



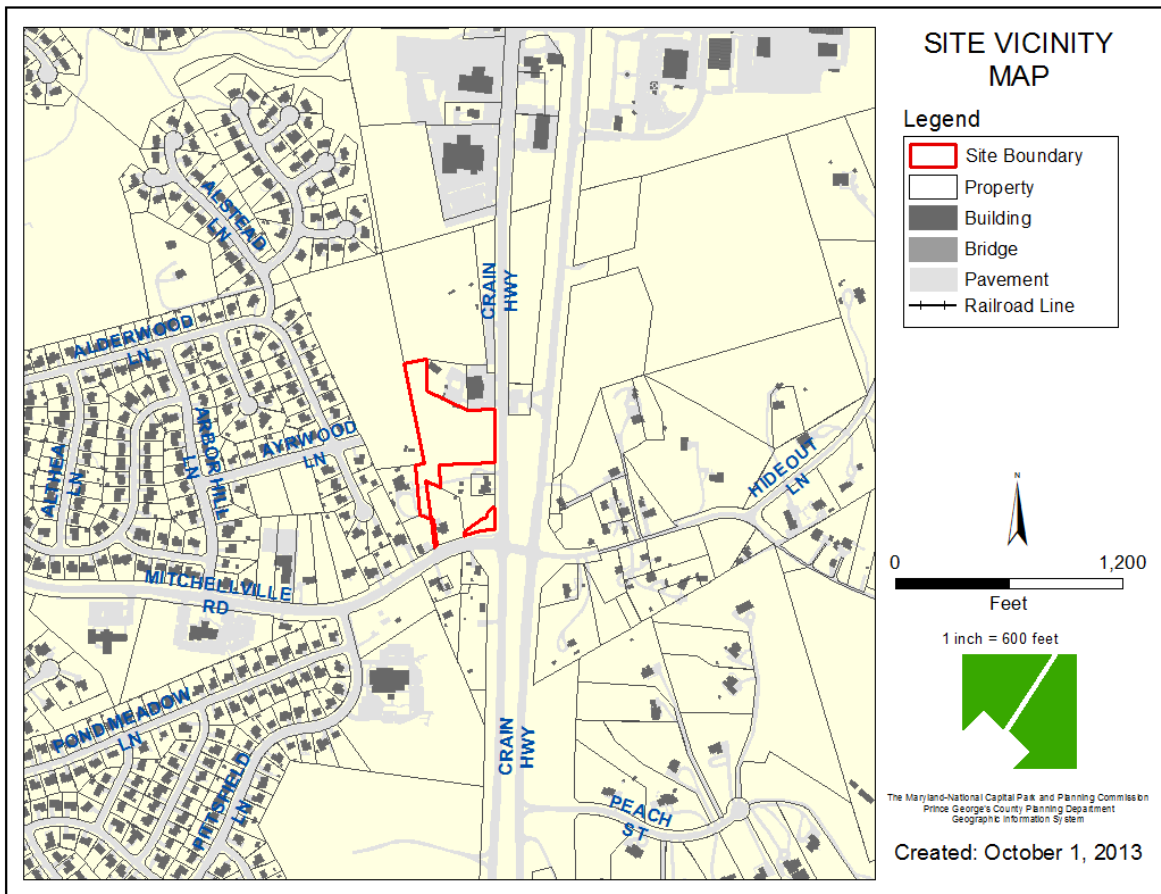
Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Detailed Site Plan DSP-12032 Departure from Parking and Loading Standards DPLS-395 Alternative Compliance AC-08038-01

Application	General Data	
Project Name: Mills Car Wash Location: The west side of Robert Crain Highway (US 301) (southbound), 450 feet north of its intersection with Mitchellville Road. Applicant/Address: Crain Partners, LLC 621 Still Creek Lane Gaithersburg, MD 20878	Planning Board Hearing Date:	09/25/14
	Staff Report Date:	09/10/14
	Date Accepted:	11/25/13
	Planning Board Action Limit:	Waived
	Plan Acreage:	4.18
	Zone:	C-M/R-R
	Dwelling Units:	N/A
	Gross Floor Area:	12,871 sq. ft.
	Planning Area:	74B
	Council District:	04
	Election District	07
	Municipality:	N/A
	200-Scale Base Map:	203NE14

Purpose of Application	Notice Dates	
A 12,871-square-foot car wash and a departure from parking and loading standards for a reduction in the parking requirement by 14 spaces.	Informational Mailing:	06/14/13
	Acceptance Mailing:	11/22/13
	Sign Posting Deadline:	08/26/14

Staff Recommendation		Staff Reviewer: Meika Fields Phone Number: 301-780-2458 E-mail: Meika.Fields@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-12032
Departure from Parking and Loading Standards DPLS-395
Alternative Compliance AC-08038-01
Type II Tree Conservation Plan TCPII-041-13
Mills Car Wash

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation Section of this technical staff report.

EVALUATION CRITERIA

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

- a. The requirements in the Commercial Miscellaneous (C-M) Zone, Rural Residential (R-R) Zone, and the site plan design guidelines of the Zoning Ordinance.
- b. The requirements of Preliminary Plan of Subdivision 4-05148.
- c. The requirements of the 2010 *Prince George's County Landscape Manual*.
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- e. The requirements of the Tree Canopy Coverage Ordinance.
- f. The requirements for approval of a Departure from Parking and Loading Standards.
- g. Referral comments.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The subject application requests approval of a 12,871-square-foot car wash and a departure from parking and loading standards for a reduction in the parking requirement by 14 spaces.
2. **Location:** The subject site is located on the west side of Robert Crain Highway (US 301) (southbound), approximately 450 feet north of its intersection with Mitchellville Road, within Council District 4.

3. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	C-M and R-R	C-M and R-R
Use(s)	Vacant	Car Wash
Acreage	4.18	4.18
Square Footage/GFA	0	11,098 (Phase 1) 1,773 (Phase 2) 12,871 (Total)

OTHER DEVELOPMENT DATA

Parking Requirements:

	REQUIRED	PROPOSED
Total Parking Spaces (1 per every 500 sq. ft. of GFA)	26	12
of which Handicap Spaces	1 (1 Van-Accessible)	2 (1 Van-Accessible)
Total Loading Spaces	2	1*

*The required number of loading spaces for the total gross floor area should be indicated on the plan prior to certification.

4. **Surrounding Uses:** The subject site is zoned Commercial Miscellaneous (C-M) and Rural Residential (R-R) and consists of Parcel C (to be developed as a car wash) and Outlot A (vacant land), which combined are 4.18 acres. The site adjoins a single-family residence and park land without active recreational facilities to the west in the R-R Zone. Beyond the single-family residence to the southwest of the proposed car wash is the Carroll Methodist Chapel and Cemetery (Historic Site 74A-006), located at 1811 Mitchellville Road. To the north are a car dealership in the C-M Zone and a church in the Commercial Shopping Center (C-S-C) Zone. The subject site is bounded to the east by Robert Crain Highway (US 301) (southbound), and to the south by Mitchellville Road, which is a historic road.

As the property is irregularly shaped, it is also bounded to the east and south by a C-M-zoned property with an existing single-family detached dwelling that is anticipated to be redeveloped with a CVS Pharmacy, pursuant to the approval of Detailed Site Plan DSP-12060 (PGCPB Resolution No. 13-45).

5. **Previous Approvals:** Parcel C is the subject of the approved Preliminary Plan of Subdivision (PPS) 4-05148, which is for 20.92 acres. The PPS 4-05148 was originally approved by the Prince George's County Planning Board on March 15, 2007. On December 1, 2011, the Planning Board approved a request to reconsider the PPS 4-05148 (PGCPB Resolution No. 07-66(A)).
6. **Design Features:** The subject site proposes vehicular access along Robert Crain Highway (US 301). This access will be shared with the adjacent property to the south, which will be developed with a CVS Pharmacy pursuant to approved DSP-12060 (PGCPB Resolution No. 13-45). Surface parking is proposed along the south and west sides of the proposed building; and a vacuuming station is also proposed along the west side. North of the vacuuming station and surface parking lot, tree preservation and afforestation areas are proposed.

The proposed car wash is also referred to as a “flex service car wash” by the applicant. It provides customers the flexibility of deciding the type of services they want to purchase. The proposed services include: exterior car wash and dry, interior and exterior cleaning or detailing, and self-service vacuuming. A lounge area is provided for customers who have purchased car detailing services.

The project is proposed in two phases. In **Phase 1** an 11,098-square-foot car-wash building is proposed. This building is a one-story concrete masonry unit (CMU) structure with a flat roof. In the areas closest to US 301 a mezzanine is proposed. In **Phase 2** an additional one-story, 1,773-square-foot detail building is proposed. During the review of the plan, staff recommended revisions to the architectural elevations. Staff suggested that wide expanses of solid concrete block be avoided, and that architectural interest and variety be provided within the building materials. Revised perspective drawings have been provided by the applicant. These perspectives show additional architectural detailing, including the use of horizontal banding of a darker CMU to add visual interest to the elevations. Also the size of the transparent areas of the windows will be expanded. The architectural elevations should be modified to reflect the changes shown in the perspective images and label all proposed building materials and colors.

As the project is a phased proposal, the detailed site plan should be revised to more clearly reflect the phasing. The detailed site plan should be revised to show the site condition prior to the construction of the detail building. Staff recommends that a green area with a mix of ornamental and evergreen trees and shrubs be provided in the location of the detail building. A landscaped area in this location would improve views into the site, enhance the user experience of the waiting area, and provide some environmental benefit until the time and that the detail building can be constructed.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-M Zone; the R-R Zone; the site plan design guidelines of the Zoning Ordinance; Part 11, Off-Street Parking and Loading; and Part 12, Signs, as follows:

- a. The subject application is in conformance with the requirements of Section 27-461(b) of the Zoning Ordinance, which governs uses in commercial zones. The proposed car wash is permitted in the C-M Zone subject to detailed site plan approval in accordance with Part 3, Division 9, of this Subtitle. This DSP has been prepared in fulfillment of this requirement.

A car wash is not permitted on the R-R portion of the subject property. In this small area only a landscape buffer is proposed.

- b. The site layout is consistent with Section 27-462, regulations regarding building setbacks.

- c. The detailed site plan (DSP) is in general conformance with the applicable site design guidelines contained in Sections 27-283 and 27-274. The following discussion is offered:

- (1) The drive-through for the car wash has been designed to provide adequate space for queuing lanes.
- (2) Two loading spaces are required for a car wash with over 10,000 square feet. The loading spaces should be clearly marked and separated from parking areas to the extent feasible. Any mechanical areas may be removed from the total project gross floor area in accordance with the Zoning Ordinance.

- d. The application requires a departure from Section 27-568, Schedule of Spaces Required, of the Zoning Ordinance. See Finding 12 for discussion of the departure from parking and loading standards request.

- e. The proposal includes building-mounted signs, freestanding signage, and directional signage (also known as regulatory signage). The signs have been reviewed for conformance with C-M Zone regulations with regard to signs, as follows:

- (1) **Freestanding Signage**—The applicant proposes one 25-foot-tall freestanding sign with an electronic messaging unit on a stone base along Robert Crain Highway (US 301). The sign has been reviewed for conformance with the requirements of Section 27-614, Freestanding Signs, of the Zoning Ordinance. As the property is not located within an integrated shopping center, one square foot of signage is permitted for each four lineal feet of street frontage, to a maximum of two hundred square feet for each sign. The subject property has 278 linear feet of street frontage on Robert Crain Highway (US 301); therefore, approximately 70 square feet of freestanding signage is permitted. The subject application proposes 69 square feet of freestanding signage, which complies with the requirement. The freestanding sign area includes the entire sign face, exclusive of any sign piers or posts that hold up the sign.

The applicant proposes an electronic messaging unit within the proposed freestanding sign. A note is provided on the sign plan stating that the electronic messaging unit will not be used to create messages that flash, blink, or vary in intensity of illumination on less than a five second cycle.

- (2) **Building-Mounted Signs**—The applicant proposes two building-mounted signs, which feature the business logo. Illumination methods for the signs should be indicated on the plans. Based upon the linear feet of building width indicated on

the site plan, approximately 155 linear feet, the applicant is permitted 310 square feet of building-mounted signage. The proposal is within the limits outlined in the Zoning Ordinance.

- (3) **Directional/Traffic Control Signage**—The detailed site plan also proposes on-site traffic-control-style signage that does not include logos or advertisement for the car wash. Because this sign type does not include commercial advertisement and is generally beneficial for on-site circulation, it may be determined at time of permit approval that these signs are exempt from a sign permit in accordance with Section 27-602(a)(1) of the Zoning Ordinance. Staff requests that a sign plan be provided for certification that locates all of the proposed directional signs.

8. **The Requirements of Preliminary Plan of Subdivision 4-05148:** The site is the subject of the approved Preliminary Plan of Subdivision (PPS) 4-05148, which is for 20.92 acres. The PPS 4-05148 was originally approved by the Prince George’s County Planning Board on March 15, 2007. On December 1, 2011, the Planning Board approved a request to reconsider the PPS 4-05148 based on good cause pertaining to direct access to US 301 for Parcel C and inter-parcel connections. On January 26, 2012, the Planning Board reconsidered the PPS and amended the previous approval of the PPS by deleting certain conditions, adding new conditions, and modifying the findings, and approved the subject application and approved an additional variation to Section 24-121(a)(3) for Parcel C, in addition to the previously approved variation utilized by Parcel B. The resolution of approval (PGCPB Resolution No. 07-66(A)) contains twenty-six conditions. The following conditions in [**bold text**] relate to the review of this application:

1. **Prior to the issuance of building permits for Parcels B and C, the applicant shall obtain detailed site plan approval by the Planning Board. The detailed site plan shall address buffering (including light and noise intrusion), landscaping, access, and the visual relationships between the proposed development and adjoining residentially developed properties.**

Comment: The subject detailed site plan has been submitted to fulfill the above requirement.

2. **At the time of detailed site plan for the commercially zoned portion of the site, the applicant shall submit a lighting plan with a photometric diagram and details of all light fixtures showing full cut-off optics to reduce off-site glare and sky glow.**

Comment: A photometric plan has been submitted with the landscape plan. The landscape plan has a note that states “All community lighting shall use full cut-off optics and be directed downward to reduce glare and light spill-over.”

3. **The following note shall be placed on the preliminary plan and all future tree conservation plans: “All community lighting shall use full cut-off optics and be directed downward to reduce glare and light spill-over.”**

Comment: The above condition has been met.

4. **At the time of the TCPII for the residential portion and the detailed site plan for the commercial portion of the site, these respective plans shall demonstrate how Policy 5 and its three strategies from the Environmental Infrastructure chapter of the Bowie and Vicinity Master Plan have been addressed as it relates to lighting for each proposed use.**

Comment: Policy 5 in the Environmental Infrastructure chapter of the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B* calls for the reduction of light pollution and intrusion into residential, rural and environmentally sensitive areas by: limiting light output; requiring full cut-off optics; and discouraging streetlights and entrance lights, except where warranted. The lighting plan proposes full cut-off optics to reduce light glare and spill-over.

9. **The TCPII for the residential and commercial portions of the site shall show the location of the mitigated 65 dBA Ldn noise contour on the TCPII as shown on the TCPI in relation to US 301.**

Comment: This condition has been addressed. The Type II tree conservation plan (TCPII) Plan shows the location of the unmitigated 65 dBA Ldn noise contour. Mitigation from US 301 is not required.

11. **The applicant shall provide standard sidewalks along both sides of all internal roads, unless modified by DPW&T or the City of Bowie.**

Comment: The DSP does not include an internal road. The site plan does show drive aisles and a driveway connection to the property to the south, but these driveways are not internal roads. Staff does not recommend sidewalks along either side of the proposed drive aisles.

18. **The applicant shall be responsible for the following transportation improvements:**

- a. **Complete Phase I intersection improvements at US 301 and Mitchellville Road prior to issuance of any residential building permits. These improvements include the construction of a 2nd northbound left turn lane from US 301 to westbound Mitchellville Road. The applicant will also be responsible for any traffic signal modifications required by SHA to accommodate the second northbound left-turn lane.**
- b. **Complete Phase I and II intersection improvements at US 301 and Mitchellville Road prior to issuance of any commercial building permits. These improvements include the construction of a 2nd northbound left turn lane from US 301 to westbound Mitchellville Rd and the construction of a westbound right turn lane from Queen Anne Bridge Road to northbound US 301. The applicant will also be responsible for any traffic signal modifications required by SHA to accommodate these intersection improvements.**
- c. **Prior to the issuance of any residential or commercial building permits the applicant will be responsible for a traffic signal warrant**

study at the US 301/median X-over intersection located approximately 1,500 feet north of the Mills Property. If a traffic signal is deemed warranted, the applicant will be responsible for the construction of the traffic signal at this location.

Comment: The above conditions remain in effect. The construction of a second northbound left-turn lane from US 301 to westbound Mitchellville Road has been completed with traffic signal modifications. The construction of a westbound right-turn lane from Queen Anne Bridge Road to northbound US 301 has not been completed and no evidence has been provided that the required bond is still active. Staff has no documentation that a traffic signal warrant study at the US 301/median X-over intersection was completed. Documentation regarding the bond for the westbound right-turn lane and the traffic signal warrant study will be required before permit issuance.

- 19. Total development within the subject property shall be limited to 58,100 square feet for auto sales and 14 single-family dwellings, or equivalent development which generates no more than 130 AM and 166 PM peak hour trips. Any development generating greater impact shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

Comment: The existing auto sales building is approximately 34,100 square feet. The auto sales building generates 47 AM and 57 PM peak-hour trips. The proposed car wash of 12,871 square feet is expected to generate 36 AM and 73 PM peak-hour trips. The latter rate is based on a sixty percent pass-by trip rate. A new preliminary plan of subdivision will not be required since both uses would generate 83 AM and 130 PM peak-hour trips, which is less than the trip cap.

- 21. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines an alternative method of fire suppression is appropriate.**

Comment: Condition 21 should be added as a general note on the DSP.

- 24. Prior to the approval of the DSP for Parcel C the location of the vehicular cross access easement to US 301, abutting the south property line, shall be determined and reflected on a new final plat for Parcel C, with the intent that a shared access shall be provided with parcels to the south. The plat shall contain language to identify the easement area as follows: "area for shared vehicular cross access."**
- 25. At the time of Detailed Site Plan submittal, the applicant shall provide a site plan note indicating that a shared cross vehicular access easement on Parcel C is required to provide access to US 301 for the abutting property to the south, which will also be recommended as part of any development approvals on the properties to the south.**

Comment: The DSP delineates a proposed access easement to US 301 on Parcel C that abuts the southern property line. The DSP also shows Parcel C with a shared access

driveway to US 301 with the property to the south. The PPS 4-05148 approved a variation from Section 24-121(a)(3) to allow access to US 301 and approved a shared access easement to US 301 for Parcel C with the abutting property to the south pursuant to Section 24-128(b)(9) of the Subdivision Regulations. Condition 25 is reflected as Note 1 on the DSP. An easement document, in addition to being delineated geographically on the final plat, will set forth the rights, responsibilities, and liabilities of the parties and the liber and folio of the easement should be reflected on the plat prior to recordation. While the M-NCPPC would not be a party to the easement, the easement document will reserve the rights of the M-NCPPC so that no action which would substantially alter the easement could occur without the agreement of M-NCPPC, actions such as the abandonment, reduction, or restriction of the right of access on which the DSP approval would be predicated.

26. The applicant shall obtain approval of a new final plat for Parcel C subject to Section 27-270 (Order of Approvals) after the approval of the required Detailed Site Plan.

Comment: The applicant has submitted the subject DSP for the development of a car wash on Parcel C. Approval of a new final plat for Parcel C is required after the approval of this DSP. The new final plat should delineate the shared access easement and reflect the liber and folio of the easement.

As recommended for approval with conditions, staff determines that the subject detailed site plan meets all relevant conditions of approval for PPS 4-05148.

9. **2010 Prince George's County Landscape Manual:** The DSP for the construction of a car wash and surface parking 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; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).
- a. **Section 4.2, Requirements for Landscaped Strips along Streets**—Section 4.2 specifies that, for all nonresidential uses in any zone and for all parking lots, a landscape strip shall be provided on the property abutting all public and private streets. A minimum ten-foot-wide Section 4.2 landscape strip is required along the site's frontage on Robert Crain Highway (US 301). The landscape strip should be delineated from the right-of-way to the back of the planting area, and may well exceed ten feet to accommodate the location of a public utility easement (PUE) and WSSC easement. The seven required shade trees and 33 shrubs are proposed on the plan, yet they should be redistributed along the property frontage to more clearly meet the requirements of Section 4.2
- b. **Section 4.3, Parking Lot Requirements**—Section 4.3 specifies that proposed parking lots larger than 7,000 square feet will be subject to Section 4.3. Section 4.3 requires that parking lots provide planting islands throughout the parking lot to reduce the impervious area. When these planting islands are planted with shade trees, the heat island effect created by large expanses of pavement may be minimized. The subject parking lot is 48,193 square feet in size. Eight percent interior green and 13 shade trees are required. The submitted landscape plan indicates conformance with this requirement.

- c. **Section 4.4, Screening Requirements**—Section 4.4 requires that all dumpsters, loading spaces, and mechanical areas be screened from adjoining existing residential uses, land in any residential zone, and constructed public streets. The submitted information indicates that a vinyl dumpster enclosure for two dumpsters is proposed. On commercial sites, Urban Design Staff recommends the use of masonry enclosures. A detail of a masonry dumpster enclosure with a design compatible with the primary building should be provided.
- d. **Section 4.6, Buffering Development from Streets**—Mitchellville Road is a designated historic road and has the functional classification of a collector. Section 4.6 requires a minimum twenty-foot-wide buffer to be planted with a minimum of eighty plant units per one hundred linear feet of frontage, excluding driveway openings. Outlot A, included in the subject DSP, has frontage on Mitchellville Road. A Section 4.6 schedule demonstrating conformance with this requirement has been provided.
- e. **Section 4.7, Buffering Incompatible Uses**—A goal of Section 4.7 is to provide a comprehensive, consistent, and flexible landscape buffering system that provides transitions between moderately incompatible uses.

The applicant submitted an alternative compliance application AC-08038-01 from this section. On April 9, 2014, the Planning Director and Alternative Compliance Committee evaluated the two alternative compliance (AC) requests and recommended approval, as discussed below:

- 1. **Request 1**—Section 4.7, Buffering Incompatible Uses, adjacent to the southern property line, near the shared entrance to the development.

REQUIRED: 4.7 Buffering Incompatible Uses, adjacent to the southern property line and to the north of Parcel 171.

Length of bufferyard	150 feet*
Minimum building setback	30 feet
Landscaped yard	20 feet
Bufferyard occupied by ex. trees	0 percent
Fence or wall	No
Plant Units (80 per 100 l.f.)	120

PROVIDED: 4.7 Buffering Incompatible Uses, adjacent to the southern property line and to the north of Parcel 171.

Length of bufferyard	150 feet*
Minimum building setback	95 feet
Landscaped yard	6–29 feet
Bufferyard occupied by ex. trees	0 percent
Fence or wall	No
Plant units	244

*Excluding driveway openings shared between the two commercial properties.

Justification of Recommendation

The applicant is requesting Alternative Compliance from Section 4.7, Buffering Incompatible Uses, adjacent to the southern property line and to the north of Parcel 171. A Section 4.7, Type B bufferyard, which includes a 30-foot building setback and a 20-foot landscaped yard, is required along the southern property boundary adjacent to a C-S-C-zoned property with an approved retail use pursuant to DSP-12060, CVS Mitchellville. Inter-parcel vehicular connections and shared vehicular access to Crain Highway (US 301) are required between the subject site and the abutting CVS property per Preliminary Plan of Subdivision 4-05148 (PGCPB Resolution No. 07-66(A)). The shared entrance and drive aisle locations impede the site's ability to provide the required landscape buffer along the entirety of the subject property line.

Due to the shared access between the two properties, the Alternative Compliance Committee believes the required bufferyard length along the southern property line should be calculated to exclude areas for vehicular access, and a 150-foot-long bufferyard should be the length required and reflected in the Section 4.7 schedule. The applicant proposes a planting island 6 to 29 feet wide, planted with a mix of deciduous plant material including shade and ornamental trees and shrubs. The applicant also proposes a three-foot-tall vinyl fence within the bufferyard to create a partial screen of the parking lot, which is not recommended in this area due to poor durability and design concerns. In lieu of the fence, the Alternative Compliance Committee recommends that the bufferyard be supplemented with evergreen shrubs, which would partially screen views of cars year round. Staff notes that the bufferyard proposed on the subject site will be supplemented by another bufferyard (pursuant to the approved landscape plans for DSP-12060) located directly south of the subject project, which includes a 13-foot-wide landscaped yard with 107 plant units within that property boundary. Considering both bufferyards, the Planning Director and the Alternative Compliance Committee believe the alternative proposal will be equally effective as normal compliance with Section 4.7 of the Landscape Manual along the southern property line.

2. **Request 2**—Section 4.7, Buffering Incompatible Uses, adjacent to Parcel 76 (west) and Parcel 16 (east).

REQUIRED: 4.7 Buffering Incompatible Uses, adjacent to the Carroll Methodist Chapel and Cemetery (Historic Site 74B-006) to the west and Parcel 16 to the east.

This narrow 15-foot-wide strip of the property has incompatible uses on both sides, so two requirements apply.

Length of bufferyard	148/143
Minimum building setback	60/30 feet
Landscaped yard	50/20 feet
Bufferyard occupied by ex. trees	0 percent
Fence or wall	No
Plant Units (180 per 100 l.f.) and (80 per 100 l.f.)	267/114

PROVIDED: 4.7 Buffering Incompatible Uses, adjacent to the Carroll Methodist Chapel and Cemetery (Historic Site 74B-006) to the west and Parcel 16 to the east.

Length of bufferyard	148/143 feet
Minimum building setback	no building is located on this portion of the property
Landscaped yard	53 feet**
Bufferyard occupied by in ex. trees	0 percent
Fence or wall	no
Plant units	173**

**Additional landscaped yard and plant units provided on adjacent property pursuant to the approved landscape plans for Detailed Site Plan DSP-12060.

Justification of Recommendation

The applicant is requesting Alternative Compliance from Section 4.7, Buffering Incompatible Uses, adjacent to the Carroll Methodist Chapel and Cemetery (Historic Site 74B-006) to the west and Parcel 16 to the east. Parcel 16 was previously approved as a pharmacy (retail use less than 60,000 square feet under DSP-12060). This southernmost portion of the property has an unusual narrow shape and has incompatible uses on both sides. A Section 4.7, Type E bufferyard, which includes a 60-foot building setback and a 50-foot landscaped yard, is required along the western property boundary adjacent to Carroll Methodist Chapel and Cemetery; and a Section 4.7, Type B bufferyard, which includes a 30-foot building setback and a 20-foot landscaped yard, is required along the eastern property boundary adjacent to the pharmacy as approved under DSP-12060.

The applicant requests approval of the alternative compliance request to reduce the required landscape buffer from up to 50 feet in width to approximately eight feet in width on the subject property. This portion of the subject property is only 15 feet in width and includes a driveway to the adjacent single-family detached residence. The planting area in this location is limited and is further constrained

due to its location adjacent to the Carroll Methodist Cemetery. The Historic Preservation Section reviewed the application and suggested that shade trees not be planted on the west side of the existing driveway to limit land disturbance directly adjacent to the existing cemetery.

The Planning Director and the Alternative Compliance Committee believe the applicant's request is justified because a 45-foot-wide bufferyard, inclusive of a heavily planted bioretention area, was provided along this property line on the adjacent commercial property as approved by the Historic Preservation Commission and the Planning Board per the approved landscape plans for DSP-12060. Further, the proposed car wash will be located over 300 feet from this property boundary and will create no additional impact on the adjacent properties in this location. The plantings shown on the adjacent site, along with three proposed shade trees and 27 shrubs on the subject property, for a total of 173 plant units, will provide a buffer that is equally effective as the normal requirements of Section 4.7 in this location.

- f. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires a percentage of plants within each plant type, including shade trees, ornamental trees, evergreen trees, and shrubs, to be native species or the cultivars of native species. The subject application indicates conformance with the requirements of Section 4.9 by providing 100 percent native trees and shrubs.
10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because it has an approved Type I Tree Conservation Plan (TCPI/015/00). A Type II Tree Conservation Plan has been submitted and reviewed.

A new NRI plan approved on August 12, 2014, shows more regenerated woodland areas on-site than the previous NRI plan. The TCPII has been revised to show regenerated areas. A revised woodland worksheet has been included showing 0.31 acres of on-site retention, 0.34 acres of reforestation and 0.45 acres of fee-in-lieu for woodlands requirement not met on-site. Staff agrees with the remaining woodland requirement being met with fee-in-lieu.
11. **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 C-M are required to provide a minimum of ten percent of the gross tract area in tree canopy; and properties zoned R-R are required to provide a minimum of fifteen percent of the gross tract area in tree canopy. The subject property is 4.18 acres in size, resulting in a TCC requirement of 0.43 acres. The provided tree canopy worksheet indicates 29,550 square feet of landscape trees, or 0.67 acres, which meets and exceeds the requirement.
12. **Departure from Parking and Loading Spaces:** The application requests a reduction in the required number of parking spaces by fourteen parking spaces. Based on the requirements of Section 27-568(a) of the Zoning Ordinance, this proposed development would normally require a minimum of 26 parking spaces. The site can only provide 12 spaces, hence the need for the proposed departure application. The site has been reviewed for compliance with the parking and loading requirements and required findings for approval of a departure contained in the Zoning Ordinance.

The applicant provided the following summarized description of the proposal and the need for the departure request:

A flex service drive-through car wash is proposed for this site. The site is designed for customers to enter the property from Crain Highway, and then drive directly into the car wash facility. Car wash customers will stay in their vehicles as they drive directly into and through the car wash building (wash tunnel) where the exterior of their vehicles are washed and dried.

After exiting the car wash building, customers will have three choices:

- (1) End their service and exit the property.
- (2) Leave their car with an attendant for detailing services and walk into the Lounge to wait for the detailing to be completed.
- (3) Drive their car to the vacuum service area and use the vacuums provided to clean the inside of their car.

Parking spaces will not be used by customers: not by customers who are exiting the site after the car wash building service, not by detailing service customers and not by customers who choose to vacuum their vehicles after the car wash. The parking spaces will be used by employees. Depending on the volume of business at any particular time, approximately five (5) to ten (10) employees will staff the car wash.

Section 27-568 of the Zoning Ordinance requires one (1) parking space for every 500 square feet of gross floor area for a car wash. The total gross floor area of the entire car wash operation (the car wash building, the detailing building, the lounge, restrooms, and the office) is 12,871 square feet. Using this total to calculate the gross floor area yields a requirement of twenty-four (24) parking spaces. However, the actual number of parking spaces needed for the use will be considerably less. This flex service drive-through car wash operation will not require customers to use a parking space for any reason. As such, the Applicant proposes that it is more appropriate to determine the parking space requirement by considering the total gross floor area of the lounge area, restrooms, and the office space. The total gross floor area of the lounge area, including restrooms, and the office space is 3,294 square feet which yields a requirement of seven (7) parking spaces for the site.

The Detailed Site Plan provides twelve (12) parking spaces, including two (2) handicapped parking spaces. The Applicant is requesting a departure from the requirement that the property contain twenty-four (24) parking spaces and a simultaneous finding that seven (7) parking spaces are sufficient for the use proposed, based on the total gross floor area calculation of the lounge area, restrooms, and office space.

Section 27-588(b)(7) of the Zoning Ordinance contains the following required findings for departure applications. Each standard is listed in **[bold face]** type below, followed by staff comment:

- (A) **In order for the Planning Board to grant the departure, it shall make the following findings:**
- (i) **The purposes of this Part (Section 27-550) will be served by the applicant's request;**

Section 27-550. Purposes

(a) The purposes of this Part are:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) To protect the residential character of residential areas; and**
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

Applicant's Justification: The applicant provided the following justification for how the purposes of Section 27-455 of the Zoning Ordinance will be met:

The purposes of Section 27-550 will be served by the requested departure. Customers will not use any of the parking spaces on the property; as such, the proposed seven (7) parking spaces are sufficient to serve the parking needs of all persons associated with the building and its use. The design of the building, the site layout of the car wash facilities and the manner in which this car wash will be operated aid in relieving traffic congestion by eliminating the use of public streets for parking and loading by this property and reducing the number of access points as required by this section of the Zoning Ordinance.

Comment: Staff concurs that the purposes of the off-street parking and loading standards will be met by the subject proposal. Adequate parking will be provided for the proposed use, which does not require costumers to park their cars.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

Comment: The site plan proposes twelve parking spaces and 14 vacuum stations. Since the vacuum stations may not be used to meet the minimum parking requirement, the minimum departure necessary is a departure of 14 of the required 26 parking spaces. The application has provided parking in all reasonable areas on site, while meeting Zoning Ordinance standards and protecting open space.

(iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;

Comment: The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location. The car wash is proposed in an area with sensitive environmental features including a wetland. Additional parking on the site would negatively impact these environmental features.

(iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and

Comment: The methods provided in Part 11 for calculating the number of spaces required by the Zoning Ordinance have been used, leaving no alternative but to pursue the departure request.

(v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

Comment: An evaluation of the adjacent neighborhood through aerial photography indicates that residential communities are not directly adjacent to the subject proposal. Consequently, the potential impact of this parking deficit is not likely to impact any residential neighborhood.

Staff recommends that the Planning Board approve the departure request. The applicant has demonstrated that while 26 parking spaces are required pursuant to Part 11 of the Zoning Ordinance, the use only generates a practical need for 7 parking spaces. The provided 12 parking spaces are sufficient to serve the needs of the site.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

a. **Community Planning Division**—In a memorandum dated September 8, 2014, the Community Planning Division offered the following determinations:

- (1) **Conformance with the Plan Prince George’s 2035 Approved General Plan:** This application is located within the designated Established Communities. *Plan Prince George’s 2035 Approved General Plan* classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local and Suburban Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan Prince George’s 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.

This application is not inconsistent with *Plan Prince George’s 2035 Approved General Plan* policies for Established Communities.

- (2) **Conformance with the 2006 Approved Bowie and Vicinity Master Plan and Sectional Map Amendment:** The application conforms to the commercial development land use recommendations of the February 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B*.

No master plan issues are raised by this application either by the DSP or the DPLS. This application conforms to the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B* recommendation for commercial use development. The master plan recommends the following guideline:

“A minimum 75-foot-wide landscaped or natural buffer strip should be

provided between the service-commercial development to the east and the residential development to the west.”

Comment: The property to the west is a park without active recreational facilities owned by the City of Bowie, not residential development. Staff suggests that no buffer is necessary, as none is required pursuant to the requirements of the Landscape Manual.

- b. **Transportation Planning Section**—In a memorandum dated December 19, 2013 (Jenkins to Fields), the Transportation Planning Section provided comment on the DSP. There are no issues regarding on-site circulation, or the submitted departure from parking and loading standards request.
- c. **Trails**—In a memorandum dated December 19, 2013, the trails coordinator provided analysis regarding the site plan’s conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B* (area master plan).

There are no master plan trails issues that impact the subject site. The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B* included a proposal for a master plan trail along US 301 in the vicinity of the subject site. This proposal was removed at the time of the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), in part due to feasibility issues. It is anticipated that when the master plan limited access road is implemented per the MPOT, that bike and pedestrian access along the corridor will be accommodated along a local service road. It should also be noted that there are no existing sidewalks along US 301 in the vicinity of the subject site to connect into. There are no master plan trails recommendations.

- d. **Subdivision Review Section**—In a memorandum dated July 15, 2014 (Nguyen to Fields), the Subdivision Review Section provided an analysis of the DSP as follows:
 - (1) The subject property is known as Parcel C and is located on Tax Map 63 in Grid D-3. The site is 4.18 acres and is split zoned with 3.85 acres in the Commercial Miscellaneous (C-M) Zone and 0.33 acres in the Rural Residential (R-R) Zone.
 - (2) Parcel C is the subject of the approved Preliminary Plan of Subdivision (PPS) 4-05148, which is for 20.92 acres (PGCPB Resolution No. 07-66(A)). The resolution contains 17 findings. Finding 15 and 16 have a discussion regarding the inter-parcel connections, the shared access onto US 301 and the Variation to Section 24-121(a)(3). Specifically, the inter-parcel connections discussion states the following:

15. Detailed Site Plan Considerations: As discussed previously, staff is recommending detailed site plan approval for any proposed development on Parcels B and C. Site plan review is essential in order to ensure adequate buffering and screening from the adjoining residentially developed properties. Although this subdivision application does not approve the location of buildings or other improvements on the site, staff has several concerns that will need to

be addressed at the time of detailed site plan:

- a. **Buffering**—The 2010 *Prince George’s County Landscape Manual* defines a car dealership as a medium impact use. When a medium impact use locates next to a single-family residence (such as are proposed to the west), a Type C bufferyard (40-foot building setback, 30-foot-wide landscaped strip) is required. A 50-foot buffer is shown along the western property line on the subject property, which is less than the 75 feet called for in the master plan. A final determination on the width of the buffer and the extent of landscaping provided will be made at the time of Detailed Site Plan approval.

Comment: Single-family residences are not planned along the western property line of the subject site. The adjacent property to the west is City of Bowie-owned property. This is shown on the DSP as a park without active recreational facilities. No buffer is required between the proposed car wash use and the adjacent vacant land. A landscape buffer is provided between the car dealerships to the north and the adjacent single-family residences, as discussed in the finding above.

- b. **Access**—Access to US 301 is a concern in this vicinity because of the numerous existing driveway cuts. The access point to this site must be carefully coordinated with the State Highway Administration to ensure that unsafe conditions are not created. This concern is lessened somewhat if the applicant is able to utilize an existing cut now serving the adjacent auto dealership.

The DSP approval for Parcel B provides a driveway connection to the north (off-site) and a driveway connection to the south to Parcel C from Parcel B (DSP-08038). The approval of the DSP required the inter-parcel connection between Parcels B and C. At the time of review of the required detailed site plan for Parcel C, the viability and practicality of the inter-parcel connection with Parcel B will be determined when detailed construction and grading plans can be provided.

The DSP for Parcel C shall determine the extent of the access easement along the southern property line with Parcel 181 necessary to provide a common driveway access to US 301 partially located on Parcel 181 in the future. The easement will then be reflected on the final plat for Parcel C, and reviewed by SHA.

Comment: The application is not proposing any curb cuts onto US 301 that have not already been previously approved. The site will share access onto US 301 with CVS Pharmacy, which is currently under construction.

16. **Urban Design:** The reconsideration request for additional access from Parcel C to US 301 was reviewed by the Urban Design Section:

The Preliminary Plan of Subdivision, 4-05148, including a Type I Tree Conservation Plan (TCPI/15/00), was approved by the Planning Board (PGCPB Resolution No. 07-66) on March 15, 2007, subject to 27 conditions. The applicant was granted a reconsideration to permit direct access to US 301 and delete the requirement for inter-parcel connections between Parcel B and C. At the Planning Board hearing on January 26, 2012 for the reconsideration the applicant indicated that the inter-parcel connection being required with this preliminary plan may not be feasible or practicable. The Planning Board agreed to defer the discussion and determination of the appropriateness of the connections from Parcel B, and ultimately to Mitchellville Road, to detailed site plan. The applicant intends to address this at the time of detailed site plan for Parcel C where the detailed construction drawing can be reviewed and the applicant can address the practicality of these possible future connections.

The Planning Board approved Preliminary Plan of Subdivision, 4-05148, with 27 conditions, of which; Condition 21 requires the applicant to utilize the access on the adjacent property to the north where the existing automobile dealership-Bowie Honda is located and Condition 22 further requires the access easement to be reflected in the final plat as follows:

21. The applicant shall obtain an access easement from the adjacent property to the north to serve the commercial development or provide an entrance to US 301 at a location determined acceptable by SHA. If access via the adjacent property is not secured, the applicant should explore the possibility of combining the site entrance with that of the adjacent property, within the right-of-way for US 301.
22. If the access easement is secured, a note shall be added to the final plat that prohibits direct vehicular access to US 301.

The Planning Board, however, realized the uncertainty to require vehicular access to the subject site through a third-party property. Therefore the Planning Board also approved a variation with 4-05148 to allow one direct vehicular access to Parcels B and C from US 301. The then-applicant agreed with the Planning Board's decision and was willing to utilize inter-parcel connection between Parcels B and C to facilitate future development of both parcels. The reconsideration request proposed to remove the inter-parcel connection, which is not supported by the Urban Design Section. Detailed Site Plan DSP-05013 was approved by the Planning Board on July 21, 2005 for a 29,700-square-foot Nissan automobile dealership on 6.29 acres of the C-M zoned land (most of the Parcel B). The approval expired three years later with nothing done on the subject site. On December 4, 2008, the Planning Board approved a 34,122-square-foot Nissan automobile

dealership on Parcel B (7.09 acres) through Detailed Site Plan DSP-08038. At that time of the DSP approval, Parcels B and C were under common ownership. The then-applicant selected to use the approved one access point with DSP-08038 for Parcel B and provided an inter-parcel connection arrangement for the vehicular access to Parcel C. Currently, the construction of the approved Nissan dealership is close to its completion and the access has been fully constructed.

The subject applicant for Parcel C proposes a car-wash facility on Parcel C and has been granted the approval of a variation thru the reconsideration process that provides direct access to US 301 for Parcel C in order to conduct business. A car-wash facility is a permitted use in the C-M Zone; but subject to detailed site plan review in accordance with Footnote 24 of Section 27-461. In addition, Condition 1 of this preliminary plan currently requires a DSP for any use on Parcel C. The applicant indicates in the request for reconsideration its willingness to provide an access easement for the adjoining property to the south in order to minimize the total access point onto US 301, and this is required with the approval of the variation for Parcel C. In addition, the State Highway Administration, in an e-mail dated December 14, 2010 (Chaudhary to Slepicka), states its support for the additional access to US 301 for Parcel C on the condition that the access be located along the southern-most property line with Parcel 181 (to the south) to provide a shared access. The Urban Design Section believes that through the provision of a shared access easement, the impact of the development along this segment of the US 301 will be greatly reduced. However, the illustrative site plan included in this reconsideration request does not provide for the design and layout of the shared access easement along the western property boundary. The specific design, layout and location of the inter-parcel connection and the access easement to US 301 will be reviewed at time of detailed site plan, and then during future development of the properties to the south based on the Planning Board's determination with respect to the DSP for Parcel C. The Planning Board approved the variation conditioned on the applicant providing a shared vehicular access easement (which will also be required of future development to the south) to US 301, and providing inter-parcel connections along the west property line, unless the inter-parcel connection is determined to be impracticable or not viable at the time of DSP for Parcel C. Additional inter-parcel connections through Parcel C to the adjoining property connecting to Mitchellville Road will be explored at time of DSP approval for Parcel C and future approvals for the properties to the south adjoining Parcel C.

The Planning Board found that the feasibility of the inter-parcel connection for Parcel C should be considered at the time of DSP. The DSP proposes a stormwater management facility located at the northern portion of Parcel C next to Parcel B. The DSP shows on Parcel C a shared access driveway to US 301 with the property to the south and one way driveway connecting into the property to the south.

It does not appear that an inter-parcel connection from Parcel B to the north through Parcel C to go down to Parcel 181 to the south is being proposed with this DSP. Based on the Applicant's Statement of Justification:

“There is insufficient area within Parcel C to add a driveway that would be able to carry through-traffic from Parcel 181 across the site and connect to Parcel B without significantly impairing the ability of the Applicant to utilize the property for its intended use. To require such a through-traffic driveway would destroy Applicant’s ability to provide a safe site for its customers, and would instead introduce confusion, making it impossible to provide the high quality care wash service.”

The property to the south (Parcel 181) is subject to approved PPS 4-11032 and DSP-12060 and it has been recorded as Parcel 1 on Plat Book MMB 240-56 on June 6, 2014. The DSP should be revised to delineate the configuration of Parcel 1 as reflected on the record plat. The PPS 4-11032 and DSP-12060 approved a site layout for Parcel 1 that included a shared access driveway to US 301 and an inter-parcel access connection with Parcel C to the north.

Finding 16 (PGCPB Resolution No. 07-66(A)) above provides some flexibility that the inter-parcel connection should be provided unless the inter-parcel connection is determined to be impracticable or not viable at the time of DSP for Parcel C. The location of the stormwater management facility to the north of the site and layout of the internal driveways of the car wash make it difficult to implement the inter-parcel connection.

Comment: In summary, staff supports the applicant’s proposal, which does not propose an inter-parcel connection to the Nissan of Bowie site (Parcel B). While a connection to the north may be technically possible with significant redesign, staff does not believe this drive aisle connection would provide a significant user benefit. The connection would lead to the Nissan of Bowie parking lot, not a clearly defined internal road system. The applicant’s design proposes a bioswale, tree preservation and afforestation in the northern portion of the subject site (Parcel C). Staff believes this is acceptable.

- (3) Parcel C was recorded in Plat Book PM 233-48 on November 4, 2010. The record plat contains nine notes and they have addressed conditions of approved PPS above. The bearings and distances for Parcel C on the site plan correctly reflect those shown on the record plat. The DSP delineates the existing 10-foot-wide public utilities easement (PUE) along US 301 and Mitcheville Road as reflected on the record plat. The DSP also delineates the existing 20-foot-wide WSSC easement along US 301. A new PUE will need to be established with this DSP. The DSP should be revised to show a 25-foot-wide PUE that overlaps the WSSC easement along US 301, which allows five feet of the PUE to be free and clear of the WSSC easement. A 25-foot-wide PUE that overlaps the WSSC easement was established for Parcel 1 to the south of Parcel C pursuant to the approved PPS 4-11032 and DSP-12060 and reflected on the record plat MMB 240-56 for Parcel 1.

Comment: The applicant proposes a 20-foot-wide PUE that overlaps an existing 20-foot-wide WSSC easement. In an e-mail dated August 22, 2014, (Koenig to Slepicka), WSSC’s Associate Counsel concurred with the proposal to provide a 20-foot-wide PUE and limit its usage to the western ten feet.

- e. **Environmental Planning Section**—In a memorandum dated September 9, 2014 (Schneider to Fields), the Environmental Planning Section provided the following summarized comments on the above-referenced detailed site plan.

- (1) **Site Description:** Parcel C and Outlot A comprise a 4.18-acre site located at the northwest quadrant of the Mitchellville Road/Robert Crain Highway (US 301) intersection. The property is zoned C-M and R-R. A review of available information indicates there are regulated features on-site located on a small 0.23 acre parcel at the very corner of Mitchellville Road/US 301 intersection. This area contains one side of a stream and associated stream buffer. Based on a review of 2011 air photos and the approved NRI, there are no existing woodlands on-site, just several large trees located on the small 0.23 acres site. According to the *Prince George's County Soil Survey* three soil series are associated with the site. These include Adelphia-Holmdel-Urban land complex, Annapolis fine sandy loam, and Widewater and Issue soils. None of the three soils listed are hydric, but the Widewater and Issue soils is known to have hydric inclusions. According to available information, Marlboro clays are not present at this location. US 301 is a traffic noise generator and noise impacts are anticipated; however, due to the proposed commercial use, noise is not an issue in relation to Parcel C. The proposed use as an automatized car wash operation may be a noise generator. According to information from Maryland Department of Natural Resources-Natural Heritage Program staff, there are no rare, threatened, or endangered species found to occur in the vicinity of the property. There are no designated scenic or historic roads in the vicinity of the site. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site is within a Network Gap. The site is in the Mill Branch watershed of the Patuxent River basin.
- (2) **Natural Resources Inventory:** The site has an approved Natural Resources Inventory, NRI-086-06-01, that shows no regulated environmental features on Parcel C. Outlot A contains a stream and associated buffer located in the southeast corner. This plan also shows no woodlands within the project area. The NRI was last approved in April 2007 and is now expired. An updated NRI is not required because the site is grandfathered.

A site visit was conducted by staff on December 12, 2013, to review the existing conditions of the site. It was determined that a previous open area on-site is now regenerating and could be considered woodlands. Also, this same area appears to have some hydrology features that were not previously identified. The adjacent parcel to the west owned by the City of Bowie (formerly part of the subject NRI) has also regenerated forest. This off-site area will be affected for clearing for the storm drain pipe installation.

The NRI was updated to show the revised woodland limits and on-site wetland areas. This NRI was approved on August 12, 2014. The revised TCPII shows the new woodland limits and on-site wetland area.

- (3) A copy of the approved Stormwater Management Concept Letter and plan (27555-2013-00) were included in the application. The concept letter states that stormwater will be controlled through the use of bioswales. There are four bioswales located on the concept plan. A fee of \$871.20 for on-site

attention/quality control measures is required. This plan also shows grading and an inlet structure between the proposed stormdrain pipe and the existing car dealership lot. This area has since been identified as containing wetlands and according to the submitted TCPII as a woodland retention and afforestation area. This stormwater plan is conceptual in nature and final engineering plans will remove this proposed grading and inlet structure.

f. **Historic Preservation**—In a memorandum dated December 20, 2013 (Krause to Fields), the Historic Preservation Section provided an analysis of the submitted DSP.

- (1) Carroll Methodist Chapel and Cemetery (74B-006), a County Historic Site, is located adjacent to the subject property on the south. Carroll Chapel served the local African-American community beginning in 1877. The present structure is believed to date to the early twentieth century, but may have incorporated portions of the older chapel. A small cemetery is located behind the chapel to the north and includes members of the Arnold, Jennings, and Mills families. The Jennings and Arnolds were kinfolk and the Mills family has owned the property to the north of the Chapel since the 1940s. Two other Historic Sites, Mulliken House/B.D. Harwood Hall (PG:74B-009) and Mitchellville Storekeeper's House and Store Site (PG:71B-007), one National Register property, Hamilton House (PG:74B-007), and one Historic Resource, Mitchell Cemetery (PG:71B-008), are located within a one-mile radius of the subject property. The subject property was once part of the larger John Mitchell farm.
- (2) The applicant proposes plantings on either side of the driveway adjacent to Carroll Methodist Chapel and Cemetery (74B-006). There are many unmarked burials in the graveyard associated with the chapel. Plantings on the west side of the driveway could impact unmarked burials on the east side of the chapel property.
- (3) Phase I archeological survey was completed on the 20.72-acre Mills Property in April 2008. A draft report, *A Phase I Archaeological Survey of the Mills Property, Prince George's County, Maryland Preliminary Plan 4-05148*, was received by the Historic Preservation Section and a review letter sent on June 2, 2008. No archeological sites were identified and no further archeological work was recommended. Four copies of the final Phase I report were received and accepted by staff on August 12, 2008.

Comment: Prior to approval of the plans, the DSP should be revised to remove the plantings proposed on the west side of the entrance drive at the southern end of Parcel C.

g. **Permit Review Section**—In a memorandum dated December 24, 2013, (Ferrante to Fields), the Permit Review Section provided comments regarding the site plan that have been addressed by the applicant's revisions to the plans during the review process.

h. **Prince George's County Health Department**—In a memorandum dated March 5, 2014 (Hoban to Fields), the Health Department stated that the Environmental Engineering Program of the Prince George's County Health Department had completed a health impact assessment review of the subject DSP and had the following recommendations:

- (1) Indicate that noise from the facility will not adversely impact activities on nearby

residential properties.

Comment: There are no zoning requirements that directly address noise generation from a use; therefore, staff has no recommendations regarding this request. The closest vacuum station to an existing single-family home is 150 feet.

- (2) Indicate that the facility lighting, including any lighting from signs will not impact adjacent residential areas.

Comment: The applicant proposes to use full cut-off light fixtures in the parking lot. Additionally a landscape buffer is proposed between the existing site and the adjacent residentially-developed properties.

- i. **Prince George's County Police Department**—In a memorandum dated December 4, 2013, the Prince George's County Police Department stated that after visiting the site, there are no crime prevention through environmental design (CPTED) issues.
- j. **Washington Suburban Sanitary Commission (WSSC)**—In comments dated December 10, 2013, WSSC provided an evaluation of the subject proposal. Among a number of comments WSSC stated that the public utility easement (PUE) cannot overlap the Washington Suburban Sanitary Commission (WSSC) easement. WSSC facilities/structures cannot be located with a public utility easement (PUE), however, WSSC pipelines may cross over a PUE.

Comment: All technical review comments provided by WSSC have been acknowledged by the applicant and will be addressed prior to the issuance of building permits. The proposed PUE will overlap the 20-foot-wide WSSC easement, but final plat notes will be provided that limit the PUE usage to the western ten feet.

- k. **The Department of Permitting, Inspections and Enforcement (DPIE)**—In comments dated December 24, 2013, DPIE provided an evaluation of the subject proposal, summarized as follows:
 - (1) The property is located northwest of the intersection of Robert Crain Highway (US 301) and Mitchellville Road. Robert Crain Highway (US 301) is a State-maintained roadway; therefore; coordination with the Maryland State Highway Administration (SHA) is required.
 - (2) DPIE has no objection to the proposed parking space departure.
 - (3) A concept plan for the construction of a westbound turn lane from Queen Anne's Bridge Road to northbound US 301 is required prior to the issuance of a grading permit.
 - (4) The detailed site plan is consistent with the approved Stormwater Concept Plan 27555-2013, dated October 9, 2013.
- l. **State Highway Administration (SHA)**—In a memorandum dated August 20, 2014, SHA provided an evaluation of the subject proposal. SHA's findings, comments, and conclusions are as follows:

- (1) Access to the commercial car wash is proposed via one (1) right-in/right-out movement inter-parcel site access to Robert Crain Highway (US 301).
- (2) The plan showed the internal circulation of the US 301 intersection with Site Access.
- (3) The plan did not include analyses or conclusions for the levels of service.

SHA concurs with the report findings for this project as currently proposed, and will not require the submission of any additional traffic analyses. However, an access permit will be required for all construction within the SHA right of way.

- m. **Prince George's County Fire/EMS Department**—In a memorandum dated December, 23, 2013, the Fire Department provided standard comments on the detailed site plan. No specific revisions to the plan were recommended.
- n. **City of Bowie**—In a memorandum dated December 9, 2013 (Robinson to Hewlett), the City of Bowie provided comment on Detailed Site Plan DSP-12032. On December 2, 2013, the Bowie City Council conducted a public hearing on the subject application and voted unanimously to recommend approval of the application with the following conditions:
 - (1) The handicap parking space shall be painted blue in its entirety, in addition to the standard pavement-painted symbol and signage located at the head of the space. A note should be provided on the site plan reflecting this condition.

Comment: A note to this effect is provided on the DSP.

- (2) The loading space shall be shifted to the north, out of the by-pass lane.

Comment: A loading space is still shown in the by-pass lane. Staff believes there are alternative locations on the site plan for the required loading space(s). Prior to certification of the plan the applicant should pursue alternative locations for the required loading space(s), and provide alternative locations, as determined to be feasible in consultation with the Urban Design Section.

- (3) Pavement-painted arrows and directional signage shall be provided in the travel aisles to indicate vehicular travel flow.

Comment: A note to this effect should be provided on the plan.

- (4) Handicap ramps shall be installed on the site wherever sidewalk meets the parking lot or drive aisle.

Comment: Handicap ramps should be indicated on the detailed site plan.

- (5) All White Pine trees shall be replaced with Red Cedar trees.

Comment: No White Pines are indicated in the planting schedule; therefore, staff believes that the DSP complies with this request.

(6) Signage

- (A) The size of the freestanding sign shall not exceed 70 square feet, unless a Departure is granted.

Comment: The size of the freestanding sign does not exceed 70 square feet

- (B) The poles supporting the “Exit” and “Exit Only” signs shall be reduced in height, to not exceed 36 inches and, with the exception of the “Welcome-Enter Here” sign and any menu, disclaimer or instructional signs, the corporate logo image shall be deleted from all regulatory signage.

Comment: The signage is consistent with this recommendation.

- (C) Additional sign panels to identify the utilization for each lane shall be attached to the southern elevation of the building canopy.

Comment: The signage plan is consistent with this recommendation. A detail of the drive through canopy should be included in the certified architectural elevations.

- (D) No flags, banners or large, inflatable forms of advertising shall be mounted, suspended or otherwise displayed from the building or be permitted on the site, except one standard size American flag. A note shall be provided on the site plan reflecting this condition.

Comment: The proposal is consistent with this recommendation.

(7) Architecture and Building Materials

- (A) Double service doors on the building shall be painted the color of the background wall to which they are attached (grey in the areas constructed of split face block; blue in the areas finished with the metal panel system).

Comment: The proposal is consistent with this recommendation.

- (B) The set of double service doors on the northern elevation of the vending building shall be painted blue to blend in with the color of the metal panel system used on the building.

Comment: The proposal is consistent with this recommendation.

- (8) The height of the fence around the trash enclosure area shall be increased to eight feet, and native/non- invasive shrubs or ornamental grasses shall be planted on the eastern side of the enclosure area.

Comment: A detail of a wall around the trash enclosure should be provided.

14. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
15. Section 27-285(b)(4) of the Zoning Ordinance states that the Planning Board should 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 Subtitle 24-130(b)(5) of the Subdivision Regulations. The project is not subject this finding because there are previously approved development plans for the overall parcel of land, which grandfather the site from the environmental regulations of Subtitle 27 that came into effect on September 1, 2010.

RECOMMENDATION FOR DETAILED SITE PLAN DSP-12032 AND ALTERNATIVE COMPLIANCE AC-08038-01

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-12032, Type II Tree Conservation Plan TCPII-041-13, and AC-08038-01, Mills Car Wash, subject to the following conditions:

1. Prior to certificate of approval of the detailed site plan, the following revisions shall be made, or information shall be provided:
 - a. Revise the plan to provide a 20-foot-wide public utility easement (PUE). Provide a note to limit the PUE usage to the western ten feet, unless modified by WSSC.
 - b. Modify general note 16 to reference the proposed PUE width.
 - c. Add a note indicating the approved preliminary plan with approval date.
 - d. Modify the DSP to show how the proposed improvements along the southern property line, shared with the CVS, will be made to match with that approved site plan, specifically in the area of the westernmost drive aisle; and show the shared access easement to the south of Parcel C as reflected on record plan MMB 240-56.
 - e. Provide revised architectural elevations that reflect the changes shown in the perspective images. These changes include decorative banding and expanded windows. All building materials and colors shall be labeled.
 - f. Include the drive-through/entrance canopy design in the submitted architectural elevations.
 - g. Revise the detailed site plan to more clearly reflect the proposed phasing in the plan notes.
 - h. Provide a plan that shows Phase 1 of the development. Provide a green area with a mix of ornamental and evergreen trees and shrubs as an interim treatment in the location of the future detail building.

- i. Provide adequate loading for the proposal. If upon removal of the mechanical areas from the gross floor area (GFA), the project has over 10,000 square feet of GFA, two loading spaces shall be provided, unless a departure is granted.
 - j. Pursue alternative locations for the required loading space(s), outside of the by-pass lane, and provide alternative locations, as determined to be feasible in consultation with the Urban Design Section.
 - k. Indicate the illumination methods of all signs on the sign plan.
 - l. Provide a sign plan for certification that locates all of the proposed directional signs.
 - m. Provide a note to specify the use of pavement-painted arrows and directional signage in the travel aisles to indicate vehicular travel flow.
 - n. Provide handicap ramps on the site wherever sidewalk meets the parking lot or drive aisle.
 - o. Provide a detail for an eight-foot-tall masonry dumpster enclosure that is consistent with the architecture of the primary building.
2. Prior to certificate of approval of the detailed site plan, the following revisions shall be made to the landscape plan or information shall be provided:
- a. In lieu of the proposed vinyl fence, provide evergreen shrubs adjacent to the southern property line within the planting island to provide a partial visual screen of parked vehicles.
 - b. Revise the Section 4.7 schedule for the area adjacent to the southern property line to list the linear feet of buffer strip as 150 feet, which excludes driveway openings between the two commercial properties, and adjust the required plant units accordingly.
 - c. Revise the landscape plan to remove the four proposed shade trees shown on the west side of the existing driveway adjacent to Carroll Methodist Cemetery and revise the Section 4.7 schedule accordingly.
 - d. Revise the landscape plan to reflect the approved Alternative Compliance application.
 - e. Revise the Section 4.2 schedule to eliminate a reference to Alternative Compliance along this frontage, and demonstrate conformance to its requirements by distributing the required plant material more evenly along the frontage.
 - f. Delineate the width of the Section 4.2 landscape strip from the right-of-way.
3. Prior to signature approval of the detailed site plan the TCPII shall be revised to remove all proposed landscaping from the plan.
4. No flags, banners or large, inflatable forms of advertising shall be mounted, suspended or otherwise displayed from the building or be permitted on the site, except one standard size

American flag. A note shall be provided on the site plan reflecting this condition.

5. Prior to the approval of building permits the applicant, their heirs, successors, and assignees shall obtain approval of new final plat and following shall be included on the plat:
 - a. Delineate a 20-foot-wide PUE that overlays the WSSC easement along Robert Crain Highway (US 301), and provide a note limiting the PUE usage to the western ten feet.
 - b. Add the following note:

“Direct access to Robert Crain Highway (US 301) is allowed as a shared right-in/right-out vehicular access with the adjacent property to the south (Parcel 1) pursuant to 24-128(b)(9) and all other frontage is denied.”
6. Prior to the approval of building permits the applicant, their heirs, successors, and assignees shall submit to M-NCPPC for approval a draft shared access easement benefitting Parcels C and 1 to have shared direct vehicular access to US 301 pursuant to Section 24-128(b)(9) , as reflected on the approved DSP-12032.
 - a. The final plat shall delineate the alignment of shared access easement with bearings and distances.
 - b. The easement document shall set forth the rights, responsibilities and liabilities of the parties and liber/folio of the easement, shall include the rights of M-NCPPC, and will be reflected on the plat prior to recordation.

RECOMMENDATION FOR DEPARTURE FROM PARKING AND LOADING STANDARDS DPLS-395

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Departure from Parking and Loading Standards DPLS-395, Mills Car Wash, subject to the following condition:

1. Revise the parking tabulation on Sheet 1 to reflect the number of parking spaces that were waived by the Planning Board and provide a reference to the Planning Board’s resolution number.