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## DETAILED SITE PLAN PLAN DSP-02026 & DSDS-585

Application	General Data
Project Name: ALBAN TRACTOR, FORESTVILLE  Location: NORTHEAST QUADRANT OF I-95/495 AND MD 4 PENNSYLVANIA AVENUE, 8400 WESTPHALIA ROAD, FORESTVILLE  Applicant/Address: JCA IV FORESTVILLE, LLC C/O ALBAN TRACTOR CO. INC. 8531 PULASKI HWY BALTIMORE, MD 21237	Date Accepted 04/26/2002
	Planning Board Action Limit 07/05/2002
	Plan Acreage 16
	Zone I-1
	Dwelling Units NA
	Square Footage 72,200
	Planning Area 78
	Council District 06
	Municipality NA
	200-Scale Base Map 205SE07

Purpose of Application	Notice Dates
CONSTRUCTION EQUIPMENT SALES AND SERVICE AND A DEPARTURE TO ALLOW CONSTRUCTION OF A SIGN 50 FEET HIGH	Adjoining Property Owners 4/22/02 (DSP) (CB-15-1998) 4/30/02 (DSDS)
	Previous Parties of Record 5/20/02 (CB-13-1997)
	Sign(s) Posted on Site 6/5/02
	Variance(s): Adjoining Property Owners N/A

Staff Recommendation			Staff Reviewer: WAGNER, GARY
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
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July 30, 2009

**MEMORANDUM**

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Gary Wagner, Planner Coordinator

SUBJECT: Alban-Forestville, Detailed Site Plan DSP-02026; Departure from Sign Design Standards, DSDS 585; TCPII/126/95-02

The Urban Design staff has reviewed the Detailed Site Plan and Departure from Sign Design Standards and provides the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

**EVALUATION CRITERIA**

This Detailed Site Plan was reviewed and evaluated for compliance with the following criteria:

1. Conditions of Preliminary Plan 4-02012.
2. The requirements of the Zoning Ordinance in the I-1 Zone and the *Landscape Manual*.
3. Conformance with Site Design Guidelines as outlined in Part 3, Division 9, Subdivision 3, of the Prince George's County Zoning Ordinance.
4. Referrals.

**FINDINGS**

Based on an evaluation and analysis of the subject application, the Urban Design staff recommends the following findings:

1. The site consists of 16.00 acres in the I-1 Zone and is located at the northeast quadrant of the intersection of the Capital Beltway (I-95/495) and Pennsylvania Avenue (MD 4). Detailed Site Plan approval is required by Condition #1 of Preliminary Plan 4-02012, which states the following:

**Prior to the approval of grading permits for each parcel, a Limited Detailed Site Plan addressing screening, buffering and views from the Capital Beltway, access location and design onto Westphalia Road, and noise mitigation shall be approved by the Planning Board.**

A double staggered row of evergreen trees has been provided on the subject property along the Capital Beltway in order to address screening, buffering and views from the Capital Beltway.

Currently, there are existing trees along the Beltway that will also provide screening. In the event that the ramps to the Beltway are widened in the future and the existing trees are removed, the evergreens should be of adequate size to continue to screen the site.

With regard to access location and design onto Westphalia Road, the Urban Design Section received a memorandum from the Transportation Planning Section dated May 31, 2002 (Masog to Wagner), indicating the site plan is acceptable from the standpoint of access and circulation.

With regard to noise mitigation, see the Environmental Planning Section comments under Finding 5 below.

2. The site development data is as follows:

Zone	I-1
Area	16.00 acres
Use	Construction Equipment Sales and Service
Gross Square Footage	72,200 square feet
Parking spaces required	128 spaces
Parking spaces provided	136 spaces
Loading spaces required	2 spaces
Loading spaces provided	2 spaces

3. In general, the Detailed Site Plan is in compliance with the applicable requirements of the *Landscape Manual*. The proposed building has 14-foot-high service bay doors facing Westphalia Road and the Capital Beltway. Screening has been provided along the Capital Beltway in the form of a double staggered row of evergreens along the property line. Along Westphalia Road, the applicant has provided evergreens, however the quantities required do not meet the requirements of Section 4.4 of the *Landscape Manual*. Because of space limitations, the Urban Design Staff does not recommend the use of evergreens in this area. The ten-foot-wide landscape strip provided is located between an existing 25-foot-wide sewer easement and a proposed display parking area. Because the evergreens cannot be planted in the sewer easement, a required double staggered row would have to be provided in the ten-foot wide landscape strip. Over time, the evergreens would grow into the display parking area and would most likely have to be removed. Additionally, a 500-foot-long double row of evergreens along Westphalia Road would form a very long, linear, monotonous wall of evergreens. In lieu of the evergreens, staff recommends a more permanent and attractive solution, such as an eight-foot-high, board-on-board stained fence with split-faced block piers every 30 feet for this highly visible site that would have a more immediate effect for screening purposes. Any gates used at the entrances for security purposes should be constructed of decorative metal material.
4. The Detailed Site Plan is in compliance with all Zoning Ordinance requirements with the exception of Section 27-614(b), height of freestanding signs. The applicant has requested a Departure from Sign Design Standards to increase the signage height from 25 feet to 50 feet. A Departure from Sign Design Standards (DSDS-559) was granted by the Planning Board on May 6, 1999, for the same site with an associated Detailed Site Plan for AutoNation. DSDS-559 was approved with a sign height of 50 feet and an increase in the sign area from 200 square feet to 360 square feet. The applicant for this case has not requested an increase in the sign area, only the sign height.

Sign Requirements:

The Detailed Site Plan meets all sign requirements, except the following:

**Section 27-614(b)(1) of the Zoning Ordinance specifies that the maximum height of signs in the I-1 Zone shall be 25 feet, measured from the finished grade at the base of the sign to the top of the sign.**

The applicant proposes a 50-foot-high freestanding sign along the Capital Beltway. A 25-foot departure will be necessary.

Required Findings:

**(A) Section 27-239.01(b)(9) of the Zoning Ordinance provides that in order for the Planning Board to grant the departure, it shall make the following findings:**

- 1. The purposes of this Subtitle will be equally well or better served by the applicant's proposal.**

The site is approximately 16-20 feet in elevation below the Capital Beltway. In addition, the site is obstructed by existing, mature trees within the right-of-way of the Capital Beltway. The applicant is requesting the additional height up to 50 feet so that vehicle operators who travel the corridor will be aware of Alban's location in the event they are in need of repair or service while in the area. The staff is of the opinion that the additional height is warranted and that the departure does not conflict with the purposes of the Subtitle.

- 2. The departure is the minimum necessary, given the specific circumstances of the request.**

Finding: Given the sign's location next to the Capital Beltway, the difference in grade and the existing, mature trees, the proposed departure from the height limitation for a freestanding sign is the minimum necessary to provide adequate identification of the proposed use along the Capital Beltway.

- 3. The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949.**

Finding: The unique circumstance, in this case, is that the site is approximately 16 to 20 feet below the Beltway and there are existing, mature trees that would obstruct the view of a sign 25 feet in height. Therefore, the departure is necessary to alleviate these circumstances.

- 4. The departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood.**

Finding: The proposed sign is located at the northern end of the site, between the proposed use and an existing stormwater management pond. It is located such that it will not impair the visual, functional or environmental quality or integrity of the site. The departure will not impact the surrounding neighborhood since it is over 1,600 feet from any residential property.

Note: The Departure was recently referred to Andrews Air Force Base. As of the writing of this report, the Urban Design Staff has not received their comments.

5. In a memorandum dated May 29, 2002 (Stasz to Wagner), the Environmental Planning Section recommends approval of TCPII/126/95-02 and DSP-02026 with two conditions as noted below.

#### Background

The Environmental Planning Section previously reviewed applications 4-86185, DSP-87001, DSP-88013, DSP-88017, 4-93085, DSP-97022, and DSP-97022/01 for the subject property. A Type I Tree Conservation Plan, TCP I/58/93, was approved by the Planning Board with 4-93085. A Type II Tree Conservation Plan, TCP II/126/95, was approved with DSP-97022 and a revised TCP II with DSP-97022/01. The site was graded under permit #40029-98-CG, in accordance with the approved TCP II. More recently, a Preliminary Plan of Subdivision, 4-02012, was approved by Prince George's County Planning Board Resolution No. 02-72. That approval included the approval of a revised Type I Tree Conservation Plan, TCPI/58/93-01. A Detailed Site Plan is required in the I-1 zone.

#### Site Description

The 16-acre property in the I-1 zone is located on the east side of the Capital Beltway, north of MD 4, and west of Westphalia Road. The site is currently undeveloped. Almost none of the property is currently wooded. No Historic or Scenic roads are affected by this proposal. There are no streams, wetlands, and floodplain on the property. The Capital Beltway and Andrews Air Force Base are significant nearby noise sources. No species listed by the State of Maryland as rare, threatened, or endangered are known to occur in the general region. According to the sewer service and water service maps produced by DER, the property is in categories S-3 and W-3. The soils information in the Prince George's County Soils Survey indicates that the principal soils on the site are in the Beltsville, Bibb, Matapeke, and Sassafra soils series.

#### Environmental Review

- A. This site is subject to the provisions of the Woodland Conservation Ordinance because the entire site is more than 40,000 square feet in size, it contains more than 10,000 square feet of woodland, and because the site has previously approved Tree Conservation Plans. A Type I Tree Conservation Plan, TCPI/58/93, was approved by the Planning Board with 4-93085. A Type II Tree

Conservation Plan, TCPII/126/95, was approved with DSP-97022 and a revised TCPII with DSP-97022/01. More recently, a Preliminary Plan of Subdivision, 4-02012, was approved by Prince Georges County Planning Board Resolution No. 02-72. That approval included the approval of a revised Type I Tree Conservation Plan, TCPI/58/93-01.

The revised plan, TCPII/126/95-02, proposes clearing of 25.43 acres of woodland and has a minimum woodland conservation requirement of 12.97 acres. The plan proposes to meet this requirement by preserving 8.37 acres on site, reforesting 0.70 acres on site, and providing 3.90 acres off site.

Except for a small amount of clearing to construct a needed sewer line, all of the priority woodland on site will be preserved. The 9.07 acres of on-site woodland conservation is substantially above the threshold of 6.61 acres for the property. The woodland preserved also serves as a substantial buffer between the development and abutting residentially zoned properties. The TCP II submitted contains a worksheet that correctly covers the entire site, however, Parcels B and C have not been shown on the plan sheets.

*Recommended Action: The Environmental Planning Section recommends approval of TCPII/126/95-02 subject to the following condition:*

1. *Prior to certification of the Detailed Site Plan, DSP-02026, the Type II Tree Conservation Plan, TCP II/126/95-02, shall be revised to include sheets showing Parcels B and C.*
- B. Matapeke and Sassafras soils pose no problems for development. Beltsville soils can pose problems on steep and severe slopes because of their highly erodible nature and in flatter areas because of impeded drainage and a perched water table. Bibb soils are associated with floodplains. The site was graded under permit #40029-98-CG, in accordance with the approved TCP II, and stormwater management facilities were installed.

*Comment: No further action is needed as it relates to this Detailed Site Plan review.*

- C. The Capital Beltway and Andrews Air Force Base are significant nearby noise sources. According to the Air Installation Compatible Use Zone Study (AICUZ), the entire property is within the 70 to 80 dBA noise area associated with Andrews Air Force Base. The I-1 zone has a noise threshold of 75 dBA(Ldn). The 75 dBA(Ldn) noise contour is correctly shown on the plan.

No noise analysis was submitted for review. No description of the uses of various portions of the building were submitted. The major concern is noise within office areas. The internal noise level in these areas should be attenuated to 45 dBA (Ldn) or less.

Recommended Condition: Prior to the approval of building permits, the architectural plans

shall be certified by a professional engineer with competency in acoustical analysis that building shells will attenuate ultimate exterior noise levels to an interior level not to exceed 45 dBA (Ldn) in all office areas.

6. In a memorandum dated May 31, 2002, the Transportation Planning Section offered the following comments:

The application involves a detailed site plan for an industrial site of 16.00 acres with industrial buildings totaling 72,200 square feet. The property is zoned I-1. The property is located north of MD 4 between Westphalia Road and the Capital Beltway. This property was subdivided as Alban-Forestville, Preliminary Plan of Subdivision 4-02012, and was previously subdivided three times between 1979 and 1993.

The site plan is acceptable from the standpoint of access and circulation.

The subdivision resolution contains a trip cap condition. This condition restricts development on the entire 43.55-acre site to uses generating no more than 974 AM and 974 PM peak-hour vehicle trips. Based on the submitted plans for Parcel A only (about 37 percent of the overall site), staff has determined the following trip generation for the site:

- A. The plan proposes buildings totaling 72,182 square feet. It appears that most of this space will be used for vehicle repair, with some mezzanine space available for administrative and clerical functions. For that reason, staff is using conventional light-service industrial rates to determine a trip generation of 62 AM and 62 PM peak-hour trips.
- B. The plan includes significant indoor and outdoor display areas and vehicle storage. Estimating that approximately one-half of the site is used for this purpose, a trip generation of 58 AM and 52 PM peak hour trips is determined.

The resulting trip generation is 120 AM and 114 PM peak-hour trips. This site is well below the trip cap for the entire site and is also well under the portion of the trip cap that would have been assumed to be generated by Parcel A.

8. In a memorandum dated February 21, 2002 (Bailey to Wagner), the State Highway Administration has indicated that they have no objections to the Detailed Site Plan and the Departure from Sign Design Standards.
9. The Detailed Site Plan represent a reasonable alternative for satisfying the Site Design Guidelines without requiring unreasonable costs and without detracting substantially from the proposed development for its intended use.

## RECOMMENDATION

Based upon the foregoing analysis, the Urban Design staff recommends that the Planning Board adopt the findings of the report and APPROVE DSP-02026 and TCPII/126/95-02 with the following conditions:

1. Prior to the approval of building permits, the architectural plans shall be certified by a professional engineer with competency in acoustical analysis that building shells will attenuate ultimate exterior noise levels to an interior level not to exceed 45 dBA (Ldn) in all office areas.
2. Prior to certification of the Detailed Site Plan, an eight-foot-high, board-on-board, stained fence with split-faced block piers every 30 feet on center shall be provided along Westphalia Road, starting on the south side of the southern entrance and ending on the north side of the north entrance. Any gates used at the entrances for security purposes shall be constructed of decorative metal material.
3. Prior to certification, the Type II Tree Conservation Plan, TCP II/126/95-02, shall be revised to include sheets showing Parcels B and C.