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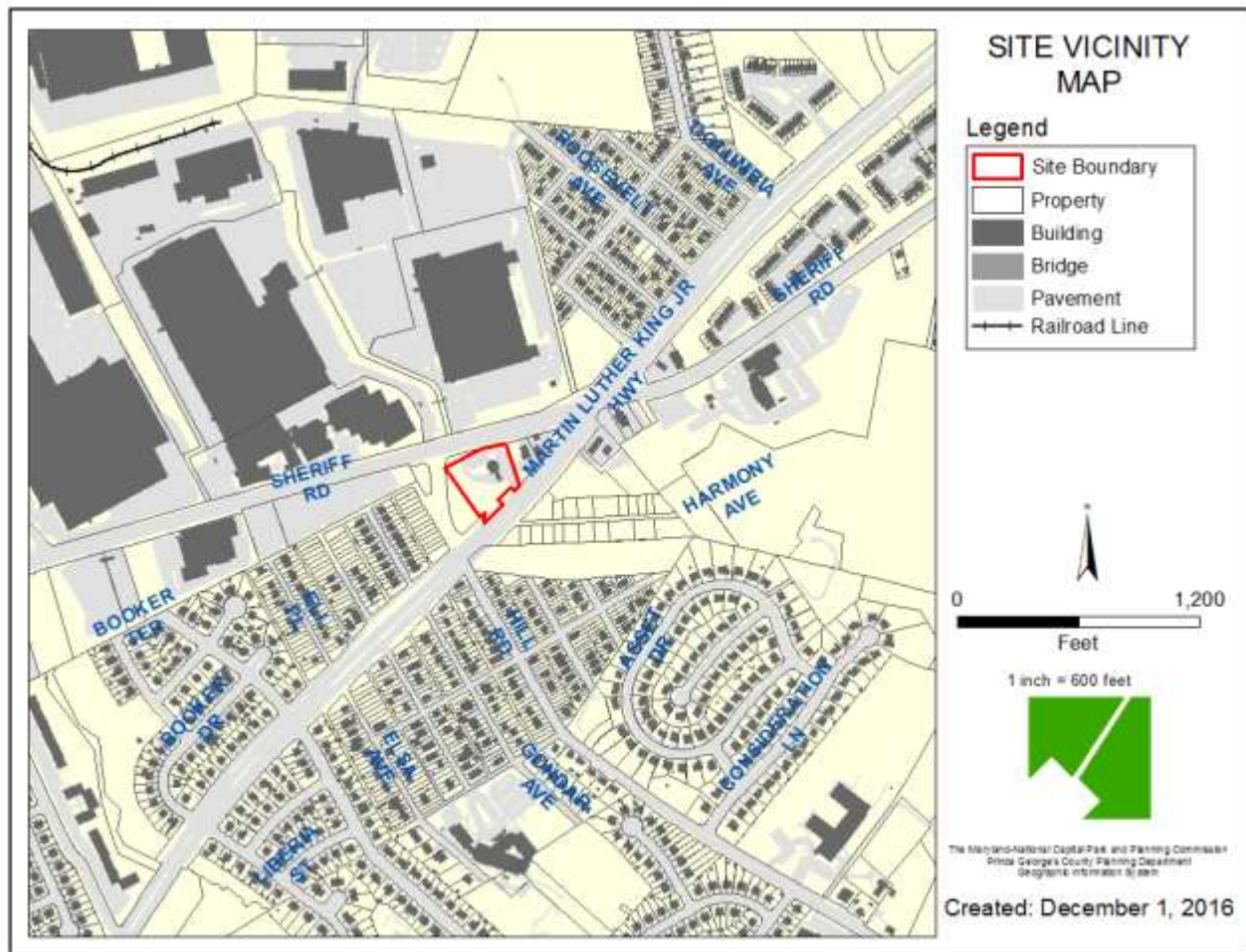
## Detailed Site Plan

## DSP-16058

Application	General Data	
<b>Project Name:</b> 7-Eleven at Sheriff Road  <b>Location:</b> On the south side of Sheriff Road, approximately 350 feet west of its intersection with MD 704 (Martin Luther King Jr Highway).  <b>Applicant/Address:</b> 7-Eleven, Inc. 1722 Routh Street, Suite 1000 Dallas, TX 75201  <b>Owner/Address:</b> Words of Life Fellowship Church, Inc. 6501 Sheriff Road Landover, MD 20785	Planning Board Hearing Date:	11/16/17
	Staff Report Date:	10/25/17
	Date Accepted:	07/10/17
	Planning Board Action Limit:	11/16/17
	Mandatory Action Timeframe:	94 days
	Plan Acreage:	1.77
	Zone:	M-U-I/D-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	2,958 sq. ft.
	Planning Area:	72
	Council District:	05
	Election District	18
	Municipality:	N/A
	200-Scale Base Map:	202NE06

Purpose of Application	Notice Dates	
This case was continued from the Planning Board hearing date of November 2, 2017 to November 16, 2017.  To construct a 2,958-square-foot food or beverage store, in combination with a gas station. Amendment to the use table of the 2010 <i>Approved Subregion 4 Master Plan and Sectional Map Amendment</i> to permit a gas station, in combination with a food or beverage store use.	Informational Mailing:	02/16/17
	Acceptance Mailing:	07/07/17
	Sign Posting Deadline:	10/03/17

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Jill Kosack, RLA, ASLA <b>Phone Number:</b> 301-952-4689 <b>E-mail:</b> Jill.Kosack@ppd.mnppc.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-16058  
7-Eleven at Sheriff Road  
Parcel A, Citizens Bank of Maryland Property

The Urban Design staff 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. As described in this report, staff does not recommend approval of the request to amend the Development District Overlay (D-D-O) Zone use table to allow a gas station, but does recommend approval of the detailed site plan for the food and beverage store, a permitted use in the D-D-O Zone use table.

EVALUATION CRITERIA

The detailed site plan 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 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*;
- b. The requirements of the Mixed Use-Infill (M-U-I) Zone, the Development District Overlay (D-D-O) Zone, and the site design guidelines of the Prince George's County Zoning Ordinance;
- 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 evaluation and analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The subject application proposes a 2,958-square-foot food or beverage store, and to amend the list of permitted uses of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) to allow a gas station (with six multi-product gas dispensers), in combination with the food or beverage store, on the subject property.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	M-U-I/D-D-O	M-U-I/D-D-O
Use	Vacant structure (to be razed)	Food or Beverage Store, in combination with a Gas Station
Acreage	1.77	1.77
Parcel	1	1
Total Gross Floor Area (sq. ft.)	1,935 (to be razed)	2,958 (proposed)

#### OTHER DEVELOPMENT DATA

#### Parking Requirements per 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment

The following table outlines the parking that is required within the Subregion 4 Development District Overlay (D-D-O) Zone for the proposed development:

Use	Description	Minimum	Maximum	Total Provided
Food or beverage store– 2,958 sq. ft.	Min. 1/150 sq. ft.	16	20	<b>18</b>
Gas Station	1/employee	2	2	<b>2</b>
<b>Total Parking</b>		<b>18</b>	<b>22</b>	<b>20</b> (Including 16 standard, 1 van-accessible handicapped, and 3 compact)

#### Loading Required:

**1 space**

General Retail – 2,958 sq. ft.

at 1 space for 2,000–10,000 sq. ft.

**1 space**

#### Loading Proposed:

**1 space**

1 space at 12 ft. x 33 ft.

3. **Location:** The property is known as 6501 Sheriff Road. The site is located on the south side of Sheriff Road, approximately 350 feet west of its intersection with MD 704 (Martin Luther King Jr Highway). The site has frontage on both Sheriff Road and MD 704. The site is also located in Planning Area 72, Landover and Vicinity, and Council District 5.

4. **Surrounding Uses:** The subject site is surrounded by properties within the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones. Immediately to the north is the public right-of-way of Sheriff Road, with industrial uses in the Heavy Industrial (I-2) Zone beyond; to the west, are multiple small, vacant parcels in the M-U-I/D-D-O Zones and an undeveloped, platted, public right-of-way, Hill Road; to the south is the public right-of-way of MD 704, with vacant land in the M-U-I/D-D-O Zones beyond; and to the east, is an existing gas station.
5. **Previous Approvals:** The subject property, Parcel A, has an approved Preliminary Plan of Subdivision 12-2193, approved on February 19, 1964, for which there are no available records. A final plat of subdivision was approved on February 2, 1966 and recorded in Plat Book WWW 59-97. The subject property is currently improved with a 1,935-square-foot building, originally constructed in 1968 as a bank. The building was most recently used as a church, but is currently vacant and will be razed. The subject property also has an approved Stormwater Management Concept Plan (7333-2017-00) dated April 28, 2017, which is valid until April 28, 2020.
6. **Site Design:** The subject property is rectangular in shape, with the majority of the western portion covered in environmental features. The subject application proposes to raze the existing improvements on-site and construct a 23-foot-high, 2,958-square-foot, food or beverage store, in combination with a gas station with six multi-product gas dispensers. The proposed building is located along the northern edge of the property, just west of a proposed vehicular access point from Sheriff Road. Parking for the store is located along the eastern and southern sides of the building. The proposed 17.5-foot-high gas station canopy and pumps are located to the east of the building, with a second vehicular access to MD 704 located in the southeastern corner of the site. The proposed loading space and dumpster enclosure are located along the southern side of the building, and micro-bioretenention facilities are provided to the west of the building to accommodate stormwater.

**Architecture**—The proposed food or beverage store is a one-story building with a flat roof that faces east toward the parking area and gas station canopy. This front elevation is finished with red brick cement board with a gray stone cement board watertable and corner feature, as well as storefront windows and a double door with a metal awning. The northern elevation, which faces Sheriff Road, includes the red brick cement board and two stone cement board corner treatments, as well as storefront windows with a metal awning. The rear elevation, which faces the environmental features on the west end of the site, continues the same materials, but includes a service door, downspouts, and utility cabinets. The southern elevation, which faces the parking area internal to the site, continues the same brick and stone cement board, but otherwise has no significant architectural features. In front of the food or beverage store is the gas station dispenser area, covered with a prototypical canopy of white metal with the franchise-specific orange, green, and red stripes, which is supported by a black metal pole system.

**Signage**—The applicant submitted a sign plan that includes freestanding and building-mounted project identification signage. The applicant is proposing one freestanding sign located just east of the vehicular entrance from MD 704. It will be a 25-foot-high, 50-square-foot, internally-illuminated, aluminum cabinet sign with acrylic panels bearing the 7-Eleven logo and gas station pricing. Three building-mounted signs are proposed with linear striping and logo panels, located below the roof line on the eastern and northern elevations, and a square logo panel on the western elevation. The proposed building-mounted signage, including small vinyl strips in the windows, totals approximately 250 square feet; the total canopy-mounted signage, including the stripes, is approximately 863 square feet. Therefore, the overall total of signage on-site

(building-mounted, canopy-mounted, and freestanding) is approximately 1,163 square feet. The proposed signage conforms to the development district standards of the D-D-O Zone, except for the provision of a freestanding sign, which is not allowed. This is discussed further in Finding 7 below.

**Light Fixtures**—Details of the downward light fixtures, canopy lights, and wall-mounted lights have been provided, and staff finds them acceptable, as they will result in minimal spillover and are cut-off fixtures. The proposed lights include batten strips and light-emitting diode (LED) lights mounted on the underside of the building awning, 16-foot-high cobra headlights within the parking areas and at the site entrances, building-mounted wall packs on the rear elevation of the building, and pole-mounted downlights under the gas station canopy. The illumination levels range from an average of 30 foot-candles under the gas station canopy to an average of 0.6 foot-candles at the property line.

**Dumpster Enclosure**—The dumpster enclosure will be finished with the same red brick and gray stone cement board as proposed on the building. Double composite gates, supported by painted steel posts, provide access to the enclosure. Staff finds this acceptable, as the proposed enclosure is consistent with the D-D-O Zone requirements, except as discussed in Finding 7 below.

**Hardscape**—A five-space bicycle parking rack, as well as a decorative trash can, has been provided on the north side of the food or beverage store. The proposed concrete sidewalk, connecting the store to the sidewalk within the Sheriff Road right-of-way, will be colored to match the building and be stamped in a herringbone pattern. In order to create visual continuity, staff recommends that this patterning be continued along the entire front and side of the store. Therefore, a condition is included in the Recommendation section of this report requiring this to be revised prior to certification. A standard five-foot-wide concrete sidewalk runs south from the parking area, providing a pedestrian connection to the public sidewalk within the right-of-way of MD 704. Staff finds the pedestrian circulation and hardscape acceptable, if revised as recommended.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Subregion 4 Master Plan and Sectional Map Amendment and Development District Standards:** Section 27-548.25(b) of the Zoning Ordinance requires the Prince George's County Planning Board to find that the site plan meets all applicable development district standards of the Subregion 4 Master Plan and SMA. Section 27-548.25(c) provides that the Planning Board may approve modifications to the development district standards if they are found to benefit the development and not substantially impair the implementation of the master 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 of the amendment will not substantially impair implementation of the master plan. The applicant requests fourteen amendments to the development district standards, of which staff recommends approval of nine, disapproval of one, and finds that four amendments are not technically required, as they relate to guidelines, not standards. In the following discussion, the standard is listed in bold, followed by the applicant's justification and staff's comment.
  - a. **Building Orientation—The main entrance to a building must face the street**  
(page 538)

The applicant provides the following justification for the amendment:

“DSP-16058 has frontage on two roads, Sheriff Road and Martin Luther King Jr. Highway (MD 704). The western portion of the site that includes frontage along both roadways includes existing primary management area (PMA), which is approximately 49 percent of the property. To minimize environmental impacts, the minimal amount of clearing and impacts are proposed, which inhibits the applicant’s ability to site the building’s main entrance to front on either roadway. By preserving the existing PMA, the applicant requests a modification to said standard to allow the main entrance of the building to not face the street.”

Staff concurs that the environmental features on-site limit the ability of orienting the building entrance toward a street (see Finding 14 for additional discussion). Additionally, the proposal includes a well-developed building elevation that faces the street. For these reasons, staff recommends **approval** of the amendment request.

b. **Building Envelope Standards and Guidelines** (page 540)

**B. Mixed-Use, Commercial, and Institutional Types**

**D. Build-To Line and Setbacks**

**D1. Build-To Line—18 feet from the back of curb**

The applicant provided the following justification for the amendment:

“DSP-16058 has frontage on two roads, Sheriff Road and Martin Luther King Jr. Highway (MD 704). The proposal complies with the standard on the Sheriff Road frontage because the build-to line will be 18 feet from the future curb line of the ultimate build out of Sheriff Road, which is 8 feet behind the property line. The site is significantly impacted by primary management area (PMA), 0.87 acres, which is on the western side of the property and widens at the southern end. The property’s frontage on MD 704, beginning at the westernmost point, is approximately 130 feet completely encumbered by environmental features and steep slopes. Then the property steps back approximately 27 feet into the environmental area for a State Highway Administration (SHA) dedication area as shown on SHA Plat Number 14134. Further, the frontage span for approximately 90 feet to the east, which is again completely encumbered by existing environmental features. The property then projects back out 26 feet towards MD 704. The final frontage on MD 704 measures 35.42 feet; this 35.42 feet is the only portion along the MD 704 frontage that is not encumbered by PMA. DSP-16058 is utilizing the buildable frontage to develop access to the site from MD 704. Due to the environmental constraints on the southern portion of the property, it is not practical to locate a building within 18 feet of the back of curb along this portion of MD 704. Therefore, in designing the site to accommodate the proposed use, the applicant is unable to strictly adhere to the 18 foot build-to line for the road frontage on Martin Luther King Jr. Highway (MD 704), and respectfully requests a modification/amendment to the said standard for approximately 184.56 feet.”

This development standard requires an 18-foot build-to line from the back of the curb. The applicant has frontage on two streets, Sheriff Road and MD 704, and meets this requirement on Sheriff Road. However, the applicant states that only 35.42 feet of frontage is not encumbered by environmental constraints along MD 704, and that this area is needed to provide access to the site. Staff concurs that the environmental features on-site limit the ability of conforming to the build-to line requirement. Further, the configuration of the through-lot (Parcel A) makes this requirement very difficult to achieve. For these reasons, staff recommends **approval** of the amendment request.

c. **Building Envelope Standards and Guidelines** (page 540)

**B. Mixed-Use, Commercial, and Institutional Types**

**D. Build-To Line and Setbacks**  
**Frontage Occupancy–80 percent minimum**

The applicant provided the following justification for the amendment:

“As stated above, the property is encumbered with PMA, which is approximately 49 percent of the property. DSP-16058 proposes frontage occupancy along Sheriff Road at 38 percent. DSP-16058 was designed to meet as many of the development district standards as possible. However, in order to accommodate safe internal circulation (both pedestrian and vehicular) and to accommodate access to the gas pumps and the convenience store, as well as the loading space, the side of the building was placed along Sheriff Road to provide the circulation necessary for the patrons to safely enter and exit the site. Strictly applying the standard, however, the applicant is unable to meet the 80 percent minimum frontage occupancy requirement, and therefore, respectfully requests a modification to said standard to allow 38 percent.”

The 80 percent minimum frontage occupancy standard is not met, in part due to the primary management area (PMA) on the property and to ensure adequate access to the site. The application requests a modification to allow only 38 percent frontage on Sheriff Road and zero percent frontage on MD 704. Staff concurs that the environmental features on-site and the through-lot configuration limits the ability of placing a building along these frontages for the required lengths. For these reasons, staff recommends **approval** of the amendment request.

d. **Architectural Standards and Guidelines** (page 546)

**C. Materials**

**2. The dominant material should comprise a minimum of 60 percent of any elevation. No building should have more than three facing materials in addition to glass.**



The applicant provided the following justification for the amendment:

“The dominant material proposed with DSP-16058 is Nichiha cementitious panel vintage brick (Alexandria Buff). The northern elevation does not meet the 60 percent standard. Since the northern side is the building’s frontage onto Sheriff Road, to add more variety and architectural detail to the façade, equal amounts of a complementary Nichiha cementitious panel in stone (Ledgestone Bluff) was added to the side of the building. In describing the intent of the Architectural Standards and Guidelines, the Master Plan acknowledges ‘the development of new facades that complement the existing context and add visual interest to streetscapes.’ (page 546.) The Applicant contends that by providing different materials to the façade in order to add visual interest to the streetscape, it is meeting the purpose of the standard; although not strictly adhering to the standard since the different materials result in something less than 60 percent. By providing the additional architectural details, the applicant is unable to meet the 60 percent dominant building materials requirement, and therefore, respectfully requests a modification to said standard.”

The applicant is asking for a modification to have the dominant building material comprise less than 60 percent of the northern elevation. Staff recommends approval of the architecture as proposed, but notes that the “should” in this statement makes this a guideline, not a standard, and therefore does not require an amendment. However, each of the architectural elevations should be revised prior to certification to indicate the percentage of dominant materials of each façade.

e. **Architectural Standards and Guidelines (page 547)**

**D. Fenestration**

**3. Fenestration shall comprise a minimum of 60 percent of the ground story facades of mixed-use, commercial, and institutional building types and a minimum of 30 percent on the upper stories of these building types.**

The applicant provided the following justification for the amendment:

“The total area of the storefront is 1,280 square feet. The building has 268 square feet of windows and doors, which calculate to 20.9 percent of the façade. The applicant requests a modification to said standard to allow 20.9 percent of the façade.”

This standard requires that 60 percent of the ground-story façades of mixed-use, commercial, and institutional building types, and a minimum of 30 percent on the upper stories of these building types, are comprised of windows and doors. Only 20.9 percent of the food or beverage store building meets this requirement. No specific explanation is provided, but given the single story, small building size, and proposed use, this standard is unfeasible. Staff recommends **approval** of the amendment request.

f. **Signage Standards and Guidelines** (page 549)

A. **General**

2. **The placement of signs shall be integrated into the overall architectural design of the building. The materials, color, style, and size of a sign shall be coordinated with the architectural features of the building.**

The applicant provided the following justification for the amendment:

“The property has frontage on both Sheriff Road and Martin Luther King Jr. Highway (MD 704). The layout of DSP-16058 is to accommodate the preservation of the Cabin Branch stream tributary as well as to locate the building as close to Sheriff Road as possible with the front of the building facing internal to the site welcoming patrons from both Sheriff Road and Martin Luther King Jr Highway. To address the frontage on MD 704, the applicant is proposing a 25-foot tall pylon sign on its frontage on Martin Luther King Jr. Highway to ensure safe ingress and egress into the site. Although the access point from MD 704 isn't a cross access easement, the additional access point will offer secondary access onto the site, alleviating traffic onto Sheriff Road. To add architectural interest, at the base of the proposed pylon sign, the applicant proposes an 8-foot wide by 5.5-foot-high brick base with a planter. The color of the bricks will match the color of the proposed building. A modification is requested to this development district standard to approve the proposed pylon sign.”

This standard requires that signs are integrated into the overall design of the building, including the material, color, style, and size of the sign. The applicant is proposing to place a 25-foot pylon sign near the MD 704 access point to ensure safe ingress and egress into the site. Although the master plan is seeking to phase out this sign type, the use type and increased building setback from MD 704 warrants freestanding signage at the MD 704 access point. However, given the removal of the gas station portion of the use as recommended by staff, a more appropriately-scaled sign for the food or beverage store alone would be a ground-mounted sign, limited to eight feet in height. For these reasons, staff recommends **approval** of the amendment request to allow for a freestanding sign, but recommends a revision to the height and design of the sign. There is no standard limiting the area of the sign and none is recommended.

g. **Landscaping Standards and Guidelines** (page 551)

B. **Street Trees**

1. **Street trees, which must be of a drought-resistant native species, shall be planted on average a minimum of 35 feet on center along planting strips or in tree grates of street rights-of-way (Please refer to the *Prince George's County Landscape Manual* for acceptable street tree species). Where necessary, spacing allowances may be made to accommodate curb cuts, fire hydrants, and other infrastructure elements. However, at no location may the spacing exceed 35 feet on center.**

The applicant provided the following justification for the amendment:

“As stated above, the western portion of the site that includes frontage along both roadways includes existing woodlands and PMA. To minimize environmental impacts, the minimal amount of clearing and impacts are proposed. The applicant requests a modification to this standard to minimize the amount of PMA disturbance and not propose street trees along Sheriff Road or Martin Luther King Jr. Highway (MD 704).”

This standard requires street trees to be of a drought-resistant native species and shall be planted, on average, a minimum of 35 feet on center along planting strips or in tree grates of street rights-of-way. This standard has not been met because the streetscapes within the adjacent public rights-of-way are fully developed and do not allow room for planting strips or grates. Staff agrees and recommends **approval** of the amendment request. However, the development proposes to remove three shade trees within the right-of-way of Sheriff Road for grading and sidewalk connections. Two of these trees could be replaced, if allowed by the Prince George’s Department of Permitting, Inspections and Enforcement (DPPIE). Therefore, a condition is included in the Recommendation section of this report requiring the addition of these two shade trees, unless modified by the operating agency.

h. **Landscaping Standards and Guidelines** (page 552)

F. **Open Space**

3. **Urban open spaces and pocket parks should be incorporated into the plan. These open spaces shall be planted with shade and flowering trees, evergreen shrubs, and other appropriate landscaping to provide shade, increase air quality, and treat stormwater, as well as add visual interest along streetscapes.**

The applicant provided the following justification for the amendment:

“DSP-16058 does propose open space, but as the existing regulated environmental features on the western side of the site. Although not the urban open spaces or planned pocket parks as described in this development district standard, the 0.83 acre of preserved features adheres to the intent of this standard by providing shade, increase air quality, and treats stormwater by adding needed areas of woodland preservation inside the Beltway. The property is within Opportunity Site 6 (Page 326), and in the Summary of Illustrated Strategies/Elements, Strategy 2 describes preservation of the Cabin Branch Stream Tributary. The entire western portion of the property is encumbered by 0.87 acres of PMA (NRI-021-2017). The applicant requests a modification to said standard to allow for the preservation of 0.83 acre of environmental regulated areas of the Cabin Branch stream tributary as strategized by the Urban Design Opportunity Area 6, instead of providing the urban open spaces or pocket parks.”

Again, it should be noted that the “should” in this statement makes this a guideline, not a standard, and therefore does not require an amendment. Staff agrees that preservation of the environmental features on-site meets the intent of this guideline.

i. **Landscaping Standards and Guidelines** (page 554)

**H. Landscape Elements: Lighting**

1. **Lighting shall be provided along public and private streets, alleys and access drives, public open spaces and trails, and in parking areas.**
2. **Pedestrian-scaled street light fixtures (at heights between 12 to 14 feet in height) should be installed in all public spaces at no more than 60-foot intervals, as measures parallel to the street.**
3. **Cobra head streetlights shall not be permitted.**

The applicant provided the following justification for the amendment:

“The existing streetlights are present along both roadways and will remain. Wall pack LED lights are proposed on the perimeter of the building for pedestrian-scaled lighting. The perimeter of the canopy that covers the fueling stations are illuminated with batten LED luminaire lights on the perimeter of the canopy to efficiently light this area. Cobra head lighting is proposed on the perimeter of the parking areas for DSP-16058, at a height of 16 feet. The lighting is necessary for the efficient operation of the site at night. The applicant respectfully requests a modification to the lighting standards 1 through 3 to accommodate the lighting, as it exists and proposed. Effective light is necessary for the safe operation of the use and to adhere to Crime Prevention through Environmental Design (CPTED) principles.”

This standard requires that lighting be provided along public and private streets, alleys and access drives, public open spaces, trails, and in parking areas. This lighting must be pedestrian-scaled in public spaces, at no more than 60-foot intervals, and cobra lighting is prohibited. This standard is not met. The applicant is proposing some cobra lighting at approximately 16 feet in height. These lighting types are often associated with a gas station use; however, staff recommends removal of the gas station portion of the use. Therefore, staff recommends that the proposed lights be revised to meet the requirements of this standard, and recommends **disapproval** of the amendment request.

j. **Parking and Loading Standards and Guidelines** (page 555)

**A. General**

4. **Buildings must meet the frontage occupancy requirements for the perimeter of a block when considering the parking requirements.**

The applicant provided the following justification for the amendment:

“As stated above, the property is encumbered with PMA resulting from the Cabin Branch stream tributaries, which is approximately 49 percent of the property, located over the western boundary. DSP-16058 proposes frontage occupancy along Sheriff Road at 38 percent. DSP-16058 was designed to meet as many of the development district standards as possible. The Applicant is requesting an amendment to these standards because the development proposal is a single property of 1.77 acres within the surrounding existing commercial, and will be developed consistent with the existing development on the abutting properties that were developed circa 1968. However, in order to preserve the Cabin Branch stream tributary as described in the Urban Design section of the Master Plan as Opportunity Area 6, accommodate safe internal circulation (both pedestrian and vehicular) and to accommodate access to the gas pumps and the convenience store, as well as the loading space, the side of the building was placed along Sheriff Road to provide the circulation necessary for the patrons to safely enter and exit the site. Strictly applying the standard, however, the applicant is unable to meet the 80 percent minimum frontage occupancy requirement, and therefore, has respectfully requested a modification to said standard of 38 percent. The applicant requests a modification from this general parking standard to not require the frontage occupancy requirement in order to consider modifications to the parking standards.”

This standard requires that buildings meet the frontage occupancy requirements for the perimeter of a block, when considering the parking requirements. The applicant contends that the small parcel size, and the encumbrance of the PMA, limits their ability to meet the frontage occupancy requirements and accommodate safe internal circulation (both vehicular and pedestrian). Staff recommends **approval** of the amendment request.

k. **Parking and Loading Standards and Guidelines** (page 555)

A. **General**

9. **Cross-access easements between surface parking lots shall be encouraged.**

The applicant provided the following justification for the amendment:

“DSP-16058 does not propose cross-access easements between neighboring surface parking lots, and respectfully requests a modification/amendment to this standard.”

It should be noted that this guideline requires that cross-access easements between surface parking lots shall be encouraged. This guideline has been met, as it has been encouraged, but the applicant has chosen not to include a cross-access easement with the adjacent developed property to the east. In Finding 8(d), staff recommends that the change to the use table be denied and, therefore, the two sites would derive a benefit by maintaining a connection to the other. Staff concludes that a cross-access driveway as a secondary entrance, makes sense, given the specifics of the DSP and the recommended use for the property.

1. **Parking and Loading Standards and Guidelines (page 555)**

**B. Surface Parking Lots**

1. **Surface parking lots shall be set back from the rear façade of nonresidential, mixed-use, or commercial structures in order to accommodate a landscape planting buffer adjacent to the building and five-foot wide walkway adjacent to the parking.**

The applicant provided the following justification for the amendment:

“DSP-16058 was designed to be as compact and operationally efficient to avoid additional impacts to the PMA. The expansion of the developable area for the additional 5-foot landscape buffer would unnecessarily encroach further into the PMA. As stated above, 0.83 acres of the site is preserved as the Cabin Branch stream tributary, which is 46.8 percent of the total area of the site. Therefore, the applicant respectfully requests a modification/amendment to the said standard.”

This standard requires that surface parking lots be set back from the rear façade of commercial structures that meet a build-to line along a street, to accommodate landscaping and a sidewalk. Staff notes that, technically, this standard is not applicable as the surface parking lot is located to the front and side of the commercial structure, but not to the rear. However, the concept of providing landscaping between the building and parking lot should still be respected. The submitted DSP does not show landscaping between the front of the building and the parking lot, but this is appropriate to allow for an eight-foot-wide sidewalk for enhanced pedestrian movement. Along the southern side façade, a landscape buffer and an eight-foot-wide sidewalk is provided as discussed in this standard.

m. **Parking and Loading Standards and Guidelines (page 556)**

**B. Surface Parking Lots**

4. **Surface parking lots located on the side of a principal building must have screen walls behind the build-to line that connect to the principal building and conceal the parking from the adjacent public space. The walls must be between three and three and one-half feet in height and must consist of materials similar to the primary façade of the principal building. Additionally, appropriate landscaping should be provided in front of the wall. Chain link and chain link fences with privacy slats are prohibited as screening material.**

The applicant provided the following justification for the amendment:

“Although DSP-16058 does propose surface parking on the eastern side of the building, as well as to the south of the building, it does not propose a screen wall to conceal the parking from the adjacent public right-of-way. The positioning of the building as well as the canopy both function as the screening element. Therefore, the Applicant respectfully requests a modification/amendment to the said standard.”

This standard requires a screen wall to shield parking on the sides of the principle use from adjacent public space. In addition, appropriate landscaping should be provided in front of the wall, and chain-link fencing is prohibited as screening material. This standard is not met. The applicant contends that the positioning of the building and the canopy provide this screening element. Staff agrees that the positioning of the building makes this standard infeasible and, therefore, recommends **approval** of the amendment request.

n. **Parking and Loading Standards and Guidelines** (page 556)

**D. Loading and Service Areas**

**4. The front of enclosures shall have steel swing gates for vehicular service access. A separate pedestrian gate must also be provided.**

The applicant provided the following justification for the amendment:

“The swing gate for the dumpster enclosure is proposed to be a polyurethane composite material, of a seal skin (black) color. Polyurethane gates are lightweight, durable, and are recyclable. This is a commercial business, and there will be operational measures that the employees will keep the gate securely closed. A trash can is located along the frontage of Sheriff Road that will be for the public use. Therefore, the applicant respectfully requests a modification/amendment to the said standard.”

Staff agrees that the composite material is acceptable for the swing gates and that no separate pedestrian gate is needed, given the type and size of the proposed use. Therefore, staff recommends **approval** of the amendment request.

In conclusion, of the applicant’s fourteen amendment requests to the development district standards, staff recommends approval of nine, disapproval of one, and finds that four amendments are not technically required, as they relate to guidelines, not standards.

8. **Prince George’s County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I Zone, the requirements of the D-D-O Zone, and the site design guidelines of the Zoning Ordinance, as follows:

- a. The subject application is in conformance with the requirements of Section 27-546.18(a) of the Zoning Ordinance, which governs the requirements for the M-U-I Zone, and states that the Commercial Shopping Center (C-S-C) Zone regulations apply to the proposed use. The C-S-C Zone, per Section 27-454, states the following:

**(d) Regulations.**

- (1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the C-S-C Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Table (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

However, per Section 27-548.21, the D-D-O Zone modifies specific requirements of the underlying zone. Staff has reviewed the application and found that it meets the requirements of the D-D-O Zone, except as discussed in Finding 7 above.

- b. The DSP is in general conformance with the applicable site design guidelines, as referenced in Section 27-283 and contained in Section 27-274 of the Zoning Ordinance. For instance, the parking lot is generally provided to the side of the structure, the loading space is located away from major streets, and the lighting is designed to enhance user safety of the site and avoid spillover. Additionally, the green area incorporates the significant on-site natural features on the west side of the site.
- c. **Development District Overlay Zone Required Findings** (with code cited in bold, followed by staff comment)—

#### **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.**

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.**

In response to Section 27-548.25(b) and (c) of the Zoning Ordinance, the applicant requests that the Planning Board apply development standards which differ from the development district standards. Staff believes that the alternate development district standards will benefit the development, and will not substantially impair implementation of the master plan, 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.**

The proposed use does not require any variances or departures.



- d. The DSP land use is not in conformance with the permitted use table of the Subregion 4 Master Plan and SMA, as a food or beverage store not exceeding 3,000 square feet of gross floor area is permitted by-right with a DSP, but a gas station is not a permitted use. The applicant is asking to change the list of allowed uses per Section 27-548.26(b) of the Zoning Ordinance, which addresses the property owner's right to request amendments, as follows:

**(b) Property Owner.**

- (1) A property owner may request that the District Council amend development requirements for the owner's property, as follows:**
  - (B) An owner of property in the Development District may request changes to the underlying zones or the list of allowed uses, as modified by the Development District Standards.**
- (2) The owner's application shall include:**
  - (A) A statement showing that the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment, or Sector Plan; and**
  - (B) A site plan, either the Detailed Site Plan required by Section 27-548.25 or a Conceptual Site Plan.**
- (3) Filing and review of the application shall follow the site plan review procedures in Part 3, Division 9, except as modified in this Section. The Technical Staff shall review and submit a report on the application, and the Planning Board shall hold a public hearing and submit a recommendation to the District Council. Before final action the Council may remand the application to the Planning Board for review of specific issues.**
- (5) The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, the District Council shall find that the proposed development conforms to the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment, or Sector Plan, and meets applicable site plan requirements.**

The subject property is located in the development district created by the Subregion 4 Master Plan, and the application seeks to change the list of allowed uses for the subject property only. A statement of justification and a site plan have been submitted in accordance with (2)(A) and (B) above. The application proposes a food or beverage store, in combination with a gas station, and to add this use as permitted on the subject property only.

The applicant provided the following justification for the proposed change to the list of allowed uses for the subject property:

“With the approval of this detailed site plan, the applicant intends to build a 2,958-square-foot food and beverage store in combination with a gas station, and provide landscaping that complies with applicable standards/regulations. In all, the grant of the detailed site plan will not only result in actual improvements to the property, but will also help to ensure a viable use for this property. The net result of this will be a revitalization and transformation of this property pursuant to the Master Plan. This alone supports the purpose and recommendation of a link between the Master Plan and its implementation, which placed the subject property in the M-U-I Zone and imposed the development district overlay zone over the properties along the Sheriff Road corridor to reinforce the existing commercial development with urban design standards to implement the plan vision.

“The Master Plan divided Subregion 4 into three Industrial/Employment Areas. DSP-16058 is located in Industrial/Employment Area Zone 2 (page 14, Map 1-2). Zone 2 is further divided into Living Areas B and D; DSP 16058 is located within Living Area B (page 72, Map 5-1). The property is within Opportunity Site 6 (pages 326-329). Map 14-2 the Proposed Land Use Plan, shows the property as ‘Mixed-Use Commercial.’

“Although the accessory gas station is oriented towards vehicle patrons, 7-Eleven is unique in that it offers various convenience needs to its patrons, whether pedestrian or motorist, and serves as a food and beverage store, while offering motorists the convenience of the retail sale of gasoline. The use at this location will enhance the character of the area, encourage compact development, and promote economic vitality and investment.”

One of the purposes of the Subregion 4 Master Plan D-D-O Zone is to ensure that development or redevelopment of the area will become a vibrant, pedestrian-friendly, mixed-use environment (page 535). Staff recognizes that the size of the subject property makes vertical mixed-use development infeasible. However, the similarity of the proposed use in this area to the surrounding uses belies the intent of the zone itself. Staff would note that the proposed gas station use will be the third gas station within a four-block radius of the subject property, and the second on this same block, all pre-existing the adoption of the D-D-O Zone. Moreover, the auto-centric nature of a gas station is in direct contrast to the pedestrian-oriented master plan recommendations. Auto-related uses typically do not promote pedestrian activities, require excess parking, certain signage types, and a character emblematic of the previous Miscellaneous Commercial (C-M) zoning of the property. The master plan rezoned the property to the M-U-I Zone to create a less auto-oriented use and to promote a walkable environment, including linkages to the adjacent neighborhoods. The Subregion 4 D-D-O Zone was intentionally crafted to contain a hybrid of uses from both the C-S-C and the Multifamily Medium Density Residential (R-18) Zones. To achieve the mixed-use, pedestrian-oriented character area, the master plan specifically omitted from the use table those uses that were inconsistent with the vision for the area, namely auto-related uses (pages 493-494). The master plan states that “certain uses have been modified by the development district standards in accordance with Sections 27-548.22(b) and 27-548.25(d) of the Zoning Ordinance to limit uses that are incompatible with, or

detrimental to, the goals of the development district and purposes of the D-D-O-Z and to eliminate the need for special exceptions, which shall not apply to uses within a development district” (page 490). Restricting auto-related uses (including the retail sale of gas), creating design standards to enhance the character of the area by upgrading the building materials used, and requiring increased landscaping and connectivity were also key aspects of promoting the new vision for this area.

A more detailed rendering of the master plan’s recommendations, including the vision, policies, goals, and strategies intending to transform this specific site, are captured on pages 314–318 (see slide 6 of 19 of the PowerPoint presentation, attached) listing it as an opportunity site crucial to the redevelopment of the entire area. In summary, some of the applicable parts of the vision for this opportunity site area include providing a wider variety and higher quality of businesses, attracting desirable uses that meet current community needs, and developing a mixed-use village to complement the area.

Based on the foregoing discussion, the gas station portion of the proposed use does not conform to the purposes and recommendations for the development district, as stated in the master plan, and staff recommends **disapproval** of the amendment to add the gas station as a permitted use in conjunction with a food or beverage store.

However, with the removal of the gas station and associated site improvements, the remaining food or beverage store development would conform to the purposes and recommendations for the development district, except for the amendments requested by the applicant as discussed in Finding 7 above. Therefore, a condition has been included in the Recommendation section of this report requiring the removal of the gas station portion of the proposed use.

9. **2010 Prince George’s County Landscape Manual:** Page 490 of the Subregion 4 Master Plan and SMA states that “except as modified by the development district standards, the provisions of the *Prince George’s County Landscape Manual* (Landscape Manual) in Section 1.3 (Alternative Compliance) and Sections 4.2 (Commercial and Industrial Landscaped Strip Requirements), 4.3 (Parking Lot Requirements), and 4.7 (Buffering Incompatible Uses) do not apply within the development district. All other standards and regulations of the Landscape Manual apply as necessary.” Therefore, the DSP is only subject to the requirements of Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

**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 100 percent of the shade, ornamental, and evergreen trees, and 39 percent of the 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 project is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance because the site contains less than 10,000 square feet of woodland, and does not have a previously approved tree conservation plan. The site received a Standard Woodland Conservation Exemption Letter (S-169-17) on October 12, 2017.
11. **Prince George’s County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that propose 5,000 square feet of disturbance. The application is subject to the requirements of the Tree Canopy Coverage Ordinance, as the proposal will create more than

5,000 square feet of ground disturbance. Properties that are zoned M-U-I are required to provide a minimum of ten percent of the gross tract area in TCC.

The overall legal lot has a gross tract area of 1.77 acres and, as such, a TCC of 0.18 acre (or 7,710 square feet) is required. The submitted landscape plan provides a worksheet indicating that this requirement will be met through the preservation of 0.21 acre of existing trees and the proposed plantings of this DSP.

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 July 13, 2017, the Historic Preservation Section stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources, or known archeological sites.
- b. **Community Planning**—In a referral dated October 16, 2017, the Community Planning Division offered an in-depth discussion of the DSP’s conformance with the D-D-O Zone that has been incorporated into Findings 7 and 8 above.
- c. **Transportation Planning**—In a memorandum dated August 9, 2017, the Transportation Planning Section indicated that there are no underlying transportation-related plat notes or other conditions that would control the development of this site. The plan is subject to general site plan requirements, as well as the development district standards established within the Subregion 4 Master Plan and SMA.

The applicant is proposing a food or beverage store of 2,958 square feet and a gas station with 12 fueling positions. Access would be via driveways onto both MD 704 (Martin Luther King Jr Highway) and Sheriff Road, and this is acceptable. The applicant should be aware that access onto MD 704 is under the jurisdiction of the Maryland State Highway Administration (SHA) and must be approved by that agency. Similarly, access onto Sheriff Road is under the jurisdiction of Prince George’s County and must be approved by DPIE. Circulation is acceptable. Given that fueling trucks can access the fuel tanks on the site along a nearly straight line, it is determined that the plan provides safe and adequate access for fueling trucks within the site, if the gas station use is ultimately approved, as requested by the applicant.

The applicant requests that the standard, “cross-access easements between surface parking lots shall be encouraged” be modified for this site. While this site has had a vehicular connection to adjacent Parcel B, with this site plan, the applicant proposes that the connection be removed. Transportation Planning staff concedes that the proposed uses on this parcel, and existing uses on the adjacent parcel, are identical and neither site would appear to derive a benefit by maintaining a connection to the other. However, the staff recommendation relating to the deletion of the gas station would result in a different use on either site. Therefore, staff recommends that the vehicular connection remain, as a secondary connection.

The site is adjacent to MD 704, a master plan arterial roadway. Sufficient right-of-way consistent with the master plan recommendations was previously dedicated or deeded, and no provision for further right-of-way impacts this property.

The site is also adjacent to Sheriff Road, a master plan arterial roadway. A right-of-way of 100 feet is dedicated, and the master plan recommendations call for 100 feet. Therefore, sufficient right-of-way consistent with the master plan recommendations was previously dedicated or deeded, and no provision for further right-of-way impacts this property.

- d. **Subdivision Review**—In a memorandum dated August 10, 2017, the Subdivision Review Section indicated that the redevelopment of a site of more than 5,000 square feet of gross floor area would require a new preliminary plan of subdivision (PPS) pursuant to Section 24-111(c) of the Subdivision Regulations. However, a PPS is not required at this time because 2,958 square feet is proposed. The bearings and distances that are shown on the submitted DSP are consistent with the recorded plat for the property.
- e. **Trails**—In a referral dated September 5, 2017 (Shaffer to Kosack), the trails coordinator offered the following summarized comments:

The Transportation Planning Section has reviewed the submitted DSP application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Subregion 4 Master Plan and SMA in order to implement planned trails, bicycleways, and pedestrian improvements.

Two master plan trail issues impact the subject property, with wide sidewalks and designated bicycle lanes recommended along Sheriff Road and a shared-use sidepath recommended along MD 704. The sidepath along MD 704 will ultimately serve as the extension of the Washington, Baltimore and Annapolis (WB&A) Trail (which currently terminates at MD 450) to the Washington, D.C. line. The Planning Department has acquired grant funding from the Metropolitan Washington Council of Governments (MWCOC), Transportation/Land Use Connections Program, to begin evaluating the feasibility of this connection. The MPOT includes the following recommendations for each road:

**Sheriff Road Wide Sidewalks and Designated Bicycle Lanes: Extend the existing wide sidewalks along the entire length of Sheriff Road. Designated bicycle lanes are also recommended. These facilities will improve access to FedEx Field, Cabin Branch Trail, and Cedar Heights Community Center (MPOT, page 25).**

**MD 704 Shared-Use Sidepath: A side path or wide sidewalk construction with designated bicycle lanes is recommended along MD 704 (District of Columbia to I-495). It may be appropriate to use excess capacity along MD 704 to accommodate improved bicycle and pedestrian facilities. MD 704 connects to the existing WB&A Trail outside I-495. Trail construction along MD 704 will provide an extension of the existing WB&A Trail to provide a continuous east/west trail connection through central Prince George's County (MPOT, page 28).**

It should be noted that, just west of the subject site, designated bicycle lanes have been provided along MD 704, west of Southland Drive, via a recent “road diet” restriping project. At this point, it is undetermined which side of the road the sidepath will be provided on. Also, it is likely that sidepath construction will be done as part of, or after, a

larger road diet project that is envisioned for the corridor inside I-95/I495 (Capital Beltway). Due to these uncertainties, no trail construction is recommended at this time. The trail will be accommodated within the already dedicated right-of-way in the future. The recently initiated, grant-funded feasibility study will resolve issues related to the alignment and facility type of the trail.

The MPOT also contains a section on Complete Streets, which provides guidance on accommodating all modes of transportation as new roads are constructed or frontage improvements are made. It also includes the following policies regarding sidewalk construction and the accommodation of pedestrians:

**POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**

**POLICY 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**

The sidewalk along Sheriff Road does not appear to meet County standards and is lacking Americans with Disabilities Act (ADA) curb ramps at the ingress/egress to the site. Staff recommends that this sidewalk be improved to meet current County and ADA specifications and standards. Designated bicycle lanes or other appropriate bicycle treatments can be considered by the Prince George's County Department of Public Works and Transportation (DPW&T) at the time of road resurfacing. A sidewalk links the proposed building with the sidewalk along Sheriff Road. An additional sidewalk is recommended connecting the building with the sidewalk along MD 704.

The trails planner recommended conditions for site improvements that have been addressed through plan revisions, including providing a bicycle rack near the building entrance for five bicycles and providing a sidewalk connection from the building to the existing sidewalk along MD 704. The suggested condition regarding the sidewalk along Sheriff Road has been included in the Recommendation section of this report.

- f. **Permit Review**—In a memorandum dated July 27, 2017, the Permit Review Section provided comments that have either been addressed through revisions to the plans or through conditions included in the Recommendation section of this report.
- g. **Environmental Planning**—In a memorandum dated October 12, 2017, Environmental Planning staff offered a discussion of the DSP's conformance with the Woodland and Wildlife Habitat Conservation Ordinance (WCO), as discussed in Finding 10 above, and the following additional comments:
  - (1) **Site Description:** A review of the approved natural resources inventory (NRI) and other available information indicates that there is a stream, stream buffer, and 100-year floodplain located on the property. The site is within the Anacostia River watershed and drains toward the Lower Beaverdam Creek. The Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources, Natural Heritage Program, shows that no rare, threatened, or endangered species are found to occur on, or near this property,

nor is potential forest interior dwelling species habitat mapped on or near this property. The predominant soils found to occur, according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS) include the Christiana-Downer, Elkton Silt Loam, and Urban Land-Russett-Christiana complexes. Marlboro clay is not found to occur on this property; however, Christiana complexes are mapped on-site. No scenic or historic roads are mapped in the vicinity of the site. The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by the *Plan Prince George's 2035 Approved General Plan*. The approved resource conservation plan shows green infrastructure network features mapped on the western portion of the property, consistent with the regulated environmental features. A majority of the green infrastructure on-site is regulated area and a small portion of evaluation area adjacent to the regulated area.

- (2) **Natural Resources Inventory:** The natural resources inventory (NRI-021-2017) was approved and signed on March 8, 2017. The regulated environmental features on-site include a stream and its 60-foot buffer and 100-year floodplain. There is no vegetation on the site that meets the definition of woodland; therefore, the site is exempt from the WCO. The regulated environmental features have been shown on the DSP. No additional information is required with regard to the NRI.
- (3) **Stormwater Management:** An approved Stormwater Management Concept Letter (7333-2017-00) and associated plan were submitted with the application for this site. The approval was issued on April 28, 2017 from DPIE. The project is considered redevelopment and meets the treatment requirements for water quality, quantity, and channel protection. The approved plan shows on-site water quality controls using micro-bioretenion facilities. A stormwater management fee in lieu of fully providing on-site attenuation/quality control measures is proposed. No further action regarding stormwater management is required with this DSP review.

h. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.

i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated October 13, 2017, DPIE offered the following summarized comments on the subject application:

- (1) The project is located on the south side of Sheriff Road, approximately 350 feet west of its intersection with Martin Luther King Highway (MD 704). Sheriff Road is a County-maintained roadway. Right-of-way dedication and frontage improvements per Urban Arterial Roadway standards are required. MD 704 is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) is required.

- (2) All improvements within the public right-of-way, as dedicated to the County, are to be in accordance with the County Road Ordinance, the Department of Public Works and Transportation's (DPW&T) Specifications and Standards and the Americans with Disabilities Act (ADA).
- (3) Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.
- (4) A geotechnical soils investigation report for site grading, stormwater management best management practices (BMPs) and geotechnical engineering evaluation for street and parking pavement is required.
- (5) All storm drainage systems and facilities are to be in accordance with the Department of Public Works and Transportation (DPW&T) and the Department of the Environment (DoE) requirements.
- (6) The approved Stormwater Management Concept Plan No. 7333-2017, dated April 28, 2017, is consistent with the proposed Detailed Site Plan.
- (7) 100-year floodplain delineation approval and floodplain easements are required. If floodplain delineation increased, the proposed impact on site may require revision. The proposed building shall be elevated above the 100-year floodplain.
- (8) Site Development fine grading permit is required to include frontage improvements, right-of-way dedication, street tree and street light, onsite grading, storm drain and stormwater management.
- (9) This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
  - (a) Final site layout, exact impervious area locations are shown on plans;
  - (b) Exact acreage of impervious areas has been provided on the concept plan;
  - (c) Proposed grading is shown on the plans;
  - (d) Delineated drainage areas at all points of discharge from the site have been provided on the concept plan;
  - (e) Stormwater volume computations have been provided with the concept plan;
  - (f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of environmental site design (ESD) devices and erosion and sediment control practices are not included in this submittal;
  - (g) A narrative in accordance with the Code has not been provided.



DPIE's comments will be addressed prior to issuance of permits at the time of stormwater technical plan approval.

- j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
- k. **Prince George's County Health Department**—In a memorandum dated August 24, 2017, the Environmental Engineering Program of the Health Department offered the following comments and recommendations:

- (1) Miscellaneous solid waste materials (construction debris, fencing) must be collected and properly disposed via a tire reclamation firm and/or to the municipal waste landfill.

The applicant should take note of the proper process for disposing of waste materials.

- (2) Any wells or septic system components discovered in the course of site development and grading must be backfilled and/or sealed in accordance with Health Department requirements.

This information is provided for the applicant's benefit and will be enforced at the time of permitting, if required.

- (3) The demolition of the existing structure must be preceded by a raze inspection performed by the designated Environmental Health Specialist at the Department of Permits, Inspections and Enforcement (DPIE) to assure the proper remediation of any asbestos containing materials on-site.

This information is provided for the applicant's benefit and will be enforced at the time of permitting, if required.

- (4) Installation of the underground storage tanks must fully comply with all applicable provisions of the Code of Maryland Regulations (COMAR) 26.10.03 to be protective of the on-site stream.

This information is provided for the applicant's benefit and will be enforced at the time of permitting, if required.

- (5) 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.

A condition is included in the Recommendation section of this report that requires this County requirement to be noted on the plan.

- (6) During the demolition/construction phases of this project, noise should not 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.

A condition is included in the Recommendation section of this report that requires this County requirement to be noted on the plan.

- l. **Maryland State Highway Administration (SHA)**—In a letter dated August 3, 2017, SHA provided standard comments relating to traffic and construction that will be required to be addressed prior to issuance of SHA access permits.
  - m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on the subject application.
  - n. **Verizon**—At the time of the writing of this technical staff report, Verizon did not offer comments on the subject application.
  - o. **Potomac Electric Power Company (PEPCO)**—At the time of the writing of this technical staff report, PEPCO did not offer comments on the subject application.
  - p. **City of Seat Pleasant**—At the time of the writing of this technical staff report, the City of Seat Pleasant did not provide any comments on the subject application.
  - q. **Town of Cheverly**—At the time of the writing of this technical staff report, the Town of Cheverly did not provide any comments on the subject application.
  - r. **Town of Fairmount Heights**—At the time of the writing of this technical staff report, the Town of Fairmount Heights did not provide any comments on the subject application.
- 13. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP 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.
  - 14. Per Section 27-285(b)(4) of the Zoning Ordinance, a required finding for approval of a DSP is as follows:
    - (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

In a memorandum dated October 12, 2017, the Environmental Planning Section stated that the applicant provided a statement of justification and associated impact exhibit requesting 0.07 acre of permanent and 0.17 acre of temporary PMA impacts. The site contains 0.87 acre of PMA, comprised of 100-year floodplain and stream buffer. The PMA is located on the western boundary of the property and is 49 percent of the total site area. Currently, 0.20 acre of parking lot pavement exists within the PMA.

The applicant is requesting 0.17 acre of temporary impacts to remove existing pavement, grade and stabilize, and replace with grass or sod. While there is no woodland conservation requirement for reforesting the area of pavement removal adjacent to the stream, it is a high priority for planting with native vegetation for green infrastructure and wildlife habitat/corridor protection. The applicant should plant the areas of temporary impacts with native trees and shrubs, unless planting is denied by DPIE during the technical stormwater review for stability of the bioretention facilities. If DPIE determines that woody vegetation is not suitable for this area, then native grasses should be planted and maintained.

The applicant is requesting 0.07 acre of permanent impacts to accommodate infrastructure, including a stormwater outfall, water and electrical connections, the placement of a fire hydrant, and for pedestrian sidewalk connection. Per staff comments, the applicant revised the site layout to move the proposed building approximately six feet away from the PMA, which will allow for access to the building for maintenance purposes without permanent disturbances to the PMA.

The applicant proposes an overall net reduction in the permanent PMA impacts from 0.20 acre to 0.07 acre. Staff recommends approval of both the temporary and permanent impacts to the regulated environmental features for the reasons stated above. Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible, with the recommended conditions.

15. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the 2010 Subregion 4 Master Plan and SMA. The amendments to the development district standards required for this development, as recommended for approval, 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 staff recommends that the Planning Board adopt the findings of this report and recommend APPROVAL of Detailed Site Plan DSP-16058 for 7-Eleven Sheriff Road to the District Council, as follows:

- A. DISAPPROVE the addition of a gas station, in combination with a food or beverage store, on the subject property.
- B. DISAPPROVAL of the alternative development district standard for:
  1. **Landscape Standards and Guidelines–Lighting** (page 554)—To allow for cobra head lighting at approximately 16 feet in height.
- C. APPROVAL of the alternative development district standards for:
  1. **Building Orientation** (page 538)—To allow for the main building entrance to not face the street.
  2. **Building Envelope Standards and Guidelines–Build-To Line** (page 540)—To allow for the building to be set back a maximum of 185 feet from the back of curb.

3. **Building Envelope Standards and Guidelines—Frontage Occupancy** (page 540)—To allow for the building to occupy only 38 percent of the frontage along Sheriff Road and zero percent of the frontage along MD 704 (Martin Luther King Jr Highway).
  4. **Architectural Standards and Guidelines—Fenestration** (page 546)—To allow for fenestration to comprise only 20 percent of the ground-story façade.
  5. **Signage Standards and Guidelines—General** (page 549)—To allow for one freestanding eight-foot-high ground-mounted sign near the access point from MD 704 (Martin Luther King Jr Highway).
  6. **Landscape Standards and Guidelines—Street Trees** (page 551)—To allow for no new street trees along Sheriff Road or MD 704 (Martin Luther King Jr Highway).
  7. **Parking and Loading Standards and Guidelines—General** (page 555)—To allow for the building to not meet the frontage occupancy requirements for the perimeter of a block when considering the parking requirements.
  8. **Parking and Loading Standards and Guidelines—Surface Parking Lots** (page 556)—To allow for no screen wall to conceal the parking from the adjacent public right-of-way.
  9. **Parking and Loading Standards and Guidelines—Loading and Service Areas** (page 556)—To allow for the dumpster enclosure swing gates to be made of a composite material, instead of steel, and no separate pedestrian gate.
- D. APPROVAL of Detailed Site Plan DSP-16058, 7-Eleven Sheriff Road, for a food or beverage store, subject to the following condition:
1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
    - a. Remove the gas station portion of the use and all associated site improvements, and create additional green space on the subject property, as well as make the following related revisions:
      - (1) Revise the freestanding sign to be a ground-mounted sign, limited to eight feet in height.
      - (2) Remove the proposed 16-foot-high cobra lights and replace, as needed, with pedestrian-scaled light fixtures, between 12 and 14 feet high.
      - (3) Show the existing driveway access, connecting to the property to the east, as to remain.
    - b. Add site plan notes as follows:
 

“During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”

- c. Provide reconstructed sidewalk along the subject site’s entire frontage of Sheriff Road within the public right-of-way that meets current Prince George’s County Department of Public Works and Transportation (DPW&T) specifications and standards, and include Americans with Disabilities Act (ADA) curb ramps at appropriate locations, unless modified by DPW&T.
- d. Add proposed spot elevations, as necessary, to describe high and low points.
- e. Continue the stamped and colored concrete sidewalk pattern along the entirety of the eastern and southern building elevations.
- f. Revise the DSP to correctly identify and demonstrate all approved development district standard amendments.
- g. The following revisions shall be made to the landscape plan:
  - (1) Propose native trees and shrubs within the area shown as temporary primary management area impacts, unless the planting of woody vegetation is denied by the Prince George’s County Department of Permitting, Inspection and Enforcement during the technical stormwater approval. If woody vegetation is denied, the area shall be planted with native grasses. A management plan for the area of planting shall be included on the plan.
  - (2) Revise the planting size of all plants to match the minimum allowed by the 2010 *Prince George’s County Landscape Manual*.
  - (3) Add two shade trees within the Sheriff Road right-of-way, between the developed area and the back of curb, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement.
- h. Revise the architectural elevations to indicate the percentage of the dominant material on each façade.