

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on January 12, 2006, regarding Detailed Site Plan DSP-05025 for Mighty Car Wash, the Planning Board finds:

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 application is for approval of a self-service car wash facility in the C-M (Commercial Miscellaneous) Zone.
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	C-M	C-M
Use(s)	Fast food	Addition of a self-service car wash
Acreage	1.10	1.10
Parcels	1	1
Building square footage/GFA	1,989	4,356 (adding 2,367)

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total Parking Spaces	42	42
Of which car wash	5	6
Existing Taco Bell (fast food)	37	37
Handicapped van accessible spaces	2	2
Loading spaces	1	1 (existing)

3. **Location:** The subject site is located on the south side of Bladensburg Road, between its intersections with 40th Place to the west and 41st Avenue to the east, in Planning Area 68 and Council District 5.
4. **Surroundings and Use:** The site is bounded to the north, east, south and west by the rights-of-way of Bladensburg Road, 41st Avenue, Newark Road, and 40th Place, respectively. Across

Bladensburg Road to the north and 41st Avenue to the east are properties in the C-M (Commercial Miscellaneous) Zone. Across Newark Road to the south is property in the R-55 (One-Family Detached Residential) Zone. Across 40th Place to the west is property in the C-S-C (Commercial Shopping Center) Zone.

5. **Previous Approvals:** The proposed car wash facility occupies almost half of a site with an existing Taco Bell restaurant. The car wash site was deeded to the applicant by the restaurant owner. The 1970 master plan for the Town of Colmar Manor included the site in the town's commercial area and designated the site in the C-2 (General Commercial Zone). The 1982 sectional map amendment (SMA) changed the zoning on this property to the C-S-C Zone, but the District Council reclassified the property into the C-M Zone when the County Council approved the SMA as stated in Council Resolution CR-34-1982.

The Taco Bell restaurant was approved under Special Exception SE-4072 on approximately 0.5 acre of the site with off-site parking on the subject DSP site. Special Exception SE-4072 was revised later for the addition of a freezer and a storage area. The subject DSP site is located outside of the physical boundary of SE-4072. Due to the subject detailed site plan, the off-site parking of the special exception has been reduced by seven spaces. However, the total number of parking spaces for SE-4072 still meets the parking requirements as stated in Part 11 of the Zoning Ordinance.

6. **Design Features:** The site is in a rectangular shape and is bounded on four sides by public rights-of-way. An existing Taco Bell restaurant is located on the site to the east of the proposed car wash. The access point to the existing Taco Bell part of the site is off Bladensburg Road to the north. This point can also be used to access the car wash part of the site due to a mutual agreement between the two parties. The Taco Bell part of the site has the required parking spaces exclusively used by the restaurant patrons. Two access points off 40th Place have been shown on the site plan to access the car wash. Five stacking (queuing) spaces have been shown for two car wash bays and another two queuing spaces have been shown for the remaining two bays.

The proposed car wash structure is designed in a symmetrical form with an enclosed mechanical room in the middle and two service bays flanking each side. The main elevation is facing Bladensburg Road with a solid tower in the middle. Two entrances to access the mechanical room from both front and rear have been shown on the elevations and each is covered with a dome-shaped canopy. The four bays on both sides of the central tower are defined by four columns, which are designed in a three-part format (top, middle and base) and are finished with bricks in two different color tones with a stone cap. A green standing-seam metal roof is proposed between the brick columns to cover the service bays. The roof color matches that of the canopy. Similar treatment with brick of two different color tones has been carried out with the side elevations. Brick framed panels on two side elevations have been used to provide visual interest to the two solid sides.

Building-mounted signs with primary text of “Mighty Wash” and secondary text of “Touch Free Automatic Self-Service” are proposed on both sides of the entrance tower. Neon lighting and cap flashing have also been proposed on the cap of each column and the top of the tower. Pursuant to Section 27-613 (a) (1), the sign on the rear wall is not permitted because there is a residentially zoned property across the street. The sign on the elevation facing Newark Road has been removed from the DSP.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the C-M Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in general conformance with the requirements of Section 27-461 of the Zoning Ordinance, which governs development in the commercial zones. The proposed car wash is a permitted use in the C-M Zone.
 - b. The subject application complies with Section 27-462, Regulations, regarding setbacks.
8. **Landscape Manual:** The proposed development is subject to Section 4.2 Commercial and Industrial Landscaped Strip Requirements; Section 4.3 (c) Interior Planting; and Section 4.4 Screening Requirements of the *Landscape Manual*.
 - a. Section 4.2, Commercial and Industrial Landscaped Strip Requirements, requires that in all commercial zones a landscaped strip shall be provided on the property adjacent to all public rights-of-way. The applicant chooses Option 1 to provide a minimum ten-foot-wide landscaped strip to be planted with a minimum of one shade tree and ten shrubs per 35 linear feet of frontage, excluding driveway openings. Meanwhile, the landscape plan also provides a six-foot-high, board-on-board fence along its frontage on Newark Road where four vacuum cleaners are located. The proposed landscape treatment is in general compliance with the *Landscape Manual* in terms of quantities of plant units and width of landscape strips.
 - b. Section 4.3 (a), Perimeter Landscape Requirements, Option 1 has the same requirements as that of Section 4.2. The landscape schedules have been revised to separate the Section 4.2 schedule from that of Section 4.3.

Section 4.3(c) requires that when a parking lot is larger than 7,000 square feet, but less than 49,999 square feet, five percent of the parking lot should be interior planting area. Since the total parking area will be less than 49,999 square feet, the interior planting area needed will still be five percent of the total parking lot. The landscape plan is in general compliance with the *Landscape Manual*.

- c. Section 4.4, Screening Requirements, requires that all loading spaces be screened from land in a residential zone and all adjacent public roads. Per 27-582, Schedule (number) of spaces required, for any retail and service uses with a gross floor area (GFA) between 2,000 to 10,000 square feet, one loading space is required. The total GFA on the site is less than 5,000 square feet. One loading space has been provided on the Taco Bell part of the site. The site plan conforms to the requirements of Section 4.4.
9. **Woodland Conservation Ordinance:** This property is not subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is less than 40,000 square feet, contains less than 10,000 square feet of woodland, and does not have a previously approved tree conservation plan. A standard letter of exemption has been issued for this site and will be valid through December 29, 2006.
10. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. In a memorandum dated July 25, 2005, the Community Planning Division noted that the application is inconsistent with the 2002 approved General Plan Development Pattern policies for the Developed Tier. However, this application conforms to land use and zoning recommendations of the 1994 Planning Area 68 master plan and sectional map amendment that was approved prior to the General Plan. The community planner provides the following further discussion:

“This proposal does not strengthen the community’s goals for revitalization and is an inappropriate infill development in that it emphasizes autos over pedestrians. The General Plan’s vision for the Developed Tier is a network of sustainable, transit-supporting mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. The goals in the Developed Tier are to strengthen existing neighborhoods, encourage appropriate infill, and improve the image and mix of uses along major roadways not designated as corridors by encouraging infill and redevelopment that contribute to the character and quality of the community. The vision plan prepared for this area in July 2000 noted the potential for retail-oriented development in this particular block that would emphasize a pedestrian orientation which supports the goals of the General Plan for the Developed Tier.

“The 1982 SMA recommended changing the zoning on this property from C-1 and R-55 to C-S-C in conformance with the request of the Colmar Manor Urban Renewal Program. However CR-34-1982 changed the zoning to C-M with the finding (page 4) that:

“In as much as a portion of the properties located within the Colmar Manor Urban Renewal Area was recognized in a 1976 consultant’s study on commercial redevelopment for the Town of Colmar Manor as appropriate for automotive-related business uses, and several of the existing businessmen in automotive-related industries have expressed a desire to continue their operations in the community and to relocate in a new facility within the Urban Renewal Area, C-M zoning is considered to be an appropriate way to

accommodate these objectives. It is suggested, however, that redevelopment plans be referred to the Planning Board for review and comment on their relationship to the goals, objectives and guidelines of the Urban Renewal Area Plan. In the course of this review, comments and recommendations should be solicited from the Town of Colmar Manor.”

Comment: As discussed in the above Finding 7, pursuant to Section 27-461, the proposed car wash is a permitted use in the C-M Zone.

- b. The Transportation Planning Section, in a memorandum dated August 29, 2005, indicated that the site plan is acceptable. Queuing is not an issue here due to its operation with four self-service bays.

In a separate memorandum from the Transportation Planning Section dated July 21, 2005, on detailed site plan review for master plan trail compliance, the trails planner noted that there are no master plan trails recommendations for this site and no additional improvements are recommended at this time.

- c. In a memorandum dated July 13, 2005, the Subdivision Section staff noted that there are no notes on the record plat that apply to the review of the DSP. The Subdivision review staff asked two questions as follow:

“1. Is the Taco Bell/KFC subject of this DSP site plan?

“2. How is the property divided? Is there a deed? Is it a legal subdivision?”

Comment: The Taco Bell site as shown on the revised site plan has been included by the applicant in the subject site plan. The property is divided by a special warranty deed. Since the total gross floor area (4,356 square feet for both the existing Taco Bell and the proposed car wash) is less than 5,000 square feet, the proposed development is exempt from the subdivision requirements.

- d. The subject application was also referred to the Department of Environmental Resources. In a memorandum dated July 14, 2005, the staff noted that the site plan is consistent with approved Stormwater Management Concept Plan 41625-2003.
- e. The Environmental Planning Section, in a memorandum dated June 29, 2005, recommended approval of Detailed Site Plan DSP-05025 with no environmental conditions.
- f. The Permit Section, in a memorandum dated July 5, 2005, provided 14 comments on the site plan regarding the site plan’s conformance with Zoning Ordinance and the *Landscape Manual*. The applicant has provided a combination of a point-by-point response and a revised plan to address the comments.

- g. The State Highway Administration (SHA), in a memorandum dated August 19, 2005, stated that SHA has no objection to the approval of Detailed Site Plan DSP-05025.
- h. The Department of Public Works and Transportation (DPW&T), in a memorandum dated July 5, 2005, indicated that the property is bounded on the south side by Bladensburg Road, on the west side by 40th Place, and on the east side by 41st Avenue. Bladensburg Road is a state-maintained road, and both 40th Place and 41st Avenue are under the jurisdiction of the Town of Colmar Manor. The requirements for these roads should be obtained from their respective jurisdictions.
- i. The Town of Colmar Manor, represented by attorney Mr. John Barr, in a letter dated July 22, 2005, raised seven concerns and issues regarding location of vacuums, lighting, queuing, access to the neighboring parking area of Taco Bell, parking calculation, signage, and hours of operation, and recommended denial of this application.

Comment: In a meeting with the Urban Design Section on August 17, 2005, the applicant was informed of the opposition and the specific issues. The applicant has responded to the town's concerns as follows:

Vacuums—The applicant has provided a vacuum noise-emitting test for the super quiet vacuum model that will be selected for this project. The test result indicates that the noise generated by the proposed vacuum model will not be a nuisance to the adjacent residential uses. Furthermore, additional landscaping and a six-foot-high, board-on-board fence will be installed behind the landscape strips along the frontage of Newark Road where the residentially zoned properties are across the street

Lighting—The applicant has provided a photometric study for the proposed car wash. Per the study, a reading of zero foot-candle above the ambient nighttime light conditions has been found around the centerlines of the public rights-of-way that surround the subject site.

Queuing—A review of the subject application by the Transportation Planning Section (Masog to Zhang, August 29, 2005) indicates that queuing/stacking is not an issue with this application due to its operation of four self-service bays. The applicant has also proposed a demarcation of car wash queuing lanes on the site plan by means of pavement marking with directional arrows to be provided in order to facilitate on-site circulation.

Access to the neighboring parking lot of Taco Bell—The attorney for the Town of Colmar Manor has expressed concern about the possible blockage of the access to the neighboring parking lot of Taco Bell. As mentioned previously, the site has three access points from 40th Place and Bladensburg Road. Two access points from 40th Place are for the proposed

car wash and one from Bladensburg Road is for the existing Taco Bell. The circulation shown on the revised site plan indicates that the blockage of the Taco Bell access is not likely to occur, given the relationship between the access points, location of the two buildings, and the driveway on the sites.

Parking calculation—The applicant has revised the plan to show that on-site parking and circulation are in general conformance with the requirements of the site design guidelines.

Hours of operation—Hours of operation are usually beyond the purview of site plan review. However, the applicant proffered to limit operation to between 6:00 a.m. and 11:00 p.m.

Signage—A signage package including two building-mounted signs has been proposed with this application. With the removal of the sign on the rear elevation, the proposed signage has been found consistent with the signage regulations.

11. As required by Section 27-285 (b), the detailed site plan 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.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-05025.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Eley, seconded by Commissioner Squire, with Commissioners Eley, Squire and Hewlett voting in favor of the motion, and with Commissioner Vaughns opposing the motion at its regular meeting held on Thursday, January 12, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 23rd day of February 2006.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

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