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Detailed Site Plan

DSP-12001

Application	General Data	
Project Name: Speedy Carwash Location: The southwest corner of the intersection of Robert Crain Highway (US 301) and Albert Road. Applicant/Address: Speedy Carwash P.O. Box 2486 La Plata, MD 20646	Planning Board Hearing Date:	09/20/12
	Staff Report Date:	08/31/12
	Date Accepted:	06/11/12
	Planning Board Action Limit:	09/20/12
	Plan Acreage:	0.64
	Zone:	C-M
	Dwelling Units:	N/A
	Gross Floor Area:	2,280 sq. ft.
	Planning Area:	65A
	Tier:	Developing
	Council District:	09
	Election District	11
	Municipality:	N/A
200-Scale Base Map:	221SE07	

Purpose of Application	Notice Dates	
Construct a 2,280-square-foot automated car wash building with a surface parking lot.	Informational Mailing:	02/10/12
	Acceptance Mailing:	05/30/12
	Sign Posting Deadline:	08/21/12

Staff Recommendation		Staff Reviewer: Meika Fields Phone Number: 301-780-2458 E-mail: Meika.Fields@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-12001
Speedy Carwash

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

EVALUATION

The detailed site plan (DSP) was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Zoning Ordinance in the Commercial Miscellaneous (C-M) Zone.
- b. The requirements of the record plat recorded in Plat Book BB 14-7.
- c. The requirements of the 2010 *Prince George's County Landscape Manual*.
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- e. The requirements of the Tree Canopy Coverage Ordinance.
- f. Referral comments.

FINDINGS

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

1. **Request:** The subject application requests approval of a 2,280-square-foot automated car wash building with a surface parking lot.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	C-M	C-M
Use(s)	Medical Office	Car Wash
Acreage	0.64	0.64
Building Square Footage/GFA	2,656	2,280*

*Excluding a 512-square-foot mechanical area

Parking

	REQUIRED	PROPOSED
Parking (1 space per 500 GFA)	5	5
Loading	1	1

3. **Location:** The subject site is located at the southwest corner of the intersection of Robert Crain Highway (US 301) and Albert Road.
4. **Surrounding Uses:** The site is bounded to the north by Albert Road. North of Albert Road are commercial developments in the Commercial Shopping Center (C-S-C) Zone. The site is bounded to the east by the right-of way of Robert Crain Highway (US 301); to the west by a vacant wooded property in the C-M Zone; and to the south by a used car lot in the C-M Zone. The 14.62-acre property to the south is the subject of Preliminary Plan of Subdivision 4-11013, which proposes the development of a hotel, medical center, and restaurant.
5. **Previous Approvals:** There are no previous approvals of relevance to the subject site. The subject site (Lot 6 and Outlot A) is the subject of a record plat that was recorded in Plat Book BB 14-7 on June 5, 1947 (Liber 5126/Folio 190). Outlot A was legally subdivided by deed on June 28, 1979. The site is currently improved with a medical office.
6. **Design Features:** Tax records from the Maryland Department of Assessments and Taxation indicate that the existing primary structure was built in 1947 and has an enclosed area of 2,656 square feet. The applicant proposes to raze the existing structures and construct a 2,280-square-foot car wash building with a surface parking lot for five parking spaces and one loading space. The car wash includes a mechanical area of 512 square feet, which is not included in gross floor area (GFA) calculations.

The site plan proposes one vehicular entrance from Albert Road. The two-way driveway provides access to a parking bay with five spaces on the west side of the car wash building, and becomes two one-way driveways that provide access into the car wash. Two menu boards and two pre-pay kiosks are shown near the entrances into the car wash building. A point of exit is proposed on the north side of the car wash building to Albert Road.

The one-story car wash building proposes an exterior of polycarbonate and glass panel. The walls are to be clear polycarbonate panel, and the roof is to be a tinted bronze polycarbonate panel. Polycarbonate is a type of durable plastic panel frequently used in the construction of greenhouses. The car wash building has green metal framework, and two feet of cultured stone are indicated at the building's base. The building is designed so the inner mechanics of the car wash are visible from the exterior. In order to improve the building's appearance from Robert

Crain Highway (US 301), and along all adjacent property lines within this developing commercial area, staff recommends that the two-foot cultured stone base be extended to a minimum of three feet in height along all sides. The applicant has submitted photographs of similar car wash buildings that have been constructed, and staff believes that the examples with a higher cultured stone base are the most attractive. This additional design attention is warranted in this highly visible location.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-M Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-461(b) of the Zoning Ordinance, which governs uses in commercial zones. The proposed car wash is permitted in the C-M Zone subject to detailed site plan (DSP) approval.
 - b. The DSP shows a site layout that is consistent with Section 27-462, regulations regarding building setbacks.
 - c. The DSP is in conformance with the applicable site design guidelines contained in Sections 27-283 and 27-274. The following discussion is offered:
 - (1) The drive-through has been designed to provide adequate space for queuing lanes. The following analysis has been provided by the Transportation Planning Section in their review of the application:

In analyzing this application, it is assumed that the average service time is four minutes per user. Using a discrete event simulation with Poisson arrivals and exponential service times, it is determined that a total of ten vehicles within the system (two within wash stalls and eight in queue) will be exceeded on one Saturday per year. The plan allows for approximately ten queued vehicles plus two in wash stalls (for a total of 12 vehicles within the system), a capacity that would be exceeded once every two years from a statistical standpoint. It is believed that this is an acceptable level of site design for queuing.
 - (2) Section 27-274(a)(2)(C) requires that pedestrian access be provided into the site and through parking lots to the major destinations on the site. A five-foot-wide sidewalk is proposed along the site's frontage on Albert Road and a four-foot-wide walkway is proposed in front of the indicated parking spaces. Currently, these pedestrian paths are not connected. The on-site walkway should be designed to connect to the sidewalk along Albert Road, so that this development is more adequately connected to other existing and developing properties on Albert Road and in the vicinity.
 - (3) One loading space is required for the proposal. The loading space, as designed, will be clearly marked and will be separated from parking areas to the extent feasible.

d. The proposal includes two building-mounted signs and directional signage (also known as regulatory signage) within the site. The signs have been reviewed for conformance with C-M Zone regulations with regard to signs, as follows:

- (1) The site plan does not propose any freestanding signs, in response to the following provisions of Section 27-614, which states:

Section 27-614 Freestanding signs.

(a) Location

- (1) **In all Commercial and Industrial Zones (except the I-3 and U-L-I Zones), signs shall only be located on property where the main building associated with the sign is located at least forty (40) feet behind the front street line. This shall not apply to integrated shopping centers, other commercial centers with three (3) or more businesses served by common and immediate off-street parking and loading facilities, industrial centers, or office building complexes.**

- (4) **Notwithstanding any other provisions of this Subtitle addressing setbacks and yards, in all Commercial and Industrial Zones (except the I-3 Zone), signs need only be located ten (10) feet behind the street line. Where the street line is situated behind the actual existing street right-of-way line, freestanding on-site signs may be temporarily located within the area between the street line and the existing street right-of-way line (the area of proposed future widening of an existing street), provided that:**

- (A) **The land area involved has not been, and is not in the process of being, acquired for street purposes;**

- (B) **The sign is located at least ten (10) feet behind the existing street right-of-way line; and**

- (C) **A written agreement between the owner and the Department of Environmental Resources assures that the sign will be removed, at the owner's expense, at the time of acquisition of that area for street purposes.**

Comment: The site plan indicates the location of a future State Highway Administration (SHA) right-of-way. This future right-of-way line is shown as approximately 33 feet from the building location. This future right-of-way line is a street line for the purposes of the above provision; therefore, no freestanding signs are generally permissible on the subject site. In accordance with the provisions of Section 27-614(a)(4)(A) through Section 27-614(a)(4)(C) of the Zoning Ordinance, a freestanding sign could be permissible with the submission of adequate information which, to date of this writing, has not been provided by the applicant.

- (2) The applicant proposes two building-mounted signs that are 16 square feet each, for a total of 32 square feet of building-mounted signage. Pursuant to Section 27-613(b)(3)(B)(ii) of the Zoning Ordinance, up to 120 square feet of building-mounted signage could be permitted on the site.

The applicant proposes a decal-style signage that is to be adhered to the exterior of the car wash building. There is no prohibition of this style of signage in the Zoning Ordinance, although Urban Design staff notes that this style of signage appears to be more temporary in nature. A more permanent style of signage that may be mounted directly on the building façade is encouraged. The materials of the proposed building-mounted signage should be labeled on the site plan; and the colors of the proposed building-mounted signage should complement those used for the car wash's construction. The car wash building proposes green framing, while the proposed signage is blue, red, yellow, and white.

8. **The requirements of the record plat recorded in Plat Book BB 14-7:** The site is located on Lot 6 and part of Outlot A of De Cesaris Park, recorded in 1947. There are no conditions associated with this plat.
9. **The 2010 Prince George's County Landscape Manual:** Per Section 27-450 of the Zoning Ordinance, landscaping, screening, and buffering of all development in commercial zones shall be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).
 - a. **Section 4.2, Requirements for Landscaped Strips along Streets**—Section 4.2 specifies that, for all nonresidential uses in any zone and for all parking lots, a landscape strip shall be provided on the property abutting all public and private streets. The requirements appear to be met on the submitted landscape plan along Robert Crain Highway (US 301) and Albert Road, although the application should more clearly demonstrate that the requirement is met by providing the project's linear footage along US 301 and Albert Road within the provided Section 4.2 landscape schedules. Any necessary revisions to the amount of required plant material should be indicated at that time.
 - b. **Section 4.3 Parking Lot Requirements**—The proposed parking area is less than 7,000 square feet; therefore, the parking lot is exempt from the requirements of Section 4.3. The provided Section 4.3 schedules should be removed from the landscape plan and a note of exemption should be provided.
 - c. **Section 4.4 Screening Requirements**—Section 4.4 requires that all dumpsters, loading spaces, and mechanical areas be screened from adjoining existing residential uses, land in any residential zone, and constructed public streets. The subject site does not adjoin existing residential uses, and the loading area is placed in a location that is not highly visible to public streets.
 - d. **Section 4.7 Buffering Incompatible Uses**—The site is not adjacent to any incompatible uses; therefore, Section 4.7 does not apply.

- e. **Section 4.9 Sustainable Landscaping Requirements**—The site is subject to Section 4.9, which requires that a percentage of the proposed plant materials be native plants. The required schedules demonstrating conformance to Section 4.9 have been provided.
10. **The Woodland and Wildlife Habitat Conservation Ordinance:** The property is not subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site is less than 40,000 square feet. The tree line extends slightly into the southwest boundary of the site, but is not subject to a variance for removal because the site is exempt from the WCO. A standard letter of exemption has been issued for the subject property and was submitted with the application.
 11. **Tree Canopy Coverage Ordinance:** The Tree Canopy Coverage Ordinance came into effect on September 1, 2010. The Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on properties that require a tree conservation plan or letter of exemption. Properties zoned C-M are required to provide a minimum of ten percent of the gross tract area in tree canopy. The application demonstrates conformance with the TCC requirements as follows:

	REQUIRED	PROPOSED
Tree Canopy	2,788 sq. ft.	2,825 sq. ft.

12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Community Planning South Division**—In a memorandum dated June 21, 2012, the Community Planning South Division provided review of the subject detailed site plan.
 - (1) **Conformance to the General Plan:** The proposed use is consistent with the 2002 *Prince George’s County Approved General Plan* (General Plan) recommendation that retail and service land uses comprise 5 to 50 percent of the land use mix in a designated corridor and community center. This application is not consistent with General Plan Development Pattern policies for compact, mixed-use, transit-supportive and transit-oriented development in the center.

The General Plan’s development policy for centers is to promote the development of compact, integrated, mixed residential, and nonresidential uses at moderate to high densities and intensities in context with surrounding neighborhoods and with a strong emphasis on transit- and pedestrian-oriented design. This application does not conform to these General Plan policies. Instead, this application proposes a continuation of automobile-oriented, suburban-style development.
 - (2) **Conformance to the Master Plan:** This application generally conforms to the land use recommendations of the 2009 *Approved Subregion 5 Master Plan and Sectional Map Amendment* for commercial land use. This application does not conform to the recommendations of the master plan for new commercial land uses that are more compact, transit-supportive, and transit-oriented in the edge area of the community center in Brandywine. However, the proposed car wash is permitted in the C-M Zone.

The goal of the master plan is to develop a core area in the Brandywine Community Center, to the north and east of the subject property, which is accessible from the surrounding areas by foot, bicycle, and transit (to be located east of US 301). The proposed development abuts the edge of the Brandywine Community Center. New development within these areas should respond to this master plan goal by increasing walking and biking facilities that lead to and from the core area. Enhanced sidewalks and trails throughout the surrounding community are encouraged in order that the Brandywine Community Center becomes a community for pedestrians, bicyclists, and transit-riders, in addition to motorists and passengers.

- (3) The proposed development represents the extension of a “pod” of commercial uses north of the subject property along US 301 that are separated from adjacent residential areas to the west. When residentially-zoned properties to the west are developed, residents should be able to walk or bike to this commercial area as well as to points north along General Lafayette Boulevard that will, in the future, connect this area to the core of the Brandywine Community Center. To adapt this development proposal to the 2009 Master Plan recommendations, at a minimum, a sidewalk should be constructed along Albert Drive to link this site to the larger community in the Brandywine Community Center.

Comment: A sidewalk along the Albert Road frontage is indicated on the site plan.

- b. **Transportation Planning Section**—In a memorandum dated June 22, 2012, the Transportation Planning Section provided comment on the application referenced above. The site has frontage on US 301/MD 5, which is a master plan freeway facility. The ultimate right-of-way is shown correctly, and it is consistent with other dedication requirements on nearby properties.

The site also has frontage on Albert Road, which is undesignated on the master plan. In accordance with Section 27-462 of the Zoning Ordinance, in the table describing setbacks, it is advised that the adjacent street shall have a minimum width of 70 feet. The current dedicated right-of-way for Albert Road is 25 feet from centerline. While dedication is not an issue during detailed site plan review, the plan should reflect an ultimate right-of-way of 35 feet from centerline (ten feet behind the current property line), and all structures must be located outside of this ultimate right-of-way (nothing is so located on the current plan).

It is noted that this property is within an area for which subdivisions have, since 1990, been required as a finding of transportation adequacy to participate in the Brandywine Road Club. It shall be noted that the requirement to participate in the road club can only occur as a part of the review of adequate transportation facilities. As noted above, no traffic-related (or adequacy-related) findings are associated with detailed site plan review.

Comment: The Transportation Planning comments have been addressed through plan revisions.

c. **Environmental Planning Section**—In a memorandum dated June 20, 2012, the Environmental Planning Section provided comment on the application referenced above.

- (1) **Site Description:** The site is located in the southwest quadrant of the intersection of Robert Crain Highway (US 301) and Albert Road. According to the signed natural resources inventory (NRI) submitted, no streams, wetlands, or associated 100-year floodplain are found to occur on this property. The NRI indicates that the site contains less than 10,000 square feet of woodlands, and is therefore exempt from the Woodland and Wildlife Habitat Conservation Ordinance. According to the *Prince George's County Soil Survey*, the principal soils on this site are in the Croom gravelly sandy loam and Udorthents (highway), which pose no particular problems related to land development. The site is not located in a sensitive species protection review area based on a review of the SSPRA GIS layer prepared by the Heritage and Wildlife Service, Maryland Department of Natural Resources. Although located adjacent to US 301, the proposed commercial use is generally not regulated for noise impacts. The proposed use is not expected to be a noise generator. The property is located in Mattawoman Creek of the Potomac River basin and is in the Developing Tier of the General Plan. The subject property contains evaluation areas and network gap areas within the designated network of the June 2005 *Approved Countywide Green Infrastructure Plan*.
- (2) An approved Natural Resources Inventory, NRI-EL-009-12, was submitted with the plan review package, which was approved on March 1, 2012. The NRI shows no regulated environmental features on the site.
- (3) Policy 5 in the Environmental Infrastructure chapter of the General Plan calls for the reduction of overall sky glow, minimizing of the spill-over of light from one property to the next, and a reduction of glare from light fixtures. This is of particular concern on a commercial site such as the subject application, where outdoor lighting and parking lot lighting may be proposed. The proposed lighting should use full cut-off optics to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the Green Infrastructure Plan is minimized, and so that sky glow does not increase as a result of this development.

Recommended Condition: The proposed outdoor lighting plan should incorporate the use of full cut-off optics fixtures to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the Green Infrastructure Plan is minimized, and so that sky glow does not increase as a result of this development.

Comment: Urban Design staff also notes that the car wash building will be comprised of transparent building walls and a transparent roof. Based upon review of similar structures, these buildings can emit light at night due to the fluorescent lights that are mounted inside the ceiling of the structure. Staff recommends that, prior to signature approval, the applicant demonstrate that the building materials will sufficiently block the emission of artificial light into the night sky. Additional tinting, glazing, or further modification of the roof and wall materials may be required to accomplish this goal.

- d. **Subdivision Review Section**—In a memorandum dated July 12, 2012, the Subdivision Review Section provided comment on the subject detailed site plan. The subject property is known as Lot 6 and a part of Outlot A, located on Tax Map 154 in Grid F-4, and is 20,889 square feet. Lot 6 and Outlot A are the subject of a record plat that was recorded in Plat Book BB 14-7 on June 5, 1947 (Liber 5126/Folio 190). Outlot A was legally subdivided by deed on June 28, 1979. The site is currently improved with a medical clinic.

The existing record plat for Lot 6 and Outlot A contains no restriction on adequate public facilities and no public utility easements (PUEs). Pursuant to Section 24-111(c)(2) of the Subdivision Regulations, the site is not required to file a preliminary plan of subdivision because less than 5,000 square feet of gross floor area (GFA) is being proposed. If the site later adds an additional 2,208 square feet of GFA, the cumulative square footage of the site is 5,000 square feet and a new preliminary plan of subdivision would be required. The site plan shows the acreage and boundary of the property as reflected on the record plat, deed, and property tax map.

The site plan shows the addition of an area of land that was previously platted as an outlot. A minor final plat was never filed to change the status of the outlot into a parcel, Parcel A. Pursuant to Section 24-101(b)(19) of the Subdivision Regulations, an outlot is defined as:

“a piece or parcel of land that remains within a subdivision but which does not meet the minimum requirements of the Zoning Ordinance for a building lot and is, therefore, not usable as a legal building site.”

The site plan proposes grading, signage, and stormwater management facilities on the outlot. Prior to approval of any permits, a minor final plat should be approved pursuant to Section 24-108 of the Subdivision Regulations.

- e. **Historic Preservation Section**—In a memorandum dated June 15, 2012, the staff archeologist did not recommend a Phase I archeological survey on the above-referenced property located at 16005 Crain Highway in Brandywine, Maryland. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low.

The property is currently developed with a 1940s house that is used as an office and an associated parking lot. The house was recorded by SHA as #85A-062 on a Maryland Historical Trust National Register Eligibility Review Form in 1999. The house was not recommended as eligible for listing in the National Register and is not listed in the *Prince George's County Historic Sites and Districts Plan* as a historic site or resource. No additional studies are recommended on the subject property.

- f. **Permit Review Section**—In a memorandum dated June 21, 2012, the Permit Review Section provided review of the subject site plan. The Permit Review Section's comments have been addressed through plan revisions and in the Recommendation section of this report.

- g. **Department of Public Works and Transportation (DPW&T)**—DPW&T provided referral comments dated June 21, 2012. The referral states the following:
- (1) Sidewalks are required along all roadways within the property limits in accordance with the County Road Ordinance.
 - (2) The proposed site development has an approved Stormwater Management Plan, 31271-2011.
- h. **State Highway Administration (SHA)**—In a referral date June 18, 2012, SHA stated that a utility permit is necessary for the construction of storm drain improvements and utility relocations.
- i. **Prince George’s County Health Department**—In a referral dated June 22, 2012, the Environmental Engineering Program of the Prince George’s County Health Department provided information regarding the health impact assessment completed for the subject detailed site plan. The following comments and recommendations were provided:
- (1) The existing deep drilled well, Tag # PG-73-1143, must be backfilled and sealed by a licensed well driller in accordance with COMAR 26.04.04, and the required Water Well Abandonment –Sealing Report Form submitted, prior to approval of any grading activities on the property.
 - (2) The existing septic tank on the property must be field located, pumped out by a licensed scavenger as necessary to collect any remaining sewage, and either removed or backfilled in place prior to approval of any grading activities on the property.
 - (3) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. The applicant should indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
 - (4) During the demolition/construction phases of this project, no noise should be allowed to adversely impact activities on the adjacent properties. The applicant should indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.
 - (5) There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light. Light levels at the property lines should not exceed 0.10 footcandles.

Comment: Lighting levels at the property line vary, but are generally higher than 0.10 footcandles. The immediate site vicinity is a commercial area, and not a residential area or other environmentally sensitive area. For that reason the lighting levels should be reduced at the property line as feasible, while maintaining safe lighting levels within the parking lot and along the driveways that service the car wash.

- (6) As a water conservation measure, the automated car wash bays should be equipped with a water reclamation system.

Comment: The site plan has been revised to indicate the use of underground water reclamation tanks.

- j. **Washington Suburban Sanitary Commission (WSSC)**—In a referral provided for a June 22, 2012, meeting, WSSC provided comments for the subject application. Relevant comments have been addressed through plan revisions.
13. Based on the foregoing and as required by Section 27-285(b) of the Zoning Ordinance, 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.

Since the site contains no regulated environmental features, the finding required by Section 27-285(b)(4) need not be made in this case.

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 Detailed Site Plan DSP-12001, Speedy Carwash, subject to the following conditions:

1. Prior to signature approval of the plans, the applicant shall revise the detailed site plan or provide additional information as follows:
 - a. The two-foot cultured stone base shall be extended to a minimum of three feet in height along all sides of the building.
 - b. The on-site walkway shall be designed to connect to the sidewalk along Albert Road.
 - c. The colors of the proposed building-mounted signage shall complement those used for the construction of the car wash building.
 - d. The plan shall note the use of full cut-off optics fixtures to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas is minimized, and so that sky glow does not increase as a result of this development.
 - e. The architectural elevations shall demonstrate that the building materials will sufficiently block the emission of artificial light into the night sky. Additional tinting, glazing, or further material modification shall be employed if necessary to accomplish this goal.
 - f. The top and bottom of the retaining wall along the southern property line shall be noted on the site plan.
 - g. The sales trailer shall be noted as to be removed.

