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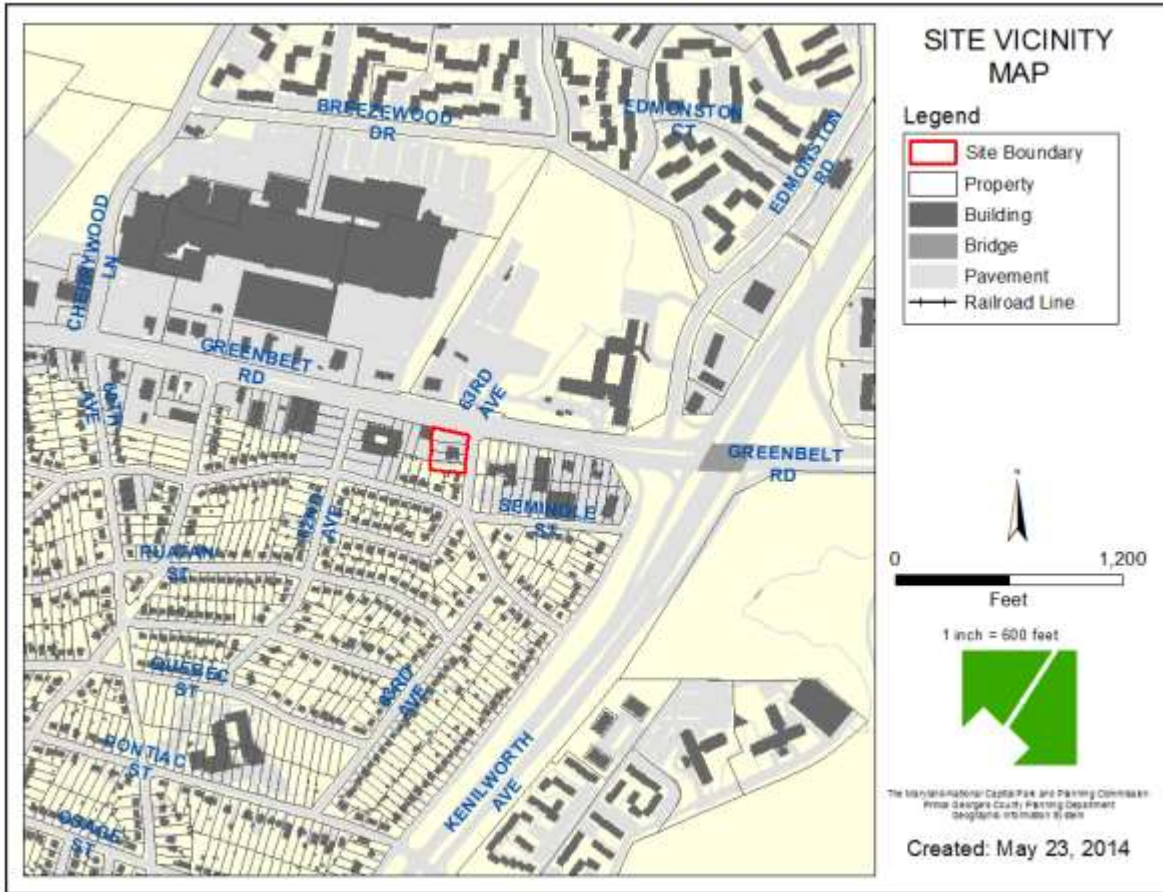
Detailed Site Plan

DSP-14006

Application	General Data	
Project Name: Berwyn Heights McDonald's Location: Southwestern quadrant of the intersection of Greenbelt Road (MD 193) and 63 rd Avenue. Applicant/Address: McDonald's USA, LLC 6903 Rockledge Drive Bethesda, MD 20817	Planning Board Hearing Date:	03/23/17
	Staff Report Date:	03/08/17
	Date Accepted:	01/17/17
	Planning Board Action Limit:	03/28/17
	Plan Acreage:	0.915
	Zone:	C-S-C/D-D-O
	Dwelling Units:	NA
	Gross Floor Area:	4,388 sq. ft.
	Planning Area:	67
	Council District:	03
	Election District	21
	Municipality:	NA
	200-Scale Base Map:	210NE05

Purpose of Application	Notice Dates	
Approval of a 4,388-square-foot eating and drinking establishment with drive-through service.	Informational Mailing:	10/08/16
	Acceptance Mailing:	12/09/16
	Sign Posting Deadline:	02/21/17

Staff Recommendation		Staff Reviewer: Ruth E. Grover, MUP, AICP Phone Number: (301) 952-4317 email address: ruth.grover@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-13029
Berwyn Heights McDonald's

The Urban Design Section has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions as described in the Recommendation section of this report.

EVALUATION

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

- a. The requirements of the Development District Overlay (D-D-O) Zone Standards of the 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* (Sector Plan);
- b. The requirements of the Zoning Ordinance for the Commercial Shopping Center (C-S-C), Development District Overlay (D-D-O) Zones and site design guidelines;
- 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 Prince George's County Tree Canopy Coverage Ordinance;
- f. Referral comments.

FINDINGS

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

1. **Request:** The subject DSP application requests approval of a 4,388-square-foot eating and drinking establishment with drive-through service.
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zones	C-S-C/D-D-O	C-S-C/D-D-O
Use	Eating and Drinking Establishment with Drive-through Service	Eating and Drinking Establishment with Drive-through Service
Acreage	0.915	0.915
Parcels	4	4
Total Building Square Footage/GFA	3,155 square feet	4,388 square feet

OTHER DEVELOPMENT DATA

Parking Spaces Required

spaces

Eating and Drinking Establishment with drive-through (@ 1 space per 3 seats) + 1 space per 50 square feet

Minimum Required:
29 spaces

Maximum Permitted:
57 spaces

Parking Spaces Provided

29 spaces

Of which:

Standard Spaces

20 spaces

Compact Spaces

9 spaces

ADA Spaces (Van-Accessible)

2 spaces

Loading Spaces Required

1 space

Loading Spaces Provided

0 spaces*

Note: * An amendment to the development district standards of the Sector Plan has been requested by the applicant.

3. **Location:** The site is located in Planning Area 67 and Council District 3. More specifically, it is located at 6219 Greenbelt Road (MD 193) in the southwestern quadrant of the intersection of Greenbelt Road (MD 193) and 63rd Avenue.
4. **Surrounding Uses:** The subject property is bounded to the east by 63rd Avenue, with a church use in the C-S-C Zone beyond; to the south by single family detached residential dwellings in the One-Family Detached Residential (R-55) Zone; to the north by Greenbelt Road (MD 193) with property owned by the Board of Education used for school bus storage beyond; and to the west by commercial offices in the Commercial Office (C-O) Zone.
5. **Previous Approvals:** The 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* retained the property in the Commercial Shopping Center (C-S-C) Zone and superimposes a D-D-O Zone on the property. The property is also the subject of Stormwater Management Concept Approval No. 36929-2014-00 approved by the Department of Permitting, Inspections and Enforcement (DPIE) on May 29, 2015 and valid until May 29, 2018.
6. **Design Features:** The applicant proposes to raze the existing 3,155-square-foot eating and drinking establishment with drive-through service and reconstruct a more modern

4,388-square-foot eating and drinking establishment with drive-through service. The pad site for the proposed McDonald's is located in the middle of the subject property in the southwest quadrant of the intersection of Greenbelt Road and 63rd Avenue. The parking area associated with this use will be reconfigured on the eastern and western sides of the building to accommodate the reoriented building. Whereas a single drive-through for the McDonald's currently exists, the applicant proposes dual drive-through service for the new building. Landscaping is provided in islands in the parking lot and along the perimeters of Greenbelt Road (MD 193), 63rd Avenue, and along the remainder of the property lines.

Architecture

The proposed McDonald's restaurant building is a standard example of one of the franchise's newer architectural models and has a contemporary appearance. The design is of a one-story, red brick and stone veneer building with a flat roof. The building is finished predominantly with red brick and horizontal bands of a brick reveal. Stone veneer is proposed mostly in the area of the dining room and main entrance areas oriented towards the intersection of Greenbelt Road (MD 193) and 63rd Avenue. Metal canopies are proposed above the dining room windows.

Signage

A total of approximately 94 square feet of building-mounted signage for the McDonald's and 168 square feet of site signage have been proposed with this DSP. The signage includes a freestanding pylon sign; three flag poles with the United States, State of Maryland, and McDonald's flags; one existing pylon sign for the existing non-drive through restaurant; and directional signs for the proposed McDonald's, including menu boards with ordering systems for the drive-through.

The building-mounted signage proposed by the applicant as part of this Detailed Site Plan complies with the development district standards of the Greenbelt Metro Area and MD 193 Corridor Sector Plan. The signage will be comprised of internally illuminated lettering and logos and will be constructed of durable plastic materials. In addition, the signage for each façade will be less than 10 percent of its area. The applicant is also proposing to replace the existing freestanding sign located in the northeast corner of the property with a 42-square-foot pylon sign with the standard McDonald's logo on it and an electric message board.

Lighting and Dumpster Enclosure

The lighting fixtures proposed include pole lights for the site and building-mounted wall sconce fixtures for the building. The pole lights include cut-off luminaires. The height of the lamp posts is, however, not indicated on the DSP, and should be provided. A condition in the Recommendation section of this report would require that the information be provided prior to certificate approval.

A dumpster enclosure is indicated in the southeast corner on the perimeter of the property. A detail of the dumpster enclosure is provided on Sheet 5 of the plan set, which indicates that the dumpster enclosure will be constructed of brick veneer to match the building's architecture. The gates of the dumpster enclosure will be constructed of wood.

Green Building Techniques

The applicant is providing the following green building and sustainable site techniques that will be used in the project that promotes energy efficiency, water conservation and waste reduction practices.

- Use of LED lighting for the dining room areas, building signage, lighting in the freezer/coolers, and exterior lighting;

- Use of high-efficiency appliances such as water heaters and exhaust fans;
- Use of high-efficiency plumbing fixtures to reduce water usage;
- Use of environmentally packaged cleaning products;
- Use of cardboard recycling;
- Use of cooking oil recycling;
- Using building materials with recycled content;
- Bringing the development in conformance with the current stormwater management regulations;
- Complying with the site's tree canopy coverage requirement.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2014 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:**

The 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* contains regulations that impact the design and character of the Greenbelt Metro Metropolitan Center and portions of the MD 193 Corridor, and superimposes a Development District Overlay Zone over these areas. The purpose of these standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for Greenbelt and Berwyn Heights, consistent with the land use and urban design recommendations of the sector plan. The subject site is located in subarea MD 193 Corridor (pg. 222).

Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve it. The development district standards are organized into several categories: Building Form, Architectural Elements, Sustainability and the Environment, and Streets and Open Spaces. However, in accordance with the D-D-O Zone review process as stated in Section 27-548.25(c), modification of the development district standards is permitted. In order to allow the plan to deviate from the development district standards, the Planning Board must find that the alternative development district standards will benefit the development and the development district and will not substantially impair implementation of the sector plan.

If approved with conditions, the subject application will conform to all of the recommendations and requirements, except for those from which the applicant has requested an amendment. In areas where staff is recommending that the amendment be approved, staff finds that granting the amendment will not substantially impair implementation of the sector plan.

a. The applicant requests amendments from the following development district standards:

1. **Building Form, Lot Occupation, Frontage build out**

Requirement—Building height shall range from one to three stories (p. 222).

Request—To allow for a one-story building with a height of 21.92 feet.

Applicant's Justification:

Although the proposed building is one-story that meets the development district standard, it is below 25 feet. An amendment is requested to allow for a one-story building at 21.90 feet.

Comment: The difference between the requirement and the height of the building (3.08 feet) is negligible and the Urban Design Section agrees with the applicant's justification in this respect.

2. **Building Form, Lot Occupation, Frontage build out**

Requirement—The front buildout shall be a minimum of 40 percent and a maximum of 80 percent at the build-to-line (p. 222).

Request—To allow a 46.30-foot or 26.3 percent building frontage build-out.

Applicant's Justification:

The streetscape, which includes sidewalk and landscaping will help to define the edge. The design of the site, which must by its nature include parking and drive-aisles does not allow site design to include a 40-80 percent frontage buildout.

Comment: Staff is in agreement with the applicant in this regard. Site design does not lend itself to between a 40 and 80 frontage buildout. Customer parking and drive aisles are necessary for this commercial use which will help revitalize the MD 193 Corridor in accordance with a goal of the Sector Plan.

3. **Building Form, Build-to Lines**

Requirement—The front principal build-to-line for all buildings shall be between 0 and 15 feet from the right-of-way (p. 222).

Request—To allow a 30-foot build-to-line.

Applicant's Justification:

The building will be located 30 feet from the right-of-way. Therefore, the applicant is requesting an alternative District Development Standard be applied in this case. Specifically, the applicant is requesting that a 30-foot build-to line be applied. The applicant has explored full compliance with the 15-foot build-to line and the existing grade change on the property makes compliance impractical. The property is located on the very western edge of the D-D-O Zone. By allowing an amendment to the build-to-line, the property will serve as a transition into more suburban layouts to properties outside the D-D-O Zone.

Comment: The topography of the site does cause a practical problem in conforming with this standard. Additionally, the function of a drive-through fast food restaurant requires a set back from the project frontage to allow for queuing lanes and parking.

4. **Building Form, Side Yards**

Requirement—The side yard setback shall be between 0 and 24 feet from the side lot-line (p. 222).

Request—To allow an 80-foot side yard setback.

Applicant's Justification:

The building is setback 62.17 feet from the eastern property line and 79.57 feet from the western property line. The applicant is proposing to retain the drive-through with this proposal and cannot comply with the setback requirements and provide the drive aisles necessary for that component of the operation. In addition, the site is compact and the sideyard areas must be used for on-site parking.

Comment: The function of a drive-through fast-food restaurant requires a setback from the side yard property lines to allow for queuing lanes and parking.

5. **Building Form, Step-back Transitions and Landscape Buffers**

Requirement—Landscape buffers in combination with step back transitions are appropriate when development areas share a property line with existing residential neighborhoods. The buffer area shall be consistent with the standards of the 2010 *Prince George's County Landscape Manual*. The Landscape Manual requires a 'D' buffer (50-foot minimum building set back and 40-foot landscaped yard) between a single-family detached residential unit and a drive-in or fast-food restaurant (p. 224).

Request—To allow for a reduction in the buffer requirement along southern property line to approximately seven feet wide with the replacement of the sight-tight fence and the addition of landscaping equaling three ornamental trees and forty-three shrubs.

Applicant's Justification:

The depth of the existing buffer along the southern property and is not relocating any improvements closer to the southern property. The applicant will replace the existing sight tight fence and landscaping along the southern property which should provide an adequate separation between the drive-through restaurant and the adjacent single-family detached residences. Additionally, the proposed conditions along the southern property line will be an improvement over the existing conditions.

Comment: The Urban Design Section agrees that a sight-tight fence and landscaping will provide a good separation between the two uses and that the new development will be in line with the MD 193 Corridor Sector Plan's desire to retain and revitalize commercial development along MD 193 in Berwyn Heights.

6. **Building Form, Parking Requirements, Parking and Access**

Requirement—Off-street parking shall be accessed by an alley or by secondary roadway and the vehicular access drive of a parking lot or garage shall be no wider than 22 feet (p. 227).

Request—To allow for access on a primary frontage street (MD 193) and 30 feet wide for a vehicle access drive (62nd Avenue).

Applicant's Justification:

The applicant is proposing to improve its access driveways from MD193 by consolidating the two existing access driveways to one and moving the access further west from the intersection of MD193 and 63rd Avenue. 63rd Avenue is a residential street to the south of the property and closing the access point on MD 193 would place more traffic on 63rd Avenue and impact that residential community. The 30-foot width is required in order for the delivery trucks to access the site from the secondary road.

Comment: The Urban Design Section agrees that it is desirable to reduce the number of access points to the development and that placing the access on the lesser traveled street would cause greater impacts on the adjacent single-family detached neighborhood.

7. **Building Form, Parking Lots**

Requirement—Off-street surface parking areas shall be set back a minimum of 20 feet from all property lines along streets, except along alleys (p. 228).

Request—To allow a 10-foot setback for off-street parking lots from property lines along streets.

Applicant's Justification:

They should be able to utilize the set back that was employed by the existing restaurant on the site.

Comment: The parking has been located in this manner for many years and enabled a layout that was partially the basis of the success of the previous restaurant on the site. As revitalization is desired by the sector plan, allowing a layout that will assist the development to be successful should be allowed.

8. **Building Form, Parking Lots**

Requirement—Parking lots shall be concealed from the primary frontage street, secondary frontage or a side street by a liner building whenever possible (p.228).

Request—To allow surface parking to not be concealed by a liner building.

Applicant's Justification:

The surface parking area is not concealed by a liner building and therefore the applicant is providing landscape strips along the MD 193 frontage and the 63rd Avenue frontage.

Comment: The proposed landscaping should provide some of the concealment sought by this development district standards while permitting a layout known to be successful, which will contribute to the desired revitalization of the commercial uses in Berwyn Heights in accordance with the stated goal in the MD 193 Corridor Sector Plan.

9. **Building Form, Parking Lots, Loading**

Requirement—A screened loading space shall be provided (p. 228).

Request—To allow for a departure from the provision of no loading space.

Applicant's Justification:

Section 27-582(a) of the Zoning Ordinance requires the provision of 1 loading space for the subject use. The applicant believes that the provision of a loading space would conflict with the drive-aisle requirements and would be difficult to provide on the subject property given 30-foot setback requirement set forth above and the screening requirement set forth in the Landscape Manual. Instead, the applicant proposing to use those spaces to the west of the building during off-peak hours or evening hours for loading purposes.

Comment: The above-described alternative will fulfill the loading function for the project and staff would recommend it as it is within the purview of the sector plan to be flexible to layout issues.

10. **Building Form, Drive-throughs**

Requirement—Drive-throughs shall be built to the build-to-line (p. 230).

Request—To allow this drive-through, in particular, to be built to the build-to-line.

Applicant's Justification:

This is an existing McDonald's restaurant with an existing drive-through service. Additionally, this proposal complies with the other requirements for drive-throughs in the sector plan as follows:

- *Drive-through windows will be located on the side of the building;
- *Stacking area will be located behind the building; and
- *The pedestrian connection to MD193 is not located within proximity to the elements of the drive-through.

Comment: As previously stated, the topography of the site does cause a practical problem in conforming with this standard. Additionally, the function of a drive-through fast-food restaurant requires a set back from the project frontage to allow for queuing lanes and parking.

The alternative development district standards will benefit the development and the development district and will not substantially impair implementation of the master or sector plan. A policy of the Sector Plan (p. 105) is to retain and revitalize the mixed-use commercial development along MD 193 in Berwyn Heights and the approval of the above discussed district development standards will accomplish that goal and therefore not impair the implementation of the Sector Plan.

8. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-S-C Zone and the site plan design guidelines of the Zoning Ordinance, as follows:

- a. The proposed eating or drinking establishment, with drive-through service, per Section

27-461 (b) of the Zoning Ordinance is permitted in the C-S-C Zone.

- b. The DSP shows a site layout that is consistent with the requirements of Section 27-462 (b) of the Zoning Ordinance.
- c. The DSP is in general conformance with the applicable site design guidelines contained in Sections 27-283 and 27-274 such as provisions of on-site safe and efficient pedestrian and vehicular circulation and the provision of adequate illumination.
- d. **Development District Overlay Zone Required Findings**

Section 27-548.25 Site Plan Approval

- (a) **Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.**

Comment: The DSP has been submitted in fulfillment of the above requirement.

- (b) **In approving the Detailed Site Plan, the Planning Board shall find that the site plan meets applicable Development District Standards.**
- (c) **If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.**

Comment: In response to Section 27-548.25(b) and (c) of the Zoning Ordinance, the applicant requests that the Planning Board apply ten development standards which differ from the development district standards. Staff believes that the ten alternate development district standards will benefit the development and will not substantially impair implementation of the Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA, given the property's location and site constraints.

- (e) **If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.**

Comment: The applicant has asked for a departure of providing no loading space. See Finding 7 on alternative standard 9.

9. **The 2010 Prince George's County Landscape Manual:** The new construction subjects the site to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The requirements apply as follows:
- 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. More particularly, the applicant has provided 4.2 landscape strips along MD 193 and along 63rd Street in accordance with the requirements of the Landscape Manual as to width and number of land units required. The DSP is in conformance with 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 provide planting islands throughout the parking lot to provide shade and visual relief within parking lots. More particularly, the applicant has provided eight percent or 2,190 square feet of interior parking lot planting area in the parking lot in accordance with the Landscape Manual Requirements.
 - 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. As the applicant has asked for an exemption from the requirement of a loading space and there are no outdoor mechanical areas, on this site.
 - d. **Section 4.9, Sustainable Landscaping Requirements**—This DSP application conforms to Section 4.9, which requires that a percentage of the proposed plant materials be native plants. The applicant has provided fifty percent of the shade and ornamental trees and 30 percent of the evergreen trees and shrubs in native varieties in accordance with the Landscape Manual requirements. The DSP meets this requirement.
10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because it contains less than 10,000 square feet of existing woodland and has no previously approved tree conservation plans. A standard letter of exemption, valid until February 9, 2019, was submitted with the application.
11. **Prince George's County Tree Canopy Coverage Ordinance:** This property is subject to the requirements of Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance (TCC) which requires C-S-C-zoned properties to provide 10 percent of tree canopy. As the overall site measures 0.82 acres, 0.08 acre, or 3,563 square feet, is required in tree canopy coverage. The submitted landscape plan provides the required schedule which indicates that the requirement will be met through the provision of nine deciduous major shade trees, nine deciduous ornamental trees, and 23 evergreen trees or 4,070 square feet.
12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
- a. **Historic Preservation**—In a memorandum dated January 18, 2017, the Historic Preservation Section stated that the subject project will not impact any historic sites or resources.
 - b. **Archeological Review**—In a memorandum dated January 18, 2017, the Historic

Preservation Section stated that the subject proposal would not impact any known archeological sites.

- c. **Community Planning**—In a memorandum dated February 1, 2017, the Community Planning Division offered the following:

While the application does not conflict with *Plan Prince George's 2035* Growth Policy or the recommendations for Employment Areas or Established Communities, the proposed fast-food drive-through restaurant would neither help achieve the vision of the general plan nor help attain the plan goals.

The application is in conformance with the 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* land-use recommendations for commercial uses; however, it is not in conformance with several of the development district standards of the Greenbelt Metro Area and MD 193 Corridor Design District Overlay(D-D-O) Zone.

Comment: The applicant has requested to amend those standards in accordance with Section 27-548.25(c). The Urban Design staff found that granting the amendments will not substantially impair implementation of the MD 193 Corridor Sector Plan.

General Plan, Master Plan and Sectional Map Amendment (SMA): The application is in conformance with the applicable general or master plan.

General Plan: This property is located within the General Plan Growth Boundary and the Berwyn Heights Priority Funding Area. 6219 Greenbelt Road is also located within a designated Employment Area. Plan Prince George's 2035 describes Employment areas as areas commanding the highest concentrations of economic activity in four targeted industry clusters; healthcare and life sciences; business services; information, communication and electronics; and the Federal Government (p. 106). As a planning issue regarding *Plan Prince George's 2035*, the Community Planning Division offered the following:

The general plan states that "*Plan 2035* classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Centers and Local and Suburban Centers as Established Communities. Established communities are most appropriate for context-sensitive infill and low-to medium-density development," (p. 20). "*The Plan Prince George's 2035* general plan policies, strategies, and recommendations for Employment Areas are primarily focused on economic and employment growth." (p. 106) (See also Page 19).

Master/Sector Plan: The applicable master/sector plan is the 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* (sector plan). As planning issues relating to the sector plan, the Community Planning Division offered the following:

The Greenbelt Metro Area and MD 193 Corridor Development District is divided into seven subareas. The McDonald's site is located within the MD 193 Corridor Subarea (p. 222); the Development District Overlay (D-D-O) Zone is

superimposed on the property. “the development district standards are specifically intended to address new development and redevelopment proposals in the development district. The standards establish a consistent design framework to ensure quality in future development,” (p. 201). “The purpose of these standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for Greenbelt and Berwyn Heights, consistent with the land use and urban design recommendation for the sector plan,” (p. 209).

Eating or drinking establishments with drive-through service are permitted in the Commercial Shopping Center Zone (C-S-C) Zone in the D-D-O Zone. However, the plan also notes that “Drive-throughs are discouraged throughout the development district,” (p. 230). The applicant is requesting amendments to several of the development district standards to accommodate a typical McDonald’s drive-through restaurant. See Finding 8 for a detailed discussion of the requested amendments. The Community Planning Division offered the following general comment regarding the requested amendments to the sector plan:

The entrance/exit from MD 193 to the parking lot and drive-through appears to extend over the sidewalk; if included in the revised proposal, this should be reconfigured so that the sidewalk is continued over the driveways to meet the development district standards. The MD 193 street frontage is approximately 202 feet. The applicant must revise the proposal to install street trees at 30-foot intervals.

In closing, the Community Planning Division offered the following additional comments:

The sector plan states that, “All new development and redevelopment of existing structures within the D-D-O Zone should comply with the general intent and goals of the development district standards and the Greenbelt Metro Area and MD 193 Corridor sector plan. Development must show compliance with the development district standards during the detailed site plan process...Redevelopment, rehabilitation, and renovation of existing structures are all forms of development. Wherever a conflict between the Greenbelt Metro Area and MD 193 Corridor D-D-O Zone, and the Prince George’s County Zoning Ordinance or Landscape Manual occurs, the D-D-O Zone shall prevail,” (p. 202). The goals for the Economic Development Vision include the goal, “Facilitate the revitalization and redevelopment of existing commercial properties to improve pedestrian accessibility, foster a sense of place, and enhance the competitiveness of area businesses,” (p. 147). As designed, the proposed restaurant is contrary to the goals of the sector plan. The cumulative effects of large building setback, multiple driveways and large multiple signs reinforce the redevelopment’s auto-oriented qualities, and would diminish the community’s vision for a pedestrian-accessible environment. The applicant should be encouraged to explore creative design solutions to meet the standards of the D-D-O Zone.

Comment: See Finding 8 for a full discussion of the requests for amendments to development district overlay standards. The drive-through service included in this DSP meets the D-D-O Zone standards for location and vehicle stacking area.

- d. **Transportation**—In a memorandum dated February 8, 2017, the Transportation Planning Section offered the following:

The site consists of 0.92 acres in the C-S-C Zone and within the Development District Overlay (D-D-O) Zone. The site is located in the southwest quadrant of the intersection of Greenbelt Road (MD 193) and 63rd Avenue. The applicant is proposing to raze the existing eating and drinking establishment with drive-through service, and replace it with the same use.

Background

The applicant is proposing to raze the existing building of 3,155 square feet and replace it with a building of 4,388 square feet. The use is permitted within the Commercial Shopping Center (C-S-C) Zone with a detailed site plan requirement. The site is furthermore within the Development District Overlay (D-D-O) Zone, making it subject to the standards in the 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment*. The site encompasses four lots of the Charlton Heights subdivision. There has never been a preliminary plan of subdivision for this site, and consequently there are no underlying transportation conditions.

Review Comments for Traffic Compliance

The use proposes a footprint that is approximately one-third larger than the existing building. Nevertheless, given that the seating is remaining approximately the same (64 seats proposed versus approximately 64 existing ones based on online interior photographs), it is assumed that the replacement will not generate additional traffic.

Access to the site will be provided by a right-in, right-out driveway along MD 193 and a full access driveway along 63rd Avenue. Both access points exist. The MD 193 access is proposed to be reconfigured; the existing site access is via a pair of driveways (one inbound and one outbound). It must be noted that any changes to the access point must have concurrence by the Maryland State Highway Administration, and the site plan should be fully consistent with the state's requirements. Nevertheless, the Transportation Planning Section supports the reconfiguration as shown, and believes that removing the egress driveway will improve circulation within the site and will generally improve safety by moving the egress further from the MD 193/63rd Avenue intersection.

The following D-D-O standards have been reviewed, and the Transportation Planning Section offers the following comments:

- **Building Form/Parking:** It is noted that on-site parking has been reduced from 45 to 26 spaces. The minimum parking is computed as one-half of the minimum per Subtitle 27 (29 spaces) less one space for each 20 feet of frontage along 63rd Avenue (less eight spaces), for a minimum of 21 parking spaces. The reduction of eight spaces is not appropriate; on page 226, the D-D-O standards allow the following: "Where on-street parking is provided, each 20 feet of linear street frontage may be substituted for one off-street space to be counted toward the off-street parking requirement." The site plan shows no on-street parking provided. Furthermore, the site's frontage is signed for "No Parking Any Time" (see attachment).

The site is adjacent to Greenbelt Road (MD 193), which is a master plan arterial roadway with a right-of-way width of 120 to 200 feet. A sufficient right-of-way

of 145 feet exists along the frontage.

Review Comments for Active Transportation Compliance

The site plan was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* in terms of master plan trails and bikeways. Since the site does not require a preliminary plan it is not subject to Section 24-124.01 of the Subdivision Regulations or the “Transportation Review Guidelines, Part 2, 2013,” which are used for evaluating the adequacy of bicycle and pedestrian facilities. The following are proposed by the master plans:

- MD 193: A shared-use sidepath is proposed along the north side of MD 193. Given the location of this site on the south side of MD 193, the recommendation is not relevant to this site.
- MD 193: Bike lanes are proposed along MD 193. These would be implemented as part of any future road improvements along MD 193. There are currently no capital projects planned by either the County or the State.
- MD 193: The 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* recommends continuous wide sidewalks along MD 193. It appears that five-foot sidewalks exist along the MD 193 frontage. It is recommended that the sidewalks be rebuilt as six-foot sidewalks, and that the site plan reflect a pedestrian crossing on the access/egress driveway in accordance with the Sector Plan.
- MD 193 at 63rd Avenue: The 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* recommends pedestrian improvements to enhance the protection of school students and others crossing MD 193. It is noted that sidewalks exist along 63rd Avenue only on the east side; the subject site is on the west side of the street. The east side sidewalk connects to pedestrian markings crossing MD 193. While additional markings could be desirable, there is no sidewalk on the west side of 63rd Avenue. Further enhancements at this intersection should occur when there is a capital project at this location.
- 63rd Avenue: The 2014 *Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment* recommends sharrows (shared bicycle/automobile markings) to enhance the status of this street as a shared use roadway. It is recommended that the applicant work with the Town of Berwyn Heights to add sharrows along or near the 63rd Avenue street frontage.
- The standards for Streets and Open Spaces has a requirement that “the developer/property owner is required to install sidewalks for the entire frontage of the site” (page 247). Therefore, the plan must be revised to show a sidewalk along 63rd Avenue.
- The standards for Building Form indicate that drive-throughs are discouraged throughout the development district. Provided that the proposal is determined to meet other related standards, the Transportation Planning Section supports

continuing drive-through service for this use at this location given that such service is a longstanding feature for this business.

Conclusion

From the standpoint of transportation, it is determined that this plan is generally acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance. From the standpoint of non-motorized transportation, it is determined that this plan is generally acceptable as well. This determination is conditional on several modifications to the plan.

Comment: The Transportation Planning Section's proposed conditions have been included in the Recommendation section of this report. See Finding 8 for a full discussion of the applicability of the development district standards of the 2014 *Approved Greenbelt Metro Area and Maryland 193 Corridor Sector Plan and Sectional Map Amendment*.

e. **Subdivision**—In a memorandum dated January 19, 2017, the Subdivision Section offered the following:

- The subject site is located on Tax Map 34 in Grid B-1, within the C-S-C Zone and D-D-O Zone for the Greenbelt Metro Area and MD 193 Corridor Sectional Map Amendment, and is 35,648 square feet. The site is known as Lots 16–19, Block 39 of Charlton Heights recorded in Plat Book A-52. The applicant has submitted this DSP for the demolition of an existing 3,155-square-foot building and construction of a new 4,388-square-foot building. There is no underlying Preliminary Plan of Subdivision for the subject site. Pursuant to Section 24-111(c)(2) of the Subdivision Regulations, the site is exempt from the requirement of resubdivision because the total gross floor area of the development proposed does not exceed 5,000 square feet. The applicant should be aware that cumulative development which results in more than 5,000 square feet of gross floor area on the subject site will result in the requirement for resubdivision of the property pursuant to 24-111(c)(2) as indicated above.

The Subdivision Section offered two following comments on the site plan that have been included as conditions in the Recommendation section of this report:

- (1) The submitted site plan and general notes reflect the subdivision is Berwyn Heights. While much of the Charlton Heights subdivision was resubdivided by subsequent plats and is currently recorded as Berwyn Heights, the subject site was never resubdivided and recorded in land records as Berwyn Heights. The plans should be corrected to indicate the subdivision name as Charlton Heights as shown on the current record plat (Plat Book A-52).
- (2) The site plan does not provide bearings and distance or reflect the underlying lots lines for lots 16–19. All bearing and distances shall be shown on the site plan along with the existing lot information.

f. **Permits**—In a memorandum dated January 31, 2017, the Permit Review Section offered numerous comments which have either been addressed by revisions to the plans or included as conditions in the Recommendation section of this report.

- g. **Environmental Planning**—In a memorandum dated February 10, 2017, the Environmental Planning Section offered the following:

The Environmental Planning Section has not previously reviewed any other development review applications for the subject site. An approved and signed Natural Resource Inventory, NRI-184-13, was issued on November 21, 2013. A Standard Letter of Exemption, S-026-17, was issued on February 9, 2017.

Proposed Activity

The current application is to raze one existing building and associated parking and to construct a new 4,388 gross square-foot building with parking and an associated drive-through. The proposed primary use of the building will be for a fast-food restaurant and eating and drinking establishment for a McDonald's.

Grandfathering

The project is subject to the current regulations of Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance) that came into effect on September 1, 2010 because the application is for a new Detailed Site Plan and the site has no previous preliminary plans approved prior to September 2010.

Site Description

The subject property is located at the southwest corner of the intersection of Greenbelt Road (MD-193) with 63rd Avenue. The site has been previously developed with an existing parking lot and one building. No areas of woodlands exist on the property. The site is located within the Indian Creek sub-watershed that drains into the Anacostia River watershed that is part of the Potomac River Basin. The predominant soils found to occur according to the USDA NRCS Web Soil Survey are Christiana-Downer-Urban land complex (5-15% slopes), and Russett-Christiana Urban land complex (0-5% slopes). According to available information, Marlboro clay is not identified on the property; however, Christiana complexes are known to occur onsite. According to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered (RTE) species found to occur on or in the vicinity of this property. There are no streams, Waters of the US, wetlands, or areas of 100-year floodplain associated with the site. The site is not identified as containing Forest Interior Dwelling Species (FIDS) or FIDS buffer. The site has frontage on 63rd Avenue which does not have a master planned road designation and is not considered a traffic noise generator. The site also has frontage on Greenbelt Road (MD 193). This site does not share frontage with any historic or scenic roadways. The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*. The site is also located within the Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment (SMA). According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site contains no Regulated, Evaluation and Network Gap Areas within the designated network of the plan.

Environmental Review

Natural Resources Inventory/Existing Conditions

The application has an approved Natural Resource Inventory (NRI), NRI-184-13, which expires on November 21, 2018. According to available information, the site does not

contain regulated environmental features such as wetlands, streams, associated buffers, steep slopes, or 100-year floodplain. No revisions are required for conformance with the NRI.

Woodland Conservation

The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO), because the property has less than 10,000 square feet of woodlands on-site and no previously approved Tree Conservation Plan. This site has an approved Standard Woodland Conservation Exemption (S-026-17) that expires on February 9, 2019. No revisions are required for conformance with the WCO.

Stormwater Management

The site has an approved Storm Water Management Concept letter (36929-2014-00) and plan that is in conformance with the current code. No additional information is required with regard to stormwater management with this application.

Scenic and Historic Roads

In accordance with County Code Section 24-152 there are no scenic or historic roads located on or adjacent to the subject property. No additional information is required concerning scenic or historic roadways for the subject property.

Noise

The site has frontage on Greenbelt Road (MD 193), a master planned arterial roadway that is a traffic noise generator. Because the proposed use is not residential, traffic generated noise is not regulated in relation to the subject application. No additional information is required concerning noise for the subject property.

Soils

The predominant soils found to occur according to the USDA NRCS Web Soil Survey are Christiana-Downer-Urban land complex (5-15% slopes), and Russett-Christiana Urban land complex (0-5% slopes). According to available information, Marlboro clay is not identified on the property; however, Christiana complexes are known to occur on-site. This information is provided for the applicant's benefit. The county may require a soils report in conformance with County Council Bill CB-94-2004 during the building permit process review.

Summary of Recommendation

The Environmental Planning Section recommends approval of Detailed Site Plan DSP-14006 subject to no conditions.

- h. **Prince George's County Fire Department**—At the time of this writing, the Prince George's County Fire Department did not offer comment on the subject project.
- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this writing, DPIE did not offer comment on the subject project.
- j. **Prince George's County Police Department**—At the time of this writing, the Prince George's County Police Department did not offer comment on the subject project.
- k. **Prince George's County Health Department**—In a memorandum dated

February 24, 2017, the Prince George's County Health Department offered the following comments:

The property is located in the recharge area for the Patapsco aquifer, a groundwater supply that serves the northeast to southwest-central portions of the County. The applicant should implement strategies to facilitate the return of precipitation to the aquifer to protect the sustainability of the groundwater resource through the use of pervious pavers, appropriate landscaping and apropos stormwater management structures.

Comment: The applicant has been provided with this information and, as the site is being brought into conformance with the current stormwater management regulations with this project, there should be an overall improvement in returning the precipitation to the aquifer in accordance with this comment.

The Statement of Justification indicates that on-site irrigation systems shall solely utilize captured rainwater and/or building graywater. Water re-use systems (including rainwater harvesting) require review and approval by the County Department of the Environment and the Prince George's County Health Department to assure incorporation of acceptable water treatment components, sampling protocols, public notification and, in conjunction with WSSC, appropriate isolation of the potable from the non-potable water supply. Applications for water re-use plan reviews are available from this reviewer.

Comment: This comment will be addressed through the Prince George's County Department of the Environment and the Prince George's County Health Department and WSSC's separate permitting processes.

Idling vehicles release fumes that are hazardous to health. Air pollutants released from an idling vehicle include carbon monoxide, fine particulate matter, nitrogen oxides, ozone and benzene among others. These air pollutants can lead to health problems such as asthma, bronchitis, irregular heartbeat, nonfatal heart attacks, and a weakened immune system among other long-term and short-term adverse health effects. Maryland State Transportation Code Section 22-402 prohibits a vehicle engine from operating for more than five consecutive minutes when the vehicle is not in motion.

The applicant proposes a side-by-side drive-through window which will reduce time spent in a drive-through window by about two minutes. The reduction in wait time and a reduction in idling time will be a positive health benefit due to the reduction of air pollutants released into the air by vehicles using the drive-through. However, the applicant should demonstrate that there is not a bottleneck once the vehicles move from the two-lane ordering system to a single-lane order payment and pick-up window, especially during the peak hours. In addition, the applicant anticipates an increase in drive-through use due to the convenience of the tandem ordering system. An increase in drive-through use and a bottleneck at the payment and pick-up window will increase the cumulative amount of air pollutants released into the air. The applicant should design the entire drive-through system to minimize idle time and total wait time.

Comment: This information has been provided to the applicant to address. However, as the applicant has pointed out, the project has been designed with two drive-through lanes, which reduce the amount of time that vehicles have to idle on-site, in accordance with this comment.

There are at least seven existing carry-out and convenience store food facilities within a one-half mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

Comment: The applicant has been provided with this information.

During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

Comment: A proposed condition in the Recommendation section of this report would require that, prior to certificate approval, a note be added to the plans to this effect.

During the demolition/construction phases of this project, no noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

Comment: A proposed condition in the Recommendation section of this report would require that, prior to certificate approval, a note be added to the plans to this effect.

- l. **Maryland State Highway Administration (SHA)**—In an e-mail dated January 17, 2017, SHA stated that an access permit from SHA would be required for the proposed modifications to existing access points on Greenbelt Road (MD 193) and the applicant would be required to submit detailed design plan to SHA for review.

Comment: SHA requirements will be met through their separate permitting process.

- m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of this writing, WSSC did not offer comment on the subject project.
- n. **Verizon**—At the time of this writing, Verizon did not offer comment on the subject project.
- o. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, PEPCO did not offer comment on the subject project.
- p. **Town of Berwyn Heights**—In an e-mail received February 8, 2017, a representative of the town of Berwyn Heights stated that the Berwyn Heights Town Council reviewed DSP-14006 with McDonald's representatives. Additionally, the representative stated that the Town Council had reviewed previous site plans with the McDonald's representatives, and that the Town's comments have already been incorporated into DSP-14006 as submitted. In closing, the representative indicated that the Town of Berwyn Heights had no further comments on the subject site plan.
- q. **City of College Park**—In an e-mail dated February 21, 2017, a representative of the City of College Park stated that the city had no comment on the subject project.

- r. **City of Greenbelt**—At the time of this writing, the City of Greenbelt did not offer comment on the subject project.
13. Based on the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the detailed site plan (DSP), if approved, with the proposed conditions below, represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
14. Section 27-276(b)(4) of the Zoning Ordinance provides the following required finding for approval of a detailed site plan:
- The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible.**
- As the site does not contain any regulated environmental features, this finding is not applicable.
15. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA. The amendments to the development district standards required for this development would benefit the development and the development district as required by Section 27-548.25(c) of the Zoning Ordinance, and would not substantially impair implementation of the sector plan.

RECOMMENDATION

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-14006, Berwyn Heights McDonald's, as follows:

- A. APPROVE the following alternative development district standards:
1. **Building Form, Lot Occupation, Frontage build-out**—To allow for a one-story building with a height of 21.92 feet.
 2. **Building Form, Lot Occupation, Frontage build-out**—To allow a 46.30-foot or 26.3 percent building frontage build-out.
 3. **Building Form, Build-to-Lines**—To allow a 30-foot build-to-line.
 4. **Building Form, Side Yards**—To allow an 80-foot side yard setback.
 5. **Building Form, Step-back Transitions and Landscape Buffers**—To allow for a reduction in the buffer requirement along southern property line to approximately 7 feet wide with the replacement of the site tight fence and the addition of landscaping equaling three ornamental trees and forty-three shrubs.
 6. **Building Form, Parking Requirements, Parking and Access**—To allow for access on a primary frontage street (MD 193) and 30 feet wide for a vehicle access drive (63rd Avenue).

7. **Building Form, Parking Lots**—To allow a 10-foot setback for off-street parking lots from property lines along streets.
 8. **Building Form, Parking Lots**—To allow surface parking to not be concealed by a liner building.
 9. **Building Form, Parking Lots, Loading**—To allow for provision of no loading space.
 10. **Building Form, Drive-throughs**—To allow this drive-through, in particular, to be built to the build-to-line.
- B. APPROVE Detailed Site Plan DSP-14006, Berwyn Heights McDonald's, subject to the following conditions:
1. Prior to certification of the detailed site plan (DSP), the applicant shall:
 - a. Demonstrate 29 on-site parking spaces on the submitted plan. Alternatively, demonstrate that on-street parking can be provided along the 63rd Avenue frontage, show the number of 20-foot spaces that can be provided along the frontage, and adjust the number of on-site parking spaces accordingly.
 - b. Revise the plan to show a six-foot minimum sidewalk along MD 193, and reflect a pedestrian crossing on the access/egress driveway.
 - c. Revise the plan to show a sidewalk along 63rd Avenue, and reflect a pedestrian crossing on the access/egress driveway.
 - d. Install sharrows (shared bicycle/automobile markings) on 63rd Avenue. Placement shall be determined in consultation with the Town of Berwyn Heights and be reviewed and approved subject to the Town's approval by the Urban Design Section as designee of the Planning Board.
 - e. The applicant shall provide a site plan note indicating that the applicant intends to conform to dust control requirements as specified in 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control and conform to construction noise control requirements as specified in Subtitle 19 of the Prince George's County Code, which is adopted by reference to the Code of Maryland Regulations (COMAR).