



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

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

**Detailed Site Plan**  
**Departure from Design Standards**  
**Alternative Compliance**  
**PMG Brooks Drive**

**DSP-20016**  
**DDS-670**  
**AC-20009**

REQUEST	STAFF RECOMMENDATION
<b>DSP:</b> Development of a gas station and food and beverage store.	APPROVAL with conditions
<b>DDS:</b> To reduce the size of standard parking spaces to 9 feet by 18 feet.	APPROVAL
<b>AC:</b> An alternative design to Section 4.2, Landscape Strips Along Streets and Section 4.6, Buffering Development from Special Roadways.	APPROVAL

<b>Location:</b> In the southwest quadrant of the intersection of Brooks Drive and Marlboro Pike.	
Gross Acreage:	0.60
Zone:	C-M
Dwelling Units:	N/A
Gross Floor Area:	3,000 sq. ft.
Planning Area:	75A
Council District:	07
Election District:	06
Municipality:	N/A
200-Scale Base Map:	203SE05
<b>Applicant/Address:</b> PMIG 2359 Research Court Woodbridge, VA 22192	
<b>Staff Reviewer:</b> Adam Bossi <b>Phone Number:</b> 301-780-8116 <b>Email:</b> Adam.Bossi@ppd.mncppc.org	



Planning Board Date:	11/19/2020
Planning Board Action Limit:	11/27/2020
Staff Report Date:	11/03/2020
Date Accepted:	09/18/2020
Informational Mailing:	03/20/2020
Acceptance Mailing:	09/08/2020
Sign Posting Deadline:	10/20/2020

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at [http://www.mncppcapps.org/planning/Person\\_of\\_Record/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

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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-20016  
                 Departure from Design Standards DDS-670  
                 Alternative Compliance AC-20009  
                 PMG Brooks Drive

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

**EVALUATION**

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

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

**FINDINGS**

Based upon the evaluation and analysis of the subject detailed site plan, the Urban Design staff recommends the following findings:

1.      **Request:** The subject detailed site plan (DSP) requests approval for the development of a 3,000-square-foot food and beverage store and a gas station with six multi-product dispensers. The companion Departure from Design Standards DDS-670, requests a reduction in the standard parking space size from 9.5 feet by 19 feet to 9 feet by 18 feet.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
<b>Zone</b>	C-M	C-M
<b>Use(s)</b>	Gas Station	Food or beverage store and gas station
<b>Gross Acreage</b>	0.60	0.60
<b>Total Gross Floor Area</b>	183 sq. ft.	3,000 sq. ft.

**OTHER DEVELOPMENT DATA**

**Parking Spaces**

	<b>Required</b>	<b>Provided</b>
1 space per employee (1 employee) plus 1 space per 150 square feet for the first 3,000 square feet of GFA	17*	18
Handicap-Accessible**	1	1
<b>Total***</b>	<b>17</b>	<b>18</b>

**Note:** \*In accordance with Section 27-572 of the Prince George's County Zoning Ordinance, the proposed development qualifies for a 20 percent reduction in the total off-street parking requirement, as a joint parking lot is provided to serve the two proposed uses. Therefore, the requirement is reduced from 21 spaces to 17.

\*\*Accessible spaces are included in the total number of required and provided parking spaces.

\*\*\*DDS-670 requests all non-accessible spaces to be 9 feet by 18 feet.

**Loading Spaces**

	<b>Required</b>	<b>Provided</b>
1 loading space per 2,000-10,000 square feet GFA	1	1
<b>Total</b>	<b>1</b>	<b>1</b>

3. **Location:** The site is in Planning Area 75A and Council District 7. More specifically, it is located at 2000 Brooks Drive, in the southwest quadrant of the intersection of Brooks Drive and Marlboro Pike.
4. **Surrounding Uses:** The subject property is bounded to the northwest by the right-of-way of Brooks Drive, to the northeast by the right-of-way of Marlboro Pike, and to the west and south by a single property in the Commercial Shopping Center Zone that is developed with an auto repair facility and car wash.

5. **Previous Approvals:** The site is known as Parcel A of Lagana Subdivision recorded in Plat Book WWW 68-90 and is not the subject of any prior zoning approvals. The site has been issued an approved Stormwater Management (SWM) Concept Plan, 49830-2019-00, on January 17, 2020.
6. **Design Features:** The subject 0.60-acre site is generally square-shaped and includes an existing gas station built in the 1970s. The site has frontage on both Brooks Drive and Marlboro Pike. Most of the existing site is paved, with a limited amount of landscaping along the periphery of the property. The existing gas station is centrally located on the property and consists of a single canopy, with four fuel dispensers and a small kiosk at its center. There are no other existing buildings on-site. There are four existing vehicular access points to the site, two on its eastern side from Marlboro Pike, and two on its western side from Brooks Drive. As Brooks Drive includes a median in its center adjacent to the site, one of the existing driveways functions as right-in, right-out only. Marlboro Pike is designated as a historic roadway adjacent to the subject site, with both driveways providing ingress and egress.

The proposed development includes razing of the existing gas station and the construction of a new gas station with six multi-product dispensers, a 3,000-square-foot food and beverage store, and associated site features. The proposed triangular-shaped, single-story building is located in the southern corner of the site, with the proposed gas station canopy centrally sited, facing the roadway intersection. A trash enclosure is located west of the building. The building and trash enclosure are each proposed approximately five feet from adjacent lot lines. As there are no residential properties adjoining the subject site, there is no minimum setback required, in accordance with Section 27-462 of the Zoning Ordinance.

Half of the existing vehicular access points to the site are removed, with two points of access retained, one at the far western corner of the site, to Brooks Drive, and second at the far eastern corner of the site, to Marlboro Pike. Pedestrian and bicycle access to the building is provided by a sidewalk from Brooks Drive only. The provision of a pedestrian connection between the building and Marlboro Pike is also appropriate, but is not reflected on the DSP. A condition has been included in the Recommendations section for the provision of this pedestrian connection. A standard five-foot-wide sidewalk is provided along Brooks Drive and a six-foot-wide sidewalk is provided along Marlboro Pike. A total of 18 parking spaces are provided and the departure submitted requests to reduce the size of parking spaces to 9 feet by 18 feet, as discussed in Finding 7 below.

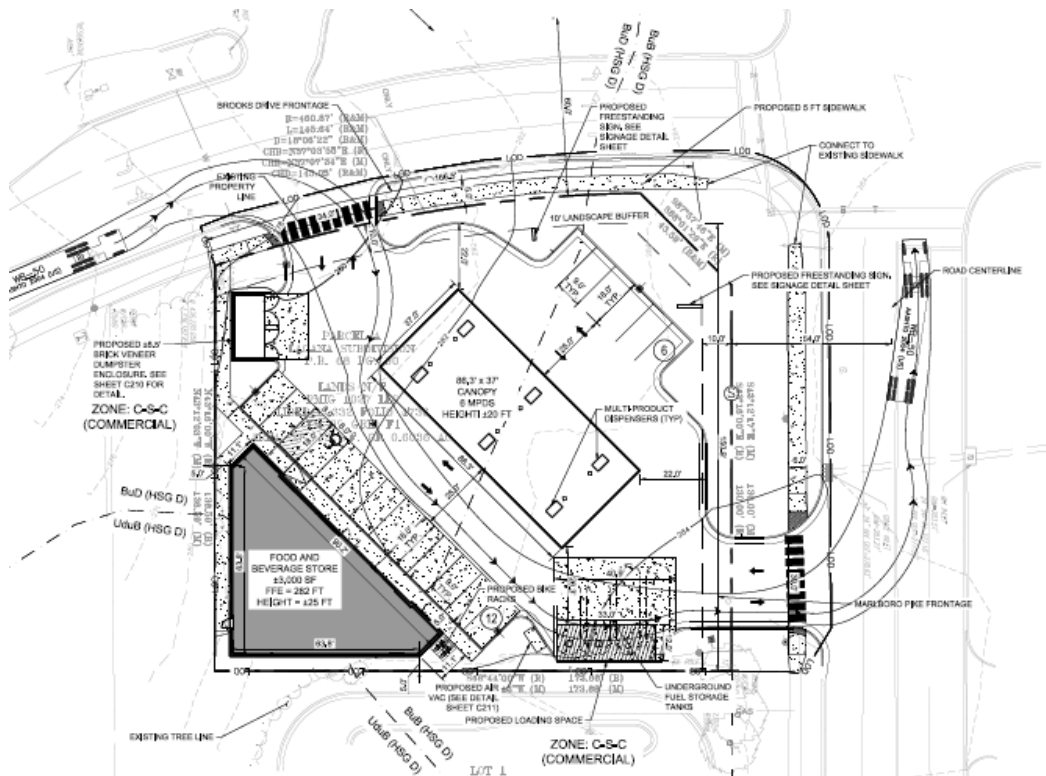
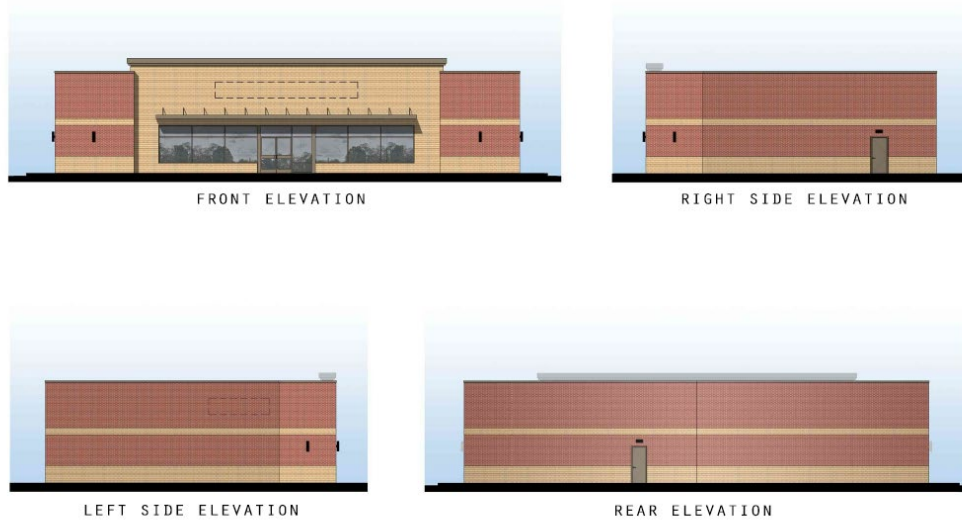


Figure 1: Site Development Plan

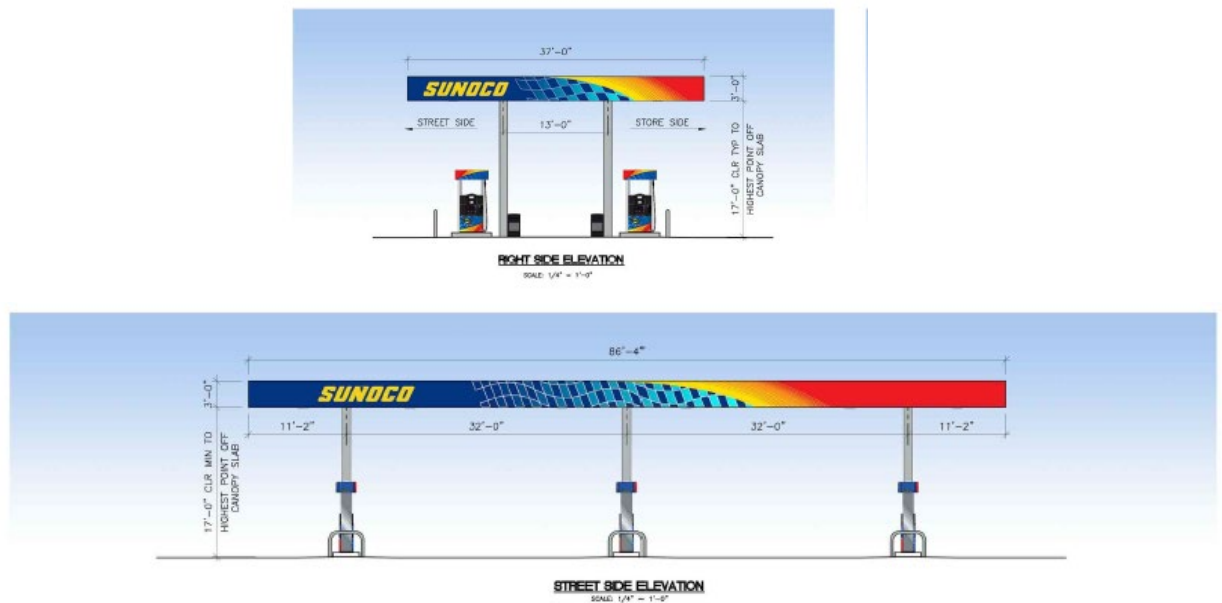
## Architecture

The proposed 3,000-square-foot food and beverage store is a 25-foot-high, single-story, triangular-shaped structure. The front façade of the building faces north, toward the interior of the site. Building elevation drawings do not provide dimensional data or details regarding façade treatments. A condition has been included in the Recommendation section for the plan to be revised to provide this information. Based on the elevations as submitted, appropriate fenestration is provided on the front façade, with no windows provided elsewhere on the building. Given the proposed use and configuration of the building on the site, the location and quantity of fenestration provided is acceptable. A raised cornice and lighter material coloration provided in the middle of the front façade adds interest to the design.



*Figure 2: Food and Beverage Store Elevations*

The proposed gas station canopy is located in the central portion of the site, with its length parallel to the building's front façade. The canopy is approximately 86 feet long, 37 feet wide, and 20 feet in height. A total of six multi-product dispensers are proposed. The façade of the canopy is faced with branded signage and logos.



*Figure 3: Gas Station Canopy Elevations*

## Signage

A comprehensive signage program is provided that includes freestanding, canopy-mounted, and building-mounted signs for the proposed gas station and food and beverage store. Building-mounted signage is designed in conformance with Section 27-613 of the Zoning Ordinance. Canopy-mounted signage area is not provided on the DSP and appears greater than permissible by Section 27-613(c). Details are provided for two freestanding signs, one with fuel pricing only, and a second larger sign with fuel pricing and business identity and advertising. Locations for both freestanding signs are shown adjacent to the intersection of Brooks Drive and Marlboro Pike. The second, smaller sign with fuel pricing only is permissible per Section 27-594(a) of the Zoning Ordinance, which requires a price sign at each entrance to the station. It is also in conformance with the requirements of Section 27-614(c)(6) of the Zoning Ordinance, relative to allowed area. A condition has been included in the Recommendation section for the signage plan to be revised to conform with Section 27-613.

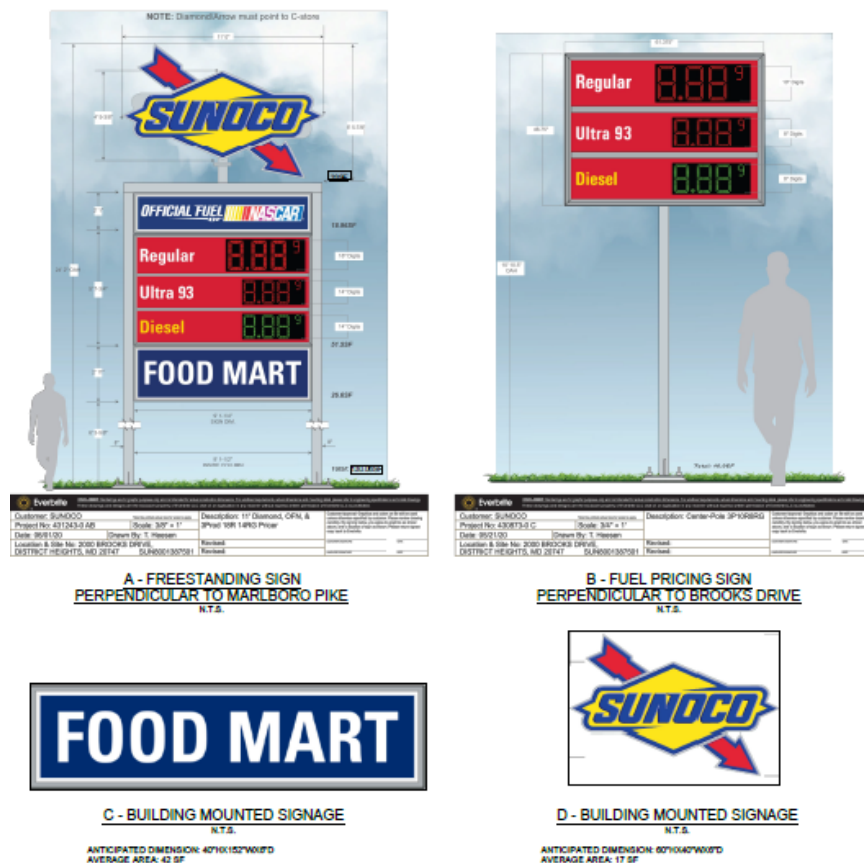


Figure 4: Signage Examples

## COMPLIANCE WITH EVALUATION CRITERIA

- Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the Commercial Miscellaneous (C-M) Zone of the Zoning Ordinance:



- a. In accordance with the commercial use table in Section 27-461(b) of the Zoning Ordinance, a food and beverage store in combination with a gas station is a permitted use subject to DSP review unless the gas station requires a special exception. In this case, a special exception is not required, as a gas station is a permitted use in the C-M Zone subject to DSP review, in accordance with Section 27-358(a)(1), (2), (4), (5), (6), (7), (8), (9), and (10) of the Zoning Ordinance, as follows:

**(a) A gas station may be permitted, subject to the following:**

- (1) The subject property shall have at least one hundred and fifty (150) feet of frontage on and direct vehicular access to a street with a right-of-way width of at least seventy (70) feet;**

The subject property has 166.5 feet of frontage on Brooks Drive, which has a right-of-way width of 120 feet, and 150.9 feet of frontage on Marlboro Pike, which has a variable width right-of-way that exceeds 70 feet.

- (2) The subject property shall be located at least three hundred (300) feet from any lot on which a school, outdoor playground, library or hospital is located;**

The subject property is not located within 300 feet of a school, outdoor playground, library, or hospital.

- (4) The storage or junking of wrecked motor vehicles (whether capable of movement or not) is prohibited;**

Storage or junking of wrecked motor vehicles is not proposed on-site by this DSP.

- (5) Access driveways shall be not less than thirty (30) feet wide unless a lesser width is allowed for a one-way driveway by the Maryland State Highway Administration or the County Department of Permitting, Inspections, and Enforcement, whichever is applicable, and shall be constructed in compliance with the minimum standards required by the County Road Ordinance or Maryland State Highway Administration regulations, whichever is applicable. In the case of a corner lot, a driveway may begin at a point not less than twenty (20) feet from the point of curvature (PC) of the curb return or the point of curvature of the edge of paving at an intersection without curb and gutter. A driveway may begin or end at a point not less than twelve (12) feet from the side or rear lot line of any adjoining lot;**

Access driveways are located and sized in conformance with these criteria. The access driveway to Marlboro Pike is 30 feet wide and the driveway to Brooks Drive is 34 feet wide.

**(6) Access driveways shall be defined by curbing;**

As shown on the DSP, the access driveways are defined by curbing.

**(7) A sidewalk at least five (5) feet wide shall be provided in the area between the building line and the curb in those areas serving pedestrian traffic;**

As shown on the plan, a five-foot-wide sidewalk provides a complete pedestrian connection between the proposed food and beverage store building and Brooks Drive. However, in reviewing this requirement relative to the site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance, staff recommends that a clearly defined pedestrian connection also be provided between the building and Marlboro Pike. It is important to have one in this area as there is a bus stop along Marlboro Pike in front of the adjacent property, so there will be pedestrian traffic along this roadway in need of safe access into the site and to the building. A condition requiring such a connection to serve pedestrian traffic is included in the Recommendation section.

**(8) Gasoline pumps and other service appliances shall be located at least twenty-five (25) feet behind the street line;**

Gasoline pumps and service appliances are located further than 25 feet behind the street lines.

**(9) Repair service shall be completed within forty-eight (48) hours after the vehicle is left for service. Discarded parts resulting from any work shall be removed promptly from the premises. Automotive replacement parts and accessories shall be stored either inside the main structure or in an accessory building used solely for the storage. The accessory building shall be wholly enclosed. The building shall either be constructed of brick (or another building material similar in appearance to the main structure) and placed on a permanent foundation, or it shall be entirely surrounded with screening material. Screening shall consist of a wall, fence, or sight-tight landscaping material, which shall be at least as high as the accessory building. The type of screening shall be shown on the landscape plan.**

No vehicle repair service is proposed by this DSP.

- (10) Details on architectural elements such as elevation depictions of each façade, schedule of exterior finishes, and description of architectural character of proposed buildings shall demonstrate compatibility with existing and proposed surrounding development.**

Architectural elevations of each façade of the proposed building and gas station canopy were provided. The images show structures that are compatible with existing development in the surrounding area. Complete details regarding the building's architecture, such as a schedule of exterior finishes, was not provided. A condition has been included in the Recommendation section to require the DSP to be revised to include this information.

- b. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274, as cross-referenced in Section 27-283. For example, adequate illumination is provided, the parking spaces are located close to the use they serve, and the architecture proposed for the building employs a variety of architectural features and designs, such as projections, colors, and materials.
- c. **Departure from Design Standards DDS-670**—In conjunction with this DSP, the applicant has also filed DDS-670, requesting a reduction in the standard parking space size requirement of Section 27-558(a) of the Zoning Ordinance. The required parking space size is 9.5 feet by 19 feet and the applicant has requested a reduction in size to 9 feet by 18 feet. Pursuant to Section 27-239.01(b)(7)(A) of the Zoning Ordinance, the Planning Board must make the following findings to approve this departure request:

**(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 following are the purposes, as listed in Section 27-550 of the Zoning Ordinance:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**

- (3) To protect the residential character of residential areas; and**
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

The reduced parking space size is acceptable for this DSP given the proposed uses, and limited size of the subject site. The DSP also reduces the number of access points for the site from four to two and does not impact residential areas. This proposal will sufficiently serve the parking needs of the development.

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

The departure is the minimum necessary to accommodate other physical needs of the proposed development on a small site, such as providing sufficient space for car and truck circulation.

- (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 29, 1949;**

The subject site is a small corner lot that was originally developed in the 1970s with the existing gas station. The site's small size and configuration are unique, and departure is necessary to support the redevelopment of the property with a modern gas station and food and beverage store.

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

The departure will reduce the size of parking spaces by one foot in length and one half-foot in width. This will not be readily visible to the public and will not impair the function of the site's parking lot. The integrity of the site or surrounding neighborhood will not be impaired by the granting of this departure.

In summary, staff has determined that the departure is supportable.

- 8. 2010 Prince George's County Landscape Manual:** Development proposed by this DSP is subject to Section 4.2, Requirements for Landscape Strips Along Streets (Brooks Drive); Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from a Special Roadway (Marlboro Pike); Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Regarding the requirements of Sections 4.3, 4.4, 4.7 and 4.9, staff finds the DSP in conformance. Alternative compliance has been requested from the requirements of Sections 4.2 and 4.6.

Section 4.2 requires a minimum 10-foot-wide landscape strip with one shade tree and 10 shrubs per 35 linear feet of frontage, excluding driveway openings. The site includes 122 linear feet of frontage along Brooks Drive and is required to provide 4 shade trees and 35 shrubs. The applicant is requesting a varied width landscape strip and proposes a reduction in the width of the landscape strip from 10 feet to 5 feet for a portion of the property's frontage. This reduction includes approximately 30 linear feet, or 25 percent of the property's frontage, but the required number of plant units for normal compliance is proposed. However, it is noted that one of the shade trees is located outside, but in very close vicinity to the landscape strip along the frontage of Brooks Drive, and is not counted toward the total plant units, or fulfilling any other landscape requirement.

Section 4.6(c)(2)(A)(i) requires the subject site, which is in the Developed Tier, to provide a minimum of a 10-foot-wide buffer with one shade tree and 10 shrubs per 35 linear feet of frontage, excluding driveway openings. As shown in the tables below, the site includes 116 linear feet of frontage along Marlboro Pike, excluding driveway entrances, and is required to provide a minimum 10-foot-wide bufferyard with 4 shade trees and 34 shrubs. The applicant is requesting a reduced landscape buffer area varying from 8.5 to 10 feet in width for a portion of the property's frontage. This reduction includes approximately 31 feet, or 26 percent, of the site's frontage to allow for a 22-foot drive aisle on the property. The proposed landscape buffer provides the required number of plant units. However, it is noted that one of the shade trees is located outside, but in very close vicinity to the landscape buffer, along the frontage of Marlboro Pike, and is not counted toward the total plant units, or fulfilling any other landscape requirement.

The landscape plan submitted provides the required number of shade trees for both of the site's frontages on Brooks Drive and Marlboro Pike, and proposes 11 percent more shrubs than required along these frontages, thereby, satisfying the planting requirements of Sections 4.2 and 4.6. However, as noted above, the two additional shade trees proposed on the landscape plan in the vicinity of the Section 4.2 landscape strip and Section 4.6 landscape buffer have not been counted toward fulfilling any landscape requirement. If these were included in the proposed Section 4.2 and 4.6 schedules, the application would exceed the total required number of plant units by 18 percent. Therefore, it is recommended that the landscape schedules be revised to reflect the additional shade trees in fulfillment of the requirements. The two additional shade trees are conditioned to be added to the planting schedules of Sections 4.2 and 4.6, respectively.

As conditioned, the number and type of the proposed plantings not only satisfies the requirements of Sections 4.2(c)(3)(A)(i), and 4.6(c)(2)(A)(i), but also exceeds the required number of planting units in the landscape strip and the landscape buffer along the site's frontage by 18 percent. Therefore, the Alternative Compliance Committee finds that the applicant's proposed alternative landscape design is equally effective as normal compliance with the requirements of Sections 4.2 and 4.6 of the Landscape Manual.

The Planning Director recommends APPROVAL of Alternative Compliance AC-20009 for PMG Brooks Drive, from the requirements of Section 4.2 (c)(3)(A)(i), Requirements for Landscape Strips Along Streets and Section 4.6(c)(2)(A)(i), Buffering Development from Special Roadways, subject to conditions contained herein.

9. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site has been issued a standard exemption letter from the Woodland and Wildlife Habitat Conservation Ordinance (S-160-2019) because the site is less than 40,000 square feet in size and has no previous tree conservation plan approvals. A Natural Resource Inventory equivalency letter (NRI-135-2019) has been issued for the site. The NRI was issued based on the standard woodland conservation exemption and that no regulated environmental features will be impacted.
10. **Prince George's County Tree Canopy Coverage Ordinance:** Section 25-128, Tree Canopy Coverage Requirements, requires properties in the C-M Zone to provide a minimum tree canopy coverage (TCC) of 10 percent. The 0.60-acre subject site is required to provide 0.06 acre (2,614 square feet) in TCC. Through the subject DSP, the applicant has shown that approximately 0.09 acre (4,000 square feet) of TCC will be provided, satisfying this requirement.
11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:
  - a. **Community Planning**—In a memorandum dated October 19, 2020 (Byrd to Bossi), the Community Planning Division noted that pursuant to Part 3, Division 9, Subdivision 3, of the Zoning Ordinance, master plan conformance is not required for this application.
  - b. **Transportation Planning and Trails**—In a memorandum dated October 21, 2020 (Smith and Hancock to Bossi), the Transportation Planning Section noted that the proposed parking and vehicular circulation facilities are acceptable. The reduction of access points to Brooks Drive and Marlboro Pike and relocation of remaining access drives away from the intersection will help avoid traffic conflicts. A five-foot-wide sidewalk is included along Brooks Drive, with connection between the proposed building and Brooks Drive provided. A six-foot-wide sidewalk is provided along Marlboro Pike, in accordance with the recommendations of the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*. Staff has determined that a pedestrian connection between the food and beverage store and Marlboro Pike is appropriate and necessary to demonstrate acceptable pedestrian circulation has been provided, especially because there is a bus stop along Marlboro Pike in the vicinity of the site. A condition has been included in the Recommendation section for this pedestrian connection to be provided.
  - d. **Permits**—In a memorandum dated October 5, 2020 (Hughes to Bossi), the Permits Section identified minor technical corrections to be made to the DSP, which are conditioned herein, as appropriate.
  - e. **Environmental Planning**—In an email dated September 30, 2020 (Schneider to Bossi), the Environmental Planning Section noted that a SWM concept plan and approval letter (49830-2019) were submitted and show the use of micro-bioretenion and a SWM fee of \$31,450.00 in lieu of providing on-site attenuation/quality control measures. No other environmental requirements have been identified for this application.

- f. **Subdivision**—In a memorandum dated October 1, 2020 (Vantandoost to Bossi), the Subdivision Section noted that the site is exempt from the requirement of resubdivision, pursuant to Section 24-111(c)(2) of the Prince George’s County Subdivision Regulations. No more than 5,000 square feet of development is proposed; therefore, the project meets the exemption. Corrections to general notes of the site plan were also noted and have been conditioned herein.
  - g. **Historic Preservation**—At the time of writing of this technical staff report, Historic Preservation did not offer comments on the subject application.
  - h. **Prince George’s County Fire Department**—In an email dated June 25, 2020 (Reilly to Bossi), the Fire Department indicated it has no comments on this DSP.
  - i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
  - j. **Prince George’s County Police Department**—In a memorandum dated September 29, 2020 (Contic to Planer Coordinator), the Police Department noted having no comments on the DSP.
  - k. **Prince George’s County Health Department**—At the time of writing of this technical staff report, the Health Department did not offer comments on the subject application.
  - l. **Maryland State Highway Association (SHA)**—At the time of writing of this technical staff report, SHA did not offer comments on the subject application.
  - m. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum and site plan comments dated September 29, 2020, WSSC provided standard comments on the project’s conceptual water and sewer plan that will require attention through WSSC’s permitting processes.
12. Based on the foregoing and as required by Section 27-285(b) 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 Prince George’s County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
13. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:
- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

No regulated environmental features such as streams, wetlands, 100-year floodplain, associated buffers, or primary management areas are located on-site.

## 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 Design Standards DDS-670 to allow for standard parking spaces to be dimensioned 9 feet by 18 feet in size.
- B. APPROVE Detailed Site Plan DSP-20016 and Alternative Compliance AC-20009 for PMG Brooks Drive, subject to the following condition:
  - 1. Prior to certification, the detailed site plan shall be revised, or additional information shall be provided, as follows:
    - a. Provide a pedestrian connection, in the form of sidewalks, pavement markings, or other facility, from Marlboro Pike to the entrance of the food and beverage store.
    - b. Provide dimensional data and labels of features and materials on all architectural elevations for the food and beverage store.
    - c. Revise the plan and signage table to include gas station canopy mounted signage data and demonstrate canopy mounted signage conforms with Section 27-613(c) of the Prince George's County Zoning Ordinance.
    - d. Update general notes regarding parking to reference the reduction in parking space size provided by Departure from Design Standards DDS-670 and to provide a breakdown of the number of spaces provided.
    - e. Correct landscape schedules for Section 4.7, Buffering Incompatible Uses, to note that the auto repair and car wash development adjoining the subject site to the southeast and southwest is classified as "high" impact use.
    - f. Correct General Note 5 (Liber/Folio) to indicate the deed reference for the property as Liber 37632 folio 473.
    - g. Correct General Note 6 to give the correct plat number (WWW 68-90).
    - h. Revise the Section 4.2 landscape schedule to include one additional shade tree.
    - i. Revise the Section 4.6 landscape schedule to include one additional shade tree.