

PGCPB No. 17-139

File No. DSP-17013

### 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 October 26, 2017, regarding Detailed Site Plan DSP-17013 for Empire Petroleum Brandywine, the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) application is a request for the redevelopment of a gas station with a food and beverage store and an eating and drinking establishment with drive-through service. The project will entail the complete removal of all existing structures on the property and the new construction of a 3,500-square-foot building that will house a food and beverage store (2,500 square feet) and an eating and drinking establishment with drive-through service (1,000 square feet); a canopy; 10 multi-product fuel pump dispensers that provide a total of 20 fueling positions for cars; and 3 fuel pump dispensers providing 6 fueling stations for trucks. Both the gas station and the food and beverage store require approval of a special exception in the Light Industrial (I-1) Zone. A Special Exception (SE-4789) is concurrently being reviewed as a companion case with the subject DSP. Approval of the special exception is recommended.

An eating and drinking establishment is permitted by-right in the I-1 Zone; however, an eating and drinking establishment with drive-through service requires a DSP in accordance with Part 3, Division 9, of the Prince George's County Code. Should the DSP for an eating and drinking establishment with drive-through service be denied, the eating and drinking establishment (without drive-through service) remains a permitted use.

2. **Development Data Summary:**

|                  | EXISTING                              | APPROVED                                                                                                                       |
|------------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| Zone             | I-1                                   | I-1                                                                                                                            |
| Uses             | Gas station, food and beverage store, | Gas station, food and beverage store (SE-4789)<br><br>Eating and drinking establishment with drive-through service (DSP-17013) |
| Acreage          | 2.57                                  | 2.57                                                                                                                           |
| Parcels          | Parcel 83 and Parcel 287              | Parcel 83 and Parcel 287                                                                                                       |
| Gross Floor Area | 1,520 (to be razed)                   | 3,500 (new)                                                                                                                    |



#### OTHER DEVELOPMENT DATA

**Required Parking and Loading:**

|                                             |           |
|---------------------------------------------|-----------|
| Gas Station                                 | 25        |
| Food and Beverage Store                     | 6         |
| Eating and drinking establishment (9 seats) | 3         |
| 20% joint-use reduction                     | -7        |
| <b>Total Parking Required:</b>              | <b>27</b> |
| <b>Total Parking Provided:</b>              | <b>27</b> |
| <b>Loading Spaces Required</b>              | <b>1</b>  |
| <b>Loading Space Provided</b>               | <b>1</b>  |

3. **Location:** The subject property consists of two parcels, Parcel 83 and Parcel 287, and is located on the south side of Short Cut Road, and in the southeast quadrant of its intersection with US 301 (Robert Crain Highway) in Planning Area 71B and Council District 9.
4. **Surrounding Uses:** The general neighborhood is bounded to the north by MD 381 (Brandywine Road), to the west by US 301, to the east by Matapeake Business Drive, and to the south by Timothy Branch Road. Empire Petroleum Brandywine, 14330 Crain Highway, is bounded to the east and south by a vehicle salvage yard in the I-1 Zone; to the north by the public right-of-way of Short Cut Road, with industrial uses in the I-1 Zone beyond; and to the west by the public right-of-way of US 301, with vacant land in the Rural Residential (R-R) Zone beyond.
5. **Previous Approvals:** A gas station has existed on part of Parcel 83 since at least 1977, and has been developed in the current configuration since the mid-1990s. Special Exception SE-3507 was approved, with conditions, by the Prince George's County District Council in 1984 permitting a gas station with a food and beverage store. Departure from Design Standards DDS-207 was approved, waiving on-site landscape requirements (PGCPB Resolution No. 85-84). The site plan was revised in 1994 to reduce the size of the food and beverage store to 1,564 square feet and the required landscape strip to 5 feet along US 301 (Crain Highway) and to place the required landscaping within the 70-foot right-of-way for Short Cut Road. Revisions to SE-3507 and Departure from Design Standards DDS-444 were approved by the District Council via PGCPB Resolution No. 94-316 and PGCPB Resolution No. 94-317. The 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (Subregion 5 Master Plan and SMA) retained the I-1 Zone on the subject property. Due to the redevelopment of the subject property, this application will supersede the previous approvals. The site also has an approved Stormwater Management Concept Plan (2852-2016-00), which is valid through March 18, 2019.
6. **Design Features:** The subject application is a companion case with pending Special Exception SE-4789, Empire Petroleum, for the redevelopment of the existing gas station. The site plan proposes the construction of a 3,500-square-foot building that will house a 2,500-square-foot food and beverage store and a 1,000-square-foot eating and drinking establishment with drive-through service.



The site is accessed from US 301 (Crain Highway) and Short Cut Road. The site proposes a right-in ingress for trucks only at the southern entrance on US 301 and 2 two-way ingress and egress points to the site; one via the northern entrance on US 301 and the other on Short Cut Road, respectively. A two-way traffic pattern continues on-site. The traffic pattern for the drive-through and truck fueling stations arc around the building. The site also has 27 parking spaces south of the car fueling pumps and building.

**Architecture**—The building is generally rectangular and includes a flat roof with variation across the length of the building. The building has been designed to incorporate a variety of building materials including brick, stone, and cementitious panels on all sides of the structure, and complements the surrounding uses. Prefabricated stone has been used on the columns and tower feature on the front elevation, with brick and cementitious panel finish as predominant building materials. The rest of the elevations show a balance composition of stone, brick, and cementitious panel. The building is very contemporary in style and is acceptable.

**Lighting**—This DSP proposes lighting to illuminate the building and the fueling areas. The site plan provides a balanced lighting pattern on the property, while not causing a glare onto adjoining properties. The use of full-optic cut-off lighting is recommended.

**Signage**—The applicant is proposing building, canopy, and freestanding signage that are of prototypical franchise-style for Fast Fuel/Fast Market franchises. The canopy signage will be the standard white background with a red band and blue and red “Fast Fuel” lettering, while the canopy sides will be the blue, white, and red logos that are typical for Fast Fuel. The proposed freestanding sign will replace an existing one and to include two digital gasoline price signs. The signage is within the allowed square footage and height (freestanding sign) and is in general conformance with the applicable sign requirements.

#### CONFORMANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the I-1 Zone, Section 27-259 (Permits within the proposed rights-of-way), and the site design guidelines of the Zoning Ordinance.
  - a. The subject application is in conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in the industrial zones. The proposed eating and drinking establishment with drive-through service is a permitted use in the I-1 Zone, subject to a DSP; the food and beverage store, along with the gas station, require a special exception approval. The companion case (SE-4789) is currently under review pending Zoning Hearing Examiner approval.



- b. **Section 27-259, Permits within proposed rights-of-way**—The subject property is abutting the master plan freeway facility designated as F-9 in the Subregion 5 Master Plan and SMA, which recommends a minimum 300-foot right-of-way along US 301/MD 5 (Crain Highway/Branch Avenue), and is within a proposed transit line (Southern Maryland Rapid Transit) alignment along MD 5.
- c. **Site Design Guidelines**—Section 27-283 of the Zoning Ordinance provides that a DSP should be designed in accordance with the same design guidelines for a conceptual site plan (Section 27-274), which provides design guidelines regarding parking, loading and circulation, lighting, views, green area, site and streetscape amenities, grading, service areas, public spaces, and architecture.

Section 27-274(a) of the Zoning Ordinance further requires that the applicant demonstrate the following:

**Section 27-274**

**(2) Parking, loading, and circulation**

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**
- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**
- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

The DSP is in general conformance with the site design guidelines contained in Section 27-274 regarding provisions for safe and efficient on-site pedestrian and vehicular circulation, as well as provisions for adequate illumination. Specifically, the plan shows interior two-way travel lanes at 22 feet in width. The size of these travel lanes is large enough to provide safe parking, as well as through traffic that can travel in both directions.

There are 27 total parking spaces provided for the 3 proposed uses. The vehicular access to the site at Short Cut Road and the northern entrance on US 301 is from a 30-foot-wide drive aisle, which provides two-way traffic to the site. The southern entrance for truck fueling is dimensioned at 18 feet and feeds into a one-way travel lane leading to the 3 fueling pumps. A single loading space is provided on the northern portion of the site. Parking spaces are located in close proximity to the building.

**(3) Lighting.**

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.**

A balanced lighting pattern is provided throughout the property. The lighting placement has been designed to enhance the building entrances and pedestrian areas, and to improve safety. The use of full-optic cut-off lighting is recommended to avoid spill-over lighting.

**(4) Views.**

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

The DSP is designed to preserve, create, or emphasize views from public roads and public spaces to the adjoining properties and green areas. The proposed buildings have been designed to provide a modern, clean, and appealing street presence along the roadways. This plan is designed to preserve, create, or emphasize views from the public roads that surround the property. The site plan is proposing landscape strips along the road frontages of US 301 and Short Cut Road.

**(5) Green Area.**

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.**

The required green area for the I-1 Zone is 10 percent of the site area. Calculations for green area were not provided. The plans should be revised to provide the green area for the subject site, for permitting purposes. A condition has been added requiring the applicant to provide the green area prior to certification.

**(6) Site and streetscape amenities.**

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.**

The applicant is not proposing any site or streetscape amenities, except for landscaping and complete redevelopment of an existing site. The redevelopment will contribute to an attractive and coordinated development pattern of the streetscape bordering the site.

**(7) Grading.**

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.**

The development is being proposed on a site that has been previously mass graded and the site is relatively flat. Minor fine grading will be required, but should be designed to minimize disruption to existing topography and other natural resources on the site and on adjacent properties.

**(8) Service Areas.**

- (A) Service areas should be accessible, but unobtrusive.**

The DSP proposes loading areas on the northern side of the site, away from the building.

**(9) Public Spaces.**

- (A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.**

The DSP does not propose any public space in this development. As this is not a large-scale commercial development and is instead a 2.5-acre redevelopment, this requirement is inapplicable.

**(10) Architecture.**

- (A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with Section 27-277.**

Elevations and architectural details of the proposed building and associated signage have been provided for evaluation. The proposed one-story, approximately 16-foot-high, food and beverage store is rectangular in shape, measuring approximately 72.5 feet in length by 49 feet in width. The roofline is flat, and the exterior finish material is proposed to include



a combination of red brick, stone veneer in brown tones, and exterior insulation finishing system in shades of white. The main entrance area, with a large metal canopy and storefront doors and windows, is on the western elevation of the building, facing US 301. The side and rear elevations have no fenestration; however, they will be minimally visible from the public rights-of-way due to the building's position on the lot. The building is well-designed. It is noted that the design and materials for the fueling station canopy was revised to complement the design and materials used on the building.

8. **2010 Prince George's County Landscape Manual Requirements:** The application to redevelop an existing gas station involves new construction and is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The application is in general conformance with Sections 4.2, 4.3, 4.4, and 4.9 of the Landscape Manual, as follows:
  - a. **Section 4.2, Requirements for Landscape Strips Along Street**—The proposal is subject to Section 4.2, Requirements for Landscape Strips Along Streets, along its Short Cut Road and US 301 (Crain Highway) frontages. The current submitted plan provides the appropriate schedules showing the planting requirements of this section being met along both frontages.
  - b. **Section 4.3, Parking Lot Requirements**—The plan proposes a new parking lot requiring interior planting, in accordance with this section. The submitted plans indicate that all the requirements of this section are being met and the correct schedules are provided.
  - c. **Section 4.4, Screening Requirements**—The submitted plan indicates a proposed loading space and trash area on the site. The details for the dumpster enclosure and screening for the loading space are provided on the site plan. No mechanical equipment, such as meters, freestanding air conditioners, heat pumps, or similar equipment is shown on the plans. The plans should be revised to show the location of such mechanical equipment, if they are proposed, and to show everything screened in conformance with the requirements of this section.
  - d. **Section 4.9, Sustainable Landscaping Requirements**—The site is subject to the requirements of Section 4.9, which requires a certain percentage of the planting materials to be native species. A schedule is provided on the plan demonstrating conformance with these requirements.
9. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size, contains more than 10,000 square feet of existing woodland, and proposes more than 5,000 feet of woodland clearing. A Type II Tree Conservation Plan (TCP II-016-2017) has been submitted with the subject application. The plan requires minor revisions to be in conformance with the WCO.



The site has a woodland conservation threshold of 15 percent or 0.39 acre. According to the proposed worksheet, the cumulative woodland conservation requirement, based on the total clearing of 1.32 acres for this project, is 1.00 acre. The TCPII proposes to meet this requirement with 1.00 acre of fee-in-lieu.

A Natural Resources Inventory Equivalency Letter, NRI-236-2015, was approved and expires on December 28, 2020.

10. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned I-1 are required to provide a minimum of 10 percent of the gross tract area in TCC. This application is subject to the Tree Canopy Coverage Ordinance because it proposes 5,000 square feet or greater of gross floor area or disturbance. The required TCC is 11,199 square feet for the 2.57-acre site and is reflected on the site plan.
11. **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. **Transportation**—The DSP application was reviewed for health, safety, and welfare issues in the immediate area, as well as master plan consistency. The source for estimates of trip generation is *Trip Generation, 9<sup>th</sup> Edition* (Institute of Transportation Engineers). The table below provides information regarding site trip generation. The comparison of trip rates for the existing use, versus the proposed use under the special exception, are shown in the following table:

| TRIP GENERATION RESULTS SUMMARY, EMPIRE PETROLEUM, SE-4789/DSP-17013          |           |           |            |            |            |            |
|-------------------------------------------------------------------------------|-----------|-----------|------------|------------|------------|------------|
|                                                                               | AM-in     | AM-out    | AM-total   | PM-in      | PM-out     | PM-total   |
| <b>Existing Use</b>                                                           |           |           |            |            |            |            |
| 14 fueling position gas station with food and beverage store                  | 71        | 71        | 142        | 95         | 95         | 190        |
| Less 80% pass-by in both peak hours (per judgment of staff, discussion below) | -57       | -57       | -114       | -76        | -76        | -152       |
| <b>Off-site trip generation for existing use</b>                              | <b>14</b> | <b>14</b> | <b>28</b>  | <b>19</b>  | <b>19</b>  | <b>38</b>  |
| <b>Proposed Use</b>                                                           |           |           |            |            |            |            |
| 23 fueling position gas station with food and beverage store                  | 117       | 117       | 234        | 155        | 155        | 310        |
| Less 80% pass-by in both peak hours (per judgment of staff, discussion below) | -94       | -94       | -188       | -124       | -124       | -248       |
| <b>Off-site trip generation for proposed use</b>                              | <b>23</b> | <b>23</b> | <b>46</b>  | <b>31</b>  | <b>31</b>  | <b>62</b>  |
| <b>NET NEW TRIPS Versus EXISTING</b>                                          | <b>+9</b> | <b>+9</b> | <b>+18</b> | <b>+12</b> | <b>+12</b> | <b>+24</b> |



The application is supported by a traffic study dated January 2017 provided by the applicant, and referred to the Maryland State Highway Administration (SHA), the Prince George's County Department of Public Works and Transportation (DPW&T), and the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). No comments were offered. The findings outlined below are based upon a review of these materials and analyses, consistent with the *Transportation Review Guidelines*.

The subject property is located within Transportation Service Area 2, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

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

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

In the traffic study, the applicant has shown that the site access points operate acceptably at unsignalized intersections, under existing and future traffic. However, many other traffic studies in the area have found that nearby adjacent intersections, such as US 301/US 381 to the north and US 301/MD 5/Timothy Branch Drive to the south, operate unacceptably. On March 28, 2017, the Prince George's County Council adopted Council Resolution CR-9-2017, which amends CR-60-1993. Specifically, this new resolution establishes a fee structure for payment to the Brandywine Road Club. Pursuant to CR-9-2017, the new fee for the subject application would be \$2.07 per square foot of nonresidential building construction, to be indexed by the appropriate cost indices, to be determined by DPIE. However, neither the special exception nor the DSP have transportation adequacy findings associated with them; therefore, the road club fee is not applicable to this development.

#### **Master Plan Highways**

The site is adjacent to US 301/MD 5, which is a master plan freeway facility and is designated as F-9 in the Subregion 5 Master Plan and SMA. The master plan recommends a 300-foot minimum right-of-way. PGAtlas shows a variable right-of-way along the frontage of the site. The description on the plan for US 301 being a 200-foot right-of-way

is incorrect. At this location, the overall public right-of-way is actually about 370 feet in width. Per SHA, mapping completed in 2006 and any further widening of US 301/MD 5 along the frontage will involve converting the existing shoulder to a load-bearing fourth lane, and adding a shoulder. This can be fully accomplished within the current right-of-way.

**Southern Maryland Rapid Transit**

The 2009 *Approved Countywide Master Plan of Transportation* shows a proposed transit line parallel and adjacent to MD 5. This line represents the Southern Maryland Rapid Transit (SMRT) Study being conducted by the Maryland Transit Administration (MTA) of the Maryland Department of Transportation. This study seeks to complete location and initial design for a proposed transit facility linking the Branch Avenue Metrorail Station with Charles County. Both bus rapid transit (BRT) and light rail transit (LRT) alternates are under study by MTA. The preferred alternative uses an alignment along the east side of US 301/MD 5 in this area, having a width of approximately 80 feet.

Given that the site is designed to serve trucks, it is apparent from the plans that a WB-50 design vehicle can maneuver through this site to make fuel deliveries. Otherwise, access and circulation on the subject plan are acceptable as shown. Any changes to access will require approval of the responsible operating agency. The site is not affected by any master plan active transportation facilities. Overall, this application is acceptable and meets the findings required for a DSP, as described in the Zoning Ordinance. From the standpoint of non-motorized transportation, the Planning Board finds that this plan is acceptable as well.

- b. **Urban Design**—The DSP application was reviewed for conformance with the Zoning Ordinance. Section 27-473, Uses Permitted in the Industrial Zones, of the Zoning Ordinance provides that an eating and drinking establishment with drive-through service is permitted in the I-1 Zone, subject to Footnote 54, which requires a DSP. A gas station and a food and beverage store use are permitted pursuant to a special exception, as has been filed (SE-4789).
- c. **Permits**—The DSP application was reviewed for conformance with the Zoning Ordinance, noting several site plan revisions that were addressed by the applicant through revisions to the plan or are addressed as conditions of approval.
- d. **Community Planning**—The DSP was reviewed for consistency with the approved master plans. The subject property is located in Planning Area 85A, known as Brandywine. The subject property is not located in a Military Installation Overlay Zone. MTA conducted the SMRT Study along the MD 5/US 301 corridor. The purpose of this study was to designate a preferred alignment for either a BRT or LRT system in the MD 5 corridor to link the Branch Avenue Metro Station to Charles County (see Subregion 5 Master Plan, page 112). An ongoing planning strategy for this area is to continue to work with MTA to preserve



right-of-way for transit service in the MD 5/US 301 corridor (see Subregion 5 Master Plan, page 53).

- e. **Environmental Planning**—The DSP and Type II Tree Conservation Plan (TCP11-016-2017) were reviewed for conformance. An approved and signed Natural Resources Inventory, NRI-236-2015, was issued on December 28, 2015 for this site. No other previous environmental reviews have occurred on this site. The project is subject to the environmental regulations of Subtitle 27 of the County Code that came into effect on September 1, 2010 because this is a new DSP request. This project is also subject to the WCO.

There are 1.32 acres of woodlands currently on-site. A review of available information identified that no regulated environmental features, such as streams, wetlands, areas of steep slopes, 100-year floodplain, or associated buffers, are found on the property. This site does not contain primary management area and is outside of the Chesapeake Bay Critical Area. The site straddles two watersheds. The eastern half of the site is within the Mattawoman Creek watershed, while the western half of the site drains into the Piscataway Creek watershed, which is a stronghold watershed; the entire site drains into the Potomac River basin. The predominant soil found to occur on-site, according to the USDA NRCS Web Soil Survey, is Beltsville-Urban Land complex, 0 to 5 percent slope. According to available information, neither Marlboro clay nor Christiana complexes are known to occur on-site. According to the Sensitive Species Project Review Area map prepared by the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. This site is not identified as containing forest interior dwelling species (FIDS) or FIDS buffer. This site does not share frontage with any historic or scenic roadways. According to the approved 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* pursuant to County Council Resolution CR-11-2017, the *Countywide Green Infrastructure Plan* (Green Infrastructure Plan), the site is not mapped within the network.

**Approved Subregion 5 Master Plan and Sectional Map Amendment (2013):** The master plan for this area is the 2013 Subregion 5 Master Plan and SMA. The area of the application falls within the Brandywine Community Center core and edges portion of this plan. In the master plan and SMA, the Environment section contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project. The text in **bold** is the text from the master plan and the plain text provides comments on plan conformance.

**Policies:**

- **Implement the master plan's desired development pattern while protecting sensitive environmental features and meeting the full intent of environmental policies and regulations.**

The area of proposed development is located within an area designated as mixed use in the master plan. This area is not within a priority area for protection according to the Green Infrastructure Plan and contains no regulated or sensitive environmental features.

- **Ensure that new development incorporates open space, environmentally sensitive design, and mitigation activities.**

This application is for the redevelopment of an existing site. No regulated environmental features exist on-site. The site is subject to County and state environmental regulations that encourages environmentally-sensitive design and mitigation activities.

- **Encourage the restoration and enhancement of water quality in degraded areas and the preservation of water quality in areas not degraded.**

The site has a valid approved Stormwater Management Concept Plan and Letter (2852-2016-00) that expires on March 18, 2019. The approved concept plan shows the construction of two submerged gravel wetlands on-site that will improve run-off quality and volume control during storm events. The concept letter also approved the use of fee-in-lieu of providing on-site/quality control measures, and requires use of an oil and grit separator, or approved equivalent, prior to discharging into a primary water quality device. A pollution prevention plan is also required. This project will meet water quality requirements from both storm and non-storm events entering wetlands and waterways, in accordance with an approved final stormwater management plan, to be approved by the Site/Road Plan Review Division of DPIE.

- **Minimize impervious surfaces in the Developing Tier portion of the watershed through use of conservation subdivisions and environmentally sensitive design and, especially in the higher density Brandywine Community Center, incorporate best stormwater design practices to increase infiltration and reduce run-off volumes.**

As previously stated, the site has a stormwater management concept approval letter. Water quality will continue to be addressed through the approval of the final stormwater management plan.

- **Reduce air pollution through transportation demand management (TDM) projects and programs.**

The application was reviewed further for appropriate strategies.



- **Encourage the use of green building techniques that reduce resource and energy consumption.**

Green building techniques and energy conservation techniques should be used, as appropriate.

- **Ensure that excessive noise-producing uses are not located near uses that are particularly sensitive to noise intrusion**

Environmental requirements for noise impacts will be addressed by the Subdivision and Zoning Section.

**Conformance with the Green Infrastructure Plan:** The Green Infrastructure Plan indicates that the property is not within or near the designated network.

**Conformance Finding for 2010 Approved Water Resources Functional Master Plan:** The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection, and preservation of drinking water, stormwater, and wastewater systems within the County, on a countywide level. These policies are not intended to be implemented on individual properties or projects, and instead will be reviewed periodically on a countywide level. As such, the property was reviewed and found to be consistent with the various countywide and area master plans; County ordinances for stormwater management, floodplain, and woodland conservation; and programs implemented by DPIE, the Prince George's County Health Department, the Prince George's County Department of Environmental Resources, the Prince George's County Soil Conservation District, the Maryland-National Capital Park and Planning Commission, and the Washington Suburban Sanitary Commission are also deemed to be consistent with this master plan.

**Natural Resources Inventory/Environmental Features:** A signed Natural Resources Inventory (NRI-236-2015), which included a detailed forest stand delineation, was submitted with the application. This NRI expires on December 28, 2020. This site contains 1.32 acres of existing woodlands. No specimen, champion, or historic trees are known to occur on-site. A review of available information identified that no regulated environmental features such as streams, wetlands, areas of steep slopes, 100-year floodplain, or associated buffers are found on the property. This site is not associated with a primary management area or located within the Chesapeake Bay Critical Area.

**Woodland Conservation:** This site is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size, contains more than 10,000 square feet of existing woodland, and proposes more than 5,000 feet of woodland clearing. A Type II Tree Conservation Plan (TCPII-016-2017) was submitted with this application.

The site has a woodland conservation threshold of 15 percent or 0.39 acre. According to the proposed worksheet, the cumulative woodland conservation requirement, based on the total clearing of 1.32 acres for this project, is 1.00 acre. The TCPII proposes to meet this requirement with 1.00 acre of fee-in-lieu. The worksheet, as submitted, will require one technical revision. The worksheet indicates that the project is subject to the 1991 WCO; however, the site is actually within a priority funded area and subject to the 2010 WCO.

There are three changes that need to be addressed on the TCPII plan. Features that are only required to be shown on an NRI shall not be reflected on the TCPII; specifically, the forest stand labels and forest stand hatching are not required to be reflected on the TCPII. These elements visually detract from other required information on the plan and should be removed. Once the revisions have been made, have the qualified professional who prepared the TCPII sign and date it and update the revision box with a summary of the revisions made.

**Preservation of Regulated Environmental Features/Primary Management Area:** No regulated environmental features are known to exist on this property.

**Soils:** The predominant soil found to occur on-site, according to the USDA NRCS Web Soil Survey, is Beltsville-Urban Land complex, 0 to 5 percent slope. According to available information, neither Marlboro clay nor Christiana complexes are known to occur on-site.

This information is provided for the applicant's benefit. No further action is needed as it relates to this review. A soils report may be required by DPIE during the permit review process.

**Stormwater Management:** As previously stated, a stormwater management concept letter and plan, that is in conformance with the current code, has been approved by DPIE. No additional information is required with regard to stormwater management with this application.

- f. **Subdivision**—The subject property is comprised of two legal parcels created by deed prior to 1982, and has never been the subject of a preliminary plan of subdivision or record plat. Although the deeds reference Parcels One and Two (Liber 36979 folio 39), the State Department of Assessments and Taxation and the tax maps show the property as Parcels 83 and 287. It was determined that the site is exempt from the requirement of filing a preliminary plan pursuant to Section 24-107(c)(7)(B) of the Subdivision Regulations. The development of more than 5,000 square feet of gross floor area on the subject site will require approval of a preliminary plan.
- g. **Prince George's County Fire/EMS Department**—In a memorandum dated April 17, 2017, the Fire/EMS Department offered standard comments that were provided to the applicant. Their comments will be enforced through the separate permitting process.



- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 25, 2017, DPIE offered numerous comments. Those comments have been provided to the applicant and will be addressed under DPIE's separate permitting process.
  - i. **Prince George's County Police Department**—The Police Department did not offer any comments on the subject project.
  - j. **Prince George's County Health Department**—The Health Department did not offer any comments on the subject project.
12. Based on the foregoing, and as required by Section 27-285(b)(1) of the Zoning Ordinance, this DSP, if approved with the conditions below, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
13. As required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations. There are no regulated environmental features on the subject property. This finding is not applicable.

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 Type II Tree Conservation Plan TCPIL-016-2017, and further APPROVED Detailed Site Plan DSP-17013 for the above described land, subject to the following condition:

- 1. Prior to certification of the detailed site plan, the applicant shall revise the plans and provide the noted information as follows:
  - a. Revise the Type II tree conservation plan (TCPIL) as follows:
    - (1) Revise the woodland conservation worksheet by indicating that the site is subject to the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and is in a priority funded area, instead of subject to the 1991 Woodland Conservation Ordinance.
    - (2) Remove all forest stand labels and forest stand hatching from the TCPIL plan and legend.

- (3) Have the qualified professional who prepared the TCPII sign and date it and update the revision box with a summary of the revisions made.
- b. Provide the green area calculations on the site plan.
- c. Show the rights-of-way on the site plan.
- d. Provide full-optic cut-off lighting on the site plan.

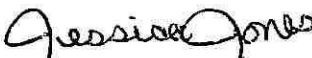
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

\* \* \* \* \*

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, Doerner, Geraldo, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, October 26, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of November 2017.

Elizabeth M. Hewlett  
Chairman

  
By Jessica Jones  
Planning Board Administrator

EMH:JJ:IRT:rpg

APPROVED AS TO LEGAL SUFFICIENCY

  
M-NCPPC Legal Department

Date

11/6/17