



The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530

Detailed Site Plan

Departure from Parking and Loading Standards

Departure from Design Standards

Alternative Compliance

Oxon Hill McDonald's

DSP-18051

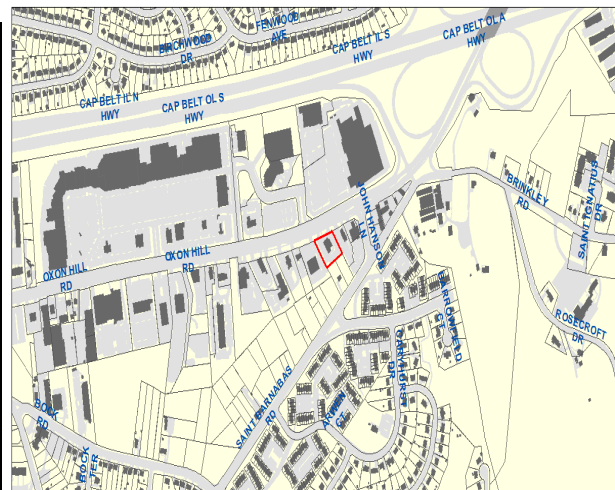
DPLS-463

DDS-658

AC-19005

REQUEST	STAFF RECOMMENDATION
DSP: A 1,373-square-foot building addition and a second drive-through lane to the existing eating and drinking establishment.	APPROVAL with Conditions (Continued from 06/27/19)
DPLS: To allow a reduction of 13 parking spaces, including one handicapped space.	APPROVAL (Continued from 06/27/19)
DDS: A reduction in the requirements of the 2010 <i>Prince George's County Landscape Manual</i> (Landscape Manual).	APPROVAL (Continued from 07/26/19)
AC-19005: Section 4.7 Section 4.2	DISAPPROVAL APPROVAL

Location: On the south side of Oxon Hill Road, approximately 238 feet west of John Hanson Lane.	
Gross Acreage:	0.836
Zone:	C-S-C
Dwelling Units:	N/A
Gross Floor Area:	4,816 sq. ft.
Planning Area:	76B
Council District:	08
Election District:	12
Municipality:	N/A
200-Scale Base Map:	208SE02
Applicant/Address: McDonalds USA, LLC 110 North Carpenter Street One McDonalds Plaza Chicago, IL 60607	
Staff Reviewer: Thomas Burke Phone Number: 301-952-4534 Email: Thomas.Burke@ppd.mnccppc.org	



Planning Board Date:	09/12/19
Planning Board Action Limit:	10/06/19
Staff Report Date:	08/28/19
Date Accepted:	04/24/19
Informational Mailing:	11/08/18
Acceptance Mailing:	04/15/19
Sign Posting Deadline:	05/28/19

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-18051
Departure from Parking and Loading Standards DPLS-463
Departure from Design Standards DDS-658
Alternative Compliance AC-19005
Oxon Hill McDonald's

The Urban Design Staff has reviewed the subject application and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions as described in the Recommendation section of this staff report.

EVALUATION

This detailed site plan, departure from parking and loading standards, and departure from design standards were reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Commercial Shopping Center (C-S-C) Zone and site design guidelines;
- b. The requirements of Special Exception, SE-3875;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. Referral comments.

FINDINGS

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

1. **Requests:** The subject application is for approval of Detailed Site Plan, DSP-18051, for a 1,373-square-foot building addition and the installation of a second drive-through lane on the existing eating and drinking establishment, specifically a McDonald's restaurant.

A Departure from Parking and Loading Standards, DPLS-463, requests a reduction of 13 parking spaces, including one handicap-accessible space. A Departure from Design Standards, DDS-658, requests a reduction in the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	C-S-C	C-S-C
Use	Eating and Drinking Establishment	Eating and Drinking Establishment
Total Acreage	0.836	0.836
Parcels	1	1
Gross Floor Area (sq. ft.)	3,443	4,816
Number of Seats	53	60

Parking and Loading Requirements

Eating and Drinking Establishment	Spaces Required
60 interior seats at 1 space/3 seats	20
1,723 sq. ft. at 1 space/50 sq. ft., excluding storage and patron seating	35
Total	55
Of which are handicap-accessible spaces	3
Loading	
4,816 sq. ft. GFA at 1 space/2,000-10,000 sq. ft. of GFA	1

	Spaces Provided
Standard Spaces	26
Compact Spaces	14
Handicap-accessible Spaces	2
Total	42
Loading	
12 feet x 33 feet	1

- 3. Location:** The site is in Planning Area 76B, Council District 8. More specifically, it is located on the south side of Oxon Hill Road, approximately 238 feet west of John Hanson Lane. The site is known as 6126 Oxon Hill Road, in Oxon Hill, Maryland.

4. **Surrounding Uses:** The site is bounded to the north by MD 414 (Oxon Hill Road), to the south by a Commercial Office (C-O) zoned property, which is developed with a single-family detached residential dwelling, to the east with an eating and drinking establishment in the Commercial Shopping Center (C-S-C) Zone, and to the west with an office building in the C-O Zone.
5. **Previous Approvals:** The site is currently improved with a McDonald's restaurant, which was originally constructed in 1972 when the site was zoned C-O. Subsequently, due to Prince George's County Zoning Ordinance changes, the restaurant became nonconforming in the C-O Zone. On December 9, 1988, Special Exception SE-3875 was granted by the Zoning Hearing Examiner (ZHE) for an expansion and improvements to the restaurant. A Declaration of Finality for the case was issued by the District Council on February 13, 1989. A Departure from Parking and Loading Standards, DPLS-73 was granted by the Planning Board on December 1, 1988 (PGCPB Resolution No. 88-580) for a reduction in the required number of parking spaces from 71 to 60 spaces. In 1988, the Zoning Ordinance required a 10-foot landscape strip to be provided along the road frontage as measured from the ultimate right-of-way line along MD 414. A variance to a 10-foot landscape strip was granted by the Board of Zoning Appeals on January 11, 1989.

On August 1, 1991, a revision to the special exception, ROSP-SE-3875-1, was approved by the Planning Board (PGCPB Resolution No. 91-307) to install outdoor soft play equipment. Although this equipment was installed pursuant to the approval, it has since been removed.

In 2010, the County Council approved legislation, CB-19-2010, to create a use classification known as eating and drinking establishment and removed the term "fast food restaurant." The approved legislation contained footnotes for the C-S-C Zone, stating that eating and drinking establishments with drive-through service, which were "operating pursuant to an approved special exception as of the effective date of CB-49-2005 shall remain valid, be considered a legal use, and shall not be deemed a nonconforming use."

6. **Design Features:** The subject DSP proposes a 1,291-square-foot addition to the front of the existing building to provide for additional dining area and an increase in the number of patron seats. This work will also allow for upgrading handicap-accessible facilities. An 82-square-foot addition is proposed on the southeast corner of the building to accommodate an additional drive-through window. A second drive-through order lane is proposed to allow cars to enter the double drive through from a single access drive, which will split at the order boards then merge back into a single lane for payment and pick up. The addition of this second drive-through lane will result in the loss of parking spaces, particularly along the south side of the property, thereby necessitating the DPLS.

Architecture

The proposed architectural elevations depict a more contemporary franchise look from the traditional natural brick and double mansard roof. The brick will remain, however the building will feature a more modern grey color scheme and incorporate panels and stucco. Visual elements faced with dark grey porcelain tile are shown on the front façade and the side entrance. These elements will provide dimension and focal interest to the two façades, with each featuring the corporate logo. The side element will emphasize the side entrance of the restaurant. The double mansard roof will be replaced with a straight parapet wall extending from the top of the building, defined by grey corrugated metal. The parapet will screen the mechanical equipment on the roof. The building will feature flat metal canopies

above the window line across the front façade and the west façade, over each drive-through window, and at select points along each side façade.

Signage

A total of three building-mounted signs are proposed, with two located on the north façade and one on the west façade. The north façade signs will be the McDonald's name across the parapet and the corporate logo "M," which will be located on the tile visual element. The west side façade will feature the corporate logo "M" on the visual element, above the side entrance. The signs will measure approximately 46 square feet on the north elevation, and approximately 14 square feet on the west elevation. The signage table indicates conformance with the regulations provided in Section 27-613 of the Zoning Ordinance.

The site has an existing freestanding sign, approved with a previous application, which is not proposed to be revised with this application.

COMPLIANCE WITH EVALUATION CRITERIA

7. Prince George's County Zoning Ordinance: The application has been reviewed for compliance with the requirements of the Zoning Ordinance in the C-S-C Zone and the site plan design guidelines. The relevant requirements of the Zoning Ordinance are as follows:

- a. The subject DSP is in general conformance with the requirements of Section 27-461 of the Zoning Ordinance, which governs uses in commercial zones. The eating and drinking establishment, with drive-through service, is a permitted use in the C-S-C Zone, in accordance with Section 27-461(b), subject to footnote 24, which states:

"Subject to Detailed Site Plan approval in accordance with Part 3, Division 9, of this Subtitle. Any fast-food restaurant operating pursuant to an approved Special Exception as of the effective date of CB-49-2005 shall remain valid, be considered a legal use, and shall not be deemed a nonconforming use. Such fast-food restaurants and their underlying special exceptions may be modified pursuant to the existing provisions relating to revisions or amendments to special exceptions generally and fast-food restaurants specifically as they exist in the Zoning Ordinance. The requirement for Detailed Site Plan approval does not apply to eating or drinking establishments within, and sharing the same points of vehicular access as, an integrated shopping center having six individual businesses (including the fast-food restaurant) and a minimum 50,000 square foot gross floor area."

- b. The DSP is consistent with the regulations in the C-S-C Zone including Section 27-454(a) regarding purposes; Section 27-454(b) regarding landscaping, screening, and buffering; and Section 27-454(d) regarding regulations in the C-S-C Zone.

- c. **Departure from Parking and Loading Standards, DPLS-463:** The applicant has requested a departure of 13 parking spaces, including one handicap-accessible space, from the required 55 spaces for the expanded eating and drinking establishment. Pursuant to Section 27-588(b)(7) of the Zoning Ordinance, the Planning Board must make the following findings:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;

The applicant has seen a significant increase over time in the use of their drive-through service to the point that the applicant is installing a double drive-through on the site. This double drive-through requires that some of the existing parking spaces be removed from the site, but the applicant believes that parking demand will be more than offset by improved drive-through services.

The applicant has done two separate studies of on-site parking. The initial study was more observational and concluded low utilization of site parking during peak hours. The second study was a more technical count over longer periods of time and concluded that the parking demand for this site is 0.45 spaces per seat. Given the current proposal of 60 seats, the study suggests that 27 parking spaces would be sufficient for this site.

The statement of justification (SOJ) states that the parking requirement for the use in Subtitle 27 "does not take into account any reduced parking demand as a result of having a drive-thru window." The applicant continues by noting that sales figures show that 63 percent of business for this site occurs by means of drive-through.

The applicant intends to expand the building by nearly 1,400 square feet, but seating will only be increased by 7 seats. Some of the added building space will be needed as a function to serve patrons of the double drive-through system, but most of the added space will improve the dining experience for patrons that choose to park and eat inside.

The transportation planners did observe parking utilization on the site during weekday lunch hours, and the staff's observations were consistent with the two studies. Given that the staff has found no evidence to the contrary, the applicant's studies are found to be credible. The expansion of the use by seven seats will not change existing conditions to a great degree, and the applicant's arguments are supportable.

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

This is a small site, and currently fully developed with the restaurant and parking. The applicant has shown that the site currently has adequate on-site parking, and it is anticipated that the small increase in seating would be more than offset by the addition of the double drive-through service. Therefore, staff believes that this finding is met and the departure of 13 spaces is the minimum necessary.

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

The applicant asserts that the offering of drive-through service warrants special consideration for the subject use given its nature as proposed at this location and has demonstrated that the use of the drive-through lane has substantially decreased the demand for on-site parking. The addition of the double drive-through system will increase the efficiency of customer service at this restaurant and further reduce the demand for parking. The area near the restaurant is densely developed with office, commercial/retail, and residential uses, and many patrons have the opportunity to safely walk to the site from nearby homes or businesses.

Given the demonstrated efficiency of the drive-through service and its impacts on parking, combined with the proposed expansion of the drive-through function on this site, it is believed that the applicant has made the case that circumstances are special. The location of the site in a dense mixed-use area of the County helps to prove that the location is special, in conformance with this finding.

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

The applicant's SOJ indicates that all methods for calculating the number of spaces required were utilized, including the provision of compact spaces. Given the site constraints on this property, expanding the drive-through lanes necessitates an overall reduction in the number of parking spaces.

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

The use exists in a mostly commercial area, and while there are dense residential areas nearby, they are not adjacent to the site and not close enough that patrons of this site could easily use the

residential parking. The site is surrounded by roadways and other commercially-zoned properties. Although there is a residentially-developed property adjacent to this site, due to layout and access, parking infringement is highly unlikely.

(B) In making its findings, the Planning Board shall give consideration to the following:

(i) The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;

On-street parking is not available in the vicinity of this site and, although a number of adjacent sites have available parking, there would be practical difficulties to utilizing them for the purpose of patronizing this restaurant. Staff finds that the applicant has demonstrated sufficient parking on-site for this expansion.

(ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;

When this restaurant was approved for a major revision in 1988, the 1981 *Master Plan for Subregion VII* and the 1984 *Approved Subregion VII Sectional Map Amendment* were applicable. That master plan recommended commercial office use for the property. However, the zoning of the property was subsequently changed from C-O to C-S-C, thus allowing a fast-food restaurant as a special exception. During the review and approval of SE-3875, findings were made by the staff, the Planning Board, and the ZHE that the continued use of the property as a fast food restaurant would not impair the integrity of the master plan. The master plan recognized the existing restaurant on the property as legally nonconforming and accordingly placed the property in the C-S-C Zone in order to reflect that use, which had been in existence for many years.

The property is now subject to the provisions of the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*. The property is located within the Oxon Hill Regional Center, which is described as consisting of strip commercial uses, shopping centers, big box stores, and offices. It is expected that National Harbor will stimulate density and mixed-use development. The plan recognizes the existing retail commercial zoning for the property. Therefore, the continued use of the property for a McDonald's restaurant, which is permitted in the C-S-C Zone, is in conformance with the master plan, and does not impair the master plan.

Plan Prince George's 2035 Approved General Plan places the property within a neighborhood center and the future land use map for the neighborhood recommends mixed-use for the property and surrounding properties. The continued use of the property for a McDonald's restaurant is consistent with a recommendation for mixed-use.

(iii) The recommendations of a municipality (within which the property lies) regarding the departure; and

This site is not within a municipality. This consideration is therefore not applicable.

(iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.

At this time, no public parking facilities are proposed in the general vicinity of this property.

(C) In making its findings, the Planning Board may give consideration to the following:

(i) Public transportation available in the area;

The D12, NH1, and 35 Metrobus routes all serve the subject property, with a stop at the frontage of the adjacent property to the west. The NH1 route provides a direct link to National Harbor as well as to the Southern Avenue Metrorail station, located about 3.8 miles away.

(ii) Any alternative design solutions to off-street facilities which might yield additional spaces;

Alternative design solutions to off-street facilities have been utilized by providing compact spaces and angled parking.

(iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;

This restaurant will follow restaurant hours similar to the other restaurants nearby. Non-restaurant uses in the vicinity include office and retail uses.

(iv) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically

handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The subject property is in the C-S-C Zone. Therefore, this finding is not applicable to the subject application.

Based on the analysis above, staff recommends that the Planning Board approve DPLS-463, to allow a reduction of 13 parking spaces, including one handicap-accessible space.

- d. **Departure from Design Standards DDS-658:** Section 4.7 of the Landscape Manual requires a 50-foot building setback, and a minimum landscape yard width of 40 feet along the southern boundary line, where the subject site abuts a residentially-developed property. Based on the existing site limitations, the applicant has provided a 0.6-foot landscape yard along the southern boundary. The Planning Director determined that the applicant is unable to provide equally effective measures, and recommended denial of the alternative compliance request for this property line, necessitating a departure from design standards.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Planning Board to grant the departure:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

- (i) The purposes of this subtitle will be equally well or better served by the applicant's proposal;**

The site is bound on all sides by constraints established with the development of the property in 1972, and strict compliance with the requirements of the Landscape Manual cannot be effectively applied without completely redeveloping the site. The applicant is proposing a solution to screen the existing establishment and proposed additions in such a way that is comparable to other properties, and agreeable to the neighboring tenants. Staff agrees that the proposed improvements to the existing conditions will better serve the purposes of this subtitle.

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

The current layout of the site was established prior to the inception of the Landscape Manual. Minimal buffers were provided with the original layout, and given the existing conditions of the restaurant, parking space and drive aisle requirements, there is no ability to establish conforming buffers. Given these factors, staff agrees that the applicant has minimized the impacts, to the extent possible.

- (iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 1949;**

The parking area was constructed up to the southern property boundary with the original development of the site. Additionally, the adjacent residentially-developed property is zoned C-O and could be developed with a compatible use in the future. Given the standards relating to drive aisles and parking spaces, the circumstances are unique, and the departure is necessary.

- (iv) The departure will not impair the visual, functional, or environmental integrity of the site or the surrounding neighborhood.**

The applicant's SOJ indicates that the landscaping and screening fence proposed will improve the visual and environmental quality of the site and reduce the existing impacts of the establishment on the surrounding neighborhood.

- (B) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements in paragraph (7)(A), above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.**

The Alternative Compliance Committee concluded in the review of AC-19005 that there was no feasible proposal for alternative compliance that would exhibit equally effective design characteristics based on the limiting constraints along the southern boundary line, abutting the residentially-developed property. Based on the safety concerns expressed by the adjacent property owner and tenants to the west, the applicant is proposing to install an open fence, and by doing so eliminates the opportunity to provide equally effective design characteristics.

Based on the analysis above, staff recommends that the Planning Board approve DDS-658, to allow a departure to the Section 4.7, buffer requirements along the southern boundary line.

- e. 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 example, vehicular and pedestrian circulation is designed to be safe, efficient, and convenient for both pedestrians and drivers; pedestrian access is provided to the site from the public right-of-way; and the architecture proposed for the building is constructed of durable, low-maintenance materials, and employs a variety of architectural features and designs, such as window and door treatments, projections, colors, and materials.

8. **Special Exception SE-3875:** On December 9, 1988, SE-4875 was granted by the ZHE for specified renovations to the existing fast food restaurant. This approval was subject to one condition, as follows:

(1) Approval of Special Exception SE-3875 is subject to the condition that the landscape strip within the right-of-way be maintained by the applicant. The site plan is Exhibit No. 20.

The current proposal shows landscaping within the right-of-way. Permit SHA-3-PG-0683-19-DO from the Maryland State Highway Administration (SHA), was issued on July 31, 2019 to allow specified plantings within the 30-foot MD 414 right-of-way, subject to conditions by SHA. This condition shall be carried forward and modified as a condition of approval for this DSP.

9. **2010 Prince George’s County Landscape Manual:** The application is subject to the requirements of Sections 4.2, Landscape Strips Along Streets; 4.7, Buffering Incompatible Uses; and 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The landscape and lighting plan provided with the subject DSP contains the required schedules demonstrating conformance to these requirements, with the exception of Sections 4.2 and 4.7. Alternative Compliance, AC-19005 was submitted and reviewed, however, the Planning Director recommends disapproval of the Section 4.7 request and DDS-658 was submitted. The Planning Director recommends approval of the AC request for the Section 4.2 requirements, as follows:

REQUIRED: Section 4.2(c)(3)(A)(i), Landscape Strips Along Streets (Oxon Hill Road)

Length of Landscape Strip	148 feet
Width of Landscape Strip	10 feet
Shade Trees (1 per 35 l. f.)	5
Shrubs (10 per 35 l. f.)	43

PROVIDED: Section 4.2, Requirements for Landscape Strips Along Streets, along MD 414

Length of Landscape Strip	148 feet
Width of Landscape Strip	Varied 0–30*
Shade Trees	4*
Shrubs	93*

Note: *The majority of the landscape strip width, three of the provided shade trees, and 81 of the provided shrubs are located in the public right-of-way of MD 414.

Justification of Recommendation

The underlying DSP proposes a building expansion of more than 10 percent of the gross floor area requiring conformance to Section 4.2 along MD 414. The original McDonald’s building was constructed in approximately 1972, prior to any landscape requirements. In 1989, Special Exception SE-3875 was approved for an enlargement of the building and an associated variance from the 10-foot landscape strip requirement along the street was granted by the Board of Appeals.

Landscape requirements initially came into effect in 1990, and the current proposed building expansion now subjects the property to the 2010 Landscape Manual. However, the facts of the site development remain the same as when the variance was granted in 1989. The property was initially developed, in accordance with all requirements and the right-of-way line subsequently moved, impacting more of the site. The proposed building expansion extends closer to the right-of-way line but does not impact the landscape strip. The full landscape strip width and a comparable number of plants, including almost double the number of shrubs, are provided within the public right-of-way. At the time of the original variance approval, the applicant had obtained approval from the SHA to put plantings in the right-of-way.

Given the prior approval of a variance from the landscape strip requirement for this development, the Planning Director finds the applicant's proposal equally effective as normal compliance with Section 4.2, as the proposed landscape strip width and additional plants are provided within the public right-of-way, in accordance with the SHA permit issued on July 31, 2019.

The Planning Director recommends APPROVAL of Alternative Compliance AC-19005, Oxon Hill McDonald's, from the requirements of the 2010 *Prince George's County Landscape Manual* from Section 4.2, Requirements for Landscape Strips Along Streets, along MD 414 (Oxon Hill Road), subject to conditions that have been addressed through plan revisions or included herein.

10. **Prince George's Country Tree Canopy Coverage Ordinance:** The DSP is subject to the requirements of the Tree Canopy Coverage Ordinance. Section 25-128 of the County Code requires a minimum percentage of tree canopy coverage on projects that propose more than 5,000 square feet of disturbance. In the C-S-C Zone, the coverage requirement is 10 percent, which for this application equates to 3,642 square feet. The subject DSP does not provide the required schedule demonstrating conformance to these requirements. A condition has been included in the Recommendation section of this report to provide a schedule demonstrating conformance.
11. **Prince George's County Woodland and Wildlife Habitat Conservation:** The site is exempt from the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is less than 40,000 square feet in size. The site has a Natural Resource Inventory Equivalency Letter (NRI-119-2018) and Woodland Conservation Exemption Letter (S-112-2018), which were issued on August 2 and 6, 2018, respectively.
12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Community Planning—**In a memorandum dated May 30, 2019 (Lester to Burke), incorporated herein by reference, the Community Planning Division provided the following summarized comments:

Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, master plan conformance is not required for this application DSP, which is located in the Oxon Hill Neighborhood Center. The vision for the policy area is medium- to medium-high residential development, along with limited commercial uses.

The 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* recommends mixed-use land uses on the subject property and recommends that parking spaces be minimized to reduce impervious surfaces and located to the sides and rear of buildings. Additionally, innovative circulation and landscape design for parking areas shall be considered to reduce conflicts between cars and pedestrians.

- b. **Transportation Planning**—In a memorandum dated July 23, 2019 (Masog to Burke), incorporated herein by reference, the Transportation Planning Section provided comments, included in the Recommendation section of this report.
 - c. **Subdivision Review**—In an email dated May 7, 2019 (Onyebuchi to Burke), incorporated herein by reference, the Subdivision Review Section indicated there are no issues with this proposal.
 - d. **Trails**—In a memorandum dated August 12, 2019 (Barnett-Woods to Burke), incorporated herein by reference, the Transportation Planning Section offered comments and conditions included in the Recommendation section of this report.
 - e. **Permit Review**—In a memorandum dated May 6, 2019 (Bartlett to Burke), incorporated herein by reference, the Permit Review Section offered comments that have been either addressed by revisions to the plans or by conditions in the Recommendation section of this report.
 - f. **Environmental Planning**—In a memorandum dated May 31, 2019 (Schneider to Burke), incorporated herein by reference, the Environmental Planning Section concluded that there were no issues with this proposal.
 - g. **Prince George’s County Fire/EMS Department**—At the time of the writing of this report, a memorandum had not been provided by the Office of the Fire Marshal.
 - h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated August 13, 2019 (Giles to Burke), incorporated herein by reference, DPIE provided standard comments which will be addressed through their separate permitting process and indicated they have no objection to the DSP or DPLS.
13. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9 of the County Code, without requiring unreasonable costs 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, which became effective on September 1, 2010, 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 requirements of Subtitle 24-130(b)(15).**

The site does not contain any regulated environmental features or primary management area.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and:

- A. APPROVE Departure from Parking and Loading Standards DPLS-459, to allow for a reduction of 13 parking spaces, including one handicap-accessible space.
- B. APPROVE Departure from Design Standards DDS-658, to allow a reduction in the Landscape Manual, Section 4.7 requirements along the southern property line.
- C. APPROVE Detailed Site Plan DSP-18051 and Alternative Compliance AC-19005, for Oxon Hill McDonald's, subject to following conditions:
 - 1. Prior to certification of the detailed site plan (DSP), the applicant shall make the following revisions to the plans:
 - a. Provide a tree canopy coverage schedule demonstrating conformance to the requirements.
 - b. Note on the plan that the landscape strip within the right-of-way must be maintained by the applicant, pursuant to Maryland State Highway Administration Permit SHA-3-PG-0683-19-DO.
 - c. Add a trash enclosure detail to the plan, which shall be constructed of a durable, quality material to match the building.
 - d. Indicate traffic flow into the drive-through lanes, as well as a minimum width of the drive aisles of 11 feet between the marking line and the adjacent parking spaces.
 - e. Show three inverted-U bicycle parking racks near an entrance to the building.
 - f. Provide a marked crosswalk crossing the drive-through lanes connecting the building entrance with the specially marked drive-through service parking spaces.
 - g. Correct the Section 4.2 and 4.7 landscape schedules to be consistent with, and refer to, the alternative compliance.

- j. Correct the Section 4.7 landscape schedule along the western property boundary to reflect full compliance with a Type B bufferyard, as modified by Section 4.7(c)(4)(F) of the 2010 *Prince George's County Landscape Manual*.