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SPECIFIC DESIGN PLAN SDP-9516/04

Application	General Data
Project Name THE WOODYARD, PARCEL G, BLOCK A Location Located northwest of the intersection of Rosaryville Road and Haislip Way. Applicant/Address F. LEE HAISLIP PO BOX 660 UPPER MARLBORO, MD 20773	Date Accepted 01-12-01
	Planning Board Action Limit N/A
	ZHE Hearing Date N/A
	Plan Acreage 1.00 ACRES
	Zone L-A-C
	Dwelling Units N/A
	Square Footage 3,100 SF
	Planning Area 82A
	Council District 09
	Municipality N/A
	200-Scale Base Map 210SE08

Purpose of Application	Notice Dates
APPROVAL OF A SPECIFIC DESIGN PLAN FOR A FOOD AND BEVERAGE STORE WITH GASOLINE SALES.	Adjoining Property Owners (CB-15-1998) 01-08-01
	Previous Parties of Record (CB-13-1997) 02-09-01
	Sign(s) Posted on Site 10-12-01
	Variance(s): Adjoining Property Owners N/A

Staff Recommendation			Staff Reviewer	WHITMORE
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION	
	X			

July 30, 2009

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Elizabeth Whitmore, Senior Urban Designer

SUBJECT: Specific Design Plan, SDP-9516/04
The Woodyard

The Urban Design Section has reviewed the proposed Specific Design Plan for the purpose of constructing a convenience store with associated gasoline sales. The staff recommends DISAPPROVAL of the sale of gasoline and APPROVAL of the convenience store with conditions as stated in the Recommendation section of this report.

EVALUATION

This Specific Design Plan was reviewed and evaluated for compliance with the following criteria:

- a. Conformance with the Basic Plan, A-9899.
- b. Conformance with the Comprehensive Design Plan, CDP-9501.
- c. Conformance with Preliminary Plan of Subdivision 4-95062.
- d. Conformance with Zoning Ordinance regulations for development in the L-A-C Zone.
- e. Conformance with the Woodland Conservation and Tree Preservation Ordinance.
- f. Referrals.

FINDINGS

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

1. This Specific Design Plan is for the one-acre Parcel ■G,• Block ■A,• a nonresidential tract contained within the limits of the L-A-C Zone. The subject application proposes construction of a convenience store with associated gasoline sales. This Specific Design Plan consists of the site development plan, the landscape plan, and the architectural elevations for the convenience store and canopy for the gasoline pump islands.
2. Development data is as follows:

The Woodyard
SDP-9516/04
Parcel G, Block A

Zone	L-A-C (Local Activity Center)
Gross Lot Area	43,560 square feet (1 acre)
Proposed Use	Convenience Store (7-Eleven) and associated gasoline sales
Proposed Square Footage of Building	3,100 square feet
Number of Parking Spaces Required (1 space per 150 sq. ft. and 1 space for gasoline sales)	22 spaces
Number of Parking Spaces Provided	22 spaces
Number of Loading Spaces Required	1 space
Number of Loading Spaces Provided	1 space
Area of Parking Compound	19,170 square feet
Green Area Required (5%)	959 square feet
Green Area Provided (5.43%)	1,041 square feet
Shade Trees Required	3 shade trees
Shade Trees Provided	3 shade trees

Conformance with Basic Plan

3. The proposed Specific Design Plan conforms to the approved Basic Plan, A-9899, in regard to land use types, quantities and locations. The following conditions of the basic plan merit discussion regarding the Specific Design Plan's conformance with them:
 - **Prior to the approval of the Specific Design plan for the subject property, the applicant and/or the applicant's heirs, successors, or assigns shall complete a traffic signal warranty study at the intersection of the site entrance and Rosaryville Road, in accordance with the DPW&T requirements for such studies. The applicant and/or the applicant's heirs, successors, or assigns shall**

install a traffic signal at this location if deemed necessary by DPW&T at a time to be determined by DPW&T.

The traffic signal warrant study was completed at the time SDP-9516 (PGCPB No. 96-76) approved March 7, 1996, was reviewed. At that time it was determined that a signal was not necessary at the intersection of Haislip and Rosaryville Road.

- **At the time of Specific Design Plan, the applicant shall address siting, height, size, style, design and materials for units adjoining both the school site and the Woodyard site for the purposes of ensuring compatibility with these adjoining uses.**

The subject application does not adjoin either the school or the Woodyard site.

Conformance with Comprehensive Design Plan

4. The proposed Specific Design Plan is in general conformance with the Comprehensive Design Plan (CDP-9501) approved by the Planning Board on June 29, 1995. The resolution (PGCPB No. 95-206) states the following:

■A one (1) acre site has been designated as an activity center for uses such as:

- Fitness center
- Day care center
- Church
- Community building
- Private club/lodge
- Eleemosynary use
- Family Day Care
- Small group child care center
- Library
- Post Office
- Swimming pool or spa
- Theatre
- Commercial Retail

■The specific use(s) of the Activity Center will be determined in the future and will be an appropriate activity or service for the residents of the Woodyard. This one (1) acre site, adjacent to Rosaryville Road, is an active and visible area which will encourage use of the site.

■The Planning Board recognizes that the Basic Plan approved all uses permitted in the L-A-C Zone. The list stated does not limit other uses permitted in the L-A-C Zone from being proposed at the time of Specific Design Plan.●

The following CDP standards and conditions apply to the commercial portion of the development and merit discussion regarding the Specific Design Plan's conformance with them:

7. At the time of Specific Design Plan for the one-acre commercial activity center, any proposed servicing of the commercial activity center by large vehicles (tractor trailers) shall be analyzed to determine the impacts on the adjacent residential property.

The Transportation Planning Section, in a memorandum dated August 1, 2001 (Masog to Whitmore), provided the following analysis concerning Condition 7:

- . . While the convenience store use would largely be serviced by single-unit trucks (i.e., 2- to 3-axle truck supplying snack foods, soft drinks, etc.), the gasoline pumps would typically be serviced by tractor-trailer tanker trucks. Trucks of this size are needed to fill the underground gasoline storage tanks. The impact of these trucks has been determined using templates taken from *A Policy on Geometric Design of Highways and Streets*, 1984 edition, published by the American Association of State Highway Transportation Officials (AASHTO). The transportation staff took the following steps in its analysis:
 - 1. The AASHTO Green Book includes minimum turning path figures for several design vehicles. A gasoline tanker truck most closely resembles the WB-40 vehicle (a vehicle with a 40-foot wheelbase and 50-foot overall length). While passenger cars, small trucks, and even single-unit trucks can maneuver in a variety of circumstances, combination vehicles (vehicles which include a trailer) as well as those with longer wheelbases (i.e., the distance between the frontmost and rearmost axles) present greater difficulties. All vehicles display offtracking while turning (that is, the rear wheels do not follow the same path as the front wheels), and longer vehicles have a greater offtracking than shorter vehicles. When a trailer is involved, the offtracking characteristic becomes even greater.
 - 2. Staff followed the path of a tractor-trailer entering the site from the south along Rosaryville Road and exiting the site via Haislip Way back onto Rosaryville Road.
 - 3. Attached Figure 1 shows a likely position of a tanker after it enters the site to service the fuel pumps. While the truck might eventually park in a different position to fill the tanks, it would likely block circulation on that portion of the site while present, block access to several parking spaces as well as the loading space, and necessitate evacuation of at least three spaces directly in front of the retail building upon leaving to keep from hitting a canopy support.
 - 4. Attached Figure 2 shows a likely position of a tanker as it is leaving the site. The truck would need to turn into oncoming traffic in order to leave the site, and the rear trailer axles would run over the curb at the entrance while exiting.
 - 5. A tractor-trailer tanker traveling southbound along Rosaryville Road could not physically enter the site from Haislip Way, fill the gasoline tanks, and

exit the site onto Haislip Way. The only possible access would be for the tanker to enter the site, and leave it by backing the tanker across the site into Haislip Way. Such a maneuver would be disruptive and dangerous.

■Because a convenience store normally operates 24 hours, there is no time when no one would be on the site for the tanker trucks to get onto the site. Furthermore, it is very disturbing that the trucks would potentially block oncoming traffic into the townhouses from Haislip Way while the trucks are exiting. Given the offtracking of an exiting truck, there is limited space along Haislip Way out of the traffic flow for one car to wait for a truck, and the staff does not find that there is sufficient space for two or three cars to wait. A second or third car would find itself in the path of the truck or in the path of Rosaryville Road traffic. This problem would have been minimal if Haislip Way had been platted as a 70-foot commercial street, which is typical for streets adjacent to commercial zones. But Haislip Way is platted as a 60-foot street and constructed consistent with the design requirements for a primary residential street; ongoing usage by tractor-trailers would be inconsistent with the typical function of a primary residential street.

■The proposed entrance to the site from Rosaryville Road has been an ongoing concern. Neither the Basic Plan nor the Comprehensive Design Plan nor the Preliminary Plan anticipated direct access from Rosaryville Road; all access to the activity center was to occur from Haislip Way. That said, the Department of Public Works and Transportation has indicated that provision of a channelized entrance to the site from northbound Rosaryville Road, combined with provision of a concrete median within Rosaryville Road and no exit from the site onto Rosaryville Road, would be acceptable. Staff agrees that this arrangement would not impair existing traffic operation along Rosaryville Road.

■As noted previously, the subject property is part of a larger project which has either completed roadway improvements or paid a fair share of area roadway improvements pursuant to a finding of adequate public facilities made in 1995 for the Preliminary Plat of Subdivision 4-95062. The basis for that finding is still valid, and in consideration of the materials discussed earlier, the transportation staff finds that the construction of a 3,100 square foot convenience store on the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which will be provided as part of the development if the development is approved. Due to issues related to the impact of tractor-trailer trucks serving the proposed gasoline pumps on the adjacent residential uses, the transportation staff does not recommend approval of gasoline sales as part of this application.●

Comment: It should also be noted that the children wait for the Prince George●s County school bus on the corner directly south of the exit the tractor-trailers would utilize to leave the site. Urban Design staff consulted with the Transportation Planning Section as to the path the exiting tractor-trailer would take if it were to swing east when leaving the site. Transportation staff indicated that the tractor-trailer would take a direct path over the area in which the children wait for the school bus. Therefore, based on the foregoing analysis from

the Transportation Planning Section and the above analysis, staff recommends that the sale of gasoline be denied and the plans be revised to remove the pump islands and canopy.

8. **The commercial activity center building(s) shall have facades consisting of predominantly brick and other high quality materials. The architectural design shall be distinctive and create an image of quality and permanence. The rear and side elevations of the building(s) shall be attractively designed with the same attention to detail as the front facade. The architecture of the commercial building(s) shall be designed to be compatible with the adjacent residential structures.**

Comment: The proposed convenience store (7-Eleven) is 3,100 square feet and is approximately 61 feet by 50 feet. At its highest the building is approximately 28 feet 9 inches above the exterior grade adjacent to the building. The building is described on the submitted architecture as being rose colored brick with a four- (4) inch face brick as an accent. This accent is proposed in two (2) locations on the front facade and one location on the remaining facades. To create a more distinctive and attractive architectural design, some modifications should be made to the proposed architectural elevations. The accent brick should be carried continuously on all four (4) sides of the proposed building. The front facade indicates the traditional window arrangement of a 7-Eleven, with two trash receptacles. The rear and side elevations indicate false windows articulated with tan recessed brick and incorporate a concrete key stone. A bronze standing seam metal hip-roof is proposed. Staff believes that the architecture should be revised to indicate that the lower half of the windows on the front facade as well as the mullions that divide the windows should be brick to match the brick on the main facade. The corporate colors (striping) as well as the 7-Eleven logo are proposed on a box canopy that extends over the sidewalk on the front facade. To enhance the compatibility of the building with the existing architecture within the Woodyard townhouse development, either the striping should be reduced in size or a canvas awning should be utilized that incorporates the corporate colors and logo.

In addition to the above recommendations, staff believes that different trash receptacles than the ones indicated on the architectural elevations should be utilized, such as the Manchester manufactured by BRP Enterprises, Inc. (attachment E). This trash receptacle or one similar is available with an ash tray (attachment F) incorporated into the lid; either style would be acceptable. The detailed site plans indicated that a box-type of lighting is to be utilized for site lighting. Staff believes that a more decorative lighting fixture more in keeping with the proposed architecture would be more appropriate. Staff recommends that the applicant revise the plans to include a more traditional type of lighting for the site (attachment H). Building-mounted lighting on the front and south side facade should be of the same character as the pole-mounted lighting. All lighting should be directed to the extent possible so as not to direct glare toward the townhouse development. Also, the site plans indicate that a bike rack is to be located on the southeast side of the proposed 7-Eleven. Staff recommends that the applicant incorporate the bike rack ■Highwheeler• manufactured by BRP Enterprises, Inc. (attachment G); these details should be included on the detail sheet.

Staff believes with the above substitutions for the trash receptacles, lighting, bike rack, and with the proposed modifications to the architecture, conformance can be found to the above-referenced condition.

9. The following development standards shall govern development for all Specific Design Plans:

Minimum Commercial and Residential Setbacks (of Lot Lines) for Overall Development

East property line	50 feet of woodland preservation
North property line	50 feet of woodland preservation
Historic Site	10 feet of woodland preservation or landscape buffer
Woodyard Road	100 feet of woodland preservation
Rosaryville Road	25 feet of woodland preservation or landscape buffer

Minimum Commercial Setbacks for Buildings and Parking Lots

Rosaryville Road	25 feet
Other Public Right-of-way	20 feet
Private Streets	30 feet
Homeowners Association Land	20 feet

Comment: The Specific Design Plan violates the CDP development standard along the north property line, which requires a 20-foot setback from any land adjoining homeowners association land. The parking lot compound is set back 11.5 feet from the adjacent homeowners association land, which is 8.5 feet short of the 20-foot setback requirement. It should also be noted that while the requirements of the *Landscape Manual* do not technically apply to a Comprehensive Design Zone, if they did, a 20-foot bufferyard and 30-foot building setback would be required. Therefore, the plans should be revised to include the required 20-foot setback along the north property line as well as the plant material as specified in the *Landscape Manual* for a 20-foot-wide landscaped yard.

Conformance with the Preliminary Plan of Subdivision

5. The Specific Design Plan is in conformance with Preliminary Plan of Subdivision 4-95062, approved by the Planning Board on July 27, 1995. The following conditions merit discussion regarding the Specific Design Plan's conformance with them:
14. **Prior to the issuance of building permits, the applicant, his heirs, successors and/or assigns, shall pay a pro rata share of the cost of the road improvements identified below:**

The pro rata share for retail development shall be calculated as follows:

- j. For the improvements on MD 223 at Rosaryville Road, the amount of $\$1,776.24/1,000$ square feet x (Engineering News Record Highway Construction Cost Index at time of building permit application)/(Engineering News Record Highway Construction Cost Index for 1990).
- k. For the improvements on MD 223 at Dower House Road, the amount of $\$396.58/1,000$ square feet x (Engineering News Record Highway Construction Cost Index at time of building permit application)/(Engineering News Record Highway Construction Cost Index for 1990).
- l. For the improvements to Rosaryville Road between Frank Tippet Road and MD 223, the amount of $\$596.43/1,000$ square feet x (Engineering News Record Highway Construction Cost Index at time of building permit application)/(Engineering News Record Highway Construction Cost Index for 1990).

Comment: The applicant is subject to payment of a pro rata fee at the time of building permit based upon the gross square footage of the retail building to the Department of Public Works and Transportation.

6. Urban Design staff believes that the convenience store should be moved forward on the site towards Rosaryville Road at least 15 feet for a minimum setback from Woodyard Circle of 45 feet. The additional area should be landscaped to help mitigate the view from the adjacent townhouses. To assess the effectiveness of the additional landscaping the applicant should provide sections from the existing townhouses to the 7-Eleven building. Sight lines should be shown from the first floor elevations for the following lots: Lots 47, 52, 59, 62, 143, and 136. If it is deemed necessary to mitigate the view to the 7-Eleven building more completely, the proposed plant material should be increased in size as follows: Shade trees should be a minimum of 3 -inch to 4-inch caliper with a minimum height of 18 feet; ornamental trees should be a minimum of 3-inch to 3 -inch caliper with a minimum height of 16 feet; evergreens should be a minimum height of 15 feet and should specified as ■full■; shrubs should be at least 36 inches in size. Only 10 percent of the evergreens should be Pinus strobus (white pine); the remaining evergreens should be a mix of Ilex opaca (American holly), Nellie Stevens holly and Emerald Green arborvitae. Juniperus horizontalis ■Plumosa■ (Andora juniper) should be, at a minimum, in a three-gallon container.

The proposed signage should be revised to remove the gasoline information and the corporate logo should be mounted on the face of the brick. This sign should complement the existing Woodyard development sign and the existing three-rail white fence should be continued across the front and side of the property. This fence should tie into the proposed masonry wall along the rear and north side of the subject site.

The details should be revised to include an elevation view of the dumpster enclosure with a detail of the gate. Two gates are proposed on the south side of the building for the equipment yard. Details of these gates should be included on the detail sheet.

7. The Specific Design Plan, upon revision according to the conditions in the Recommendation section of this report, will be in conformance with all applicable regulations governing development in the L-A-C Zone and with applicable sections of the *Landscape Manual*.
8. The Transportation Planning Section has determined that the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which will be provided as a part of the development if the development is approved. (See Finding 4 for further discussion to conformance with the Comprehensive Design Plan.)
9. The Specific Design Plan includes provisions for draining surface water to prevent adverse effects on the subject property or any adjacent property. A Stormwater Management Concept Plan for the entire project was approved (#958007950) by the Department of Environmental Resources (DER) on August 24, 1995. The SDP is in conformance with Section 27-528(a)(3) of the Zoning Ordinance which states that ■Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties.●
10. The Environmental Planning Section in a memorandum dated February 14, 2001 (Stasz to Whitmore), offered the following comment:
 - The site is subject to the provisions of the Woodland Conservation Ordinance because it is more than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A Tree Conservation Plan is required to satisfy the requirements of the Woodland Conservation Ordinance.
 - The Forest Stand Delineation and Tree Conservation Plan, TCPI/30/95, were reviewed and approved with CDP-9501. TCPII/30/95 was approved with SDP-9516 and includes all of the area of CDP-9501 except for Parcel G, Block A. A Tree Conservation Plan, TCPII/26/01, has been reviewed for The Woodyard, Parcel G, Block A, SDP9516-04. The plan proposes clearing all existing woodland on the site. The proposed clearing is in conformance with TCPI/30/95 as approved with CDP-9501. TCPII/26/01 proposes to satisfy the required woodland conservation of 0.45 acre by paying a fee-in-lieu of \$5,880.60. The Environmental Planning Section recommends approval of Tree Conservation Plan TCPII/26/01.
- Comment: The applicant should pay the sum of \$5,880.60 prior to building permit to the Department of Environmental Resources.
11. The Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities and concluded the following:

- a. The existing fire engine service at Clinton, Company 25, located at 9025 Woodyard Road, has a service response time of 5.80 minutes, which is beyond the 3.25-minute response time guideline.
- b. The existing ambulance service at Clinton Company 25, located at 9025 Woodyard Road, has a service response time of 5.80 minutes, which is beyond the 4.25-minute response time guideline.
- c. The existing paramedic service at Clinton, Company 25, located at 9025 Woodyard Road, has a service response time of 5.80 minutes, which is within the 7.25-minute response time guideline.
- d. The existing ladder truck service at Marlboro, Company 45, located at 7710 Croom Road, has a service response time of 8.78 minutes, which is beyond the 4.25-minute response time guideline.
- e. The proposed site is within the service area of District V - Clinton. Staff concludes that the existing county's police facilities will be adequate to serve the proposed food and beverage store with gasoline sales.

The above findings are in conformance with the *Adopted and Approved Safety Master Plan 1990* and the *Guidelines For The Analysis Of Development Impact On Fire and Rescue Facilities*.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, the Fire Department recommends that all commercial structures be fully sprinklered in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.

12. The Prince George's County Public Schools in a memorandum dated January 29, 2001 (Lee to Whitmore), offered the following comment:

■Approval of the proposed SDP-9516/04 "The Woodyard" will neither adversely impact any existing, or future, school facility from a physical standpoint, nor affect the operation of Prince George's County Public Schools.●
13. The Planning and Preservation Section has determined that the proposed development will have no adverse effect upon any Historic Sites.
14. The State Highway Administration in a memorandum dated January 30, 2001 (McDonald to Whitmore), offered the following comments:

■The proposed development will create additional vehicle trips, which may impact traffic operations at MD 223/Rosaryville Road intersection. Traffic data needs to be provided for review by divisions within State Highway in order to determine the appropriateness of this development.

■The site plan shows direct access onto Rosaryville Road, we suggest Prince Georges County DPW&T investigate the entrance adequacy. It is our understanding that Rosaryville Road at this location is experiencing operational problems during peak periods. By adding a commercial driveway it may exacerbate these conditions.

■This office has been in concert with the Public Works and Transportation, Engineering Services, regarding transportation-related issues affecting the Woodyard development.

■In summation we object to Specific Design Plan SDP-9516/04 approval as submitted.●

Comment: Rosaryville Road is a county road and the commercial driveway has been removed and replaced with a right-in-only off Rosaryville Road. Staff is recommending denial of gasoline sales which decreases the amount of commercial traffic entering the site.

15. No master plan trails are recommended for this site.
16. The Department of Public Works and Transportation in a memorandum dated June 12, 2001 (Issayans to Behun), offered the following comments:

■Engineering staff reviewed the concept plan for construction of a concrete median along Rosaryville Road and concurs with your submittal.●
17. No Master Plan land use issues are raised with the subject application.
18. The Permit Section had numerous concerns, most of which have been addressed except for the following:
 - a. A note should be added to the plan stating that goods are to be prepared on the premises and shall be offered as retail sales only on the premises.
 - b. The method of marking compact parking spaces should be added to the site 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 APPROVE SDP-9516/04 and re-approve TCPII/26/01, subject to the following conditions:

1. Prior to signature approval the following revisions shall be made and/or information supplied:
 - a. The plans shall be revised to remove all references to the sale of gasoline and eliminate the pump islands and canopy.

- b. The four- (4) inch-wide accent band shall be carried continuously around all facades of the building.
- c. The front facade elevations shall be revised to indicate that the lower half of the proposed windows and the metal mullions shall be changed to brick.
- d. The canopy on the front facade of the building shall be revised to reduce the size of the corporate colors (striping) by 75 percent with equal portions on both sides of the logo, or it shall be replaced with a canvas canopy that may incorporate the corporate colors and logo.
- e. The trash receptacles shall be revised to indicate they are the ■Manchester,• manufactured by BRP Enterprises, Inc., or similar receptacle with integrated ashtray agreed upon by the applicant and Urban Design Staff.
- f. The bike rack shall be replaced by the •Highwheeler• manufactured by BRP Enterprises, Inc. or equal.
- g. The plans shall be revised to include a 20-foot setback from the northern property line. This setback shall be landscaped in accordance with the requirements of the *Landscape Manual* for a 20-foot landscape yard.
- h. The convenience store shall be moved forward toward Rosaryville Road at least 15 feet for a minimum setback from Woodyard Circle of 45 feet. The area to the rear of the convenience store shall have additional landscaping.
- i. Section drawings showing sight lines, from the first floor elevations to the 7-Eleven building for Lots 47, 52, 59, 62, 143, and 136 shall be provided. If deemed necessary by the Urban Design staff, no more than sixty percent (60%) of the proposed plant materials shall be increased in size as follows:

Shade Trees	3 .• to 4" caliper - 18 feet in height
Ornamental Trees	3" to 3 .• caliper - 16 feet in height
Evergreen Trees	15 feet in height and specified as •Full•
Shrubs	36 inches
- No more than 10 percent of the evergreen trees utilized shall be *Pinus strobus* (White Pines). The remaining evergreens shall be a mix of *Ilex opaca* (American holly), *Nellie Stevens holly* and *Emerald Green arborvitae*. *Juniperus horizontalis* •Plumosa• (Andora juniper) shall be, at a minimum, in a three-gallon container. The above-referenced distribution of evergreen trees shall remain if it is determined that an increase in plant materials is not required.
- j. The gasoline information shall be removed from the sign and the logo shall be mounted on the front of the sign on the brick. The sign shall be of the same style as the sign for the Woodyard development and a white three-rail fence shall be included across the front and side of the property, on Haislip Way, and shall tie into the proposed masonry wall.

- k. An elevation view of the dumpster enclosure as well as a detail of the gate shall be included on the detail sheet.
 - l. A detail of the two proposed gates that enclose the equipment area shall be added to the detail sheet.
 - m. A note shall be placed on the plan that states that goods are to be prepared on the premises and shall be offered as retail sales only on the premises.
 - n. The method of marking compact parking spaces shall be provided on the plan.
 - o. The lighting on the front and south facades as well as the pole-mounted lighting shall be of a traditional character that complements the proposed architecture.
 - p. A note shall be added to the plan stating that all buildings shall be sprinklered in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County Code requirements.
2. Prior to issuance of any building permit the applicant shall provide the following:
- a. The pro rata share for improvements to existing roads to the Department of Public Works and Transportation (DPW&T).
 - b. The sum of \$5,880.60 shall be paid to the Department of Environmental Resources.