking establishment, with drive-through service, is permitted in the C-S-C Zone subject to DSP approval.
  - b. The DSP shows a site layout that is consistent with Section 27-462, regulations regarding building setbacks in commercial zones.
  - c. The DSP is in conformance with the applicable site design guidelines as referenced in Section 27-283 and contained in Section 27-274 as discussed below:
    - (1) The double drive-through lanes at the southeastern corner of the site have been designed to provide adequate space for queuing vehicles. In addition, since the longer side of the building is oriented toward Riverdale Road, the drive-through windows are located on the opposite side on the northern elevation of the building, and the drive-through is completely screened by the restaurant building from the views on Riverdale Road. Given the site layout, the drive-through service can be viewed from both Kenilworth Avenue (MD 201) and 57th Avenue.
    - (2) Pedestrian access is proposed into the site directly from the sidewalks along Kenilworth Avenue, Riverdale Road and 57th Avenue. There is only one main pedestrian access from Kenilworth Avenue to a major entrance on the western side, utilizing a clearly marked and striped pedestrian route, as recommended in Section 27-274(2)(C). The two handicap-accessible parking spaces are located at the building's southern entrance close to the access point off Riverdale Road. An additional striped pedestrian route should be clearly marked to connect the building entrance to sidewalks on Riverdale Road. The restaurant is easily accessible to pedestrians. Since there is no customer entrance on the eastern

PGCPB No. 13-133  
File No. DSP-12059  
Page 5

elevation, a direct pedestrian connection to sidewalks along 57th Avenue is not necessary. A condition to require the applicant to provide another marked and striped pedestrian route to connect to sidewalks along Riverdale Road has been included in this resolution.

- d. The proposal includes building-mounted signs, directional signage (also known as regulatory signage), and other site signs such as a menu board. The signs have been reviewed for conformance with C-S-C Zone regulations with regard to sign face area, and found to meet the requirements.
- (1) Building-mounted signs are regulated by Section 27-613, signs attached to a building or canopy. None of the proposed signs are designed to be visible from any land in any residential zone or land proposed to be used for residential purposes. None of the proposed signage extends above the lowest point of any roof, except for one identification sign and logo placed on the eastern elevation where the drive-through windows are located.

Within the C-S-C Zone, the permitted building-mounted sign area is regulated as follows:

**Section 27-613(c)(3)**

- (B) In all Commercial Zones (except the C-O Zone) and all Industrial Zones (except the I-3 and U-L-I Zones), if all of the permissible sign area is to be used on any building occupied by only one (1) use that is not located within an integrated shopping or industrial center or office building complex, the following applies:**
- (i) Each building shall be allowed a sign having an area of at least sixty (60) square feet.**
- (ii) Except as provided in (i), above, the area of all of the signs on a building shall be not more than two (2) square feet for each one (1) lineal foot of width along the front of the building (measured along the wall facing the front of the lot or the wall containing the principal entrance to the building, whichever is greater), to a maximum of four hundred (400) square feet.**

The new building has approximately 239 lineal feet of building width. Based upon the lineal feet of building width indicated on the site plan, the proposed total square footage of the building-mounted signage, which is approximately 110.4 square feet, is well within the amount permitted by Section 27-613 of the Zoning Ordinance. However, there is no information regarding what is required in

PGCPB No. 13-133  
File No. DSP-12059  
Page 6

accordance with Part 12 of the Zoning Ordinance provided on the site plan. A condition has been included in the Recommendation section of this report to require the applicant to provide the required information in accordance with Section 27-613 of the Zoning Ordinance on the sign sheet prior to certification of this DSP.

- (2) Section 27-614, Freestanding Signs, provides specific regulations on the location, height, area, and quantity of freestanding signs that are applicable to the review of this DSP.

Section 27-614(d)(2)(A), Option One, allows a single business fronting only on one street to have one freestanding sign if the site has zero to 44 feet of street frontage, and an additional freestanding sign if it has a street frontage from 44 to 1,000 feet. The subject site has a total of 611 feet of frontage on Kenilworth Avenue, Riverdale Road, and 57th Avenue and, therefore, a total of two freestanding signs are allowable. The sign detail sheet shows one freestanding pole sign and one flag sign. There are three flag signs on the site plan: one is the flag of the United States, the other is the flag of the State of Maryland, and the third one is the corporate flag of McDonalds.

Section 27-614(c)(3) regarding sign face area of freestanding signs allows the following sign area calculation:

- (3) **In all Commercial Zones (except the C-O Zone) and all Industrial Zones (except the I-3 Zone), the area of the sign shall be not more than either:**
- (A) **One (1) square foot for each two (2) lineal feet of street frontage, to a maximum of two hundred (200) square feet for each sign, if the building is located in an integrated shopping center, other commercial center with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office building complex. The street frontage shall be measured on the property occupied by the center or complex associated with the sign; or**
  - (B) **One (1) square foot for each four (4) lineal feet of street frontage, to a maximum of two hundred (200) square feet for each sign, if the business is not located in an integrated shopping center, other commercial center with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial center, or office**

PGCPB No. 13-133  
File No. DSP-12059  
Page 7

**building complex. The street frontage shall be measured on the property occupied by the use associated with the sign.**

The site plan has a total of 611 feet of frontage on Kenilworth Avenue, Riverdale Road, and 57th Avenue and can have up to 200 square feet of sign face area for each sign. The sign detail sheet shows a total of 146 square feet of freestanding signage with the largest sign of 99.2 square feet for the McDonalds pole sign. The sign area information provided in the sign face area table meets the Zoning Ordinance requirements for freestanding signs.

- (3) Directional signage is regulated by Section 27-629, regulatory signage. In commercial zones, a maximum of 12 square feet of directional or regulatory signage is permitted on private property. The DSP proposes several regulatory signs, including one drive-through sign, two "order here" signs, and six directional signs, none of which is larger than 12 square feet in sign face area.
- 8. **Prince George's County Landscape Manual:** The DSP for a McDonalds restaurant is subject to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Interior Planting Requirements; Section 4.4, Screening Requirements; and Section 4.9, Sustainable Landscaping Requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).
  - a. The subject site is surrounded on three sides by rights-of-way and has approximately 370 feet of frontage, excluding the driveway entrances along Kenilworth Avenue (MD 201) and Riverdale Road, and approximately 199 feet of frontage, excluding the driveway entrance along 57th Avenue. Section 4.2 provides several options to meet the landscape strip requirements. The landscape plan uses Option 4 for the frontages along both Kenilworth Avenue and Riverdale Road, and Option 1 for the frontage along 57th Avenue. Each option provides the required landscape strip to be planted with a minimum of one shade tree and 10 shrubs per every 35 linear feet of frontage, excluding driveway openings. The landscape plan shows 14 shade trees and 52 shrubs along the site's Kenilworth Avenue and Riverdale Road frontages and 11 shade trees and 59 shrubs along the 57th Avenue frontage, which meet the requirements of Section 4.2.
  - b. Section 4.3(c)(1) requires that, for any parking lots adjacent to any public rights-of-way, the parking lots should be properly screened from the views from public rights-of-way. Since the site is located in the Developed Tier, three options are available. The applicant elected Option 2, which is a minimum three-foot-wide landscaped strip with a three- to four-foot-high masonry wall; and Option 3, which is a five-foot perimeter landscaped strip in accordance with the requirements in the Developed Tier, as stated in Section 4.3(c)(1)(D)(i)-(ii). The landscape plan meets the applicable requirements.

County Council Bill CB-17-2013, which was adopted on July 24, 2013 and took effect in the middle of September 2013, further amended Section 4.3(c)(2) of the Landscape

PGCPB No. 13-133  
 File No. DSP-12059  
 Page 8

Manual regarding the calculation of the percentage of interior planting area for a redevelopment site such as the one included in this DSP. The bill requires only five percent of the site area to be interior planting area of any existing parking compound within the existing boundaries of the limits of disturbance. The DSP has approximately 17,835 square feet of parking lot area and has provided only 1,287 square feet, which accounts for 7.2 percent, of the parking lot area as interior planting area, to be planted with one shade tree per each 160 square feet of the interior planting area. The landscape plan meets the interior planting area requirements.

- c. Section 4.4 requires that any loading spaces, loading docks, and maintenance areas be screened from constructed public streets. The DPLS companion to the subject DSP requests a waiver of one required loading space and instead use of several parking spaces located at the rear of the site during off-peak hours for loading purposes. See Finding 7.e. above for a detailed discussion of the request for a departure from the number of loading spaces required. Technically, this DSP will not be subject to the requirements of Section 4.4 due to no designated loading space on the site if the DPLS for one loading space is approved as requested.
- d. Section 4.9 requires a minimum percentage of plants in each plant category to be native species and/or cultivars. The percentage is specified as follows:

|                  |     |
|------------------|-----|
| Shade trees      | 50% |
| Ornamental trees | 50% |
| Evergreen trees  | 30% |
| Shrubs           | 30% |

Native plant materials should also be identified as such in the planting schedule on the landscape plan. The landscape plan does not provide any information regarding native plants. A condition has been included in the Recommendation section of this report to require the applicant to revise the landscape plan to provide the minimum percentage of native species and/or cultivars for each stated plant category.

- 9. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and the Tree Canopy Coverage Ordinance:** The project is not subject to the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the subject site contains less than 10,000 square feet of woodland and has no previously approved tree conservation plans. The site also does not contain any regulated environmental features. The applicant has submitted an approved letter of exemption from the WCO that is valid until December 14, 2014 and an approved Natural Resources Inventory (NRI-157-12) that is valid until December 31, 2017.

The Tree Canopy Coverage Ordinance came into effect on September 1, 2010. All activities that require a grading permit after September 1, 2010 must provide the tree canopy coverage (TCC) percentages required by Section 25-128 of the Prince George's County Code. A TCC schedule has been provided on the landscape plan that demonstrates the site's conformance with the

PGCPB No. 13-133  
File No. DSP-12059  
Page 9

requirement. The required tree canopy for this site is ten percent of the site area, or a total of 4,835 square feet. The site provides 6,195 square feet of TCC through landscaping, which exceeds the requirements for the site.

10. **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 Planning Board found that the DSP is in:
- **Conformance with the 2002 Prince George's County Approved General Plan:** This application is consistent with the 2002 *Prince George's County Approved General Plan* Development Pattern policies for the Developed Tier.
  - **Conformance with the 1994 Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity:** The master plan's objective is to improve the appearance of commercial corridors to make them more visually attractive with their surroundings.

The applicant has made an effort to strengthen walkability and connectivity in the area. Since high pedestrian traffic is anticipated in the area to access the planned light rail station, McDonalds should provide pedestrian facilities to the greatest extent possible. The Planning Board directed that special paving be used, instead of regular striping, across the vehicular entrances at Kenilworth Avenue (MD 201), Riverdale Road, and 57th Avenue to provide a safer pedestrian environment.

The Planning Board supports the parking departure. Since the Purple Line Metro station will be located just north of the site, reducing the number of parking spaces would help to promote more pedestrian customers.

Specific design measures, such as upgraded sidewalks, have been provided within the three streets surrounding the site. Clearly striped pedestrian crosswalks and bicycle parking facilities have also been included in this DSP in order to improve on-site walkability and connectivity to the adjacent area.

- b. **Subdivision Review**—The Planning Board found that there are no other subdivision issues.
- c. **Transportation Planning**—The Planning Board reviewed the site plan along with the companion departure from the number of parking and loading spaces required. The Planning Board has also examined the "Purple Line Final Environmental Impact Statement and Draft Section 4(F) Evaluation" dated August 2013, and reevaluated the right-of-way impacts on this site. The Planning Board concluded that the site plan is acceptable within the findings required by Section 27-285 of the Zoning Ordinance.

PGCPB No. 13-133  
File No. DSP-12059  
Page 10

It has also been determined that there is not demonstrable evidence that the subject site will incur a permanent right-of-way impact regarding the proposed Purple Line transit facility, and it is further determined that any needed permits can be issued within the subject site in accordance with the submitted site plan.

- d. **Trails**—The Planning Board reviewed the applicable elements of the 2009 *Approved Countywide Master Plan of Transportation* and concludes that adequate bicycle and pedestrian transportation facilities will exist to serve the proposed use if bicycle parking and a minimum six-foot-wide sidewalk along the subject site's frontage on 57th Avenue, Kenilworth Avenue (MD 201), and Riverdale Road are provided. The Planning Board added three relevant conditions hereto.

The applicant has revised the site plan to show minimum six-foot-wide sidewalks along the entire site frontage of the three streets listed above and installed two u-shaped bicycle parking spaces close to the main entrance to the building facing Riverdale Road. The details of the bicycle parking have also been included in this DSP.

- e. **Permit Review**—The Planning Board found that Council Bill CB-17-2013 allows a redevelopment site, such as the site under this DSP, to provide a five-percent interior planting area. The landscape plan submitted with this DSP meets the interior planting area requirements.
- f. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 23, 2013, DPIE provided comments on sidewalks, street trees and lighting, utilities, and stormwater management concept approval. DPIE also has no objection to the approval of the departure from the number of parking and loading spaces required. The requirements of DPIE and the Department of Public Works and Transportation (DPW&T) will be enforced at the time of permit issuance by DPIE.
- g. **Prince George's County Health Department**—In a memorandum dated September 11, 2013, the Health Department provided three comments on artificial light pollution, aquifer protection, and possible air pollution related to idling vehicles at the drive-through service.

The applicant responded to the comments in the review process. All lighting fixtures proposed on this site are full cut-off type. This project provides for stormwater management through the use of micro-bioretenion facilities. Since the soil on this site is very compact, minimal infiltration will occur in both existing and proposed conditions.

As described by the applicant, the proposed side-by-side drive-through system incorporates two drive-through lanes. Orders will be placed through a radio system. After placing orders, cars will merge into a single lane and proceed to the pick-up window. The

PGCPB No. 13-133  
File No. DSP-12059  
Page 11

side-by-side system allows for greater efficiency. As such, vehicle idling time in general should be reduced.

- h. **Washington Suburban Sanitary Commission (WSSC)**—In an email attachment dated September 9, 2013, WSSC provided comments on issues related to water and sewer, site utilities, rights-of-way, the environment, and the hydraulics of the proposed redevelopment. WSSC's requirements will be enforced at the time of permit review. The comments provided with this report are for informational purposes.
  - i. **Prince George's County Police Department**—In a memorandum dated September 5, 2013, the Police Department reviewed the site plan for conformance with the design guidelines of CPTED (Crime Prevention Through Environmental Design) and concluded that there are no CPTED-related issues with this DSP.
  - j. **The Maryland State Highway Administration (SHA)**—In a memorandum dated October 7, 2013, SHA provided comments on access to the subject property. The applicant is obligated to fulfill SHA's requirements at the time of applying for access permits from SHA.
  - k. **Town of Riverdale Park**—At the time of the public hearing for this case, the Town of Riverdale Park presented the Town's resolution of approval for this case with two conditions that have been included in this resolution.
  - l. **The Maryland Transit Administration (MTA) Purple Line**—This DSP application was also sent to the MTA Purple Line office since there is a reasonable likelihood that the ultimate right-of-way of the Purple Line will run through a de minimis portion of the northern part of the subject site. However, at the time this report was written, MTA has not responded to the referral request.
11. Based upon the forgoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the subject 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. In addition, as required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board also found that the regulated environmental features on the site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(5) of the Subdivision Regulations. Since the subject site does not contain any regulated environmental features, such as streams, wetlands, or floodplain, no preservation or restoration of environmental features is required as part of this detailed site plan approval, and the related required finding is not needed.

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

PGCPB No. 13-133  
File No. DSP-12059  
Page 12

Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-12059, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information shall be provided:
  - a. Provide a cut sheet for the proposed wall sconce fixtures.
  - b. Provide another marked and striped pedestrian route to connect to sidewalks along Riverdale Road.
  - c. Provide the "required" sign face area information along with the "provided" sign face area information in the sign table on Sheet SAP-1.
  - d. Provide a site plan note as follows:

"Truck deliveries to the site shall be restricted to Mondays, Wednesdays, Fridays and Saturdays and shall further be restricted to 30-minute intervals, during the restaurant's non-peak hours, at the rear of the building where the drive-through service is located."
  - e. Revise the landscape plan to provide the required minimum percentage of native species and/or cultivars for each stated plant category in a Section 4.9 landscape schedule.
  - f. Revise the site plan to provide one more standard parking space for the physically-handicapped located as close as possible to the western entrance of the building fronting Kenilworth Avenue (MD 201) to be reviewed and approved by the Urban Design Section as designee of the Planning Board.
2. The applicant shall provide and maintain trash receptacles at locations near the drive-through menu board, near the last/final drive-through window, near each entrance/exit to the site and near both ends of all crosswalks.

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.

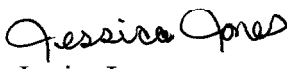
PGCPB No. 13-133  
File No. DSP-12059  
Page 13

\* \* \* \* \*

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 Bailey, with Commissioners Washington, Bailey, Geraldo, Shoaff and Hewlett voting in favor of the motion at its regular meeting held on Thursday, November 14, 2013, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 5<sup>th</sup> day of December 2013.

Patricia Colihan Barney  
Executive Director

  
By Jessica Jones  
Planning Board Administrator

PCB:JJ:HZ:arj

APPROVED AS TO LEGAL SUFFICIENCY.

  
M-NCPPC Legal Department

Date 11/25/13