

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 September 14, 2017, regarding Detailed Site Plan DSP-16048 for Quarles #408, the Planning Board finds:

1. **Request:** The detailed site plan (DSP) is for modification of an existing gas station. The application proposes to demolish an existing 1,964-square-foot vacant one-story auto service building, and construct a 60-square-foot shed and a 102-square-foot insulated cabinet for an above-ground Diesel Exhaust Fluid (DEF) storage tank, relocate three existing gas-pump islands and add a fourth diesel gas-pump island, as well as an above-ground diesel storage tank. Two canopies, one of which is 24 feet by 80 feet, and the other one is 24 feet by 34 feet, are also proposed over the gasoline pump islands to shelter the pump islands. Other general work includes restoring, resurfacing, and restriping the existing parking lot.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b>
Zone(s)	M-X-T/D-D-O	M-X-T/D-D-O
Use	Gas station	Gas station
Acreage (gross)	0.65	0.65
100-Year Floodplain	N/A	N/A
Lot/Parcel	1	1
Gross Floor Area (GFA)	1,964	60

Floor Area Ratio (FAR) in the M-X-T Zone

Based FAR	0.4
Proposed FAR	0.002

OTHER DEVELOPMENT DATA

<b>Parking Spaces</b>	<b>Required/Allowed*</b>	<b>Proposed</b>
<b>Standard spaces</b>	1	1
Handicap Parking	1	1
<b>Total parking spaces</b>	1	2
<b>Loading Spaces**</b>	None	None

**Notes:** \*The number of parking spaces for development in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations. In this case, the applicant chosen to provide the number of parking spaces normally required under Section 27-568 for a self-service gas station although the gas station service is exclusively through contractual arrangements with governmental entities, including, but not limited to the Town of Bladensburg. The fueling station does not provide fuel to the general motoring public, thus it does not have any employees on-site.

\*\* In accordance with the requirements of Section 27-583 of the Zoning Ordinance, loading facilities in the M-X-T Zone does not have specific number requirements, but rather is decided by the Planning Board at the time of DSP review and approval. Zoning Ordinance does not specifically require any loading space for gasoline station use. Therefore, no loading spaces are provided.

3. **Location:** The subject site is located on the north side of Tilden Road between Edmonston Road and Kenilworth Avenue (MD 201), in Planning Area 69, Council District 5.
4. **Surrounding Uses:** The subject property is a corner lot. It is bounded by public rights-of-way on three sides. The south side is bounded by a 30-foot-wide Tilden Street and gas station development beyond in the Mixed Use Transportation-Oriented (M-X-T) Zone. The east side is bounded by 60-foot-wide Edmonston Road, with Town of Bladensburg police and fire stations beyond in the M-X-T Zone. The west side is bounded by 80-foot-wide Kenilworth Avenue (MD 201) with office and warehouse beyond in the Light Industrial (I-1) Zone. The north side, across a 7.5-foot private alley, has a vacant parcel in the M-X-T Zone.
5. **Previous Approvals:** On March 17, 1954, Special Exception SE-178 was approved for a two-bay automobile filling station. The filling station has been in operation since 1956. At the time, the property was zoned C-1 (Local Commercial, Existing). On September 17, 1969, Special Exception SE-2093 and a Variance, V-1-95, was approved (PGCPB Resolution No. 529-1969) by the District Council. The purpose of the special exception request was to add a third bay and a storage room addition to an existing automobile filling station. Furthermore, Variance V-1-95 was granted by the Board of Appeals pursuant to the Special Exception SE-2093. The variances include a waiver of 13 feet from the minimum of 25-foot setback requirement for the location of gasoline pumps, requirements for 5-foot-wide sidewalks between the building line and the curb, 10-foot planting strips and having frontage of 150 feet on a highway with an existing right-of-way of at least 70 feet for the subject site. On July 22, 1982, the approved Master Plan for Bladensburg-Defense Heights and Vicinity rezoned the subject property to the Commercial Shopping Center (C-S-C) Zone. On February 13, 1995, Permit 10833-94-U was approved for a three-bay automobile filling station. On July 20, 1999, Permit 5797-99 U was issued for the site with three filling stations with a parking lot and a convenience store. On August 3, 2009, Permit 25186-2009-CG was issued to upgrade the fuel system in-kind only. On October 2009, the

*Approved Port Towns Sector Plan and Sectional Map Amendment* (Port Town Sector Plan and SMA) rezoned the subject property to the M-X-T Zone and superimposed a Development District Overlay (D-D-O) Zone on the subject property. The property has an approved Stormwater Management Concept Plan, 63979-2016-00, and letter which was submitted with the subject application. The approval is valid until March 3, 2020.

6. **Design Features:** The approval is for three single-sided gasoline pump island and one two-sided diesel pump island. The gross floor area (GFA) of the site will be reduced to 60 square feet. The overall vehicle circulation will remain the same. All access driveways and curve cuts remain to be the same per prior special exception site plan SE-2093 approval. The site has a total of five driveway access points. Two of the driveway accesses are from Kenilworth Avenue (MD 201), two driveway accesses are from Tilden Street, and one driveway access is from Edmonston Road.

**Parking Calculation**—The subject self-service gas station requires one parking space for each employee. There are no employees on the site. The plan provides two parking spaces, one of which is a van-accessible handicap space.

**Freestanding Signage**—The site plan includes two on-site freestanding signs. Sign 1 is to be located at the corner of Tilden Street and Kenilworth Avenue that is six-foot-high non-illuminated, aluminum sign with white graphic on blue background. The second freestanding sign, Sign 2 is an existing sign, located at the intersection of Tilden Street and Edmonston Road that is 20 feet high. The sign detail states that this is illuminated with blue graphics on white background. However, the site visit revealed that this sign has white graphic on blue background. Since the site is exempt from the D-D-O Zone standards, the site plan reflects the sign regulations of the Zoning Ordinance. In the mixed-use zones, the design standards for freestanding on-site signs are approved by the Planning Board at the time of DSP. However, the sign calculation is provided in accordance with Section 27-614 of the Zoning Ordinance, for a freestanding sign for all commercial and industrial zones in general. This section allows a maximum of 75 square feet of freestanding sign for a 150 linear feet of road frontage. The maximum height of each sign could be 25 feet. The total square footage of the two gas station signs is 49 square feet, well within the allowable size limit. The signage is appropriate in size and type, given the proposed location and the use. However, to be consistent with the sign design, the freestanding signs shall be white decal lettering on the blue background for both signs.

**Canopy Signage**—The application includes five canopy signs consisting of blue brand logo adhered on the white background. Each sign is approximately 15 square feet in face area, located on the southeast and west elevations. As previously stated, in the M-X-T Zone, the design standards for all signs attached to a building is determined by the Planning Board for each individual development at the time of DSP review. However, the standard guideline for the allowable area of building and canopy signs in any commercial and industrial zones are dependent on the width of the canopy, the distance between the edge of the canopy, the street line toward which the sign faces, and whether the permissible sign area is divided between the building and the canopy. Based on the Section 27-613 of the Zoning Ordinance, for signs attached to canopy, the sign area to be used on a canopy is two square feet for each linear foot of width along the front

of the building canopy. For an 82-foot canopy width, a maximum 164-square-foot building sign is allowed. The 75-square-foot canopy signage meets the requirements of the standard commercial and industrial zones and is appropriate for the site.

#### CONFORMANCE WITH EVALUATION CRITERIA

7. **2009 Approved Port Towns Sector Plan and Sectional Map Amendment and Development District Overlay Zone**—The subject site is in the 2009 Port Town Sector Plan and SMA, within the boundary of the Bladensburg Town Center (BBTC) Character Area. A gas station with or without a service center is a permitted use in the M-X-T/D-D-O Zones per the use table of the sector plan. This application is for an expansion of an existing nonresidential use that does not involve an increase in GFA by more than 10 percent. Accordingly, the development is exempt from the D-D-O Zone standards of the Port Towns Sector Plan and SMA.

8. **Prince George’s County Zoning Ordinance:** The subject DSP has been reviewed for compliance with the requirements of the M-X-T Zone, requirements of the D-D-O Zone, and the site plan design guidelines of the Zoning Ordinance.

a. **Conformance with the M-X-T Zone Requirements as follows:**

##### **Section 27-546. Site Plans.**

(d) **In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

(1) **The proposed development is in conformance with the purposes and other provisions of this Division;**

The development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542 as follows:

##### **Section 27-542, Purposes.**

(a) **The purposes of the M-X-T Zone are:**

(1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

The subject application is an amendment of an existing operational gas/fuel station use that has been in this location since mid-1950s. This gasoline station has been providing services to the vehicle fuel (i.e., gasoline and diesel) exclusively through contractual arrangements with governmental entities including but not limited to the Town of Bladensburg. While it is not a desirable source of employment for the people living in the area, as it does not have any employees on-site, it however, enhances economic status and tax base for the citizens in the County.

- (2) **To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

The site is exempt from the development district standards of the Port Towns Development District Overlay Zone and from the DSP requirements of the D-D-O Zone. However, it is in conformance with all the M-X-T Zoning regulations and standards.

- (3) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

There is no change in the operational characteristics of the existing business through the implementation of this application request.

- (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

This standard is not applicable to the subject application.

- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

The applicant will continue the operation of the business that provides twenty-four 24-hour services to the fleet vehicles of governmental agencies and entities.

- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**
- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

The site is not changing its existing uses that has been in this location for many decades, and had been in keeping with its surrounding uses. Due to the nature and intent of this modification, such as the relocation of all gasoline pump island in one consolidated row, the application will not only decrease the driving lane from six to five, but will also improve traffic alignment and circulation at the existing driveway entrances from Kenilworth Avenue and Edmonston Road. This configuration reduces potential traffic conflicts by encouraging improved on-site stacking for vehicles.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

The improvements are designed in accordance with the provisions of Part 3 Division 9 of the County Code, as submitted with this application. The canopies over the fuel pump islands will function to improve storm run-off quality by minimizing precipitation contact with inadvertent fuel spills that might occur on the pavement in the fuel lane areas. In addition, the proposed landscaping will improve both the appearance of the property and the overall environmental health for the Bladensburg Road Town Center Character Area.

The subject property is located within the Water and Sewer Master Plan Service Category 3 for both Water and Sewer.

**(9) To permit a flexible response to the market and promote economic vitality and investment; and**

This standard is not applicable to the subject application.

**(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

The approval does not include any new building on-site, rather demolishing the existing 1,964-square-foot building. The proposed improvements with regards to fuel lanes are designed in accordance with industry standards for providing safe access. All access points will be maintained as part of the site upgrade. The relocation of the gas pumps and razing of the repair facility will provide much better on-site circulation. The facility is designed so that the canopies over the fuel pump islands will function to improve storm run-off quality by minimizing precipitation contact with inadvertent fuel spills that might occur on the pavement in the fuel lane areas. In addition, the approved street and parking lot perimeter landscaping will improve both the appearance of the property and the overall environmental health for the Bladensburg Road Town Center Character Area.

**(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The subject site was placed in the M-X-T Zone through a sectional map amendment approved after October 1, 2006, specifically by the 2009 Port Town Sector Plan and SMA. The use is permitted in the Table of Uses for the Bladensburg Road Town Center Character Area. The approval is for an existing nonresidential development that does not increase the gross floor area by more than 10 percent. Therefore, the DSP is exempt from the D-D-O Zone standards of the sector plan. The sector plan states, “an addition to a nonresidential structure

that was lawful and not nonconforming on the date of the SMA approval is exempt from the development district standards.” (page 151)

- (3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

This application is just an alteration of an existing gas station, which will not affect the existing physical integration with the adjacent development. Although the DSP is not subject to the 2010 *Prince George’s County Landscape Manual* (Landscape Manual) requirements, it proposes some new landscaping along the streets. This will improve both the appearance of the property, enhance sustainable development measures and the overall environmental health for the Bladensburg Road Town Center Character Area.

- (4) The proposed development is compatible with existing and proposed development in the vicinity;**

The proposed redevelopment will continue to be compatible with nearby existing and proposed development.

- (5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The existing gas station will remain to be a gas station. The application complies with the applicable site design guidelines to which this property is subject to. It reflects a cohesive development capable of sustaining an independent environment of continuing quality and stability.

- (6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

This requirement is not applicable for the instant application for modification of an existing gas station. The development will be completed in a single phase upon approval.

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**



The application is for alteration of an existing gas station only. However, there are existing and proposed sidewalks along the frontages of the property on both Kenilworth Avenue (MD 201) and Tilden Street. The walkways will encourage pedestrian activity and provide linkages to the surrounding development.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

The DSP is a gas station exclusively for contractual governmental entities. It is not a place for public gathering. However, the site improvements include some landscaping to beautify the site.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development, The findings by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

This requirement is not applicable to this DSP.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

This requirement is not applicable to this DSP.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The subject site contains a total of 0.65 acre; therefore, this regulation does not apply.

- b. The DSP application is also in conformance with additional regulations of the M X-T Zone as follows:

**Section 27-544. Regulations.**

- (a) **Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the MXT Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The plan has been reviewed in accordance with Section 27-544 of the Zoning Ordinance as discussed in Findings 2, 6, and 9 of this resolution.

**Section 27-548. M-X-T Zone.**

- (a) **Maximum floor area ratio (FAR):**
- (1) **Without the use of the optional method of development -- 0.40 FAR;**  
**and**
- (2) **With the use of the optional method of development -- 8.00 FAR.**

The subject DSP does not include any additional gross floor area. Rather it proposes to demolish its existing vacant service building, therefore, the FAR is well below 0.4

- (b) **The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The proposed use is located on one lot. The DSP satisfies the requirement.

- (c) **Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

The DSP shows the required information, which will be the guide for the development of the subject site. The development is in full compliance with guidance and standards of the Prince George's County Zoning Ordinance.

- (d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 10 below provides a detailed discussion on the plan's conformance with the Landscape Manual.

- (e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**
- (f) Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

The subject DSP is a gas station that does not involve additional gross floor area. In fact, total GFA will be significantly reduced with this DSP.

- (g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

The subject site is a corner lot and has direct frontage on Kenilworth Avenue (MD 201), Tilden Street and Edmonston Road.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on...**

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

The subject DSP is a gas station, therefore, requirements (h) and (i) do not apply.

- (j) **As noted in Section 27-544(b), which references property placed in the MXT Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the MXT Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).**

As previously stated, the subject site was retained in the M-X-T Zone on October 2009. This site is exempt from the D-D-O Zone standards because the use is nonresidential and does not involve any increase in GFA of more than 10 percent. The site plan is in accordance with design guidelines of the Zoning Ordinance, specifically in regard to parking, loading, and circulation. Landscaping has been also provided in accordance with the Landscape Manual requirements.

- c. The subject DSP is exempt from the D-D-O Zone standards of the 2009 Port Town Sector Plan and SMA, as discussed in Finding 7. No other D-D-O Zone requirements are applicable to this DSP.
  - d. The subject DSP is in general conformance with the applicable site design guidelines in Section 27-283, which further cross references to the same guidelines in Section 27-274 of the Zoning Ordinance.
9. **2010 Prince George's County Landscape Manual:** Section 27-548 of the Zoning Ordinance states that landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the Landscape Manual. The proposal is exempt from the requirements of the Landscape Manual because it does not involve the change of use from a lower- to a higher-intensity use category or from a residential use to a nonresidential use. In addition, it does not involve an increase in impervious surface, and do not involve an increase in

GFA either. However, the site plan proposes some landscaping strip along the streets per Section 4.2 of the Landscape Manual. While the planting schedule appears to provide native plants, a landscape schedule per Section 4.9, Sustainable Landscaping Requirements, should be provided.

10. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO):** The subject DSP is exempt from WCO because the site is less than 40, 000 square feet and has no previous Tree Conservation Plan approvals. A letter of exemption, S-182-2016, has been issued and is valid until November 14, 2018. A Natural Resources Inventory Equivalency Letter (NRI-212-2016) has been issued based on the standard woodland conservation exemption and that no regulated environmental features are located on the subject property. The NRI equivalency letter is valid until November 14, 2021.
11. **Prince George’s County Tree Canopy Coverage Ordinance:** The subject DSP is exempt from the Tree Canopy Coverage Ordinance because it does not propose any ground disturbance or new gross floor area to the existing building.
12. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the following concerned agencies and divisions. The referral comments are summarized as follows:
  - a. **Community Planning**—The Planning Board found the following:

**General Plan**  
This site is located within the Established Communities Policy Area. The plan recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries and schools), and infrastructure in these area (such as sidewalks) to ensure the needs of the current residents are met.

**Master Plan**  
The 2009 *Approved Port Towns Sector Plan* and *Sectional Map Amendment* rezoned the property to the M-X-T Zone and superimposed a Development District Overlay (D-D-O) Zone on the subject Property. The sector plan identified the subject property within the Bladensburg Town Center Character Area. The Character area is envisioned include mixed-use residential, retail, and office development at moderate-to-high densities along Kenilworth Avenue. The subject site is exempt from the D-D-O Zone standards and from the DSP requirement specific to the D-D-O Zone.
  - b. **Special Projects**—The Planning Board found that the modification of the existing station and the reduction of the intensity of its use will have no impact on existing public facility.
  - c. **Historic Preservation**—The Planning Board found that there are no historic sites or resources on or adjacent to the subject property. 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. This proposal will not impact any historic sites, historic resources or known archeological sites.

- d. **Maryland State Highway Administration(SHA)**—In an e-mail dated June 7, 2017, SHA stated that, before any work takes place in the SHA right-of-way, a permit will be required.
- e. **Prince George’s County Department of Parks and Recreation (DPR)**—In a referral dated June 12, 2017, DPR stated that the modification will have no impact on existing or future park land.
- f. **Environmental Planning**—The Planning Board found that the site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance (S-182-2016) because the property is less than 40,000 square feet in size and has no previous TCP approvals. The exemption letter is valid until November 14, 2018. An NRI equivalency letter (NRI-212-2016) has been issued based on the standard woodland conservation exemption and that no regulated environmental features are located on the subject property. The NRI equivalency letter is valid until November 14, 2021. The project has been issued a stormwater management concept approval (63797-2016-00) by DPIE. The concept approval states that the site is exempt from stormwater management requirements because less than 5,000 square feet is proposed to be disturbed. The concept approval is valid until March 3, 2020. The site does not front on any scenic or historic roadways. No other environmental requirements have been identified for this application.
- g. **Transportation Planning**—The Planning Board found the following:

**Master Plan**

The property is located in an area where the development policies are governed by the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*. The plan recommends Kenilworth Avenue to be upgraded to an arterial road (A-14). Edmonston Road is currently a two-lane road and is recommended to be upgraded to a primary road (P-205). Both master plan roads are currently built to the ultimate cross sections, and consequently, no additional right-of-way will be needed.

The site is currently served by five access points on three roads. All of the access points will be maintained in their current locations as part of the site upgrade. The relocation of the gas pumps as well as the razing of the repair facility will provide much better on-site circulation.

**Conclusion**

Overall from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP.

h. **Trails**—The Planning Board found the following:

The Planning Board has reviewed the preliminary plan application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. The Planning Board identified major issues for this memorandum.

The subject application consists of the modification of an existing gas station and the removal of a vacant one-story service center building, which will result in the reduction of intensity of the use. The property is located on the north side of Tilden Road between Edmonston Road and Kenilworth Avenue (MD 201). The site is covered by the MPOT and the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* (area master plan).

**Background**

The MPOT recommends bikeway improvements along both Tilden Road and MD 201. Both roads are already built and any striping or pavement markings to accommodate bicycles can be considered and implemented by the operating agency when standard road resurfacing is completed. Future striping along MD 201 will be in conformance with the 2015 *Maryland State Highway Administration Bicycle Policy & Design Guidelines*, which has specific guidelines regarding the type of bicycle facility that is appropriate depending upon the width of the outside curb lane. The MPOT also recommends designated bike lanes along Edmonston Road. Bike lanes can be considered comprehensively for the corridor at the time of road resurfacing for this road as well.

The Complete Streets element of the MPOT includes text regarding the importance of sidewalks and complete streets and includes the following policies regarding sidewalk construction and the accommodation of pedestrians in new development.

**POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**

**POLICY 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**

Sidewalks have recently been constructed along the site's frontage of both MD 201 and Edmonston Road. The Planning Board approved the construction of a standard sidewalk along the site's frontage of Tilden Road, unless modified by the Town of Edmonston.

(1) In conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*, the following modifications shall be made to the detailed site plan prior to signature approval:

(a) Include a standard sidewalk along the subject site's entire frontage of Tilden Road, unless modified by the Town of Edmonston.

The submitted revised site plan proposes a standard sidewalk along the subject site's entire frontage of Tilden Street.

- i. **Subdivision and Zoning**—The Planning Board found that, although a decrease in gross floor area is proposed with the subject application, the applicant should be advised that the redevelopment of the site of more than 5, 000 square feet of GFA will require a new preliminary plan of subdivision, pursuant to Section 24-107(c)(7) of the Subdivision Regulations.
  - j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not provide comment on the subject project.
  - k. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not provide comment on the subject project.
  - l. **Prince George's County Health Department and Department of Environment**—The Health Department did not provide comment on the subject project.
  - m. **Prince George's County Police Department**—The Police Department did not provide comment on the subject project.
13. Based on the foregoing and as required by Section 27-285(b)(1), the DSP, if approved with the conditions, 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.
14. As required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations. Because the development site does not contain any regulated environmental features, this required finding does not apply to the review of this DSP.



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 Detailed Site Plan DSP-16048 for the above described land, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan, the following revisions shall be made or information provided:
  - a. Provide a landscape schedule per Section 4.9, Sustainable Landscaping Requirements, of the 2010 *Prince George's County Landscape Manual*.
  - b. Provide white decal lettering on the blue background for both freestanding signs.

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.

\* \* \* \* \*

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 Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, September 14, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 5th day of October 2017.

Elizabeth M. Hewlett  
Chairman

By Jessica Jones  
Planning Board Administrator

EMH:JJ:TA:rpg