The 6.64-acre property is located on the west side of Cherry Tree Crossing Road in Brandywine, Maryland, between U.S. Route 301 (Crain Highway) and MD 381 (Brandywine Road), in the Rural Residential (R-R) Zone. The site is bounded to the north by a vacant property, owned by Prince George’s County, to the west by existing single-family detached homes in the R-R Zone, and to the south by another vacant property owned by The Maryland-National Capital Park & Planning Commission (M-NCPPC) in the Reserved Open Space (R-O-S) Zone. See Map 1 below.

The project site is an existing Department of Public Works and Transportation (DPW&T) maintenance facility built over 40 years ago. See pictures 1 and 2 below. The County is seeking to upgrade the existing facility by replacing the existing salt storage dome and garage, add new surface parking spaces, improve truck circulation and connect public water and sewer to the site.

The Prince George’s County, Department of Permitting, Inspections and Enforcement (DPIE) has administratively approved the change of the Sewer Category from 5 to 3 that allows using a pipe sanitary sewer system for the site. Because of a limited vertical elevation drop, a sanitary sewer lift station is required. A 20-foot wide sanitary sewer easement is also required on the adjacent M-NCPPC property. There are no stormwater BMPs on the site for stormwater quality control. Five bio-retentions are proposed for the stormwater management of the site.

The site proposed improvements include: a 12,804 square-foot salt dome; a 6,704 square-foot covered storage; a new two-story building for offices and truck drivers; parking lots for trucks and regular vehicles (42 spaces for trucks and 62 spaces for regular vehicles); a one-way, two lane driveway; two truck loading zones; stormwater management facilities as required by DPIE; and landscape features. See Maps 3 and 4 below.

The County is fully funding the project in a single construction phase. Site work is scheduled to begin in the Spring of 2019, and will be completed in the Winter of 2020. The total limit of disturbance of the project is approximately 6.10 acres. During construction, there will be approximately ten or more construction trucks entering the site through the existing Cherry Tree Crossing Road between the hours of...
8:00 a.m. and 5:00 p.m., Monday through Friday. Construction activities will conform to dust control requirements as specified in 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, and noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.

**Picture 1: Existing Salt Dome**

![Existing Salt Dome](image)

**Picture 2: Existing Gas Station and Maintenance Garage**

![Existing Gas Station and Maintenance Garage](image)

**Map 3: Proposed Concept Plan**

![Proposed Concept Plan](image)
Map 4: Proposed Landscape Plan

The above landscape plan shows new plantings along the western property boundary, internal to the site and along the road frontage. However, the proposed landscape buffer does not provide enough buffer to screen the new facility from the adjacent residential properties and from the public right-of-way. Additional evergreen trees are needed along both sides of the properties and in addition to a six-foot-high sight-tight fence along the western property line. The applicant proposes to construct a fence along the frontage of the site. See Picture 3 below.

The site contains impervious areas that will be increased by the proposed redevelopment. The applicant is encouraged to consider ways to improve the site by integrating more planting islands where possible within the proposed circulation patterns and by considering a green roof for the proposed maintenance building. See Map 5 below.

Most of the proposed buildings offer the potential for solar panels on the roofs, which could reduce the energy demands of the new facility. The building architecture includes a blending of different types of masonry that create a pleasing architectural composition. The proposed salt storage building is utilitarian with metal panel and masonry, though it’s interesting roofline provides visual contrast. See Elevations 1, 2 and 3 below.

Map 5: Proposed Circulation Plan
Elevation 1: New Salt Dome

Elevation 2: New Truck Maintenance Facility
During the construction of this project, an average of up to ten construction vehicles will be accessing the site from Cherry Tree Crossing Road. The total construction traffic will vary during different portions of the project. Most of the construction activity will take place on weekdays (Monday through Friday) between the hours of 8:00 a.m. and 5:00 p.m. After completion of the project, vehicles accessing the site will return to existing levels, with the exception of bad weather during the winter when roadway maintenance is required. The project will conform to dust control requirements as specified in 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control and to construction noise control requirements as specified in Subtitle 19 of the Prince George’s County Code, which is adopted by reference to the Code of Maryland Regulations (COMAR).

The subject application will not impact any Prince George’s County Historic Sites, Historic Resources, or archaeological resources. There will be no direct access to the existing residential areas. The site’s main access points will remain along Cherry Tree Crossing Road with no road widening.

The Prince George’s County Fire and Emergency Medical Services (EMS) Department indicates that a five-minute total response time is recognized as the national standard for Fire/EMS response times. This arises from the 2016 Edition of the National Fire Protection Association (NFPA) 1710 Standards for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments. This standard is being applied to the review of non-residential applications.
The Assistant Fire Chief James V. Reilly, Office of the Fire Marshal of the Prince George’s County Fire/EMS Department, stated in writing that as of October 2, 2018, the subject project was determined to have a travel time beyond four-minutes, therefore an associated total response time beyond five-minutes from the closest Brandywine Fire/EMS Station 840, which is located at 14201 Brandywine Road. Applying the national standard, the subject property does not pass the adequacy test but may offer to mitigate.