The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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SECOND ADDENDUM TO THE TECHNICAL STAFF REPORT

TO: The Prince George's County Planning Board

VIA: Hyojung Garland, Supervisor, Urban Design Section, Development Review Division HG
Sherri Conner, Acting Chief, Development Review Division SC

FROM: Natalia Gomez Rojas, Planning Director's Office NG

SUBJECT: McDonald's Ager Road — DSP-22001 and TCP2-004-2024

The subject application was continued from the Planning Board hearing on November 21, 2024 to January 16, 2025. The Development Review Division coordinated with the Planning Director's Office, the Countywide Planning Division (i.e. Transportation Unit), the Prince George's County Department of Permitting, Inspections, and Enforcement, and the Maryland State Highway Administration to review the additional analysis on the following limited scope items:

a. Vehicular and pedestrian circulation in the shopping center (i.e., crosswalk deficiencies, improvements in internal circulation, drive-through queuing analysis, and Maryland State Highway Administration's associated plans in the right of way of the site).

b. Preserving the bufferyard on the east side of the property due to incompatible use with the adjacent property.

c. Markers or other historic elements signifying relevance to the site or area.

Pursuant to the Prince George's County Planning Board's guidance, the applicant submitted additional materials and revised plans considering the items above, which were identified at the November 21, 2024 hearing. This second addendum provides supplemental information and recommendations, which are detailed below:

1. **Vehicular and pedestrian circulation**

Exhibits 1 and 2, attached hereto, present a general circulation analysis of the Green Meadows Shopping Center, which is considered an integrated shopping center, consistent with the Transportation Planning staff exhibit submitted to the Planning Board at the hearing on November 21, 2024. A revised detailed site plan (DSP) was submitted by the applicant and the proposed improvements are discussed below:

a. **Improvements to internal circulation:** Exhibit 2 shows an internal circulation design that facilitates accessibility to all buildings within the shopping center, as users may navigate through drive aisles, sidewalks, or crosswalks; thereby, reducing the need for vehicles or pedestrians to utilize the adjacent roadways.

To reduce the speed of entering vehicles and protect pedestrians from the existing on-site traffic, high-visibility traffic calming elements are proposed within the site. As shown in the figure below, additional pavement markings, crosswalks (highlighted in red), and speed bumps (highlighted in green) were added near the driveway entrances and along the drive aisle to the east of the proposed building.

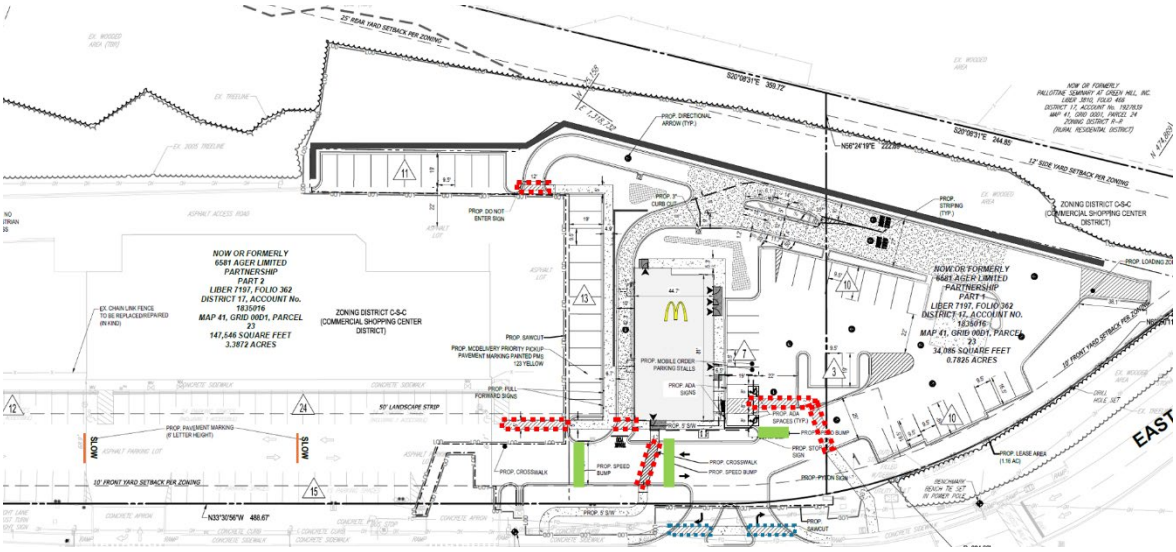

Figure 1. Internal Traffic Calming Elements

To enhance safety and navigation for drivers, additional traffic signage has been proposed to alert vehicles about circulation patterns and one-way traffic throughout the area. This includes signs for stop, do not enter, right-turn only, and no pedestrian access. Proposed crosswalk marking aims to create a safe crossing for pedestrians at the rear of the shopping center.

In addition to the previously outlined improvements, staff reiterate the recommendation to reduce the proposed parking spaces further to align with the minimum requirements. This adjustment intends to enhance traffic flow and mitigate possible conflicts that may arise with circulation patterns in the area. Furthermore, staff suggest exploring the implementation of angled parking, where appropriate, as this could optimize space utilization and improve overall accessibility.

b. **Pedestrian circulation:** To improve pedestrian access and connections to the shopping center, including the proposed standalone pad site building, additional striped crosswalks are planned at several key locations. These include (*See illustration below)*:

- The northern edge of the property, north of the intersection of Van Buren Street and Ager Road
- East of the existing building
- At the drive-through exit

- Along the western edge of the property
- Near the southernmost driveway, close to the existing crosswalk across MD 410 (East West Highway)

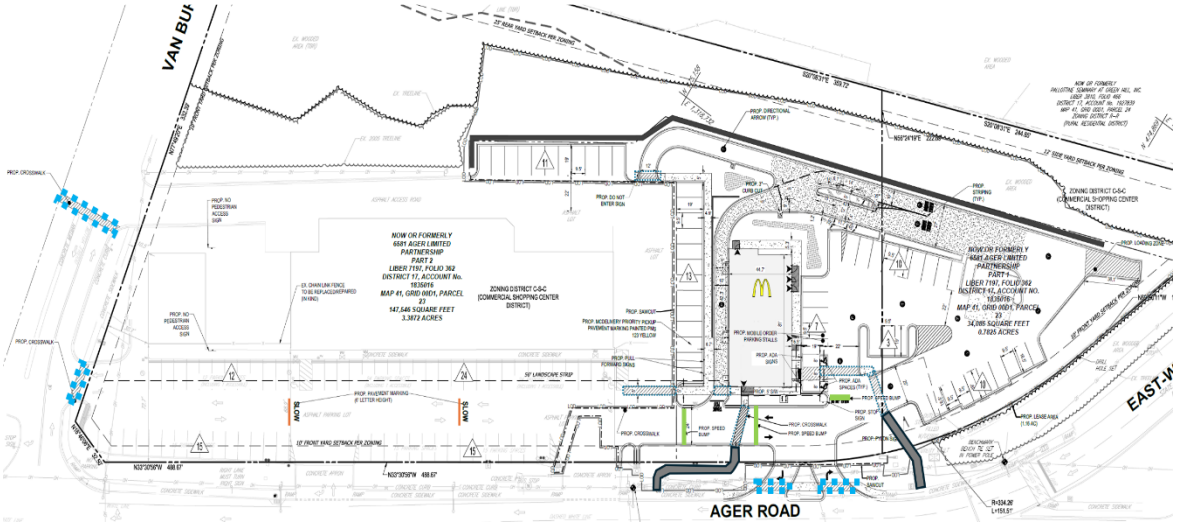

Figure 2. Proposed Crosswalks and Sidewalk

The applicant also proposed one additional mid-block crossing on Van Buren Street, directly into the parking lot. However, per an email from Lord-Attivor to Hancock, attached herein, the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) does not support the proposed mid-block crossing, due to safety concerns. This crossing is, therefore, deemed not feasible. On the other hand, in the same email, DPIE supports and recommends installing a high-visibility crosswalk at the intersection of Van Buren and Ager Road where the intersection is controlled by a stop sign as "[t]his crosswalk would connect to our proposed crosswalk at the intersection of Van Buren Street and Ager Road; thus, connecting the sidewalk that leads into the apartment complex/subdivision with the Shopping Center/ McDonalds." Furthermore, "[u]pgrading this intersection with ADA compliant sidewalks, pedestrian ramps and a high visibility crosswalk that meets the County's standards is recommended, beneficial and critical to the pedestrian experience."

c. **Drive-through queuing analysis:** Exhibit 3 includes a queuing analysis submitted by the applicant for the drive-through lane portion of the proposed development. As shown below, the plan allows for approximately 12 to 14 vehicles in the double drive-through lanes, from the order lane to the drive-through entrance, and additional space is available to accommodate 6 more vehicles between the pickup window and the order board. More importantly, the illustration shows that, according to Section 27-274(C)(6) of the prior Zoning Ordinance, the design of the drive-through does not conflict with circulation traffic patterns or pedestrian access.

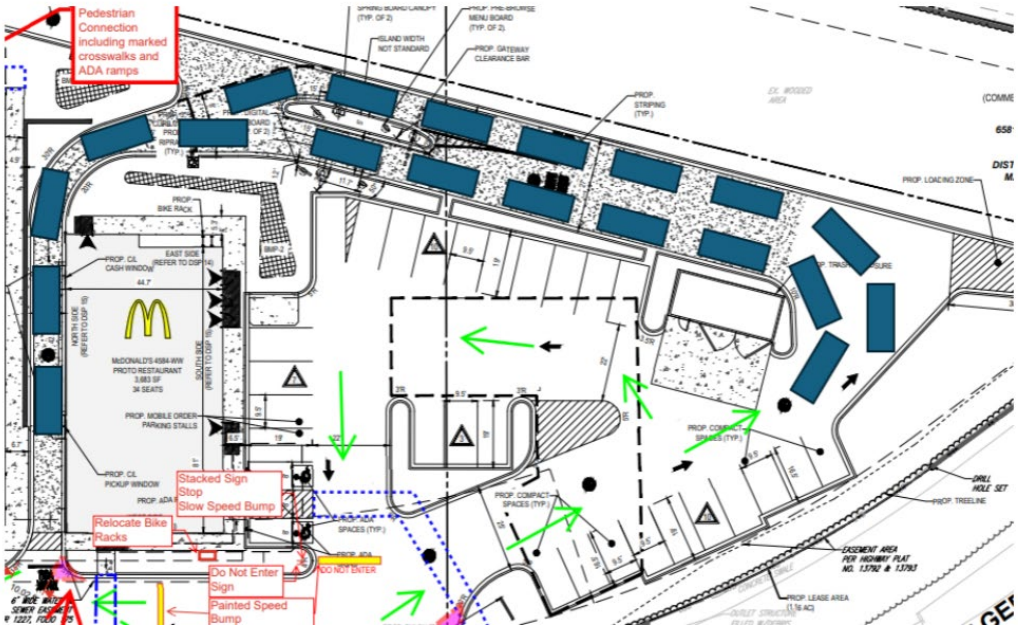

Figure 3. Drive-through Queuing

Furthermore, and as stated in previous submissions, Transportation Planning staff found that the proposed eating and drinking establishment with drive-through has a *de minimus* impact, based on the 2022 "Transportation Review Guidelines". Staff also determined that the proposed development would meet the requirements of the three-step process for average vehicle delay at an unsignalized intersection, if an adequacy test were to be required. The access meets the first step of the three-step process, and no further analysis would be required, if this access point was included in a formal traffic impact study.

d. **Maryland State Highway Administration's (SHA) associated plans**: On December 20, 2024, Planning Department staff, the applicant, and SHA held a meeting to discuss the proposed/ongoing plans on the right-of-way of MD 410 (East West Highway) and any potential impact to the proposed DSP.

In email from Patrick to Gomez, attached herein, SHA confirmed that the proposed development is within the MD 410 Pedestrian Safety Action Plan project that starts from MD 212 (Riggs Road) and goes to MD 500/Adelphi Road, which is in a design stage and is not expected to begin construction until 2027.

In regard to improvements that could potentially affect the site of the shopping center, SHA stated that the plan includes widening along westbound MD 410 approaching MD 212 which impacts a portion of the frontage of the site. This widening will impact one access driveway and a portion of the sidewalk along the site's frontage. Both will be removed and replaced to accommodate the widening and will include Americans with Disabilities Act (ADA) ramps and a crosswalk at the intersection of Van Buren Street and MD 410. During the meeting, it was determined that the modifications proposed by SHA would not have any impact on the landscaping plans outlined in the current application.

SHA also confirmed during the meeting that they have no additional comments and are not requesting the elimination of any existing access driveways. However, modification to the access driveways and the additional sidewalk connection will require a permit for construction through SHA's permitting process. Lastly, SHA is in support of an additional pedestrian sidewalk connection at the eastern portion of the site, as shown on Exhibit 1.

Based on the improvements presented by the applicant, and as stated in the addendum presented to the Planning Board at the hearing on November 21, 2024, the Transportation Planning Section recommends approval, subject to the additional conditions included herein.

2. **Buffering incompatible uses**

After the Alternative Compliance Committee determined that the request for Alternative Compliance AC-23017 fails to meet the approval criteria, and after staff acknowledged that the proposed Departure from Design Standard DDS-23001 may not completely resolve the shopping center's trespassing problem, the applicant withdrew DDS-23001 and AC-23017 on December 18 and December 20, 2024, respectively.

Therefore, the subject DSP must conform to Section 4.7 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Section 4.7 requires a Type D bufferyard along the eastern property line adjacent to a historic site, which includes a 50-foot-wide building setback and a 40-foot-wide landscape yard to be planted with 160 plant units per 100 linear feet of property line. However, to comply with crime prevention through environmental design principles regarding surveillance and minimizing blind spots that could facilitate illegal activities, staff recommend the applicant consider trimming any low-hanging branches of existing trees to create a minimum clearance height of 8 feet. As previously stated, the feasibility of trimming the trees will depend on their health and species.

Exhibit 1 attached to this document includes a revised landscape plan, which reflects compliance with the required bufferyard using existing and proposed plantings, pursuant to Section 4.7 of the Landscape Manual. Therefore, staff determined that DSP-22001 is in conformance with the Landscape Manual requirements.

3. **Preservation of historic features**

In response to the Planning Board's request to highlight the historic features of the area, the applicant has committed to design and install posters regarding enslaved persons, in English and Spanish, within the dining and drinking establishment. These posters will highlight the unique historical features and significance of the area, providing patrons with a deeper appreciation of the locale's rich heritage. A condition is included herein for the poster to be reviewed and approved by the Historic Preservation Section.

RECOMMENDATION

After reviewing the revised plans and additional information submitted by the applicant, staff determined that the following conditions listed in the staff report are no longer applicable: 1c, 2a, 2c, 3a, and 3c. In addition, the following conditions from the First Addendum are no longer

relevant: 1(b), 1(c), 1(d), 1(e), 1(f), 1(g), 1(h), 1(i), 1(j), and 1(k). Furthermore, additional recommended conditions of approval have been outlined below, in addition to those from the staff report and the First Addendum that remain applicable.

A. **Additional conditions of approval**

1. Prior to certification of the detailed site plan, update the plan to include the following:

   (a) Comply with Conditions: 1a, 1b, 1d, 1e, 1f, 1g, 2b and 2d listed in the staff report; and with Conditions 1(a), 1(l), 1(m), 2, and 3, listed in the First Addendum.

   (b) Revise the Type 2 tree conservation plan as follows:

      (i) All existing woodland as shown on NRI-026-2022 that is outside of the limits of disturbance shall be retained. The woodland shall be identified as woodland retained – not credited or shall meet the design criteria requirements in Section 25-122(b) of the County Code to be credited as woodland preservation. Update the woodland clearing amount in the woodland conservation worksheet as necessary.

      (ii) Remove proposed natural regeneration from the plans and the woodland conservation worksheet.

      (iii) The remaining balance of the woodland conservation requirement shall be revised to be met with off-site woodland conservation credits.

   (c) Add a note on the landscape plan indicating that low-hanging branches will be trimmed to create a minimum clearance height of 8 feet. The ability to limb the existing trees will depend on the health and species of the tree, as determined by a licensed professional.

2. Prior to approval of the building permit, obtain approval from the Historic Preservation Section for the wording to be used in the historic informational posters.

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SEGUNDA ADENDA AL INFORME DEL PERSONAL TÉCNICO

PARA: La Junta de Planificación del Condado de Prince George

VÍA: Hyojung Garland, supervisora, Sección de Diseño Urbano,
División de Revisión de Desarrollo
Sherri Conner, jefa interina de la División de Revisión de Desarrollo

DE: Natalia Gómez Rojas, Dirección de Planeación

ASUNTO: McDonald's Ager Road: DSP-22001 y TCP2-004-2024

La solicitud en cuestión se continuó desde la audiencia de la Junta de Planificación del 21 de noviembre de 2024 hasta el 16 de enero de 2025. La División de Revisión de Desarrollo se coordinó con la Oficina del Director de Planificación, la División de Planificación del Condado (es decir, la Unidad de Transporte), el Departamento de Permisos, Inspecciones y Cumplimiento del Condado de Prince George y la Administración de Carreteras del Estado de Maryland para revisar el análisis adicional sobre los siguientes elementos de alcance limitado:

a. Circulación vehicular y peatonal en el centro comercial (es decir, deficiencias en los cruces peatonales, mejoras en la circulación interna, análisis de las colas de autoservicio y planes asociados de la Administración Estatal de Carreteras de Maryland en el derecho de paso del sitio).

b. Preservación del patio de protección en el lado este de la propiedad debido al uso incompatible con la propiedad adyacente.

c. Marcadores u otros elementos históricos que signifiquen relevancia para el sitio o área.

De conformidad con la orientación de la Junta de Planificación del Condado de Prince George, el solicitante presentó materiales adicionales y planes revisados considerando los elementos anteriores que se identificaron en la audiencia del 21 de noviembre de 2024. Esta segunda adenda proporciona información complementaria y recomendaciones que se detallan a continuación:

1. Circulación vehicular y peatonal

Los anexos 1 y 2 adjuntos en este documento presentan un análisis de la circulación general del Centro Comercial Green Meadows, que se considera un centro comercial integrado, de acuerdo con el anexo del Personal de Planificación de Transporte presentado ante la Junta de Planificación para la audiencia del 21 de noviembre de 2024. El solicitante presentó un plano detallado revisado del sitio y las mejoras propuestas se analizan a continuación:

a. **Mejoras en la circulación interna**: El anexo 2 muestra un diseño de circulación interna que facilita la accesibilidad a todos los edificios dentro del centro comercial, ya que los usuarios pueden navegar a través de pasillos de vehículos, aceras o cruces peatonales, reduciendo así la necesidad de que los vehículos o peatones utilicen las calzadas adyacentes.

Para reducir la velocidad de los vehículos que ingresan y proteger a los peatones del tráfico existente en el lugar, se proponen elementos de calmado del tráfico de alta visibilidad dentro del sitio. Como se muestra en la figura siguiente, se agregaron marcas en el pavimento, cruces peatonales (resaltados en rojo) y reductores de velocidad (resaltados en verde) cerca de las entradas de vehículos y a lo largo del pasillo de entrada al este del edificio propuesto.

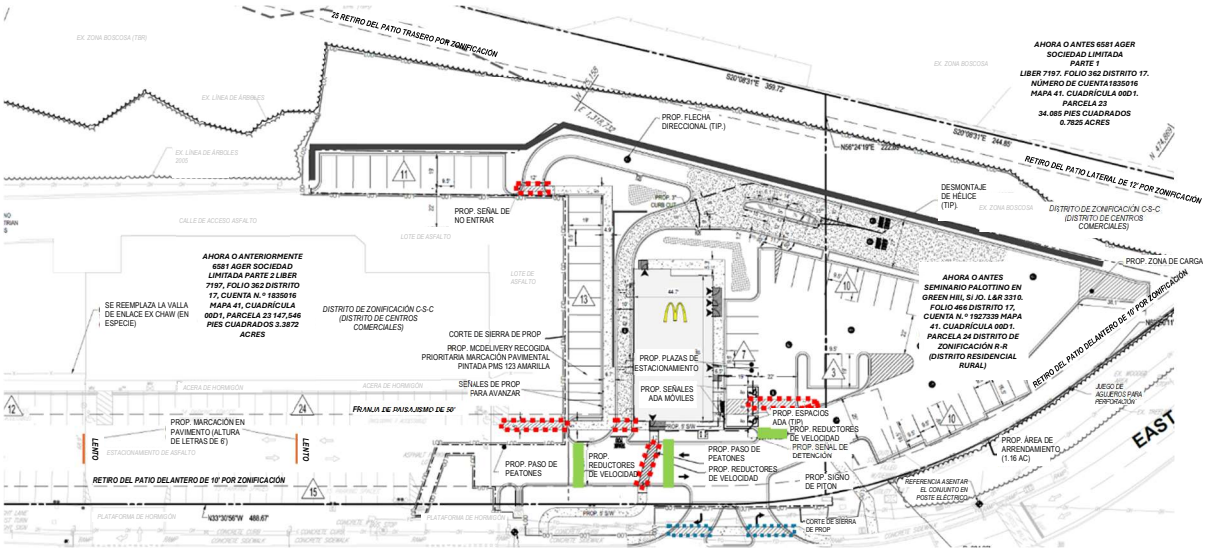


Figura 1. Elementos internos para calmar el tráfico

Para mejorar la seguridad y la navegación de los conductores, se ha propuesto señalización de tráfico adicional para alertar a los vehículos sobre los patrones de circulación y el tráfico en un solo sentido en toda el área. Esto incluye señales de pare, no entrar, solo girar a la derecha y sin acceso para peatones. La propuesta de demarcación de cruce de peatones tiene como objetivo crear un cruce seguro para los peatones en la parte trasera del centro comercial.

Además de las mejoras descritas anteriormente, el personal reitera la recomendación de reducir aún más los espacios de estacionamiento propuestos para alinearse con los requisitos mínimos. Con esta adecuación se pretende mejorar la fluidez vehicular y mitigar posibles conflictos que puedan surgir con los patrones de circulación en la zona. Además, el personal sugiere explorar la implementación de estacionamiento en ángulo cuando sea apropiado, ya que esto podría optimizar la utilización del espacio y mejorar la accesibilidad general.

b. **Circulación peatonal**: Para mejorar el acceso peatonal y las conexiones con el centro comercial, incluido el edificio independiente propuesto para el sitio de la plataforma, se planean cruces peatonales rayados adicionales en varios lugares clave. Estos incluyen (*Ver ilustración a continuación)*:

- El borde norte de la propiedad, al norte de la intersección de Van Buren Street y Ager Road
- Al este del edificio existente
- En la salida del autoservicio
- A lo largo del borde occidental de la propiedad
- Cerca del camino de entrada más al sur, cerca del cruce de peatones existente en MD 410 (East West Highway)

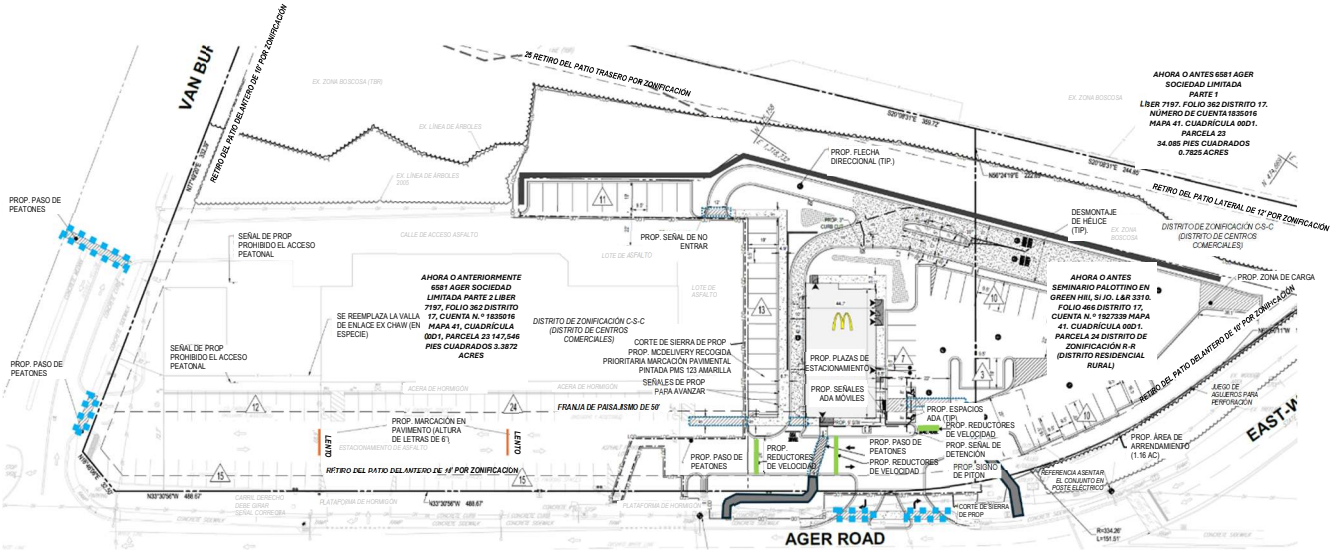


Figura 2. Propuestas de pasos de peatones y aceras

El solicitante también propuso un cruce adicional a mitad de cuadra en Van Buren Street directamente hacia el estacionamiento. Sin embargo, según un correo electrónico de Lord-Attivor a Hancock, adjunto aquí, el Departamento de Permisos, Inspecciones y Cumplimiento del Condado de Prince George (DPIE) no apoya el cruce a mitad de cuadra propuesto, debido a preocupaciones de seguridad. Por tanto, se considera que este cruce no es factible. Por otra parte, en el mismo correo electrónico, DPIE apoya y recomienda instalar un cruce peatonal de alta visibilidad en la intersección de Van Buren y Ager Road, donde la intersección está controlada por una señal de pare, ya que "[e]ste cruce peatonal se conectaría con nuestro cruce peatonal propuesto en la intersección de Van Buren Street y Ager Road; conectando así la acera que conduce al complejo de apartamentos/subdivisión con el centro comercial/McDonalds". Además, "se recomienda mejorar esta intersección con aceras que cumplan con la ADA, rampas para peatones y un cruce peatonal de alta visibilidad que cumpla con los estándares del condado, lo cual es beneficioso y fundamental para la experiencia de los peatones".

c. **Análisis de colas de autoservicio:** El anexo 3 incluye un análisis de colas presentado por el solicitante para la parte del desarrollo propuesto con carril de acceso vehicular. Como se muestra a continuación, el plan permite aproximadamente de 12 a 14 vehículos en los carriles dobles de acceso desde el carril de pedidos hasta la entrada de autoservicio, y hay espacio adicional disponible para acomodar 6 vehículos más entre la ventana de recogida y el tablero de pedidos. Más importante aún, la ilustración muestra que, de acuerdo con la Sección 27-274(C)(6) de la Ordenanza de Zonificación, el diseño del acceso vehicular- no entra en conflicto con los patrones de tráfico de circulación o el acceso peatonal.

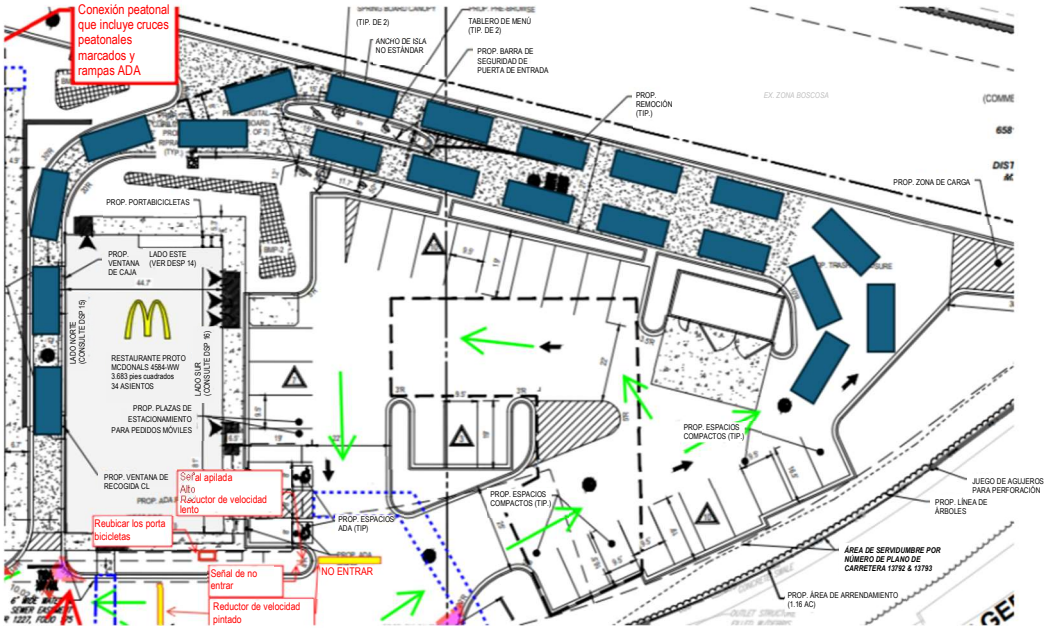


Figura 3. Colas para autoservicio

Además, y como se indicó en presentaciones anteriores, el personal de Planificación de Transporte encontró que el establecimiento de comida y bebida propuesto con autoservicio tiene un impacto *de minimus* según las Pautas de Revisión de Transporte de 2022. El personal también determinó que el desarrollo propuesto cumpliría con los requisitos del proceso de tres pasos para el retraso promedio del vehículo en una intersección sin semáforos, si se requiriera una prueba de idoneidad. El acceso cumple con el primer paso del proceso de tres pasos y no se requeriría ningún análisis adicional si este punto de acceso se incluyera en un estudio formal del impacto del tráfico.

d. **Planes asociados de la Administración de Carreteras del Estado de Maryland (SHA)**: El 20 de diciembre de 2024, el personal del Departamento de Planificación, el solicitante y SHA celebraron una reunión para analizar los planes propuestos/en curso sobre el derecho de paso de MD 410 (East West Highway) y cualquier posible impacto en el DSP propuesto.

En un correo electrónico de Patrick a Gómez, adjunto, SHA confirmó que el desarrollo propuesto está dentro del proyecto del Plan de Acción de Seguridad Peatonal MD 410 que comienza en MD 212 (Riggs Road) y llega hasta MD 500/Adelphi Road, que se encuentra en una etapa de diseño y no se espera que comience la construcción hasta 2027.

Con respecto a las mejoras que podrían afectar potencialmente el sitio del centro comercial, SHA indicó que el plan incluye la ampliación a lo largo de la MD 410 en dirección oeste en dirección a la MD 212, lo que afecta una parte del frente del sitio. Esta ampliación afectará un camino de acceso y una parte de la acera a lo largo del frente del sitio. Ambos serán removidos y reemplazados para dar cabida a la ampliación e incluirán rampas de la Ley de Estadounidenses con Discapacidades (ADA) y un cruce de peatones en la intersección de Van Buren Street y MD 410. Durante la reunión, se determinó que las modificaciones propuestas por SHA no tendrían ningún impacto en los planes de paisajismo delineados en la solicitud actual.

SHA también confirmó durante la reunión que no tienen comentarios adicionales y que no están solicitando la eliminación de ningún camino de acceso existente. Sin embargo, la modificación de los caminos de acceso y la conexión de aceras adicionales requerirán un permiso de construcción a través del proceso de permisos de SHA. Por último, SHA apoya una conexión de acera peatonal adicional en la parte este del sitio como se muestra en el Anexo 1.

Con base en las mejoras presentadas por el solicitante, y como se establece en la adenda presentada a la Junta de Planificación en la audiencia del 21 de noviembre de 2024, la Sección de Planificación de Transporte recomienda la aprobación, sujeta a las condiciones adicionales aquí incluidas.

2. **Usos incompatibles de almacenamiento en búfer**

Después de que el Comité de Cumplimiento Alternativo determinó que la solicitud de Cumplimiento Alternativo AC-23017 no cumple con los criterios de aprobación, y después de que el Personal reconoció que la Desviación propuesta del Estándar de Diseño DDS-23001 podría no resolver por completo el problema de intrusión del centro comercial, el solicitante retiró DDS-23001 y AC-23017 el 18 de diciembre y el 20 de diciembre de 2024 respectivamente.

Por lo tanto, el DSP en cuestión debe cumplir con la Sección 4.7 del *Manual de Paisaje del Condado de Prince George* de 2010 (Manual de Paisaje). La Sección 4.7 requiere un patio de protección Tipo D a lo largo de la línea de propiedad este adyacente a un sitio histórico, que incluye un retiro de construcción de 50 pies de ancho y un patio paisajístico de 40 pies de ancho que se plantará con 160 unidades de plantas por cada 100 pies lineales de línea de propiedad. Sin embargo, para cumplir con los principios de prevención del delito a través del diseño ambiental con respecto a la vigilancia y la minimización de los puntos ciegos que podrían facilitar las actividades ilegales, el personal recomienda que el solicitante considere podar las ramas bajas de los árboles existentes para crear una altura libre mínima de 8 pies. Como ya hemos comentado anteriormente, la viabilidad de podar los árboles dependerá de su estado de salud y especie.

El Anexo 1 adjunto a este documento incluye un plan de paisaje revisado, que refleja el cumplimiento del patio de protección requerido utilizando plantaciones existentes y propuestas, de conformidad con la Sección 4.7 del Manual de Paisaje. Por lo tanto, el personal determinó que DSP-22001 cumple con los requisitos del Manual de Paisaje.

3. **Conservación de elementos históricos**

En respuesta a la solicitud de la Junta de Planificación de resaltar las características históricas del área, el solicitante se ha comprometido a diseñar e instalar carteles sobre personas esclavizadas en inglés y español dentro del establecimiento de comida y bebida. Estos carteles resaltarán las características históricas únicas y la importancia del área, brindando a los visitantes una apreciación más profunda del rico patrimonio local. Se incluye una condición para que el cartel sea revisado y aprobado por la Sección de Preservación Histórica.

RECOMENDACIÓN

Después de revisar los planes revisados y la información adicional presentada por el solicitante, el personal determinó que las siguientes condiciones enumeradas en el informe del personal ya no son aplicables: 1c, 2a, 2c, 3a y 3c. Además, ya no son relevantes las siguientes condiciones de la Primera Adenda: 1(b), 1(c), 1(d), 1(e), 1(f), 1(g), 1(h), 1(i), 1(j) y 1(k). Además, a continuación se describen condiciones de aprobación recomendadas adicionales, además de las del informe del personal y de la Primera Adenda que siguen siendo aplicables.

A. **Condiciones adicionales de aprobación**

1. Antes de certificar el plano detallado del sitio, actualice el plano para incluir lo siguiente:

   (a) Cumplir con las condiciones: 1.a, 1.b, 1.d, 1.e, 1.f, 1.g, 2.b y 2.d enumerados en el Informe del Personal; y con las condiciones 1(a), 1(l), 1(m), 2 y 3, enumeradas en la Primera Adenda.

   (b) Revisar el plan de conservación de árboles Tipo 2 de la siguiente manera:

      (i) Se conservarán todos los bosques existentes que se muestran en NRI-026-2022 que estén fuera de los límites de perturbación. El bosque se identificará como bosque retenido, no acreditado, o deberá cumplir con los requisitos de los criterios de diseño de la Sección 25-122(b) del Código del Condado para ser acreditado como preservación del bosque. Actualizar la cantidad de tala de bosques en la hoja de trabajo de conservación de bosques según sea necesario.

      (ii) Eliminar la regeneración natural propuesta de los planes y de la hoja de trabajo de conservación de bosques.

      (iii) El saldo restante del requisito de conservación de bosques se revisará para que se cumpla con créditos de conservación de bosques fuera del sitio.

   (c) Agregue una nota en el plano paisajístico indicando que las ramas bajas se podarán para crear una altura libre mínima de 8 pies. La capacidad de podar los árboles existentes dependerá de la salud y la especie del árbol determinada por un profesional autorizado.

2. Antes de aprobar el permiso de construcción, obtenga la aprobación de la Sección de Preservación Histórica para el texto que se utilizará en los carteles informativos históricos.

Case: DSP-22001/AC-23017

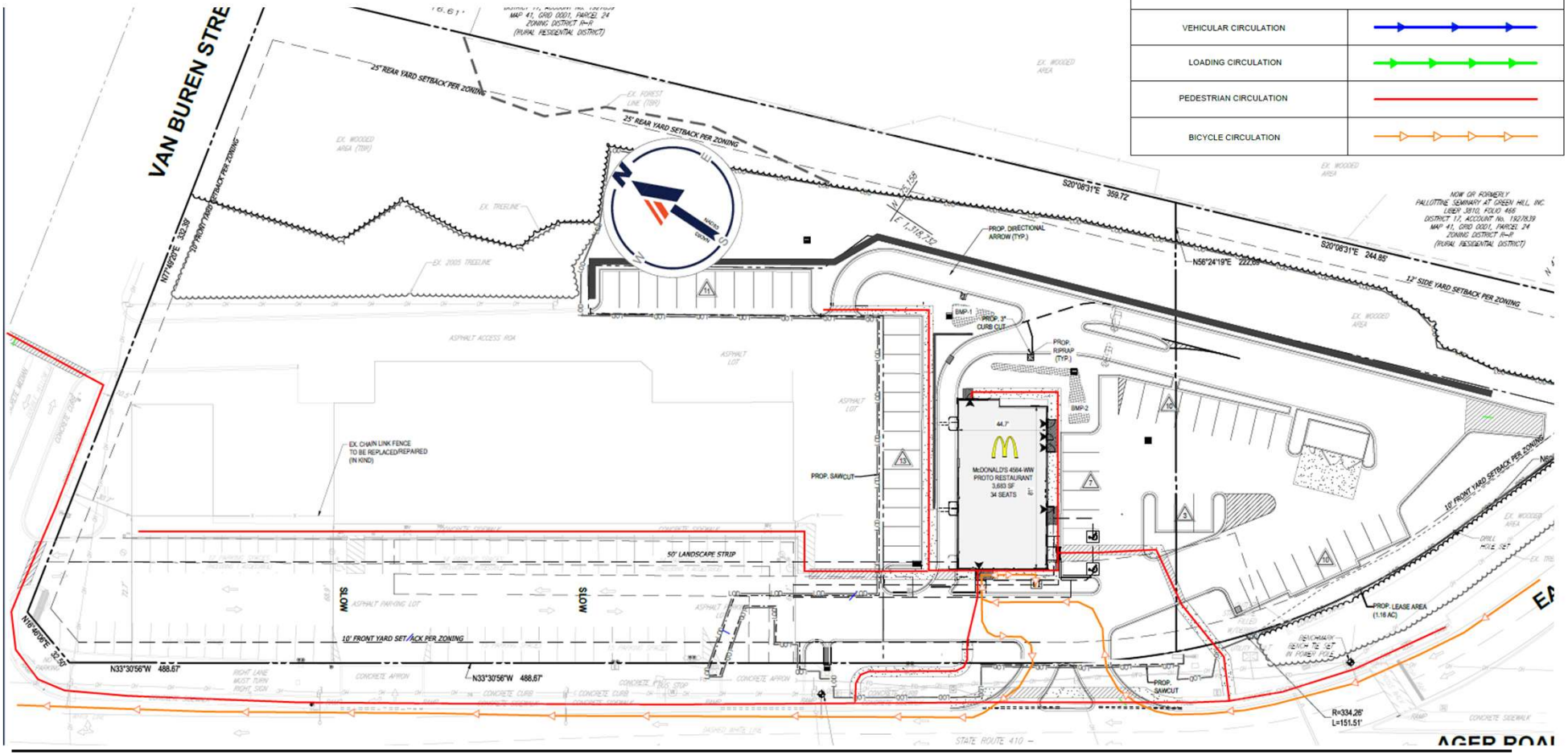
MCDONALD'S AGER ROAD

Detailed Site Plan

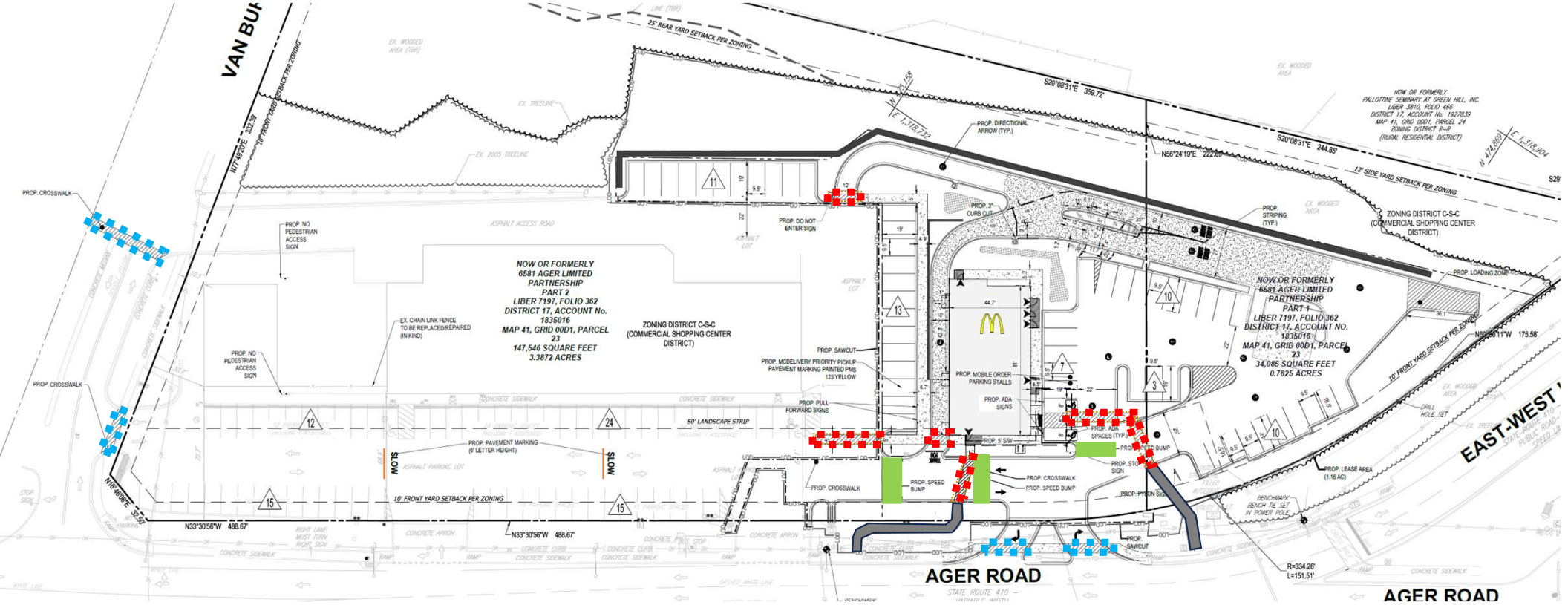
Staff Recommendation: APPROVAL with Conditions

Continuance

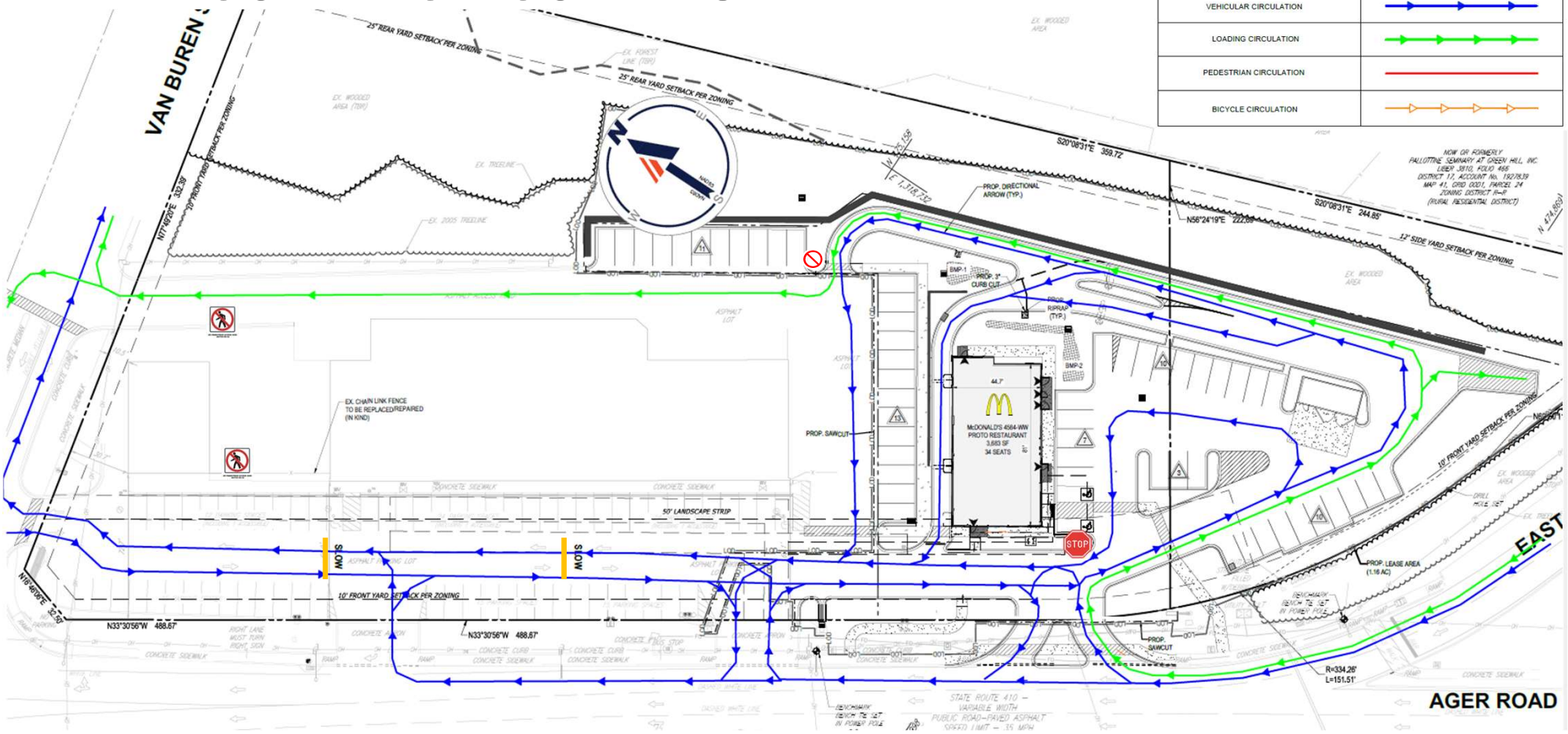
PEDESTRIAN CIRCULATION



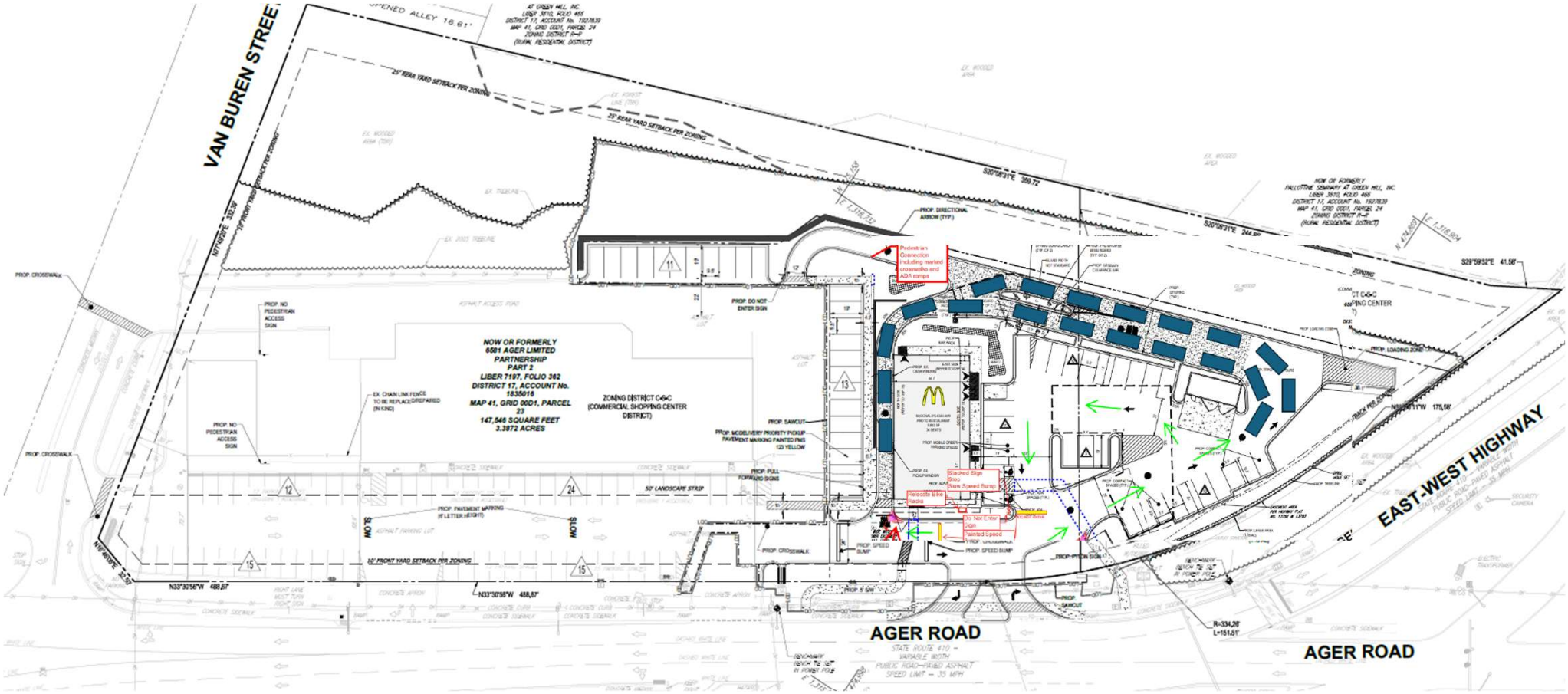
PEDESTRIAN CIRCULATION



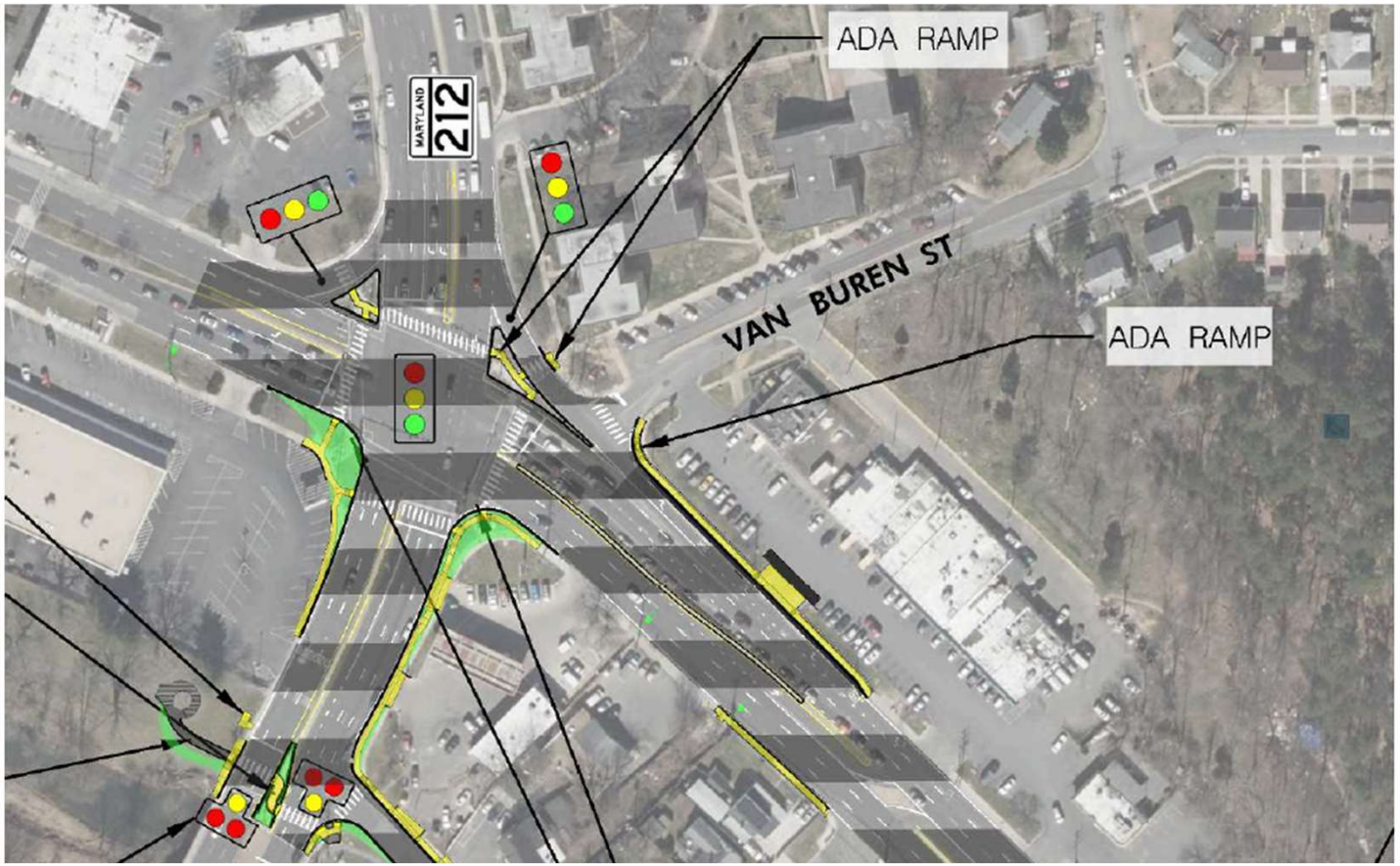
VEHICULAR CIRCULATION



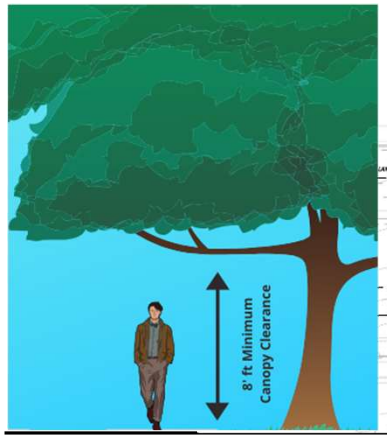
DRIVE-THROUGH QUEUING ANALYSIS



SHA- ASSOCIATED CONCEPT DRAWINGS



BUFFERING INCOMPATIBLE USES



STAFF RECOMMENDATION

APPROVAL with conditions

- DSP-22001
- TCP2-004-2024

Applicant Required Mailings:

- Informational Mailing: 01/21/2022
- Acceptance Mailing: 01/16/2024

DETAILED SITE PLAN
DSP-22001
FOR
MCDONALD'S EAST-WEST HIGHWAY

LOCATION OF SITE
6565 AGER ROAD
HYATTSVILLE
PRINCE GEORGE'S COUNTY, MD
TAX MAP: 41 GRID: D1 PARCEL: 23, PART 1 & PART 2

STANDARD DRAWING LEGEND
FOR ENTIRE PLAN SET

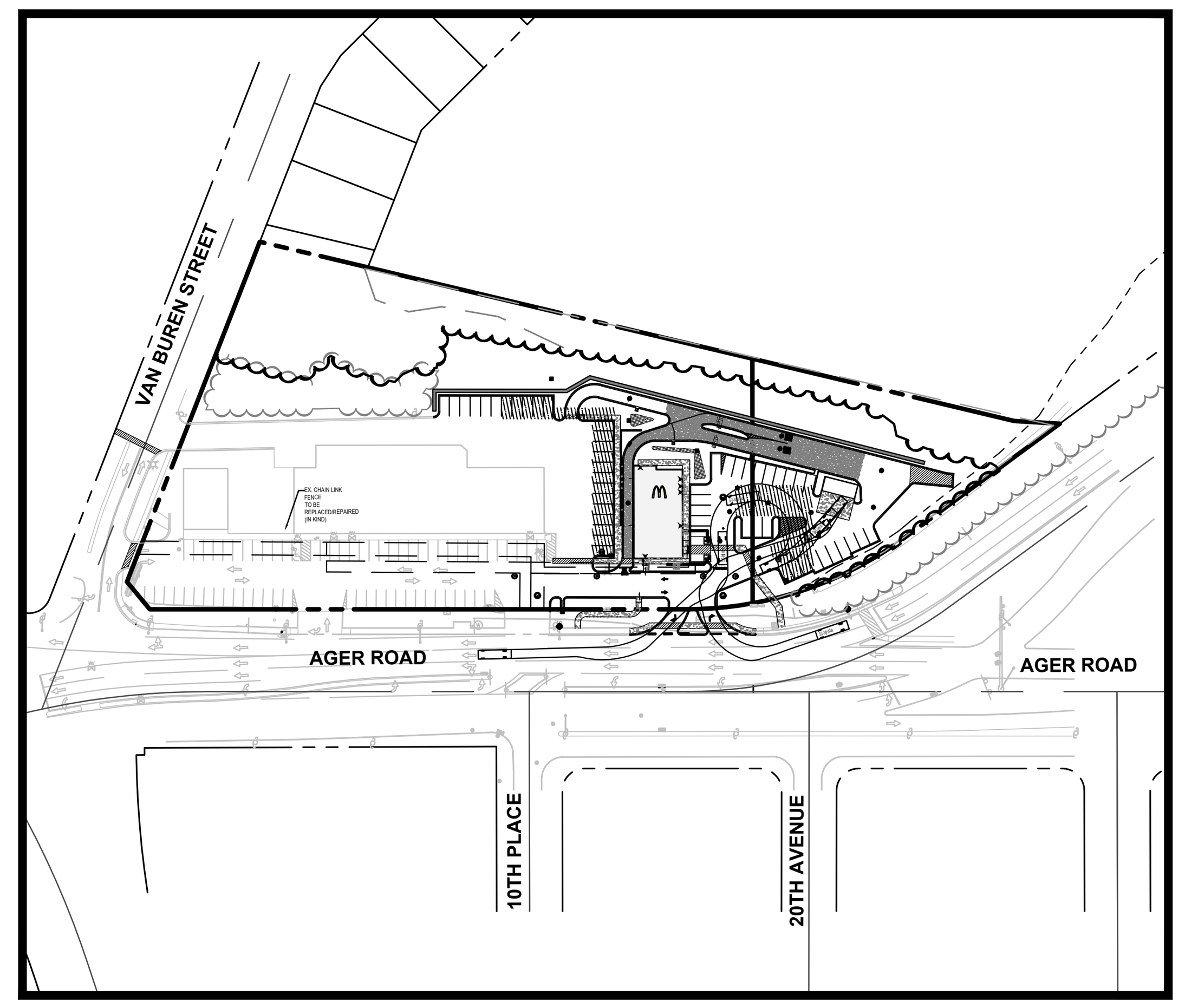
LIMIT OF WORK —LOW—
LIMIT OF DISTURBANCE —LOD—

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
	ONSITE PROPERTY LINE / R.O.W. LINE	
	NEIGHBORING PROPERTY LINE / INTERIOR PARCEL LINE	
	EASEMENT LINE	
	SETBACK LINE	
	CONCRETE CURB & GUTTER	CURB AND GUTTER; SPILL / TRANSITION; DEPRESSED CURB AND GUTTER
	UTILITY POLE WITH LIGHT	
	POLE LIGHT	
	TRAFFIC LIGHT	
	UTILITY POLE	
	TYPICAL LIGHT	
	ACORN LIGHT	
	TYPICAL SIGN	
	PARKING COUNTS	
170 / 169	CONTOUR LINE	190 / 187
TC 516.4 OR 516.4	SPOT ELEVATIONS	TC 516.00; TC 516.00 BC 515.55; MATCH EX (518.02 ±)
SAN #	SANITARY LABEL	SAN #
	STORM LABEL	
SL	SANITARY SEWER LATERAL	SL
W	UNDERGROUND WATER LINE	W
E	UNDERGROUND ELECTRIC LINE	E
G	UNDERGROUND GAS LINE	G
OH	OVERHEAD WIRE	OH
T	UNDERGROUND TELEPHONE LINE	T
C	UNDERGROUND CABLE LINE	C
	STORM SEWER	
S	SANITARY SEWER MAIN	S
	HYDRANT	
	SANITARY MANHOLE	
	STORM MANHOLE	
WM	WATER METER	
WV	WATER VALVE	
	GAS VALVE	
	GAS METER	
	TYPICAL END SECTION	
	HEADWALL OR ENDWALL	
	GRATE INLET	
	CURB INLET	
	CLEAN OUT	
	ELECTRIC MANHOLE	
	TELEPHONE MANHOLE	
EB	ELECTRIC BOX	EB
EP	ELECTRIC PEDESTAL	EP
	MONITORING WELL	
	TEST PIT	
	BENCHMARK	
	BORING	

GENERAL NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

STANDARD ABBREVIATIONS

FOR ENTIRE PLAN SET	
AC	ACRES
ADA	AMERICANS WITH DISABILITY ACT
ARCH	ARCHITECTURAL
BC	BOTTOM OF CURB
BF	BASEMENT FLOOR
BK	BLOCK
BL	BASELINE
BLDG	BUILDING
BM	BUILDING BENCHMARK
BRL	BUILDING RESTRICTION LINE
CF	CUBIC FEET
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CONN	CONNECTION
CONC	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARDS
DEC	DECORATIVE
DEP	DEPRESSED
DIP	DUCTILE IRON PIPE
DOM	DOMESTIC
ELEC	ELECTRIC
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ES	EDGE OF SHOULDER
EW	END WALL
EX	EXISTING
FES	FLARED END SECTION
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FG	FINISHED GRADE
G	GRADE
GF	GARAGE FLOOR (AT DOOR)
GH	GRADE HIGHER SIDE OF WALL
GL	GRADE LOWER SIDE OF WALL
GRT	GRATE
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HP	HIGH POINT
HOR	HORIZONTAL
HW	HEADWALL
INT	INTERSECTION
INV	INVERT
LF	LINEAR FOOT
LOC	LIMITS OF CLEARING
LOD	LIMITS OF DISTURBANCE
LOS	LINE OF SIGHT
LP	LOW POINT
L/S	LANDSCAPE
MAX	MAXIMUM
MIN	MINIMUM
MH	MANHOLE
MJ	MECHANICAL JOINT
OC	ON CENTER
PA	POINT OF ANALYSIS
PC	POINT CURVATURE
PCCR	POINT OF COMPOUND CURVATURE, CURB RETURN
PI	POINT OF INTERSECTION
POG	POINT OF GRADE
PROP	PROPOSED
PT	POINT OF TANGENCY
PTCR	POINT OF TANGENCY, CURB RETURN
PVC	POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
RET WALL	RETAINING WALL
R/W	RIGHT OF WAY
S	SLOPE
SAN	SANITARY SEWER
SF	SQUARE FEET
STA	STATION
STM	STORM
S/W	SIDEWALK
TBR	TO BE REMOVED
TBRL	TO BE RELOCATED
TC	TOP OF CURB
TELE	TELEPHONE
TPF	TREE PROTECTION FENCE
TW	TOP OF WALL
TYP	TYPICAL
UG	UNDERGROUND
UP	UTILITY POLE
W	WIDE
W/L	WATER LINE
W/M	WATER METER
±	PLUS OR MINUS
°	DEGREE
Ø	DIAMETER
#	NUMBER



LOCATION MAP
SCALE: 1" = 150'
0 75 150
1"=150'

SHEET INDEX

SHEET TITLE	SHEET NUMBER
COVER SHEET	DSP-1
PLAN APPROVALS SHEET	DSP-2
EXISTING CONDITIONS/DEMOLITION PLAN	DSP-3
SITE PLAN	DSP-4
OVERALL SITE PLAN	DSP-4A
TRUCK TURN PLAN	DSP-4B
GRADING / STORMDRAIN AND PAVING PLAN	DSP-5
PRE-DEVELOPMENT DRAINAGE AREAS	DSP-6
POST-DEVELOPMENT DRAINAGE AREAS	DSP-7
SITE DETAILS	DSP-8
LANDSCAPE PLAN	DSP-9
LANDSCAPE PLAN	DSP-10
LANDSCAPE NOTES AND DETAILS	DSP-11
PHOTOMETRIC PLAN	DSP-12
PHOTOMETRIC DETAILS	DSP-13
SIGNAGE AND DRIVE-THRU ELEVATIONS	DSP-14
ARCHITECTURAL ELEVATIONS	DSP-15
ARCHITECTURAL ELEVATIONS	DSP-16
ARCHITECTURAL ELEVATIONS	DSP-17

SOIL TYPES

SOIL TYPE	DESCRIPTION	HYDROLOGIC SOIL GROUP
SnB	SASSAFRAS-URBAN LAND COMPLEX, 0 TO 5 PERCENT SLOPES	B
SOE	SASSAFRAS AND CROOM SOILS, 15 TO 25 PERCENT SLOPES	C
Un	URBAN LAND	D

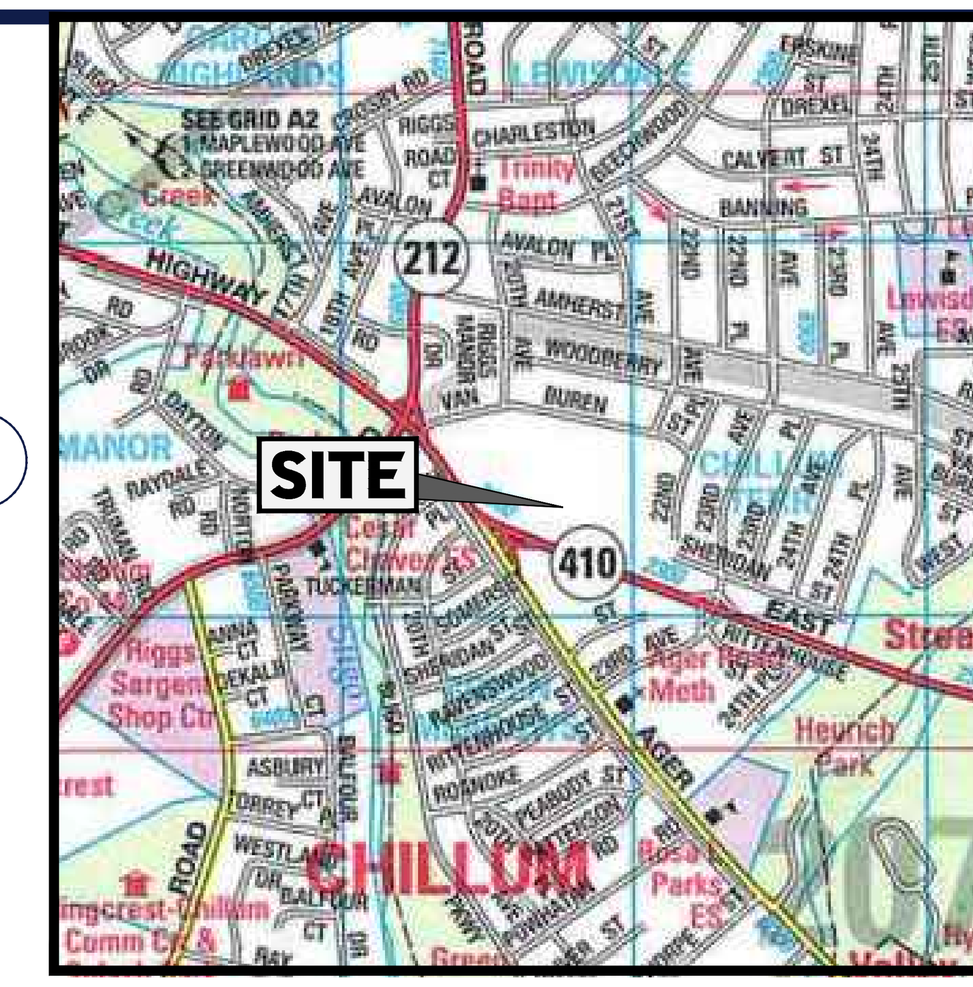
DEMOLITION/CONSTRUCTION NOTES:

1. DURING THE DEMOLITION/CONSTRUCTION PHASES OF THIS PROJECT, NOISE SHOULD NOT BE ALLOWED TO ADVERSELY IMPACT ACTIVITIES ON THE ADJACENT PROPERTIES. INDICATE INTENT TO CONFORM TO CONSTRUCTION ACTIVITY NOISE CONTROL REQUIREMENTS AS SPECIFIED IN SUBTITLE 19 OF PRINCE GEORGE'S COUNTY CODE.
2. DURING THE DEMOLITION/CONSTRUCTION PHASES OF THIS PROJECT, NO DUST SHOULD BE ALLOWED TO CROSS OVER PROPERTY LINES AND IMPACT ADJACENT PROPERTIES. INDICATE INTENT TO CONFORM TO CONSTRUCTION ACTIVITY DUST CONTROL REQUIREMENTS AS SPECIFIED IN THE 2011 MARYLAND STANDARDS FOR EROSION AND SEDIMENT CONTROL.

OWNER/DEVELOPER
6581 AGER LIMITED PARTNERSHIP
7811 MONTROSE ROAD,
POTOMAC, MD 20854

APPLICANT
MCDONALDS USA LLC.
110 N CARPENTER STREET
CHICAGO, IL 60607
CONTACT: TOM HUGHES
THOMAS.HUGHES@US.MCD.COM
410-977-1214

PREPARED BY
BOHLER//
CONTACT: NICHOLAS B. SPEACH, P.E.



LOCATION MAP
SCALE: 1" = 2000'

REFERENCES AND CONTACTS

ALTA/ACSM LAND TITLE SURVEY:
"ALTA/NSPS LAND TITLE SURVEY
MCDONALD'S USA,LLC - L/C 19-1437
6543 AGER ROAD"
DATED: 03/16/21

SOIL REPORT
NRCS
ENTITLED: "CUSTOM SOIL RESOURCE REPORT FOR PRINCE GEORGE'S COUNTY, MARYLAND"
DATED: JULY 16, 2021

GIS TOPO
GIS OPEN DATA PORTAL
ENTITLED: "CONTOUR 2018"

SITE DEVELOPMENT CONCEPT PLAN:
"SITE DEVELOPMENT CONCEPT PLAN FOR MCDONALD'S EAST-WEST HIGHWAY"
PREPARED BY: BOHLER
FILE NO. #30395-2021
DATED: 07/04/2021
APPROVED: PENDING

UTILITY CONTACTS

VERIZON - LAMBERT CABLE	(410) 536-0070
WSSC - PINPOINT UG	(301) 868-6803
WASHINGTON GAS - UTILIQUEST	(301) 210-0355
COMCAST - UTILIQUEST	(410) 536-0070
UNIVERSITY OF MARYLAND	(410) 226-3315
PEPCO -OCCLS	(410) 712-0202
MCI	(800) 289-3427

* THE ABOVE REFERENCED DOCUMENTS ARE INCORPORATED BY REFERENCE AS PART OF THESE PLANS, HOWEVER, BOHLER ENGINEERING DOES NOT CERTIFY THE ACCURACY OF THE WORK REFERENCED OR DERIVED FROM THESE DOCUMENTS, BY OTHERS.

GENERAL NOTES

1. THIS PLAN IS BASED ON:
   "ALTA/NSPS LAND TITLE SURVEY
   MCDONALD'S USA,LLC - L/C 19-1437
   6543 AGER ROAD"
   DATED: 03/16/21
2. SITE AREA = 4.17 ACRES
   LOD = 2.40 ACRES
   McDONALD'S DEVELOPMENT SITE: 1.16 ACRES
   EXISTING IMPERVIOUS = 0.49 ACRES
   TOTAL NET IMPERVIOUS = 1.16 ACRES
3. TAX ACCOUNT NUMBER: 1835016
4. PRIOR ZONING: CSC - COMMERCIAL SHOPPING CENTER
   CURRENT ZONING: CGO - COMMERCIAL, GENERAL, OFFICE ZONE
5. EXISTING USE: RESTAURANT
   PROPOSED USE: RESTAURANT
6. NUMBER OF LOTS, PARCELS, OUTLOTS & OUTPARCELS: PARCEL 23, PART 1 AND PART 2.
7. EXISTING GROSS FLOOR AREA: 1,995 SF.
   PROPOSED GROSS FLOOR AREA: 3,683 SF
8. WSSC GRID: 208NE02
9. TAX MAP & GRID: TM 41 GRID: D1
10. AVIATION POLICY NUMBER AND GRID: NONE
11. EXISTING WATER/SEWER DESIGNATION: W-3, S-3
    PROPOSED WATER/SEWER DESIGNATION: W-3, S-3
12. STORMWATER MANAGEMENT CONCEPT NUMBER: SDCP #30395-2021
13. 10-FOOT PUBLIC UTILITY EASEMENT ALONG ALL RIGHTS-OF-WAY.
14. MANDATORY PARK DEDICATION: NONE
15. CEMETERIES LOCATED IN VICINITY OF THE PROPERTY: NONE
16. HISTORIC SITES LOCATED IN THE VICINITY OF THE PROPERTY: THE SUBJECT PROPERTY IS BOUNDED ON THE WEST BY THE GREEN HILL HISTORIC SITE (65-008)
17. NO WETLANDS OR STREAMS ARE LOCATED ON-SITE.
18. 100-YR FLOOD PLAIN: NO
19. CHESAPEAKE CRITICAL BAY AREA: NO
20. THERE ARE NO KNOWN SPRINGS OR SEEPS.
21. MARLBORO CLAY AND CHRISTIANA CLAY ARE NOT FOUND TO OCCUR ON OR WITHIN THE VICINITY OF THE PROPERTY.
22. THE SITE IS LOCATED IN A WATERSHED WITH TMDLs FOR SEDIMENT, NITROGEN, AND PH0SPHORUS.
23. THE SITE IS NOT LOCATED WITHIN A TIER II CATCHMENT.
24. THE SITE IS LOCATED IN THE ANACOSTIA RIVER WATERSHED.
25. EXISTING FLOW PATTERNS WERE CONSIDERED AND MAINTAINED WITH THE PROPOSED DESIGN.
26. A COMBINATION OF SILT FENCE, SUPER SILT FENCE, STABILIZED CONSTRUCTION ENTRANCE, AND INLET PROTECTION WILL BE UTILIZED AS THE PRIMARY EROSION AND SEDIMENT CONTROL PRACTICES.
27. THE EXISTING SITE IS A RETAIL COMMERICAL SHOPPING CENTER CONSITING OF 3 BUILDINGS.
28. PERMANENT STABILIZATION MATTING WILL BE PROVIDED IN AREAS WHERE PROPOSED GRADING EXCEEDS 25%.

BOHLER//
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

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PROJECT No.:	MB195007
DRAWN BY:	LMT
CHECKED BY:	NBS
DATE:	10/15/2021
CAD I.D.:	CNDS

PROJECT:
DETAILED SITE PLAN
DSP# 22001
FOR
MCDONALD'S EAST/WEST HIGHWAY
PROPOSED DEVELOPMENT
6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

BOHLER//
16701 MELFORD BLVD , SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

N. B. SPEACH
PROFESSIONAL ENGINEER
MARYLAND LICENSE No. 40263 12/19/2024
PROFESSIONAL CERTIFICATION
I, NICHOLAS B. SPEACH, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 40263, EXPIRATION DATE: 6/14/2025

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
DSP-1

ORG. DATE - 10/15/2021

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
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DRAWN BY:	LMT
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DATE:	10/15/2021
CAD I.D.:	CNDS

PROJECT:

DETAILED SITE PLAN
DSP# 22001

FOR

MCDONALD'S
EAST/WEST
HIGHWAY

PROPOSED
DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

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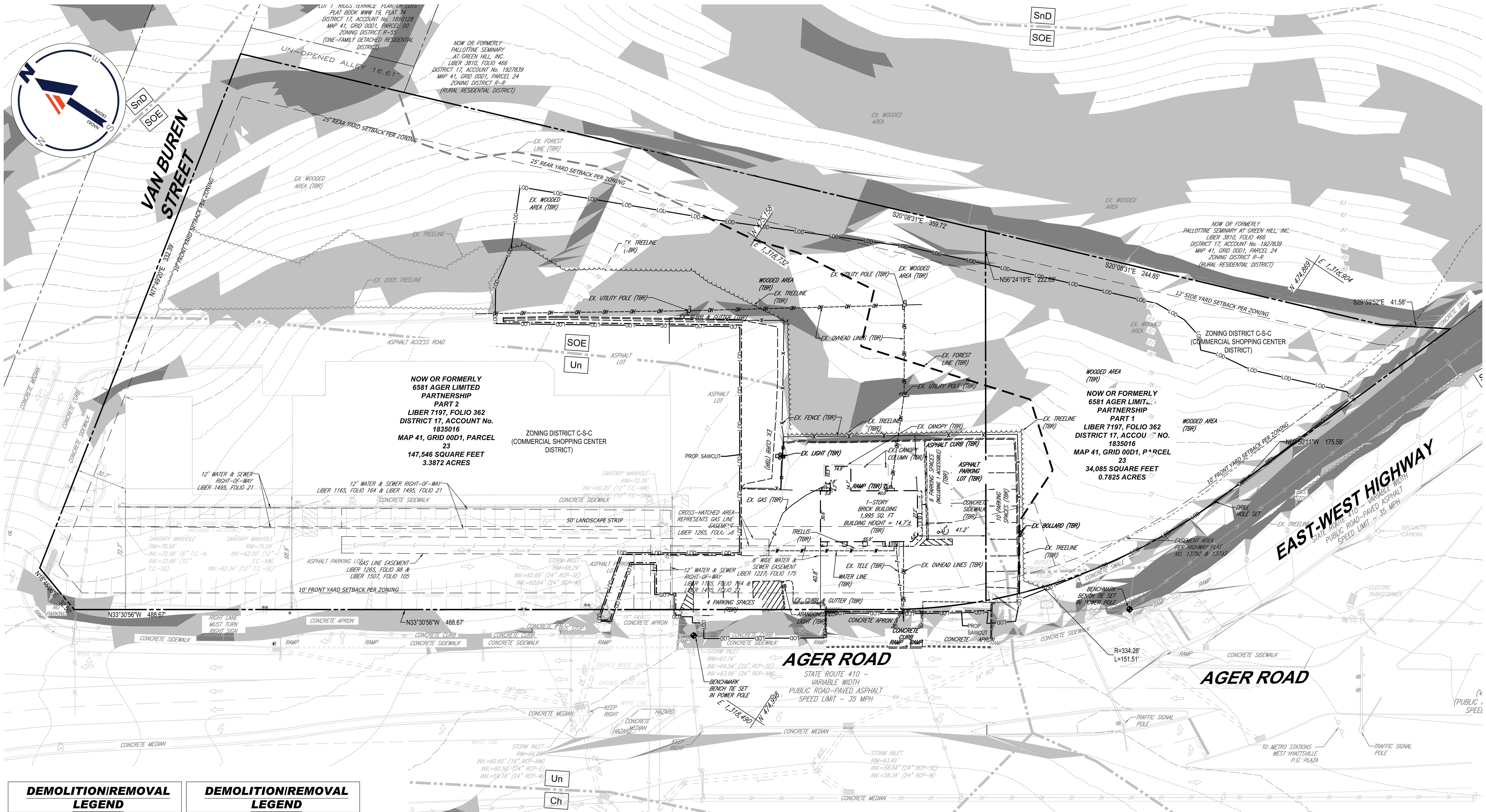
SHEET TITLE:

PLAN APPROVALS SHEET

SHEET NUMBER:

DSP-2

ORG. DATE - 10/15/2021



DEMOLITION/REMOVAL LEGEND

DEMOLITION/REMOVAL NOTE	TYPICAL NOTE TEXT
(dashed line)	EASEMENT LINE
(double dashed line)	CONCRETE CURB & GUTTER
(symbol)	UTILITY POLE WITH LIGHT
(symbol)	POLE LIGHT
(symbol)	TRAFFIC LIGHT
(symbol)	UTILITY POLE
(symbol)	TYPICAL LIGHT
(symbol)	ACORN LIGHT
(symbol)	TYPICAL SIGN
(symbol)	PARKING COUNTS
TC 516.4 OR 516.4	SPOT ELEVATIONS
SAN #	SANITARY LABEL
STM #	STORM LABEL
———SL———	SANITARY SEWER LATERAL

DEMOLITION/REMOVAL LEGEND

DEMOLITION/REMOVAL NOTE	TYPICAL NOTE TEXT
———W———	UNDERGROUND WATER LINE
———E———	UNDERGROUND ELECTRIC LINE
———G———	UNDERGROUND GAS LINE
———OH———	OVERHEAD WIRE
———T———	UNDERGROUND TELEPHONE LINE
———C———	UNDERGROUND CABLE LINE
(double dashed line)	STORM SEWER
———S———	SANITARY SEWER MAIN
(symbol)	HYDRANT
(S)	SANITARY MANHOLE
(D)	STORM MANHOLE
WM	WATER METER
WV	WATER VALVE
(symbol)	GAS VALVE
(symbol)	GAS METER

LEGEND

LIMIT OF DISTURBANCE	LOD LOD
SAWCUT	(line)
STEEP SLOPES 15 - 25%	(shading)
STEEP SLOPES > 25%	(shading)
SOIL DIVIDE	(line)

SURVEY NOTES:

1. BEARINGS SHOWN HEREON ARE BASED UPON THE BEARINGS CONTAINED IN LIBER 7197, FOLIO 362 RECORDED AMONG THE LAND RECORDS OF PRINCE GEORGE'S COUNTY, MD.

2. THE UNDERGROUND UTILITIES SHOWN ON THIS SURVEY HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION, MARKINGS PROVIDED BY THE UTILITY COMPANIES AND EXISTING DRAWINGS OBTAINED FROM UTILITY COMPANIES. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM AVAILABLE INFORMATION.

3. CONTOUR INTERVAL = 1'. ELEVATIONS SHOWN HEREON ARE BASED UPON GPS OBSERVATIONS MADE ON FEBRUARY 8-12, 2021 AND ARE TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).

4. THERE WAS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

5. THE SURVEYOR KNOWS OF NO KNOWN RECENT OR PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES, STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

6. THERE IS NO OBSERVED EVIDENCE OF THIS SITE BEING USED AS A SOLID WASTE DUMP, SUMP, OR SANITARY LANDFILL.

7. THERE ARE NO DELINEATED WETLAND AREAS LOCATED ON THE SUBJECT PREMISES.

8. IRON PINS WITH CAP SET ARE 5/8"Ø REBAR, 30" IN LENGTH WITH A YELLOW PLASTIC I.D. CAP THAT BEARS THE INSCRIPTION "MDM 724-934-2810".

9. RIGHT OF WAY LINES SHOWN HEREON ARE BASED ON THOSE OF STATE ROADS COMMISSION OF MARYLAND PLAT NO. 13791, 13792, 13794, 15704, 15706, 25724, & 26248.

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REV	DATE	COMMENT	DRAWN BY / CHECKED BY

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PROJECT No.:	MB195007
DRAWN BY:	LMT
CHECKED BY:	NBS
DATE:	10/15/2021
CAD I.D.:	DEMO

PROJECT:

DETAILED SITE PLAN DSP# 22001

FOR

MCDONALD'S EAST/WEST HIGHWAY

PROPOSED DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

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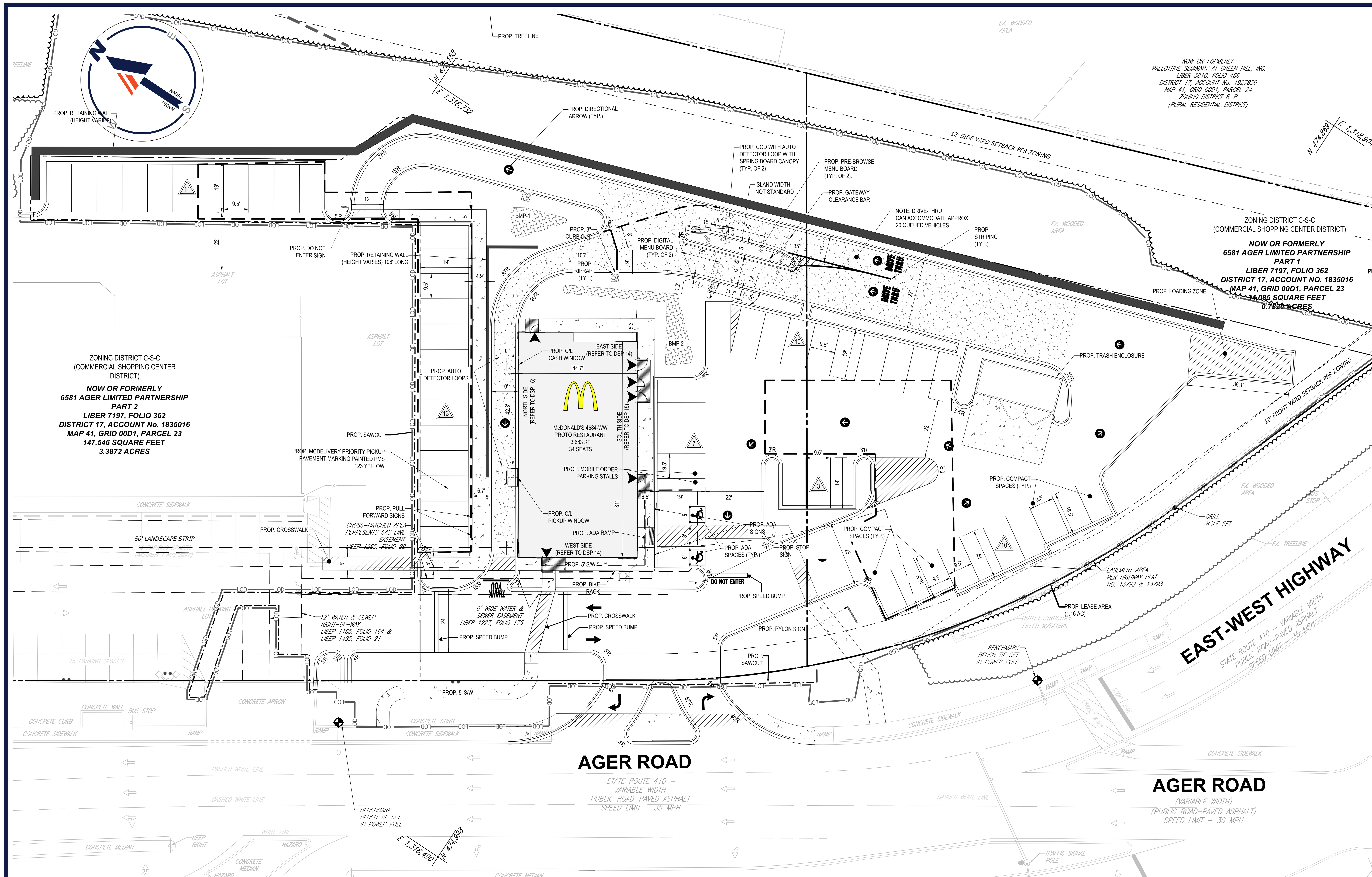
N. B. SPEACH
PROFESSIONAL ENGINEER
MARYLAND LICENSE No. 40263 12/19/2024
PROFESSIONAL CERTIFICATION
I, NICHOLAS B. SPEACH, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 40263, EXPIRATION DATE: 6/14/2025

SHEET TITLE:
EXISTING CONDITIONS/ DEMOLITION PLAN

SHEET NUMBER:
DSP-3

ORG. DATE - 10/15/2021

Dec 19, 2024 H:\19\MB195007\DRAWINGS\PLAN SETS\DETAILED SITE PLAN\MB195007 - DEMO - 0---->LAYOUT: DSP-3 BA



STANDARD NOTES:

1. THIS PLAN IS BASED ON:
   "ALTA/NSPS LAND TITLE SURVEY
   MCDONALD'S USA,LLC - L/C 19-1437
   6543 AGER ROAD"
   DATED: 03/16/21

2. APPLICANT:
   MCDONALD'S CORPORATION
   7501 OVERLOOK COURT,
   OXON HILL, MD 20745
   CONTACT: JOSEPH CURTO
   PHONE: 540-426-9807

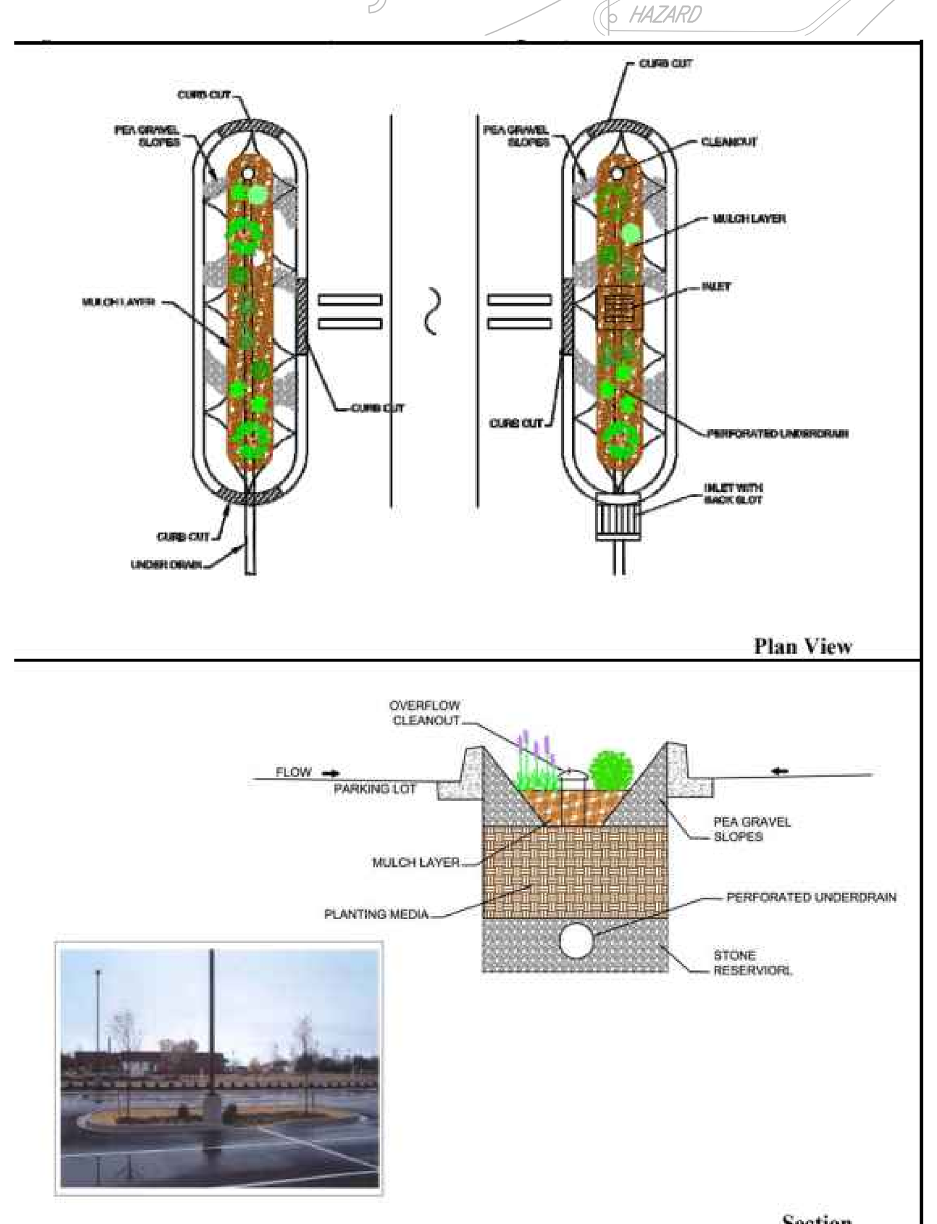
3. PROJECT NAME: MCDONALDS EAST-WEST HIGHWAY
   WSSC GRID: 208NE02
   NUMBER OF LOTS, PARCELS, OUTLOTS & OUTPARCELS: PARCEL 23, PART 1 & PART 2
   SUBDIVISION: MCDONALDS MORNINGSIDE
   TAX MAP GRID: 041D1

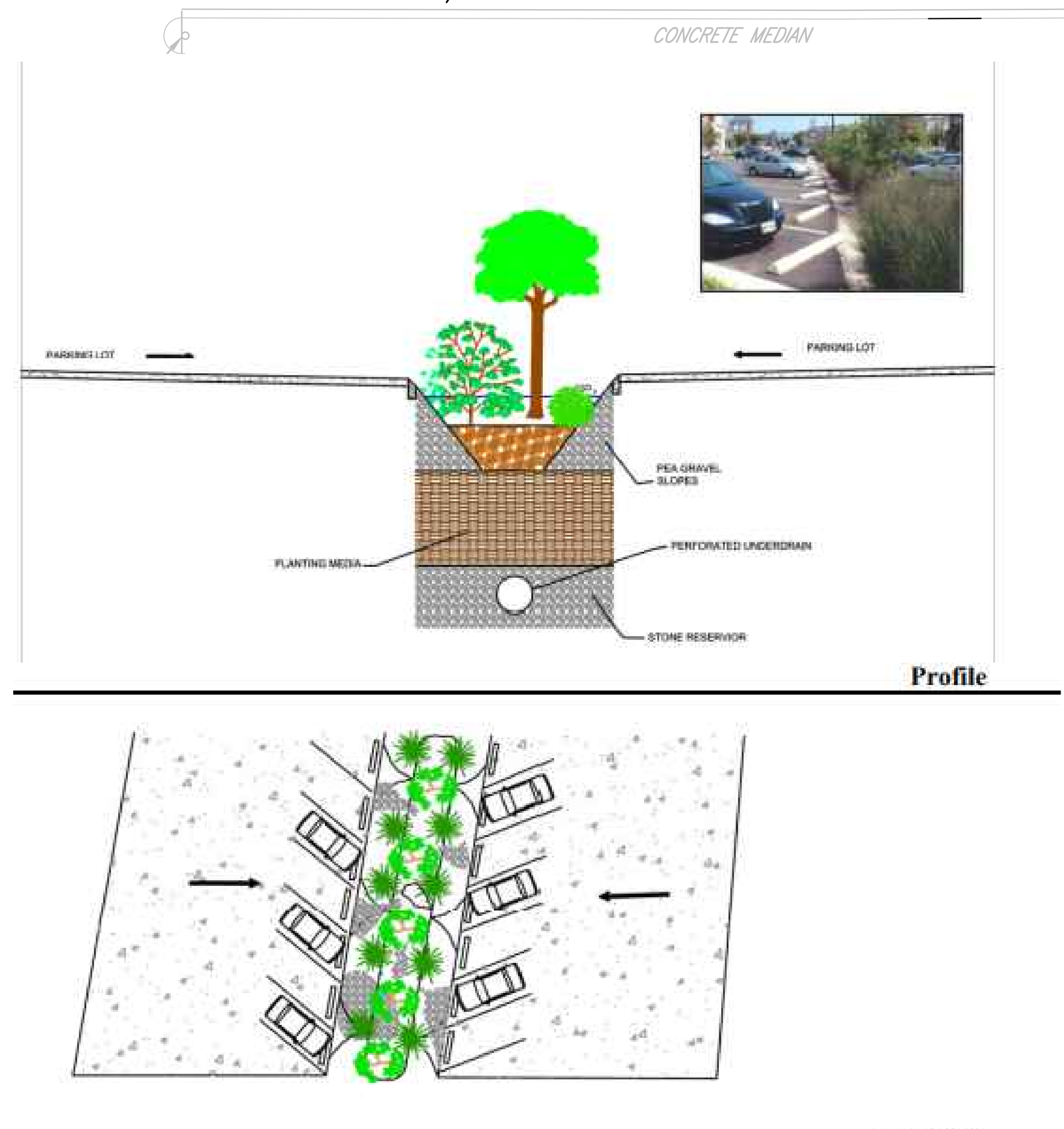
4. CURRENT ZONING: CGO (COMMERCIAL, GENERAL, OFFICE ZONE)
   PRIOR ZONING C-S-C (COMMERCIAL, SHOPPING CENTER)
   PARCEL 23:
   6581 AGER LIMITED PARTNERSHIP
   LIBER: 07197 FOLIO: 362
   TOTAL ACREAGE: PARCEL 23 - 4.17 AC.
   ZONE: C-S-C
   EX. BUILDING GROSS FLOOR AREA: 1,995 SF
   PROP. BUILDING GROSS FLOOR AREA: 3,683 SF

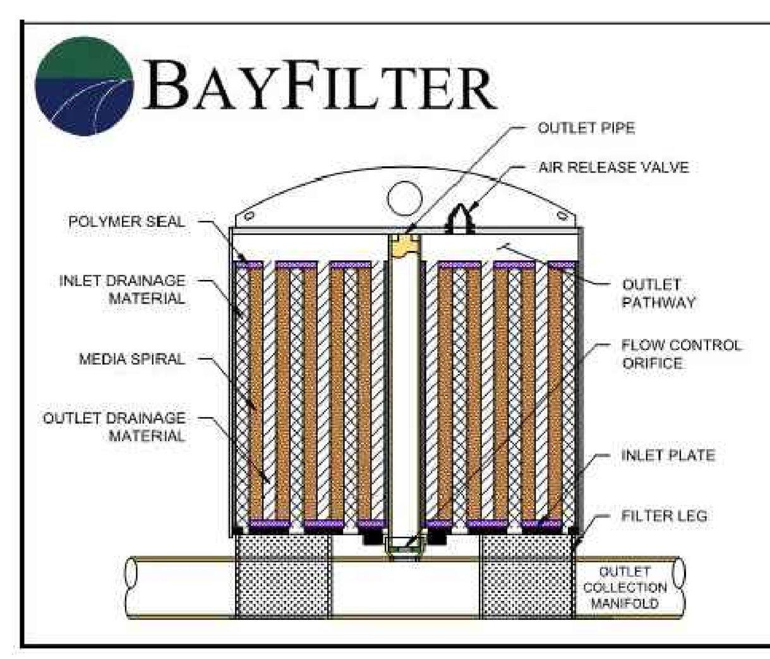
5. EXISTING USE: FAST FOOD RESTAURANT (1,995 SF)
   PROPOSED USE: FAST FOOD RESTAURANT (3,683 SF)

6. BULK REQUIREMENTS:

	ALLOWED/REQUIRED	PROVIDED
A. MIN. LOT AREA	N/A	4.17 AC
B. MIN. BUILDING SETBACK		
CONVENIENCE STORE		
FRONT SETBACK (EAST-WEST HIGHWAY)	10'	10'
SIDE SETBACK (REAR)	12'	12'
C. MIN. PARKING SETBACK		
FRONT SETBACK (EAST-WEST HIGHWAY)	NONE	10'
FRONT SETBACK (EAST-WEST HIGHWAY)	NONE	10'
SIDE SETBACK (REAR)	NONE	89'
D. PARKING REQUIREMENTS		
INTEGRATED SHOPPING CENTER 1 SPACE PER 250 SF OF GFA (17,750 SF OF RETAIL)	71	71
EATING AND DRINKING ESTABLISHMENT 1 SPACE PER 3 SEATS (34 SEATS) =12 AND 1 SPACE PER 50 SF OF GFA (1,750 SF) = 35	47	54
ADA / VAN ACCESSIBLE SPACES (26 TO 50 SPACES; * = INCLUDED IN REQUIRED SPACES)	2*	2*
TOTAL	118	125
LOADING 2,000 TO 10,000 SF OF GFA	0	1
E. MIN. PARKING SPACE DIMENSIONS		
STANDARD PARKING SPACE	9.5'X19'	9.5'X19'
ADA ACCESSIBLE PARKING SPACE	8'X19'	8'X19'
COMPACT SPACE (3 PROPOSED)	8'X16.5'	9.5'X16.5'
F. MAX. BUILDING HEIGHT		
EATING AND DRINKING ESTABLISHMENT	N/A	18.8'
I. GREEN AREA CALCULATIONS		
SITE AREA = 4.17 AC	GREEN AREA = 2.99 AC (71.7%)	







522 BAYFILTER BF 8-8-3 VAULT	BF-1
WATER QUALITY VOLUME	
DRAINAGE AREA	---
CARTRIDGE DESIGN VOLUME	
# BAYFILTER CARTRIDGES	
CAPTURED SEDIMENT CAPACITY*	

THE BAYFILTER STORMWATER MANAGEMENT SYSTEM IS A STORMWATER FILTRATION DEVICE DESIGNED TO REMOVE FINE SEDIMENTS, HEAVY METALS, AND PHOSPORUS. THE BAYFILTER SYSTEM RELIES ON A SPIRAL WOUND MEDIA FILTER CARTRIDGE WITH APPROXIMATELY 45 SQUARE FEET OF FILTRATION AREA. THE FILTER CARTRIDGES ARE HOUSED IN A CONCRETE STRUCTURE THAT EVENLY DISTRIBUTES THE FLOW BETWEEN CARTRIDGES. THE SYSTEM IS INLINE WITH AN INTERNAL BYPASS WEIR THAT ROUTES HIGH INTENSITY STORMS AROUND THE CARTRIDGES. THE FILTER CARTRIDGES REMOVE POLLUTANTS FROM RUNOFF BY FILTRATION (INTERCEPTION/ATTACHMENT) AND ADSORPTION.
*SEDIMENT CAPTURE PER CURRENT NJDEP APPROVAL

LEGEND

LIMIT OF DISTURBANCE	
SAWCUT	
STEEP SLOPES 15 - 25%	
STEEP SLOPES > 25%	
CONCRETE PAVEMENT	
CONCRETE SIDEWALK	
PROP. UNDERGROUND SYSTEM	
PROP. MICRO-BIORETENTION FACILITY	
SOIL DIVIDE	

20 10 5 0 20
1"= 20'

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

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PROJECT No.:	MB195007
DRAWN BY:	LMT
CHECKED BY:	NBS
DATE:	10/15/2021
CAD I.D.:	DRAWING1

PROJECT:

DETAILED SITE PLAN DSP# 22001

FOR

MCDONALD'S EAST/WEST HIGHWAY

PROPOSED DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

BOHLER
16701 MELFORD BLVD , SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

N. B. SPEACH
PROFESSIONAL ENGINEER
MARYLAND LICENSE No. 40263 12/19/2024
PROFESSIONAL CERTIFICATION
I, NICHOLAS B. SPEACH, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 40263, EXPIRATION DATE: 6/14/2025

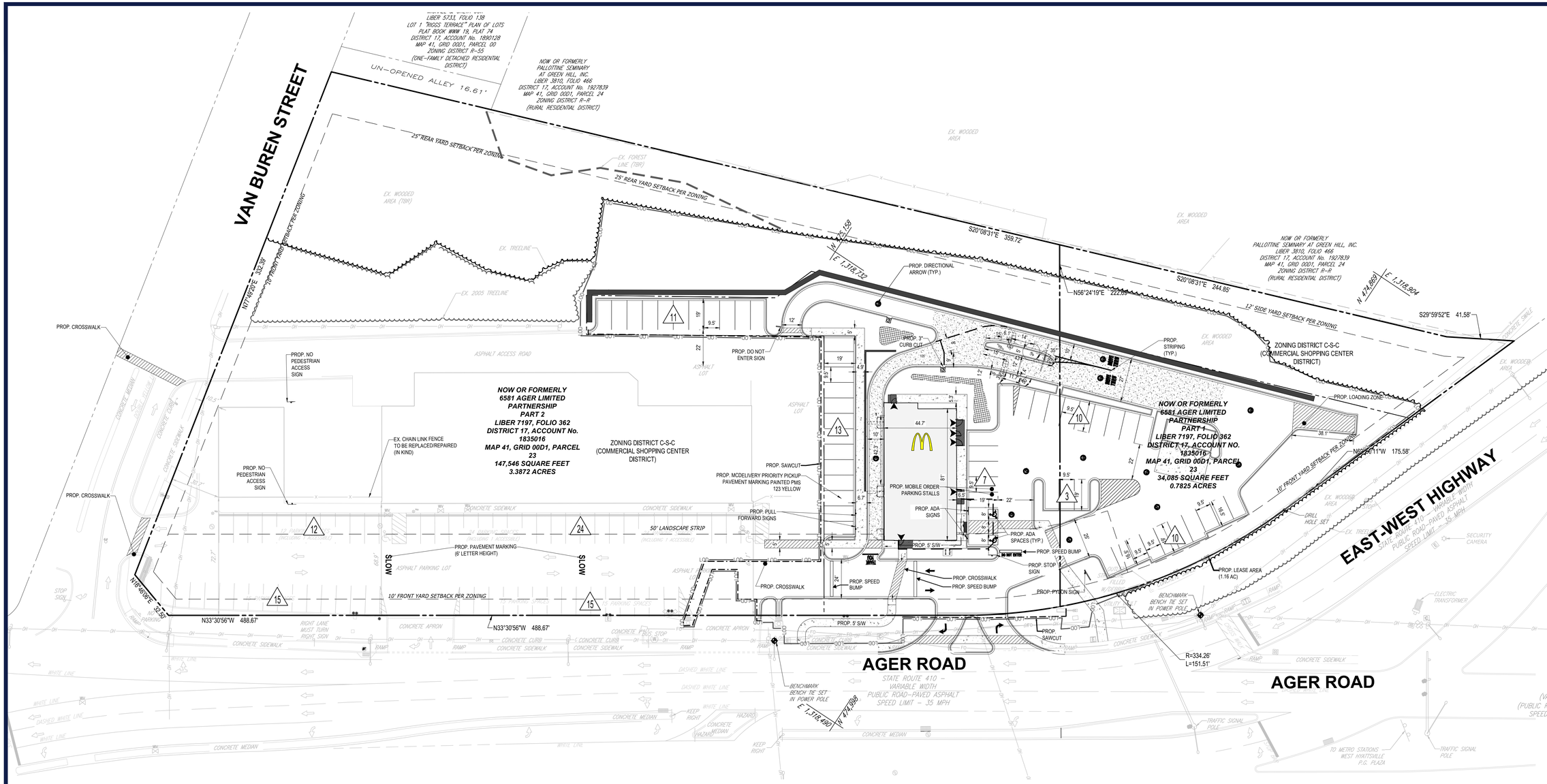
SHEET TITLE:

SITE PLAN

SHEET NUMBER:

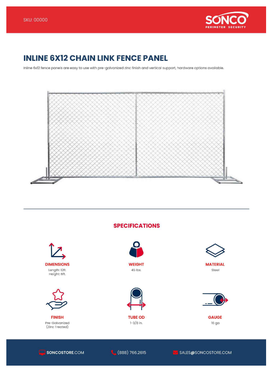
DSP-4

ORG. DATE - 10/15/2021



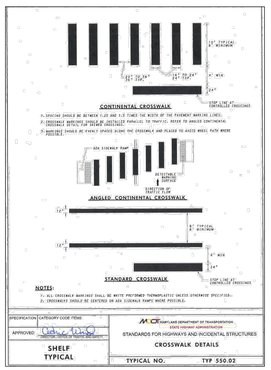
D. PARKING REQUIREMENTS

	ALLOWED/REQUIRED	PROVIDED
INTEGRATED SHOPPING CENTER 1 SPACE PER 250 SF OF GFA (17,750 SF OF RETAIL)	71	71
EATING AND DRINKING ESTABLISHMENT 1 SPACE PER 3 SEATS (34 SEATS) =12 AND 1 SPACE PER 50 SF OF GFA (1,750 SF) = 35	47	54
ADA / VAN ACCESSIBLE SPACES (26 TO 50 SPACES; * = INCLUDED IN REQUIRED SPACES)	2*	2*
TOTAL	118	125



CHAIN LINK FENCE DETAIL (OR SIMILAR OPTION)

NOT TO SCALE



NO PEDESTRIAN ACCESS SIGN MUTCD R9-3A

NOT TO SCALE

NO PEDESTRIAN CROSSING SIGN MUTCD R9-3

NOT TO SCALE

LEGEND

LIMIT OF DISTURBANCE	LOD LOD
SAWCUT	
STEEP SLOPES 15 - 25%	
STEEP SLOPES > 25%	
CONCRETE PAVEMENT	
CONCRETE SIDEWALK	
PROP. UNDERGROUND SYSTEM	
PROP. MICRO-BIORETENTION FACILITY	
SOIL DIVIDE	

30 15 7.5 0 30

1"= 30'

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABILITY DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

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PROJECT No.:	MB195007
DRAWN BY:	LMT
CHECKED BY:	NBS
DATE:	10/15/2021
CAD I.D.:	DRAWING1

PROJECT:

DETAILED SITE PLAN
DSP# 22001

FOR

MCDONALD'S
EAST/WEST
HIGHWAY

PROPOSED
DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

BOHLER
16701 MELFORD BLVD , SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

N. B. SPEACH
PROFESSIONAL ENGINEER
MARYLAND LICENSE No. 45263 12/15/2024
PROFESSIONAL CERTIFICATION
I, NOAH BLAKE SPEACH, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 45263, EXPIRATION DATE: 6/14/2025

SHEET TITLE:

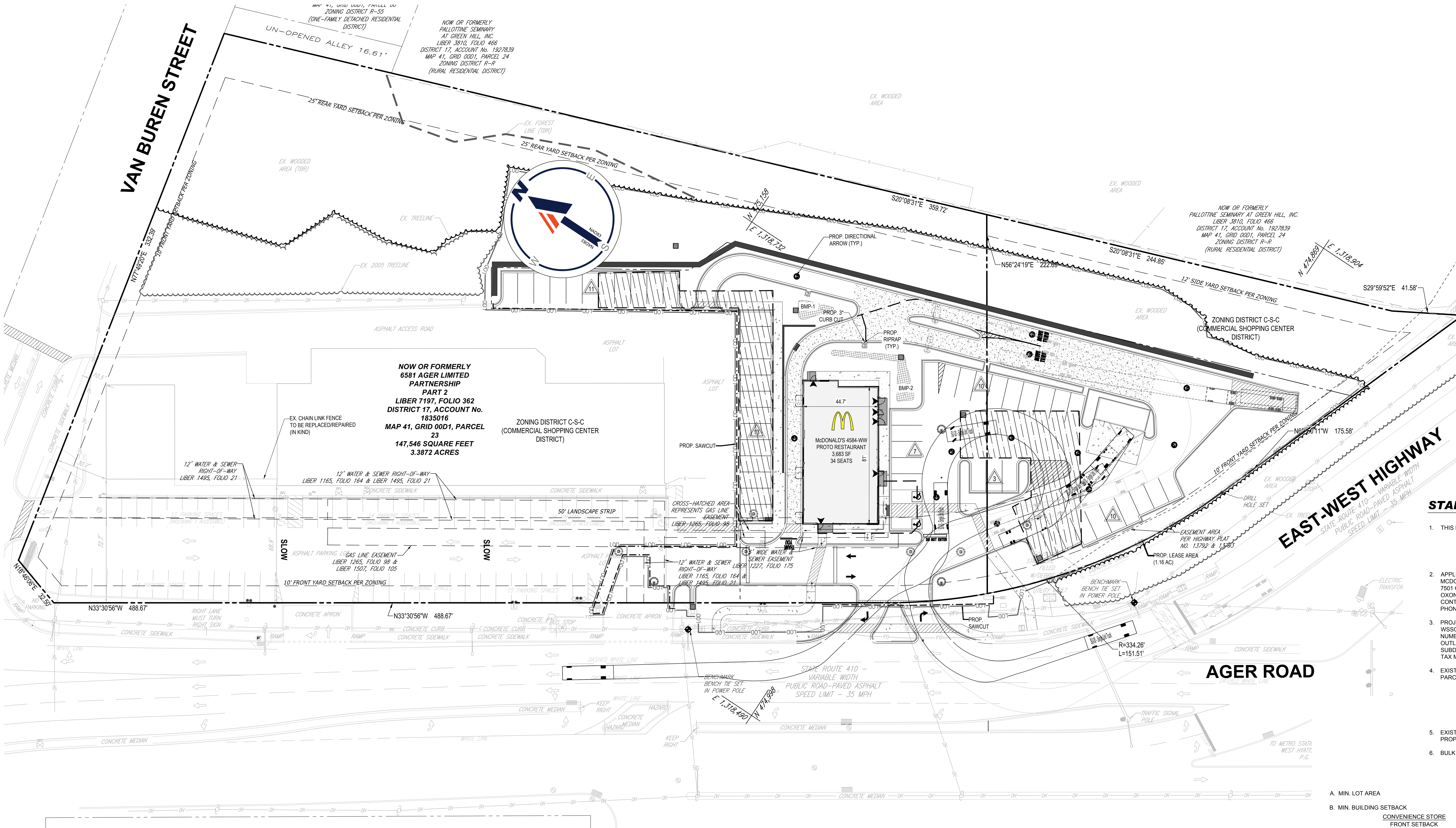
OVERALL SITE PLAN

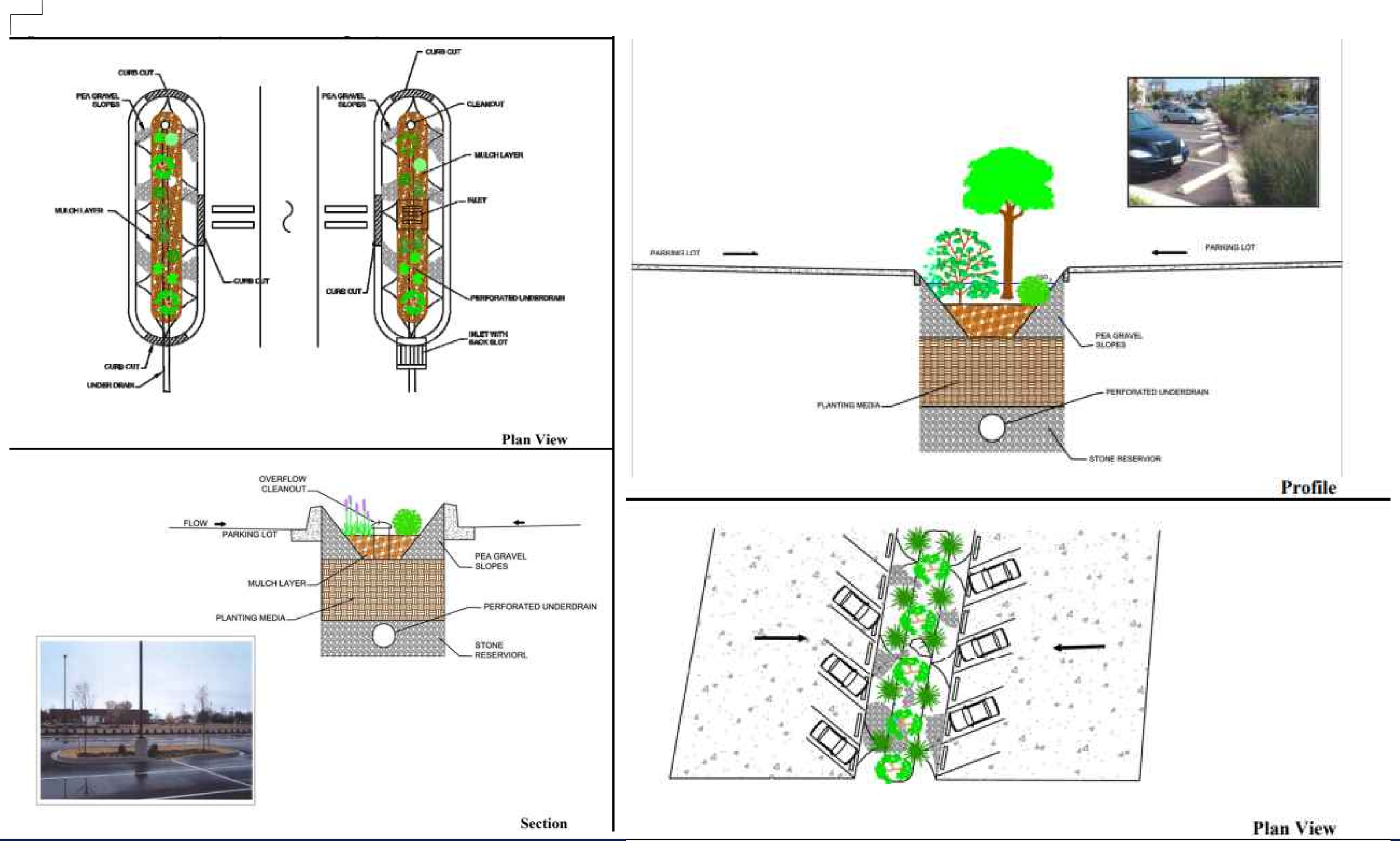
SHEET NUMBER:

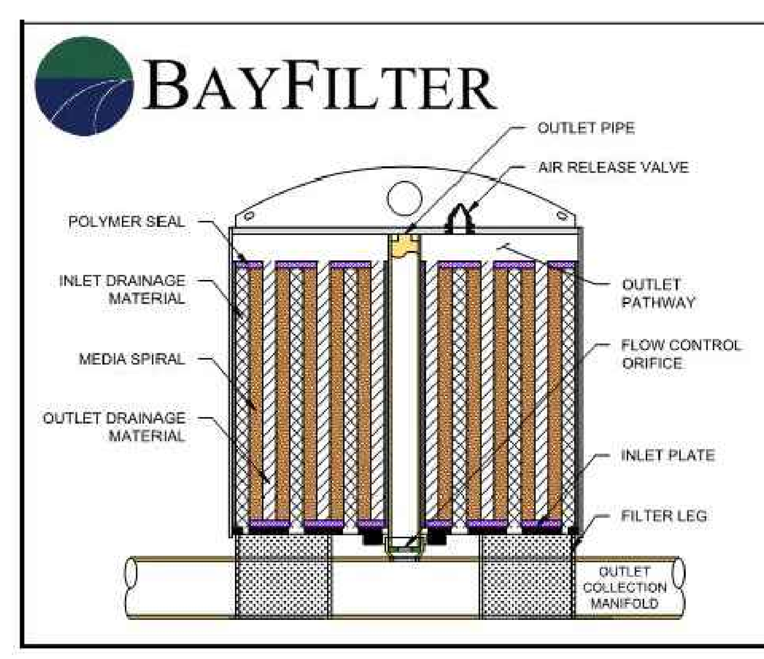
DSP-4A

ORG. DATE - 10/15/2021

Dec 19, 2024
I:\19\MB195007\DRAWINGS\PLAN SETS\DETAILED SITE PLAN\MB195007 - SITE - G---LAYOUT DSP-4A







522 BAYFILTER BF 8-8-3 VAULT	BF-1
WATER QUALITY VOLUME	
DRAINAGE AREA	—
CARTRIDGE DESIGN VOLUME	
# BAYFILTER CARTRIDGES	
CAPTURED SEDIMENT CAPACITY*	

THE BAYFILTER STORMWATER MANAGEMENT SYSTEM IS A STORMWATER FILTRATION DEVICE DESIGNED TO REMOVE FINE SEDIMENTS, HEAVY METALS, AND PHOSPORUS. THE BAYFILTER SYSTEM RELIES ON A SPIRAL WOUND MEDIA FILTER CARTRIDGE WITH APPROXIMATELY 45 SQUARE FEET OF FILTRATION AREA. THE FILTER CARTRIDGES ARE HOUSED IN A CONCRETE STRUCTURE THAT EVENLY DISTRIBUTES THE FLOW BETWEEN CARTRIDGES. THE SYSTEM IS INLINE WITH AN INTERNAL BYPASS WEIR THAT ROUTES HIGH INTENSITY STORMS AROUND THE CARTRIDGES. THE FILTER CARTRIDGES REMOVE POLLUTANTS FROM RUNOFF BY FILTRATION (INTERCEPTION/ATTACHMENT) AND ADSORPTION.
*SEDIMENT CAPTURE PER CURRENT NJDEP APPROVAL

LEGEND

LIMIT OF DISTURBANCE	LOD
SAWCUT	
STEEP SLOPES 15 - 25%	
STEEP SLOPES > 25%	
CONCRETE PAVEMENT	
CONCRETE SIDEWALK	
PROP. UNDERGROUND SYSTEM	
PROP. MICRO-BIORETENTION FACILITY	
SOIL DIVIDE	

STANDARD NOTES:

1. THIS PLAN IS BASED ON:
   "ALTA/NSPS LAND TITLE SURVEY
   MCDONALD'S USA,LLC - L/C 19-1437
   6543 AGER ROAD"
   DATED: 03/16/21
2. APPLICANT:
   MCDONALD'S CORPORATION
   7501 OVERLOOK COURT,
   OXON HILL, MD 20745
   CONTACT: JOSEPH CURTO
   PHONE: 540-426-9807
3. PROJECT NAME: MCDONALDS EAST-WEST HIGHWAY
   WSSC GRID: 208NE02
   NUMBER OF LOTS, PARCELS,
   OUTLOTS & OUTPARCELS: PARCEL 23, PART 1 & PART 2
   SUBDIVISION: MCDONALDS MORNINGSIDE
   TAX MAP GRID: 041D1
4. EXISTING ZONING: C-S-C (COMMERCIAL SHOPPING CENTER)
   PARCEL 23:
   6581 AGER LIMITED PARTNERSHIP
   LIBER: 07197 FOLIO: 362
   TOTAL ACREAGE: PARCEL 23 - 4.17 AC.
   ZONE: C-S-C
   EX. BUILDING GROSS FLOOR AREA: 1,995 SF
   PROP. BUILDING GROSS FLOOR AREA: 3,683 SF
5. EXISTING USE: FAST FOOD RESTAURANT (1,995 SF)
   PROPOSED USE: FAST FOOD RESTAURANT (3,683 SF)
6. BULK REQUIREMENTS:

	ALLOWED/REQUIRED	PROVIDED
A. MIN. LOT AREA	N/A	4.17 AC
B. MIN. BUILDING SETBACK		
CONVENIENCE STORE		
FRONT SETBACK (EAST-WEST HIGHWAY)	10'	10'
SIDE SETBACK (REAR)	12'	12'
C. MIN. PARKING SETBACK		
FRONT SETBACK (EAST-WEST HIGHWAY)	NONE	10'
FRONT SETBACK (EAST-WEST HIGHWAY)	NONE	10'
SIDE SETBACK (REAR)	NONE	89'
D. PARKING REQUIREMENTS		
INTEGRATED SHOPPING CENTER 1 SPACE PER 250 SF OF GFA (17,750 SF OF RETAIL)	71	71
FAST FOOD RESTSURANT 1 SPACE PER 3 SEATS (50 SEATS) AND 1 SPACE PER 50 SF OF GFA (1,750 SF)	47	54
ADA / VAN ACCESSIBLE SPACES (26 TO 50 SPACES; * = INCLUDED IN REQUIRED SPACES)	2*	2*
TOTAL	118	125
LOADING 2,000 TO 10,000 SF OF GFA	0	1
E. MIN. PARKING SPACE DIMENSIONS		
STANDARD PARKING SPACE	9.5'X19'	9.5'X19'
ADA ACCESSIBLE PARKING SPACE	8'X19'	8'X19'
DIAGONAL PARKING SPACE	N/A	8'X22'
COMPACT SPACE (3 PROPOSED)	8'X16.5'	9.5'X16.5'
F. MAX. BUILDING HEIGHT		
CONVENIENCE STORE	N/A	18.8'
I. GREEN AREA CALCULATIONS		
SITE AREA = 4.17 AC	GREEN AREA = 2.99 AC (71.7%)	

30 15 7.5 0 30
1"= 30'

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SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

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PROJECT No.:	MB195007
DRAWN BY:	LMT
CHECKED BY:	NBS
DATE:	10/15/2021
CAD I.D.:	DRAWING1

PROJECT:

DETAILED SITE PLAN DSP# 22001

FOR

MCDONALD'S EAST/WEST HIGHWAY

PROPOSED DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

BOHLER
16701 MELFORD BLVD , SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

N. B. SPEACH
PROFESSIONAL ENGINEER

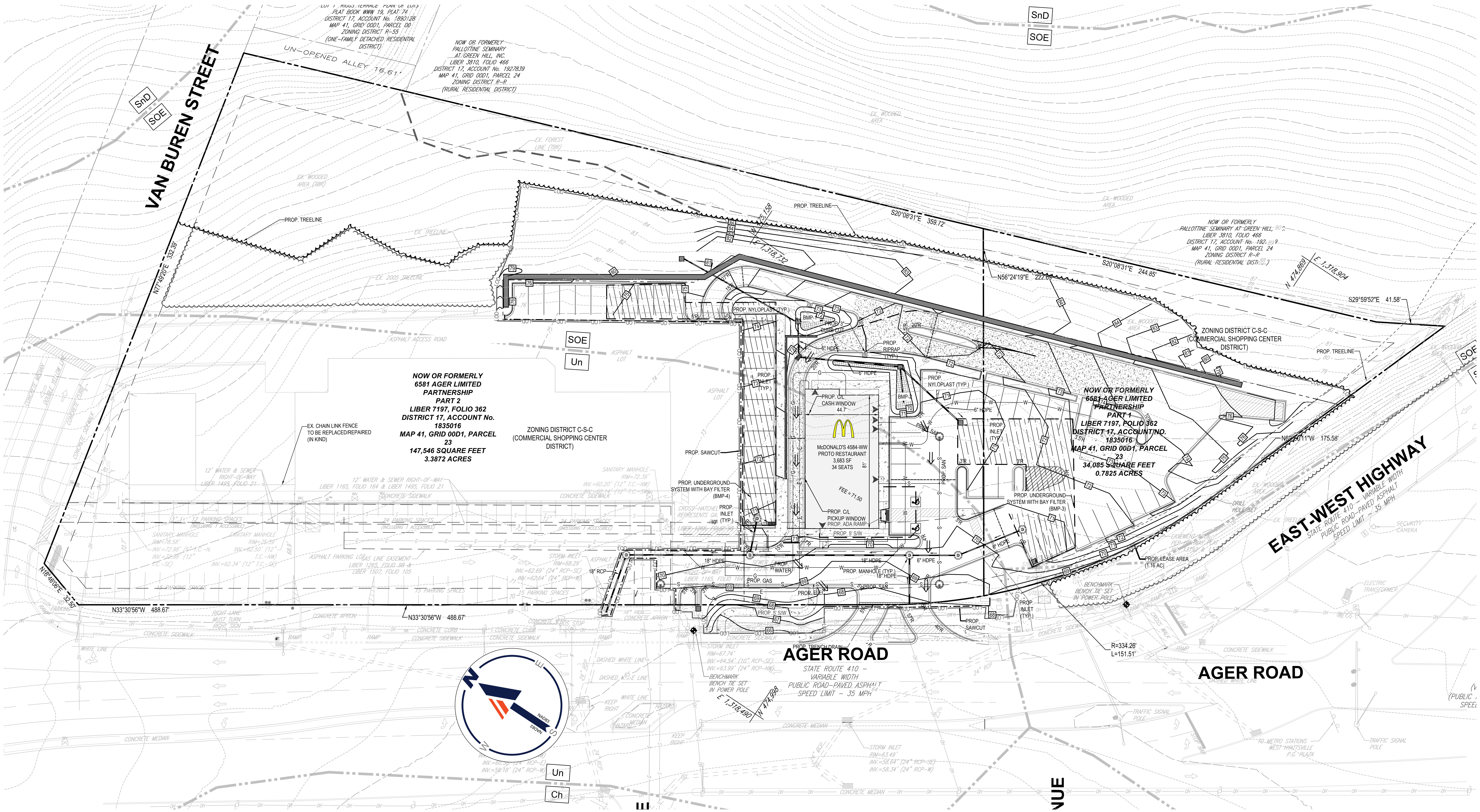
SHEET TITLE:

TRUCK TURN PLAN

SHEET NUMBER:

DSP-4B

ORG. DATE - 10/15/2021



DISTURBANCE ANALYSIS:

TOTAL DISTURBED AREA: 6,4904 SF OR 1.49 AC.
PROPOSED IMPERVIOUS AREA: 79.2 %

VOLUME OF CUT MATERIAL: 400 CY
VOLUME OF FILL MATERIAL: 100 CY
NET CUT/FILL: 300 CY

NOTE: VOLUMES ARE APPROXIMATE AND SHOULD NOT BE USED FOR BIDDING.

NOTE: OFFSITE BORROW OR SPOIL AREAS MUST HAVE AN APPROVED AND ACTIVE EROSION AND SEDIMENT CONTROL PLAN.

BENCHMARK NOTE:

CONTRACTOR TO ENSURE TWO BENCHMARKS IN PLACE AFTER CONSTRUCTION. IF TWO BENCHMARKS ARE NOT PRESENT CONTRACTOR TO ESTABLISH AS NECESSARY.

THIS PLAN TO BE UTILIZED FOR SITE GRADING AND STORMDRAIN PURPOSES ONLY

LEGEND

LIMIT OF DISTURBANCE	—LOD—LOD—
SAWCUT	— · — · —
CONCRETE PAVEMENT	
CONCRETE SIDEWALK	
PROP. UNDERGROUND SYSTEM	— — — —
PROP. MICRO-BIORETENTION FACILITY	
SOIL DIVIDE	
100 YEAR OVERFLOW PATH	⇨

30 15 7.5 0 30
1"= 30'

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CHECKED BY:	NBS
DATE:	10/15/2021
CAD I.D.:	DRAWING1

PROJECT:

DETAILED SITE PLAN DSP# 22001

FOR

MCDONALD'S EAST/WEST HIGHWAY

PROPOSED DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

BOHLER
16701 MELFORD BLVD , SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

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PROFESSIONAL ENGINEER
PROFESSIONAL CERTIFICATION
I, NEAL B. SPEACH, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 40203, EXPIRATION DATE: 6/14/2025

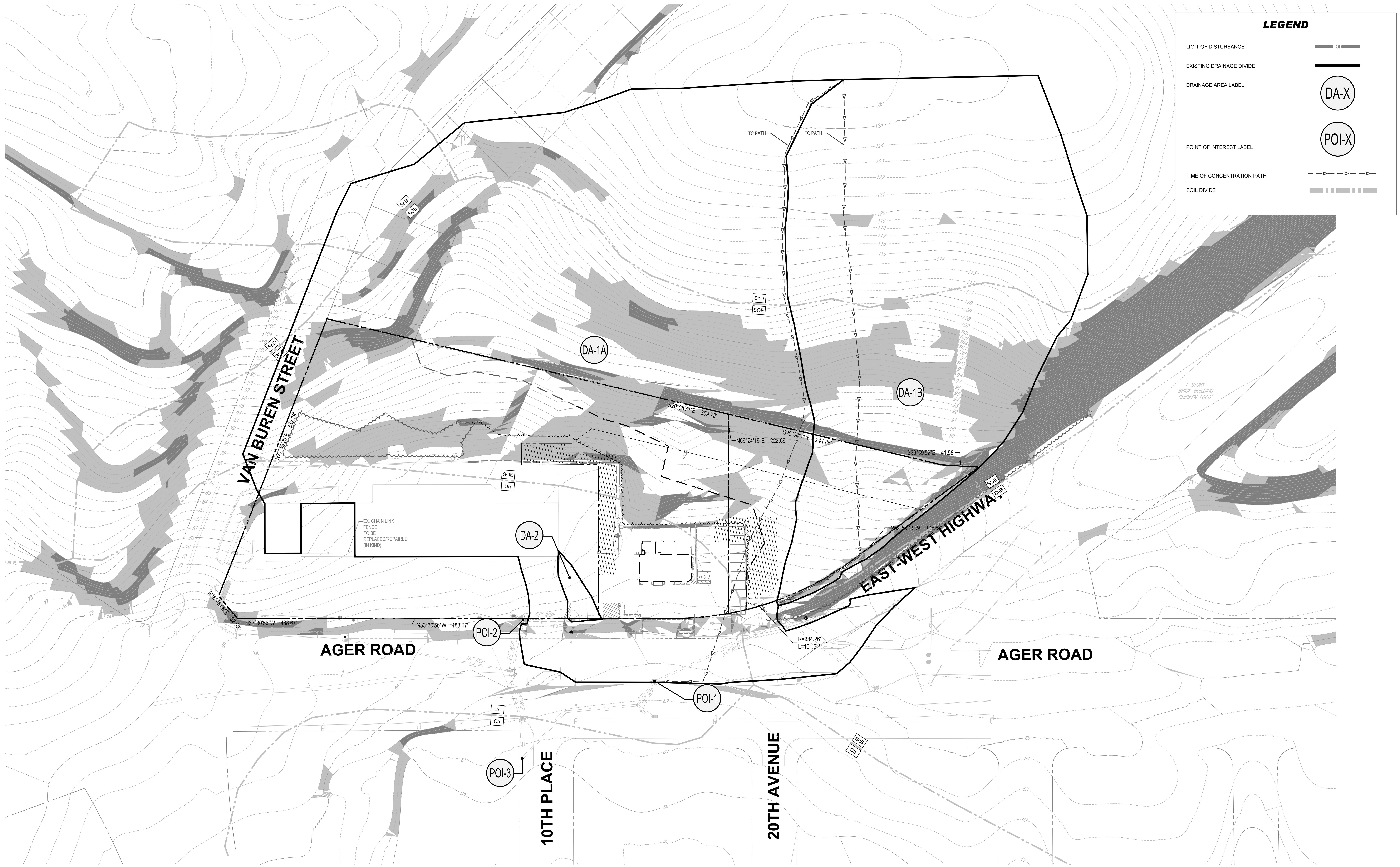
SHEET TITLE:

GRADING/ STORMDRAIN AND PAVING PLAN

SHEET NUMBER:

DSP-5

ORG. DATE - 10/15/2021



PRE-DEVELOPMENT DRAINAGE AREA TABLE			
DRAINAGE AREA	AREA (AC.)	IMPERVIOUS AREA (AC.)	C VALUE
DA-1A	7.31	1.98	0.46
DA-1B	3.27	0.04	0.31
DA-2	0.04	0.04	0.90

10-YR PRE-DEVELOPMENT POI ANALYSIS	
POINT OF INTEREST	PRE-DEVELOPMENT FLOW (CFS)
POI-1	28.90
POI-2	0.23
POI-3	28.94

100-YR PRE-DEVELOPMENT POI ANALYSIS	
POINT OF INTEREST	PRE-DEVELOPMENT FLOW (CFS)
POI-1	61.52
POI-2	0.45
POI-3	61.59

50 25 12.5 0 50
1"= 50'

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PROJECT No.: MB195007
DRAWN BY: LMT
CHECKED BY: NBS
DATE: 10/15/2021
CAD I.D.: DRIN

PROJECT:

DETAILED SITE PLAN DSP# 22001

FOR

MCDONALD'S EAST/WEST HIGHWAY

PROPOSED DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

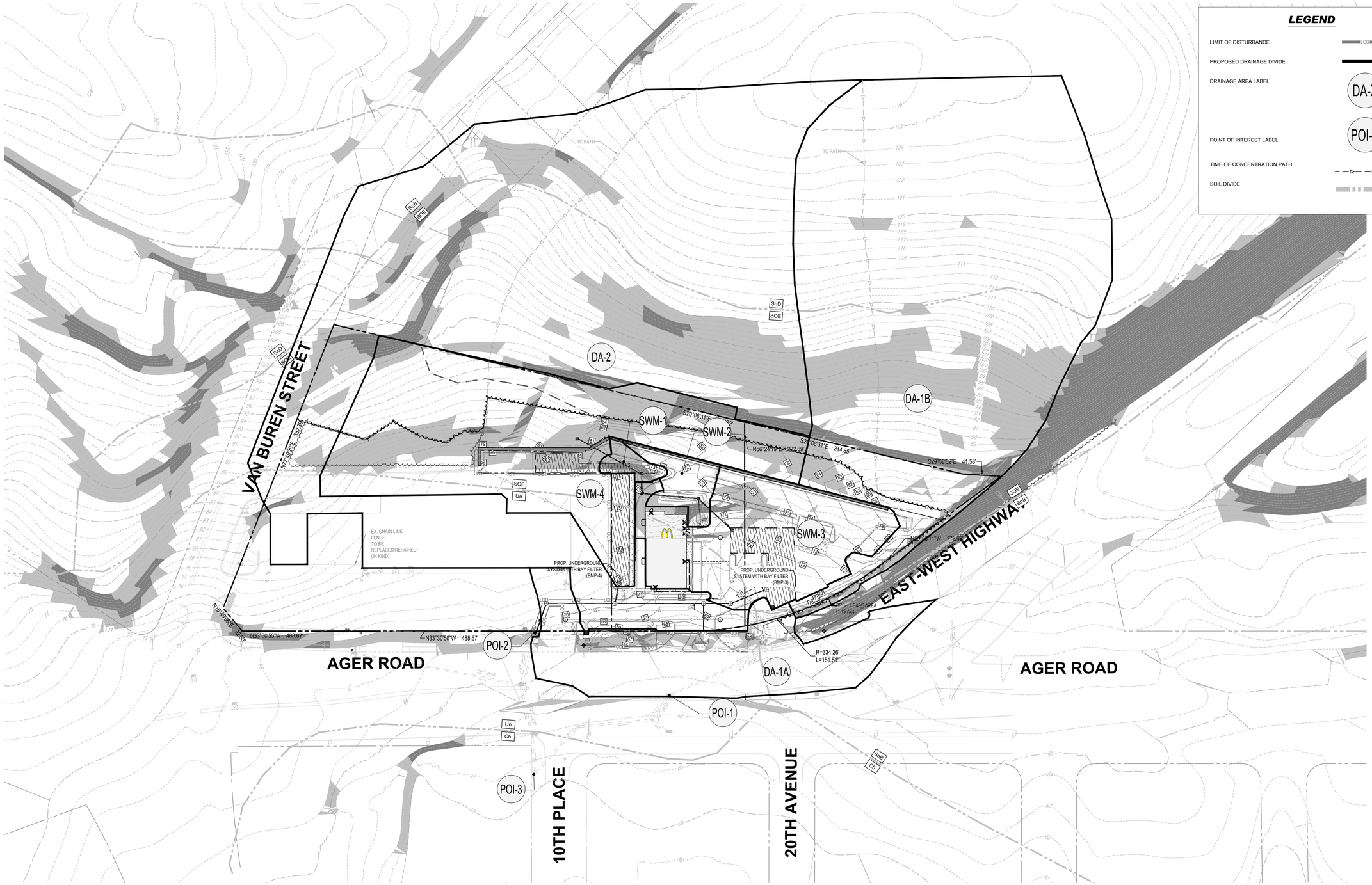
BOHLER
16701 MELFORD BLVD , SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

N. B. SPEACH
PROFESSIONAL ENGINEER
PROFESSIONAL CERTIFICATION

SHEET TITLE:
PRE-DEVELOPMENT DRAINAGE AREAS

SHEET NUMBER:
DSP-6

ORG. DATE - 10/15/2021



POST-DEVELOPMENT DRAINAGE AREA TABLE			
DRAINAGE AREA	AREA (AC.)	IMPERVIOUS AREA (AC.)	C VALUE
DA-1A	0.72	0.60	0.79
DA-1B	3.25	0.04	0.31
DA-2	6.65	1.88	0.47

SWM DRAINAGE AREA TABLE			
DRAINAGE AREA	AREA (AC.)	IMPERVIOUS AREA (AC.)	C VALUE
SWM-1	0.04	0.01	0.46
SWM-2	0.10	0.07	0.69
SWM-3	0.66	0.6177	0.86
SWM-4	1.44	0.4000	0.47

10-YR POST-DEVELOPMENT POI ANALYSIS	
POINT OF INTEREST	PRE-DEVELOPMENT FLOW (CFS)
POI-1	8.46
POI-2	14.57
POI-3	22.25

100-YR POST-DEVELOPMENT POI ANALYSIS	
POINT OF INTEREST	PRE-DEVELOPMENT FLOW (CFS)
POI-1	19.11
POI-2	28.98
POI-3	47.71

50 25 12.5 0 50
1"= 50'

Dec 19, 2024
11:15 M:\MB195007\DRAWINGS\PLAN SETS\DETAILED SITE PLAN\MB195007 - DRIN - G - --\LAYOUT DSP-7
BA

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SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
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PROJECT No.: MB195007
DRAWN BY: LMT
CHECKED BY: NBS
DATE: 10/15/2021
CAD I.D.: DRIN

PROJECT:

DETAILED SITE PLAN
DSP# 22001

FOR

MCDONALD'S
EAST/WEST
HIGHWAY

PROPOSED
DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

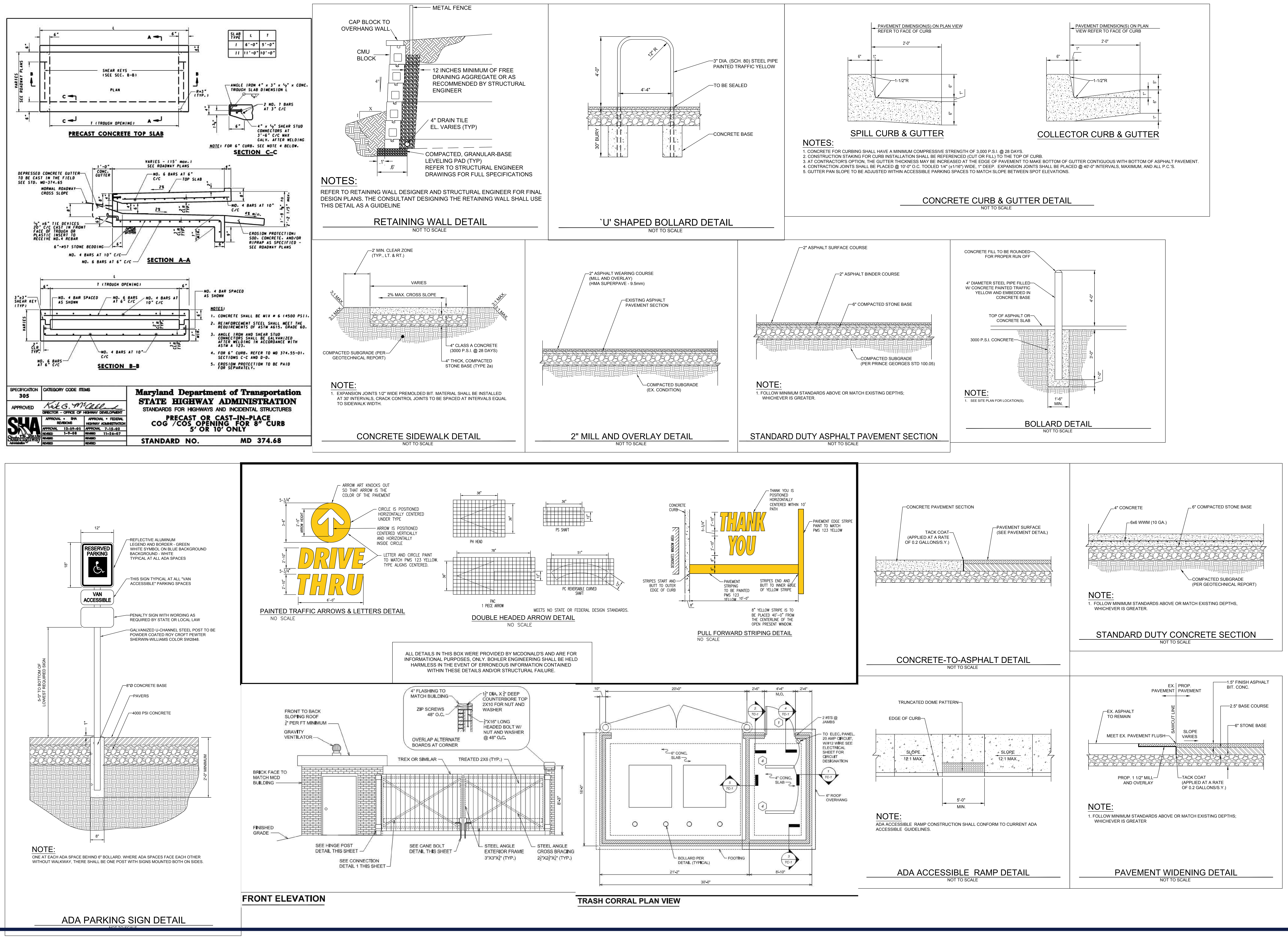
BOHLER
16701 MELFORD BLVD , SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

N. B. SPEACH
PROFESSIONAL ENGINEER
MARYLAND LICENSE NO. 45061 12/19/2024
PROFESSIONAL CERTIFICATION
I, NORVILLE B. SPEACH, HEREBY CERTIFY THAT THESE DOCUMENT(S) WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 45061, EXPIRATION DATE: 6/14/2025

SHEET TITLE:
POST-DEVELOPMENT DRAINAGE AREAS

SHEET NUMBER:
DSP-7

ORG. DATE - 10/15/2021



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N. B. SPEACH
PROFESSIONAL ENGINEER

SHEET TITLE:

SITE DETAILS

SHEET NUMBER:

DSP-8

ORG. DATE - 10/15/2021

SECTION 4.6
BUFFERING DEVELOPMENT FROM STREETS

BUFFERING DEVELOPMENT FROM SPECIAL ROADWAYS: **AGER ROAD**	
LINEAR FEET OF STREET FRONTAGE, EXCLUDING DRIVEWAY ENTRANCES:	204 LF - 44 LF (ENTRANCE) = 160 LF
1. GENERAL PLAN DESIGNATION	DEVELOPED TIER
2. OPTION SELECTED	3
3. WIDTH OF PERIMETER STRIP REQUIRED	10 LF
4. WIDTH OF PERIMETER STRIP PROVIDED	±10 LF
5. NUMBER OF PLANT UNITS REQUIRED	ONE (1) SHADE TREES PER 35 LF = 5 SHADE TREES TEN (10) SHRUB PER 35 LF = 46 SHRUBS
6. TOTAL PLANT UNITS PROVIDED	5 SHADE TREES 57 SHRUBS
"#" INDICATES PLANT MATERIAL UTILIZED TO FULFILL REQUIREMENT	

SECTION 4.9 SUSTAINABLE LANDSCAPING REQUIREMENT

1. PERCENTAGE OF PLANT MATERIAL REQUIRED IN EACH CATEGORY:

REQUIRED	PROVIDED
SHADE TREES: 56 x 50% = 28 EVERGREEN TREES: 14 x 30% = 5 SHRUBS: 190 x 30% = 57	SHADE TREES: 56 (100% NATIVE) EVERGREEN TREES: 14 (100% NATIVE) SHRUBS: 172 (91% NATIVE)
2. ARE INVASIVE SPECIES PROPOSED	NO
3. ARE EXISTING INVASIVE SPECIES ON-SITE IN AREAS THAT ARE TO REMAIN UNDISTURBED	NO
4. IF "YES" IS CHECKED IN NUMBERS 2 OR 3, IS A NOTE INCLUDED ON THE PLAN REQUIRING REMOVAL OF INVASIVE SPECIES PRIOR TO CERTIFICATION IN ACCORDANCE WITH SECTION 1.5, CERTIFICATION OF INSTALLATION OF PLANT MATERIALS	N/A
5. ARE TREES PROPOSED TO BE PLANTED ON SLOPES GREATER THAN 3:1	NO

LANDSCAPE SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	CAL.	CONT.
SHADE TREES					
AR	11	ACER RUBRUM	RED MAPLE	2 1/2-3" CAL. / 12-14'	B+B
GTI	11	GLEDITSIA TRIACANTHOS INERMIS	THORNLESS HONEYLOCUST	2.5-3" CAL.	B+B
QBC	24	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5-3" CAL.	B+B
TA	10	TILIA AMERICANA	BASSWOOD	2.5-3" CAL.	B+B
SUBTOTAL:	56				
EVERGREEN TREES					
PS	5	PINUS STROBUS	EASTERN WHITE PINE	6-8'	B+B
TOE	9	THUJA OCCIDENTALIS 'EMERALD'	EMERALD GREEN ARBORVITAE	6-8'	B+B
SUBTOTAL:	14				
DECIDUOUS SHRUBS					
IV	172	ITEA VIRGINICA 'HENRY'S GARNET'	GARNET SWEETSPIRE	24-30"	#5 CAN
RK	12	ROSA 'KNOCKOUT'	KNOCKOUT ROSE	18-24"	#3 CAN
SUBTOTAL:	184				
EVERGREEN SHRUBS					
VR	6	VIBURNUM X RHYTIDOPHYLLUM	LEATHERLEAF VIBURNUM	3-4'	B+B
SUBTOTAL:	6				

NOTE: IF ANY DISCREPANCIES OCCUR BETWEEN THE AMOUNTS SHOWN IN THE PLAN AND THE PLANT LIST, THE PLAN WILL DICTATE.

SCHEDULE 4.2-1
REQUIREMENTS FOR LANDSCAPE STRIPS ALONG STREETS

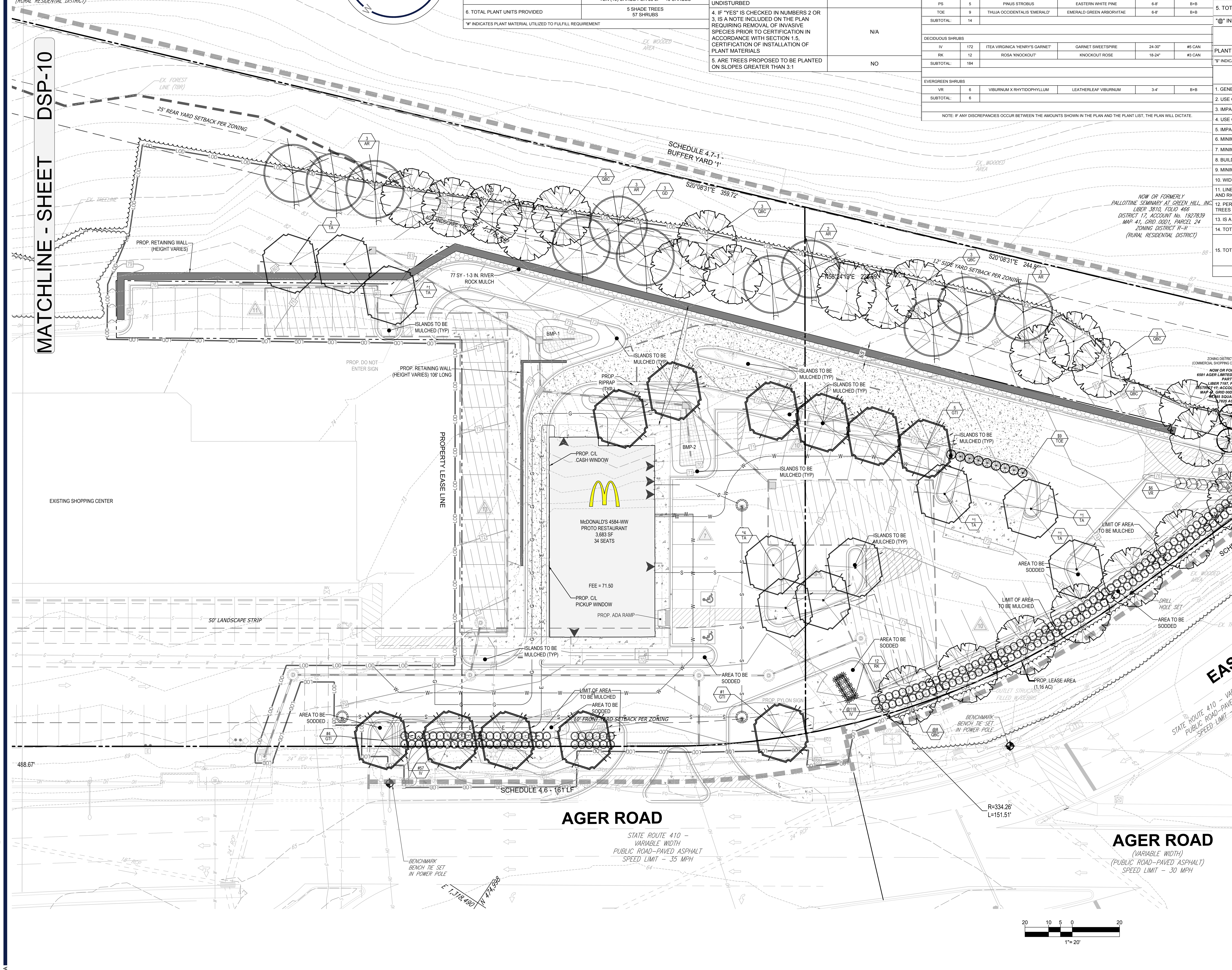
LINEAR FEET OF STREET FRONTAGE, EXCLUDING DRIVEWAY ENTRANCES: **EAST WEST HIGHWAY**	312 LF - 72 LF (EXISTING FOREST) = 240 LF
1. GENERAL PLAN DESIGNATION	DEVELOPED TIER
2. OPTION SELECTED	1 10' LANDSCAPE STRIP
3. IS THERE A PUBLIC UTILITY EASEMENT ALONG THE FRONTAGE OF THE PROPERTY?	NO
4. NUMBER OF PLANTS REQUIRED	7 SHADE TREES 35 SHRUBS
5. TOTAL NUMBER OF TREES PROVIDED	7 SHADE TREES 59 SHRUBS
"@" INDICATES PLANT MATERIAL UTILIZED TO FULFILL REQUIREMENT	

SECTION 4.4
SCREENING REQUIREMENT - TRASH AND RECYCLING FACILITIES

PLANT MATERIAL PROVIDED	EVERGREEN SCREENING
"$" INDICATES PLANT MATERIAL UTILIZED TO FULFILL REQUIREMENT	

SCHEDULE 4.7-1
BUFFERING INCOMPATIBLE USES REQUIREMENTS: BUFFER YARD '1'

1. GENERAL PLAN DESIGNATION	DEVELOPED TIER
2. USE OF PROPOSED DEVELOPMENT:	RESTAURANT (DRIVE-THRU & SIT DOWN)
3. IMPACT OF PROPOSED DEVELOPMENT	HIGH
4. USE OF ADJOINING DEVELOPMENT	INSTITUTIONAL/HISTORIC
5. IMPACT OF ADJOINING DEVELOPMENT	INSTITUTIONAL/HISTORIC
6. MINIMUM REQUIRED BUFFERYARD (A, B, C, D OR E)	D
7. MINIMUM REQUIRED BUILDING SETBACK	50 FEET
8. BUILDING SETBACK PROVIDED	±52 FEET
9. MINIMUM REQUIRED WIDTH OF LANDSCAPE YARD	40 FEET
10. WIDTH OF LANDSCAPE YARD PROVIDED	±49 FEET
11. LINEAR FEET OF BUFFER STRIP REQUIRED ALONG PROPERTY LINE AND RIGHT-OF-WAY	700 L.F.
12. PERCENTAGE OF REQUIRED BUFFERYARD OCCUPIED BY EXISTING TREES	79.6%
13. IS A SIX FOOT HIGH FENCE OR WALL INCLUDED IN BUFFERYARD	NO
14. TOTAL NUMBER OF PLANT UNITS REQUIRED IN BUFFER STRIP	229 PU
15. TOTAL NUMBER OF PLANT UNITS PROVIDED	SHADE TREES 25 X 10 P.U. = 250 P.U. EVERGREEN TREES 0 X 5 P.U. = 0 P.U. ORNAMENTAL TREES 0 X 5 P.U. = 0 P.U. SHRUBS 0 X 1 P.U. = 0 P.U. TOTAL = 250 P.U.



SECTION 4.3-2
INTERIOR PLANTING FOR PARKING LOTS 7,000 S.F. OR LARGER

1. PARKING LOT AREA	20,141 S.F.	
2. INTERIOR LANDSCAPE AREA REQUIRED	8%	1,612 S.F.
3. INTERIOR LANDSCAPE AREA PROVIDED	9.5%	1,920 S.F.
4. NUMBER OF SHADE TREES REQUIRED		
PARKING LOTS LESS THAN 50,000 S.F. (1 PER 300 S.F. OF INTERIOR PLANTING AREA PROVIDED)	7 SHADE TREES	
PARKING LOTS GREATER THAN 50,000 S.F. (1 PER 200 S.F. OF INTERIOR PLANTING AREA PROVIDED)	N/A	
5. NUMBER OF SHADE TREES PROVIDED	7 TREES	
6. IS A MINIMUM OF 160 S.F. OF CONTIGUOUS PERVIOUS LAND AREA PROVIDED PER SHADE TREE?	YES	
7. IS THERE A PLANTING ISLAND ON AVERAGE EVERY 10 SPACES?	YES	
8. IS A CURB OR WHEEL STOP PROVIDED FOR ALL PARKING SPACES ABUTTING A PLANTING OR PEDESTRIAN AREA?	YES	
9. ARE PLANTING ISLANDS WHICH ARE EITHER PARALLEL OR PERPENDICULAR TO PARKING SPACES ON BOTH SIDES A MINIMUM OF 9 FEET WIDE?	**NO**	
10. IS A PLANTING ISLAND THAT IS PERPENDICULAR TO PARKING SPACES ON ONE SIDE A MINIMUM OF 6 FEET WIDE?	**NO**	
11. FOR PARKING LOTS 50,000 S.F. OR LARGER		
A) IS THERE A 9 FOOT WIDE PLANTING ISLAND PERPENDICULAR TO PARKING FOR EVERY 2 BAYS?	N/A	
B) IS THE NUMBER OF SHADE TREES REQUIRED INCREASED (1 PER 200 S.F. OF INTERIOR PLANTING AREA PROVIDED)?	N/A	
"^" INDICATES PLANT MATERIAL UTILIZED TO FULFILL REQUIREMENT		

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E.R. McWILLIAMS
12/19/2024
REGISTERED LANDSCAPE ARCHITECT
MARYLAND LICENSE No. 3697
PROFESSIONAL CERTIFICATION
I, ERIC R. McWILLIAMS, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 3697, EXPIRATION DATE: 9/20/26

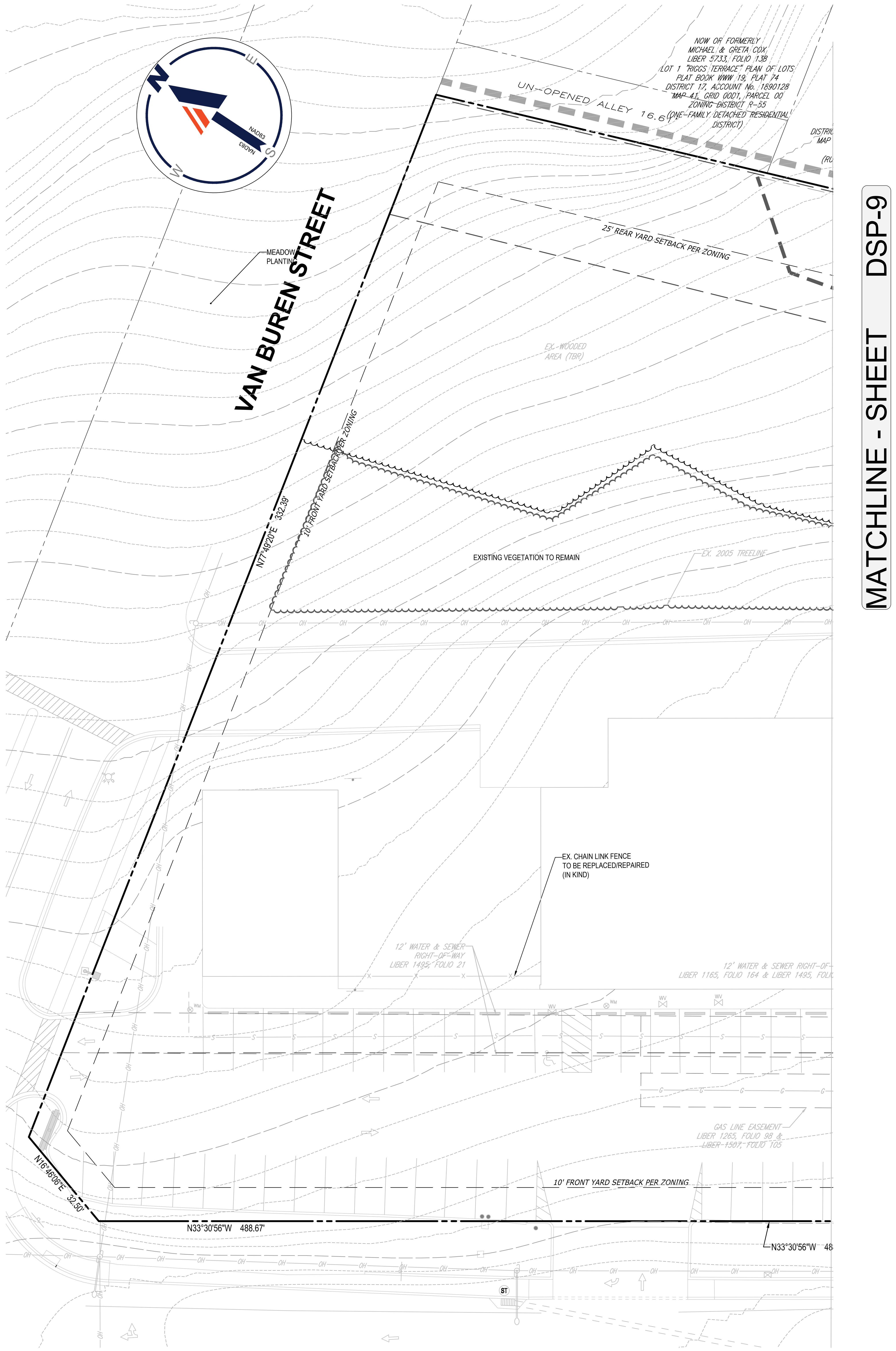
SHEET TITLE:

LANDSCAPE PLAN

SHEET NUMBER:

DSP-9

ORG. DATE - 10/15/2021



Tree Canopy Coverage Schedule for Sec. 25-128			
Project Name:	TCP2#:	DRD Case #:	Area (acres)
McDonalds East West			
Site Calculations:	Zone 1:	CGO	2.44
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		2.44
Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
2.44	15.0%	0.37	15943
A. TOTAL ON-SITE WC PROVIDED (acres) =	0.77	acres	33541.2
B. TOTAL AREA EXISTING TREES (non-WC acres) =		acres	0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			14675
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			48216
E. TOTAL SQUARE FOOTAGE REQUIRED =			15943
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50 ' or less height)	2-1/2-3"= 65		0
	3-3 1/2"=75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	1-1/2-1-3/4"=75		0
	2-2 1/2"=100		0
	2-1/2-3"=110		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	2-1/2-3"=160		0
	3-3 1/2"=175		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	2-1/2-3"=225	56	12600
	3-3 1/2"=250		0
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	6-8'=40	5	200
	8-10'=50		0
	10-12'=75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	6-8'=75		0
	8-10'=100		0
	10-12'=125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	6-8'=125	9	1125
	8-10'=150		0
	10-12'=175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	6-8'=150		0
	8-10'=200		0
	10-12'=250	3	750
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		73	14675
(Manually enter information/figures into shaded areas)			

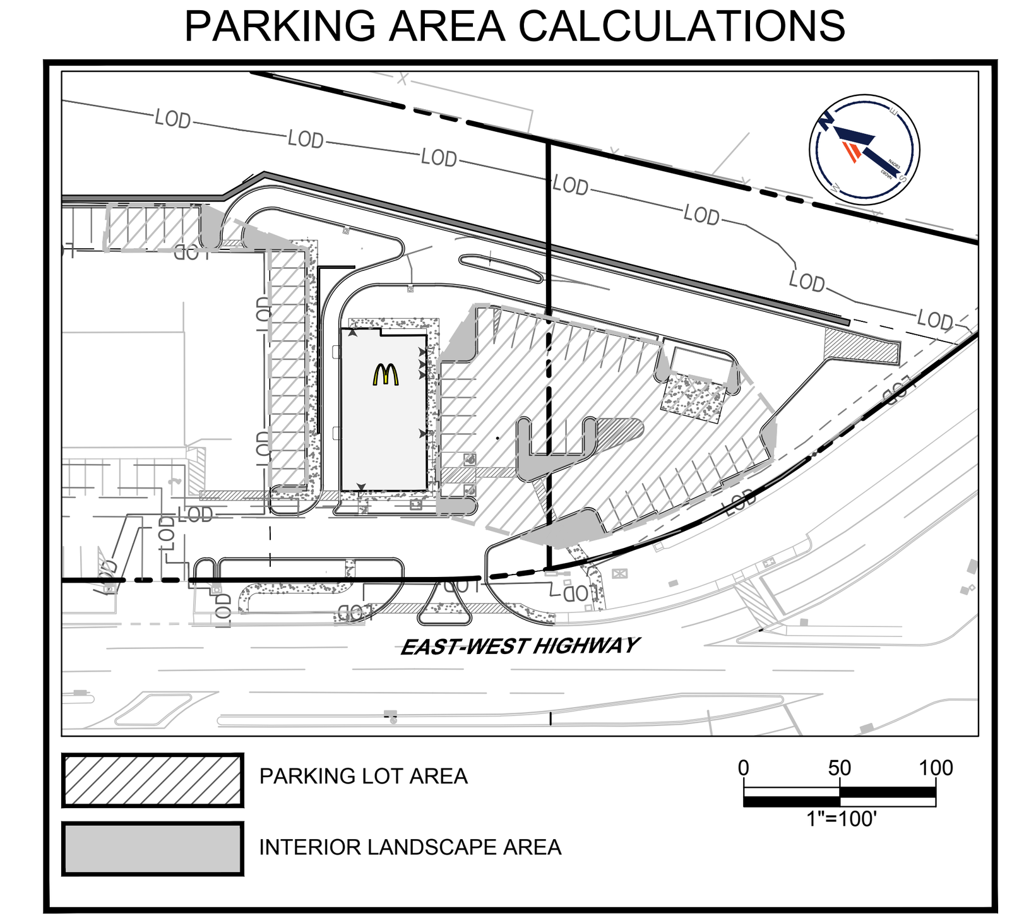
Bohler Engineering — 12/19/2024

Prepared by — **Date**

Revised June 2011

NOTE: TREE CANOPY COVERAGE CALCULATED BASED ON THE LIMIT OF DISTURBANCE (LOD)

PARKING AREA CALCULATIONS



20 10 5 0 20
1"= 20'

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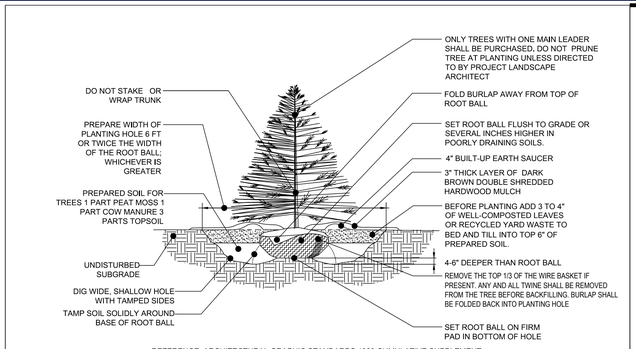

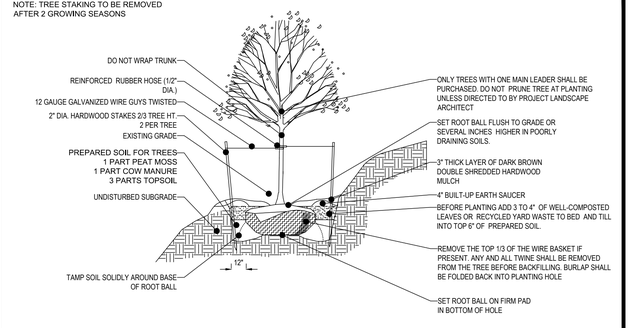

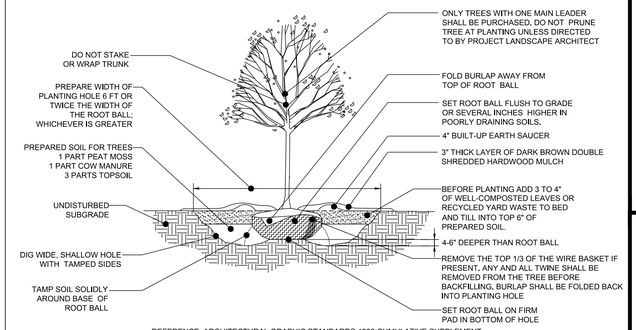

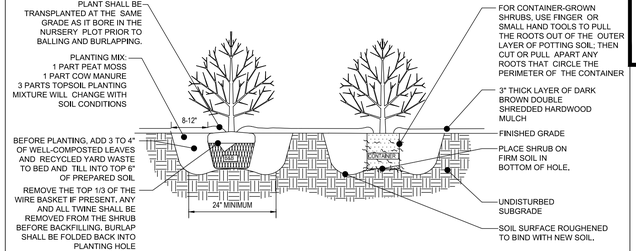

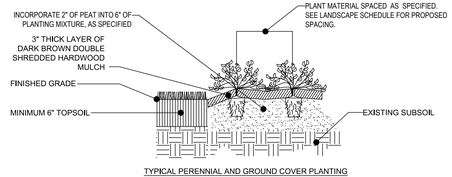

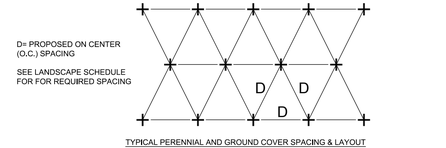

LANDSCAPE SPECIFICATIONS

1. SCOPE OF WORK:

THE LANDSCAPE CONTRACTOR SHALL BE REQUIRED TO PERFORM ALL CLEARING, FINISHED GRADING, SOIL PREPARATION, PERMANENT SEEDING OR SODDING, PLANTING AND MULCHING INCLUDING ALL LABOR, MATERIALS, TOOLS AND EQUIPMENT NECESSARY FOR THE COMPLETION OF THIS PROJECT, UNLESS OTHERWISE CONTRACTED BY THE GENERAL CONTRACTOR.

2. MATERIALS

A. GENERAL - ALL HARDSCAPE MATERIALS SHALL MEET OR EXCEED SPECIFICATIONS AS OUTLINED IN THE STATE DEPARTMENT OF TRANSPORTATION'S SPECIFICATIONS.

B. TOPSOIL - NATURAL, FRIABLE, LOAMY SILT SOIL HAVING AN ORGANIC CONTENT NOT LESS THAN 5%, A PH RANGE BETWEEN 4.5-7.0. IT SHALL BE FREE OF DEBRIS, ROCKS LARGER THAN ONE INCH (1"), WOOD, ROOTS, VEGETABLE MATTER AND CLAY CLODS.

C. LAWN - ALL DISTURBED AREAS ARE TO BE TREATED WITH A MINIMUM SIX INCH (6") THICK LAYER OF TOPSOIL, OR AS DIRECTED BY THE LOCAL ORDINANCE OR CLIENT, AND SEEDED OR SODDED IN ACCORDANCE WITH THE PERMANENT STABILIZATION METHODS INDICATED WITHIN THE SOIL EROSION AND SEDIMENT CONTROL NOTES.
   1.1. LAWN SEED MIXTURE SHALL BE FRESH, CLEAN NEW CROP SEED.
   1.2. SOD SHALL BE STRONGLY ROOTED, WEED AND DISEASE/PEST FREE WITH A UNIFORM THICKNESS.
   1.3. SOD INSTALLED ON SLOPES GREATER THAN 4:1 SHALL BE PEGGED TO HOLD SOD IN PLACE.

D. MULCH - THE MULCH AROUND THE PERIMETER OF THE BUILDING SHALL BE A 3" LAYER OF DOUBLE SHREDDED BLACK CEDAR MULCH ONLY. ALL OTHER AREAS SHALL BE MULCHED WITH A 3" LAYER OF DOUBLE SHREDDED DARK BROWN HARDWOOD BARK MULCH, UNLESS OTHERWISE STATED ON THE LANDSCAPE PLAN.

E. FERTILIZER
   1.1. FERTILIZER SHALL BE DELIVERED TO THE SITE MIXED AS SPECIFIED IN THE ORIGINAL UNOPENED STANDARD BAGS SHOWING WEIGHT, ANALYSIS AND NAME OF MANUFACTURER. FERTILIZER SHALL BE STORED IN A WEATHERPROOF PLACE SO THAT IT CAN BE KEPT DRY PRIOR TO USE.
   1.2. FOR THE PURPOSE OF BIDDING, ASSUME THAT FERTILIZER SHALL BE 10% NITROGEN, 6% PHOSPHORUS AND 4% POTASSIUM BY WEIGHT. A FERTILIZER SHOULD NOT BE SELECTED WITHOUT A SOIL TEST PERFORMED BY A CERTIFIED SOIL LABORATORY.

F. PLANT MATERIAL
   1.1. ALL PLANTS SHALL IN ALL CASES CONFORM TO THE REQUIREMENTS OF THE "AMERICAN STANDARD FOR NURSERY STOCK" (ANSI Z60.1), LATEST EDITION, AS PUBLISHED BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
   1.2. IN ALL CASES, BOTANICAL NAMES SHALL TAKE PRECEDENCE OVER COMMON NAMES FOR ANY AND ALL PLANT MATERIAL.
   1.3. PLANTS SHALL BE LEGIBLY TAGGED WITH THE PROPER NAME AND SIZE. TAGS ARE TO REMAIN ON AT LEAST ONE PLANT OF EACH SPECIES FOR VERIFICATION PURPOSES DURING THE FINAL INSPECTION.
   1.4. TREES WITH ABRASION OF THE BARK, SUN SCALDS, DISFIGURATION OR FRESH CUTS OF LIMBS OVER 1¼", WHICH HAVE NOT BEEN COMPLETELY CALLUSED, SHALL BE REJECTED.PLANTS SHALL NOT BE BOUND WITH WIRE OR ROPE AT ANY TIME SO AS TO DAMAGE THE BARK OR BREAK BRANCHES.
   1.5. ALL PLANTS SHALL BE TYPICAL OF THEIR SPECIES OR VARIETY AND SHALL HAVE A NORMAL HABIT OF GROWTH: WELL DEVELOPED BRANCHES, DENSELY FOLIATED, VIGOROUS ROOT SYSTEMS AND BE FREE OF DISEASE, INSECTS, PESTS, EGGS OR LARVAE.
   1.6. CALIPER MEASUREMENTS OF NURSERY GROWN TREES SHALL BE TAKEN AT A POINT ON THE TRUNK SIX INCHES (6") ABOVE THE NATURAL GRADE FOR TREES UP TO AND INCLUDING A FOUR INCH (4") CALIPER SIZE. IF THE CALIPER AT SIX INCHES (6") ABOVE THE GROUND EXCEEDS FOUR INCHES (4") IN CALIPER, THE CALIPER SHOULD BE MEASURED AT A POINT 12" ABOVE THE NATURAL GRADE.
   1.7. SHRUBS SHALL BE MEASURED TO THE AVERAGE HEIGHT OR SPREAD OF THE SHRUB, AND NOT TO THE LONGEST BRANCH.
   1.8. TREES AND SHRUBS SHALL BE HANDLED WITH CARE BY THE ROOT BALL.

3. GENERAL WORK PROCEDURES

A. CONTRACTOR TO UTILIZE WORKMANLIKE INDUSTRY STANDARDS IN PERFORMING ALL LANDSCAPE CONSTRUCTION. THE SITE IS TO BE LEFT IN A CLEAN STATE AT THE END OF EACH WORKDAY. ALL DEBRIS, MATERIALS AND TOOLS SHALL BE PROPERLY STORED, STOCKPILED OR DISPOSED OF.

B. WASTE MATERIALS AND DEBRIS SHALL BE COMPLETELY DISPOSED OF AT THE CONTRACTOR'S EXPENSE. DEBRIS SHALL NOT BE BURIED, INCLUDING ORGANIC MATERIALS, BUT SHALL BE REMOVED COMPLETELY FROM THE SITE.

4. SITE PREPARATIONS

A. BEFORE AND DURING PRELIMINARY GRADING AND FINISHED GRADING, ALL WEEDS AND GRASSES SHALL BE DUG OUT BY THE ROOTS AND DISPOSED OF IN ACCORDANCE WITH GENERAL WORK PROCEDURES OUTLINED HEREIN.

B. ALL EXISTING TREES TO REMAIN SHALL BE PRUNED TO REMOVE ANY DAMAGED BRANCHES. THE ENTIRE LIMB OF ANY DAMAGED BRANCH SHALL BE CUT OFF AT THE TRUNK. CONTRACTOR SHALL ENSURE THAT CUTS ARE SMOOTH AND STRAIGHT. ANY EXPOSED ROOTS SHALL BE CUT BACK WITH CLEAN, SHARP TOOLS AND TOPSOIL SHALL BE PLACED AROUND THE REMAINDER OF THE ROOTS. EXISTING TREES SHALL BE MONITORED ON A REGULAR BASIS FOR ADDITIONAL ROOT OR BRANCH DAMAGE AS A RESULT OF CONSTRUCTION. ROOTS SHALL NOT BE LEFT EXPOSED FOR MORE THAN ONE (1) DAY. CONTRACTOR SHALL WATER EXISTING TREES AS NEEDED TO PREVENT SHOCK OR DECLINE.

C. CONTRACTOR SHALL ARRANGE TO HAVE A UTILITY STAKE-OUT TO LOCATE ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF ANY LANDSCAPE MATERIAL. UTILITY COMPANIES SHALL BE CONTACTED THREE (3) DAYS PRIOR TO THE BEGINNING OF WORK.

5. TREE PROTECTION

A. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING TREES TO REMAIN. A TREE PROTECTION ZONE SHALL BE ESTABLISHED AT THE DRIP LINE OR 15 FEET FROM THE TRUNK OR AT THE LIMIT OF CONSTRUCTION DISTURBANCE, WHICHEVER IS GREATER. LOCAL STANDARDS THAT MAY REQUIRE A MORE STRICT TREE PROTECTION ZONE SHALL BE HONORED.

B. A FORTY-EIGHT INCH (48") HIGH WOODEN SNOW FENCE OR ORANGE COLORED HIGH-DENSITY 'VISI-FENCE', OR APPROVED EQUAL, MOUNTED ON STEEL POSTS SHALL BE PLACED ALONG THE BOUNDARY OF THE TREE PROTECTION ZONE. POSTS SHALL BE LOCATED AT A MAXIMUM OF EIGHT FEET (8') ON CENTER OR AS INDICATED WITHIN THE TREE PROTECTION DETAIL.

C. WHEN THE TREE PROTECTION FENCING HAS BEEN INSTALLED, IT SHALL BE INSPECTED BY THE APPROVING AGENCY PRIOR TO DEMOLITION, GRADING, TREE CLEARING OR ANY OTHER CONSTRUCTION. THE FENCING ALONG THE TREE PROTECTION ZONE SHALL BE REGULARLY INSPECTED BY THE LANDSCAPE CONTRACTOR AND MAINTAINED UNTIL ALL CONSTRUCTION ACTIVITY HAS BEEN COMPLETED.

D. AT NO TIME SHALL MACHINERY, DEBRIS, FALLEN TREES OR OTHER MATERIALS BE PLACED, STOCKPILED OR LEFT STANDING IN THE TREE PROTECTION ZONE.

6. SOIL MODIFICATIONS

A. CONTRACTOR SHALL ATTAIN A SOIL TEST FOR ALL AREAS OF THE SITE PRIOR TO CONDUCTING ANY PLANTING. SOIL TESTS SHALL BE PERFORMED BY A CERTIFIED SOIL LABORATORY.

B. LANDSCAPE CONTRACTOR SHALL REPORT ANY SOIL OR DRAINAGE CONDITIONS CONSIDERED DETRIMENTAL TO THE GROWTH OF PLANT MATERIAL. SOIL MODIFICATIONS, AS SPECIFIED HEREIN, MAY NEED TO BE CONDUCTED BY THE LANDSCAPE CONTRACTOR DEPENDING ON SITE CONDITIONS.

C. THE FOLLOWING AMENDMENTS AND QUANTITIES ARE APPROXIMATE AND ARE FOR BIDDING PURPOSES ONLY. COMPOSITION OF AMENDMENTS SHOULD BE REVISED DEPENDING ON THE OUTCOME OF A TOPSOIL ANALYSIS PERFORMED BY A CERTIFIED SOIL LABORATORY.
   1.1. TO INCREASE A SANDY SOIL'S ABILITY TO RETAIN WATER AND NUTRIENTS, THOROUGHLY TILL ORGANIC MATTER INTO THE TOP 6-12". USE COMPOSTED BARK, COMPOSTED LEAF MULCH OR PEAT MOSS. ALL PRODUCTS SHOULD BE COMPOSTED TO A DARK COLOR AND BE FREE OF PIECES WITH IDENTIFIABLE LEAF OR WOOD STRUCTURE. AVOID MATERIAL WITH A PH HIGHER THAN 7.5.
   1.2. TO INCREASE DRAINAGE, MODIFY HEAVY CLAY OR SILT (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) AND/OR AGRICULTURAL GYPSUM. COARSE SAND MAY BE USED IF ENOUGH IS ADDED TO BRING THE SAND CONTENT TO MORE THAN 60% OF THE TOTAL MIX. SUBSURFACE DRAINAGE LINES MAY NEED TO BE ADDED TO INCREASE DRAINAGE.
   1.3. MODIFY EXTREMELY SANDY SOILS (MORE THAN 85%) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX.

7. FINISHED GRADING

A. UNLESS OTHERWISE CONTRACTED, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF TOPSOIL AND THE ESTABLISHMENT OF FINE-GRADING WITHIN THE DISTURBANCE AREA OF THE SITE.

B. LANDSCAPE CONTRACTOR SHALL VERIFY THAT SUBGRADE FOR INSTALLATION OF TOPSOIL HAS BEEN ESTABLISHED. THE SUBGRADE OF THE SITE MUST MEET THE FINISHED GRADE LESS THE REQUIRED TOPSOIL THICKNESS (1"±).

C. ALL LAWN AND PLANTING AREAS SHALL BE GRADED TO A SMOOTH, EVEN AND UNIFORM PLANE WITH NO ABRUPT CHANGE OF SURFACE AS DEPICTED WITHIN THIS SET OF CONSTRUCTION PLANS, UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER OR LANDSCAPE ARCHITECT.

D. ALL PLANTING AREAS SHALL BE GRADED AND MAINTAINED TO ALLOW FREE FLOW OF SURFACE WATER IN AND AROUND THE PLANTING BEDS. STANDING WATER SHALL NOT BE PERMITTED IN PLANTING BEDS.

8. TOPSOILING

A. CONTRACTOR SHALL PROVIDE A SIX INCH (6") THICK MINIMUM LAYER OF TOPSOIL, OR AS DIRECTED BY THE LOCAL ORDINANCE OR CLIENT, IN ALL PLANTING AREAS. TOPSOIL SHOULD BE SPREAD OVER A PREPARED SURFACE IN A UNIFORM LAYER TO ACHIEVE THE DESIRED COMPACTED THICKNESS.

B. ON-SITE TOPSOIL MAY BE USED TO SUPPLEMENT THE TOTAL AMOUNT REQUIRED. TOPSOIL FROM THE SITE MAY BE REJECTED IF IT HAS NOT BEEN PROPERLY REMOVED, STORED AND PROTECTED PRIOR TO CONSTRUCTION.

C. CONTRACTOR SHALL FURNISH TO THE APPROVING AGENCY AN ANALYSIS OF BOTH IMPORTED AND ON-SITE TOPSOIL TO BE UTILIZED IN ALL PLANTING AREAS. THE PH AND NUTRIENT LEVELS MAY NEED TO BE ADJUSTED THROUGH SOIL MODIFICATIONS AS NEEDED TO ACHIEVE THE REQUIRED LEVELS AS SPECIFIED IN THE MATERIALS SECTION ABOVE.

D. ALL PLANTING AND LAWN AREAS ARE TO BE CULTIVATED TO A DEPTH OF SIX INCHES (6"). ALL DEBRIS EXPOSED FROM EXCAVATION AND CULTIVATION SHALL BE DISPOSED OF IN ACCORDANCE WITH GENERAL WORK PROCEDURES SECTION ABOVE. THE FOLLOWING SHALL BE TILLED INTO THE TOP FOUR INCHES (4") IN TWO DIRECTIONS (QUANTITIES BASED ON A 1,000 SQUARE FOOT AREA):
   1.1. 20 POUNDS 'GROW POWER' OR APPROVED EQUAL
   1.2. 20 POUNDS NITRO-FORM (COURSE) 38-0-0 BLUE CHIP

E. THE SPREADING OF TOPSOIL SHALL NOT BE CONDUCTED UNDER MUDDY OR FROZEN CONDITIONS.

9. PLANTING

A. INSOFAR THAT IT IS FEASIBLE, PLANT MATERIAL SHALL BE PLANTED ON THE DAY OF DELIVERY. IN THE EVENT THAT THIS IS NOT POSSIBLE, LANDSCAPE CONTRACTOR SHALL PROTECT UNINSTALLED PLANT MATERIAL. PLANTS SHALL NOT REMAIN UNPLANTED FOR LONGER THAN A THREE DAY PERIOD AFTER DELIVERY. PLANTS THAT WILL NOT BE PLANTED FOR A PERIOD OF TIME GREATER THAN THREE DAYS SHALL BE HEALED IN WITH TOPSOIL OR MULCH TO HELP PRESERVE ROOT MOISTURE.

B. PLANTING OPERATIONS SHALL BE PERFORMED DURING PERIODS WITHIN THE PLANTING SEASON WHEN WEATHER AND SOIL CONDITIONS ARE SUITABLE AND IN ACCORDANCE WITH ACCEPTED LOCAL PRACTICE. PLANTS SHALL NOT BE INSTALLED IN TOPSOIL THAT IS IN A MUDDY OR FROZEN CONDITION.

C. ANY INJURED ROOTS OR BRANCHES SHALL BE PRUNED TO MAKE CLEAN-CUT ENDS PRIOR TO PLANTING UTILIZING CLEAN, SHARP TOOLS. ONLY INJURED OR DISEASED BRANCHING SHALL BE REMOVED.

D. ALL PLANTING CONTAINERS AND NON-BIODEGRADABLE MATERIALS SHALL BE REMOVED FROM ROOT BALLS DURING PLANTING. NATURAL FIBER BURLAP MUST BE CUT FROM AROUND THE TRUNK OF THE TREE AND FOLDED DOWN AGAINST THE ROOT BALL PRIOR TO BACKFILLING.

E. POSITION TREES AND SHRUBS AT THEIR INTENDED LOCATIONS AS PER THE PLANS AND SECURE THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO EXCAVATING PITS, MAKING NECESSARY ADJUSTMENTS AS DIRECTED.

F. PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY, THE PROPOSED LANDSCAPE, AS SHOWN ON THE APPROVED LANDSCAPE PLAN, MUST BE INSTALLED, INSPECTED AND APPROVED BY THE APPROVING AGENCY. THE APPROVING AGENCY SHALL TAKE INTO ACCOUNT SEASONAL CONSIDERATIONS IN THIS REGARD AS FOLLOWS. THE PLANTING OF TREES, SHRUBS, VINES OR GROUND COVER SHALL OCCUR ONLY DURING THE FOLLOWING PLANTING SEASONS:
   1.1. PLANTS: MARCH 15 TO DECEMBER 15
   1.2. LAWN: MARCH 15 TO JUNE 15 OR SEPT. 1 TO DECEMBER 1

G. PLANTINGS REQUIRED FOR A CERTIFICATE OF OCCUPANCY SHALL BE PROVIDED DURING THE NEXT APPROPRIATE SEASON AT THE MUNICIPALITY'S DISCRETION. CONTRACTOR SHOULD CONTACT APPROVING AGENCY FOR POTENTIAL SUBSTITUTIONS.

H. FURTHERMORE, THE FOLLOWING TREE VARIETIES ARE UNUSUALLY SUSCEPTIBLE TO WINTER DAMAGE. WITH TRANSPLANT SHOCK AND THE SEASONAL LACK OF NITROGEN AVAILABILITY, THE RISK OF PLANT DEATH IS GREATLY INCREASED. IT IS NOT RECOMMENDED THAT THESE SPECIES BE PLANTED DURING THE FALL PLANTING SEASON:

ACER RUBRUM	PLATANUS X ACERIFOLIA
BETULA VARIETIES	POPULOUS VARIETIES
CARPINUS VARIETIES	PRUNUS VARIETIES
CRATAEGUS VARIETIES	PYRUS VARIETIES
KOELREUTERIA	QUERCUS VARIETIES
LIQUIDAMBER STYRACIFLUA	TILIA TOMENTOSA
LIRIODENDRON TULIPIFERA	ZELKOVA VARIETIES

I. PLANTING PITS SHALL BE DUG WITH LEVEL BOTTOMS, WITH THE WIDTH TWICE THE DIAMETER OF ROOT BALL. THE ROOT BALL SHALL REST ON UNDISTURBED GRADE. EACH PLANT PIT SHALL BE BACKFILLED IN LAYERS WITH THE FOLLOWING PREPARED SOIL MIXED THOROUGHLY:
- 1 PART PEAT MOSS
- 1 PART COMPOSTED COW MANURE BY VOLUME
- 3 PARTS TOPSOIL BY VOLUME
- 21 GRAMS 'AGRIFORM' PLANTING TABLETS (OR APPROVED EQUAL) AS FOLLOWS:
    A) 2 TABLETS PER 1 GALLON PLANT
    B) 3 TABLETS PER 5 GALLON PLANT
    C) 4 TABLETS PER 15 GALLON PLANT
    D) LARGER PLANTS: 2 TABLETS PER ½" CALIPER OF TRUNK

J. FILL PREPARED SOIL AROUND BALL OF PLANT HALF-WAY AND INSERT PLANT TABLETS. COMPLETE BACKFILL AND WATER THOROUGHLY.

K. ALL PLANTS SHALL BE PLANTED SO THAT THE TOP OF THE ROOT BALL, THE POINT AT WHICH THE ROOT FLARE BEGINS, IS SET AT GROUND LEVEL AND IN THE CENTER OF THE PIT. NO SOIL IS TO BE PLACED DIRECTLY ON TOP OF THE ROOT BALL.

L. ALL PROPOSED TREES DIRECTLY ADJACENT TO WALKWAYS OR DRIVEWAYS SHALL BE PRUNED AND MAINTAINED TO A MINIMUM BRANCHING HEIGHT OF 7' FROM GRADE.

M. GROUND COVER AREAS SHALL RECEIVE A ¼" LAYER OF HUMUS RAKED INTO THE TOP 1" OF PREPARED SOIL PRIOR TO PLANTING. ALL GROUND COVER AREAS SHALL BE WEEDED AND TREATED WITH A PRE-EMERGENT CHEMICAL AS PER MANUFACTURER'S RECOMMENDATION.

N. NO PLANT, EXCEPT GROUND COVERS, GRASSES OR VINES, SHALL BE PLANTED LESS THAN TWO FEET (2') FROM EXISTING STRUCTURES AND SIDEWALKS.

O. ALL PLANTING AREAS AND PLANTING PITS SHALL BE MULCHED AS SPECIFIED HEREIN TO FILL THE ENTIRE BED AREA OR SAUCER. NO MULCH IS TO TOUCH THE TRUNK OF THE TREE OR SHRUB.

P. ALL PLANTING AREAS SHALL BE WATERED IMMEDIATELY UPON INSTALLATION IN ACCORDANCE WITH THE WATERING SPECIFICATIONS AS LISTED HEREIN.

10. TRANSPLANTING (WHEN REQUIRED)

A. ALL TRANSPLANTS SHALL BE DUG WITH INTACT ROOT BALLS CAPABLE OF SUSTAINING THE PLANT.

B. IF PLANTS ARE TO BE STOCKPILED BEFORE REPLANTING, THEY SHALL BE HEALED IN WITH MULCH OR SOIL, ADEQUATELY WATERED AND PROTECTED FROM EXTREME HEAT, SUN AND WIND.

C. PLANTS SHALL NOT BE DUG FOR TRANSPLANTING BETWEEN APRIL 10 AND JUNE 30.

D. UPON REPLANTING, BACKFILL SOIL SHALL BE AMENDED WITH FERTILIZER AND ROOT GROWTH HORMONE.

E. TRANSPLANTS SHALL BE GUARANTEED FOR THE LENGTH OF THE GUARANTEE PERIOD SPECIFIED HEREIN.

F. IF TRANSPLANTS DIE, SHRUBS AND TREES LESS THAN SIX INCHES (6") DBH SHALL BE REPLACED IN KIND. TREES GREATER THAN SIX INCHES (6") DBH MAY BE REQUIRED TO BE REPLACED IN ACCORDANCE WITH THE MUNICIPALITY'S TREE REPLACEMENT GUIDELINES.

11. WATERING

A. NEW PLANTINGS OR LAWN AREAS SHALL BE ADEQUATELY IRRIGATED BEGINNING IMMEDIATELY AFTER PLANTING. WATER SHALL BE APPLIED TO EACH TREE AND SHRUB IN SUCH MANNER AS NOT TO DISTURB BACKFILL AND TO THE EXTENT THAT ALL MATERIALS IN THE PLANTING HOLE ARE THOROUGHLY SATURATED. WATERING SHALL CONTINUE AT LEAST UNTIL PLANTS ARE ESTABLISHED.

B. SITE OWNER SHALL PROVIDE WATER IF AVAILABLE ON SITE AT TIME OF PLANTING. IF WATER IS NOT AVAILABLE ON SITE, CONTRACTOR SHALL SUPPLY ALL NECESSARY WATER. THE USE OF WATERING BAGS IS RECOMMENDED FOR ALL NEWLY PLANTED TREES.

C. IF AN IRRIGATION SYSTEM HAS BEEN INSTALLED ON THE SITE, IT SHALL BE USED TO WATER PROPOSED PLANT MATERIAL, BUT ANY FAILURE OF THE SYSTEM DOES NOT ELIMINATE THE CONTRACTOR'S RESPONSIBILITY OF MAINTAINING THE DESIRED MOISTURE LEVEL FOR VIGOROUS, HEALTHY GROWTH.

12. GUARANTEE

A. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANTS FOR A PERIOD OF ONE (1) YEAR FROM APPROVAL OF LANDSCAPE INSTALLATION BY THE APPROVING AGENCY. CONTRACTOR SHALL SUPPLY THE OWNER WITH A MAINTENANCE BOND FOR TEN PERCENT (10%) OF THE VALUE OF THE LANDSCAPE INSTALLATION WHICH WILL BE RELEASED AT THE CONCLUSION OF THE GUARANTEE PERIOD AND WHEN A FINAL INSPECTION HAS BEEN COMPLETED AND APPROVED BY THE OWNER OR AUTHORIZED REPRESENTATIVE.

B. ANY DEAD OR DYING PLANT MATERIAL SHALL BE REPLACED FOR THE LENGTH OF THE GUARANTEE PERIOD. REPLACEMENT OF PLANT MATERIAL SHALL BE CONDUCTED AT THE FIRST SUCCEEDING PLANTING SEASON. ANY DEBRIS SHALL BE DISPOSED OF OFF-SITE, WITHOUT EXCEPTION.

C. TREES AND SHRUBS SHALL BE MAINTAINED BY THE CONTRACTOR DURING CONSTRUCTION AND THROUGHOUT THE 90 DAY MAINTENANCE PERIOD AS SPECIFIED HEREIN. CULTIVATION, WEEDING, WATERING AND THE PREVENTATIVE TREATMENTS SHALL BE PERFORMED AS NECESSARY TO KEEP PLANT MATERIAL IN GOOD CONDITION AND FREE OF INSECTS AND DISEASE.

D. LAWNS SHALL BE MAINTAINED THROUGH WATERING, FERTILIZING, WEEDING, MOWING, TRIMMING AND OTHER OPERATIONS SUCH AS ROLLING, REGARDING AND REPLANTING AS REQUIRED TO ESTABLISH A SMOOTH, ACCEPTABLE LAWN, FREE OF ERODED OR BARE AREAS.

13. CLEANUP

A. UPON THE COMPLETION OF ALL LANDSCAPE INSTALLATION AND BEFORE THE FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL UNUSED MATERIALS, EQUIPMENT AND DEBRIS FROM THE SITE. ALL PAVED AREAS ARE TO BE CLEANED.

B. THE SITE SHALL BE CLEANED AND LEFT IN A NEAT AND ACCEPTABLE CONDITION AS APPROVED BY THE OWNER OR AUTHORIZED REPRESENTATIVE.

REFERENCE: ARCHITECTURAL GRAPHIC STANDARDS 1998 CUMULATIVE SUPPLEMENT.

EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE

REFERENCE: ARCHITECTURAL GRAPHIC STANDARDS 1998 CUMULATIVE SUPPLEMENT.

DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE

REFERENCE: ARCHITECTURAL GRAPHIC STANDARDS 1998 CUMULATIVE SUPPLEMENT

DECIDUOUS AND EVERGREEN SHRUB PLANTING DETAIL

NOT TO SCALE

TYPICAL PERENNIAL AND GROUND COVER PLANTING

TYPICAL PERENNIAL AND GROUND COVER SPACING & LAYOUT

PERENNIAL/GROUND COVER PLANTING DETAIL

NOT TO SCALE

NOTE: TREE STAKING TO BE REMOVED AFTER 2 GROWING SEASONS

TREE PLANTING ON SLOPE DETAIL

NOT TO SCALE

SEEDING SPECIFICATIONS

1. PRIOR TO SEEDING, AREA IS TO BE TOPSOILED, FINE GRADED, AND RAKED OF ALL DEBRIS LARGER THAN 2" DIAMETER.

2. PRIOR TO SEEDING, CONSULT MANUFACTURER'S RECOMMENDATIONS AND INSTRUCTIONS.

3. SEEDING RATES:

PERENNIAL RYEGRASS	1/2 LB/1,000 SQ FT
KENTUCKY BLUEGRASS	1 LB/1,000 SQ FT
RED FESCUE	1 1/2 LBS/1,000 SQ FT
SPREADING FESCUE	1 1/2 LBS/1,000 SQ FT
FERTILIZER (20:10:10)	14 LBS/1,000 SQ FT
MULCH	90 LBS/1,000 SQ FT

4. GERMINATION RATES WILL VARY AS TO TIME OF YEAR FOR SOWING. CONTRACTOR TO IRRIGATE SEEDED AREA UNTIL AN ACCEPTABLE STAND OF COVER IS ESTABLISHED BY OWNER.

OWNER MAINTENANCE RESPONSIBILITIES

UPON OWNER'S (OR OWNER CONTRACTOR'S) COMPLETION OF LANDSCAPING WORK, THE OWNER IS FULLY RESPONSIBLE FOR ALL FUTURE MAINTENANCE, CARE, UPKEEP, WATERING, AND TRIMMING OF ALL INSTALLED VEGETATION, PLANTS, TREE, BUSHES, SHRUBS, GRASSES, GRASS, ORNAMENTAL PLANTS AND FLOWERS, FLOWERS, GROUND COVER, AND LANDSCAPING, INCLUDING ALL LANDSCAPE ISLANDS AND AREAS ADJACENT OR PART OF THE LANDSCAPED AREAS. THIS RESPONSIBILITY INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:

- TREES ADJACENT TO WALKWAYS AND AREAS OF PEDESTRIAN TRAFFIC MUST BE MAINTAINED TO ASSURE THAT ANY BRANCHES MUST BE LIMBED UP TO A CLEARANCE HEIGHT OF 7 FT. (FROM ALL PEDESTRIAN SURFACES) OR PRUNED BACK TO AVOID ANY INTERFERENCE WITH THE TYPICAL PATH OF TRAVEL.
- TREES WITHIN VEHICULAR SIGHT LINES, AS ILLUSTRATED ON THE LANDSCAPE PLAN, ARE TO BE TRIMMED TO A CLEARANCE HEIGHT OF 7 FT. (FROM ALL PAVED, TRAVELED SURFACES), OR AS OTHERWISE INDICATED ON THE PLANS.
- VEGETATIVE GROUND COVER, SHRUBS AND ORNAMENTAL PLANTS AND GRASSES MUST BE TRIMMED SO THAT NO PORTION OF THE PLANT EXCEEDS 30 INCHES ABOVE GRADE (OF ALL PAVED, TRAVEL SURFACES) ALONG AND WITHIN THE SIGHT LINES OF PARKING LOTS AND INGRESS-EGRESS WAYS.
- FALLEN PLANT FLOWERS, FRUIT, SEEDS AND DEBRIS DROPPINGS ARE TO BE REMOVED IMMEDIATELY FROM VEHICULAR AND PEDESTRIAN TRAFFIC AREAS TO PREVENT TRIPPING, SLIPPING OR ANY OTHER HAZARDS.

THESE REQUIREMENTS DO NOT AFFECT THE PLANT LIFE GUARANTEES THE LANDSCAPE CONTRACTOR IS REQUIRED TO PROVIDE.

BOHLER//™

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

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REVISIONS

REV	DATE	COMMENT	DRAWN BY CHECKED BY

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THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.:	MB195007
DRAWN BY:	LMT
CHECKED BY:	NBS
DATE:	10/15/2021
CAD I.D.:	CNDS

PROJECT:

DETAILED SITE PLAN
DSP# 22001

FOR

MCDONALD'S
EAST/WEST
HIGHWAY

PROPOSED
DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

BOHLER//

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Fax: (301) 809-4501
MD@BohlerEng.com

E.R. McWILLIAMS
12/19/2024
REGISTERED LANDSCAPE ARCHITECT
MARYLAND LICENSE No. 3697
PROFESSIONAL CERTIFICATION
I, ERIC R. McWILLIAMS, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 3697, EXPIRATION DATE: 9/20/26

SHEET TITLE:

LANDSCAPE NOTES & DETAILS

SHEET NUMBER:

DSP-11

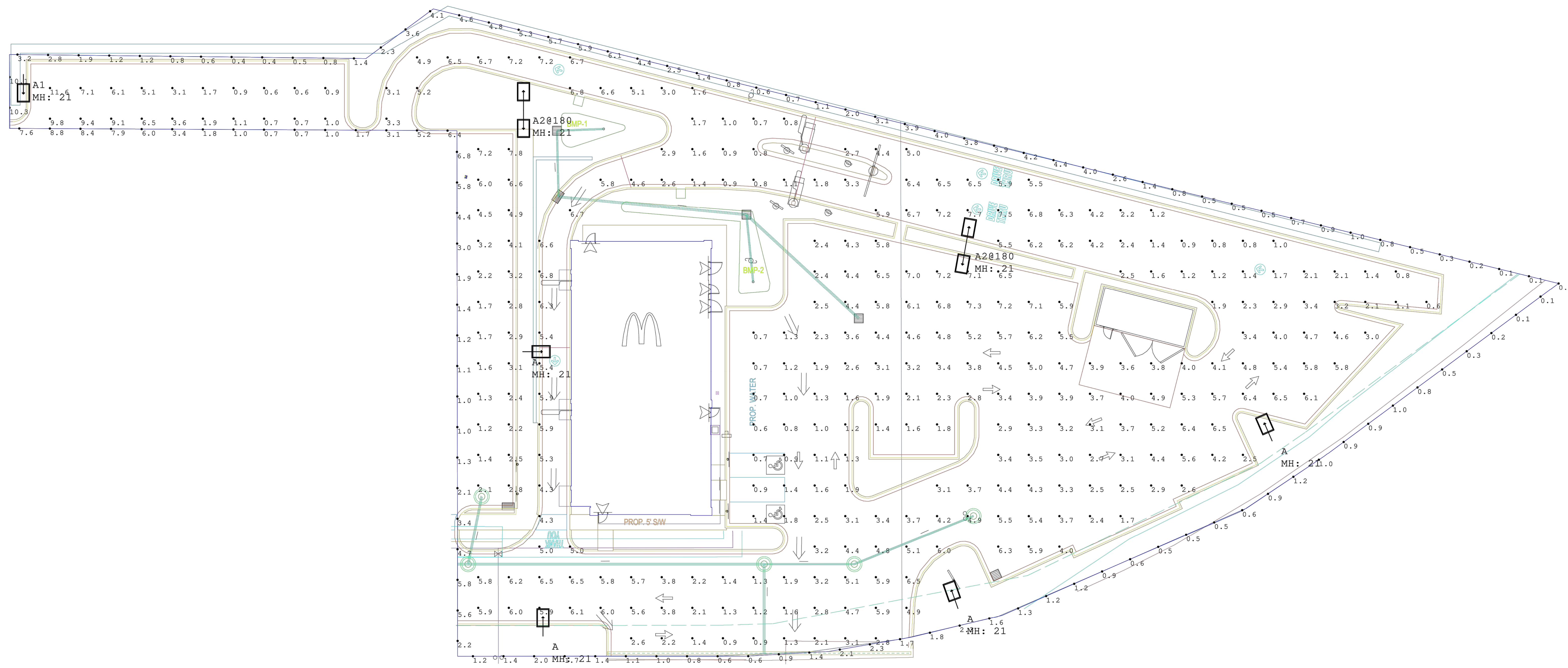
ORG. DATE - 10/15/2021

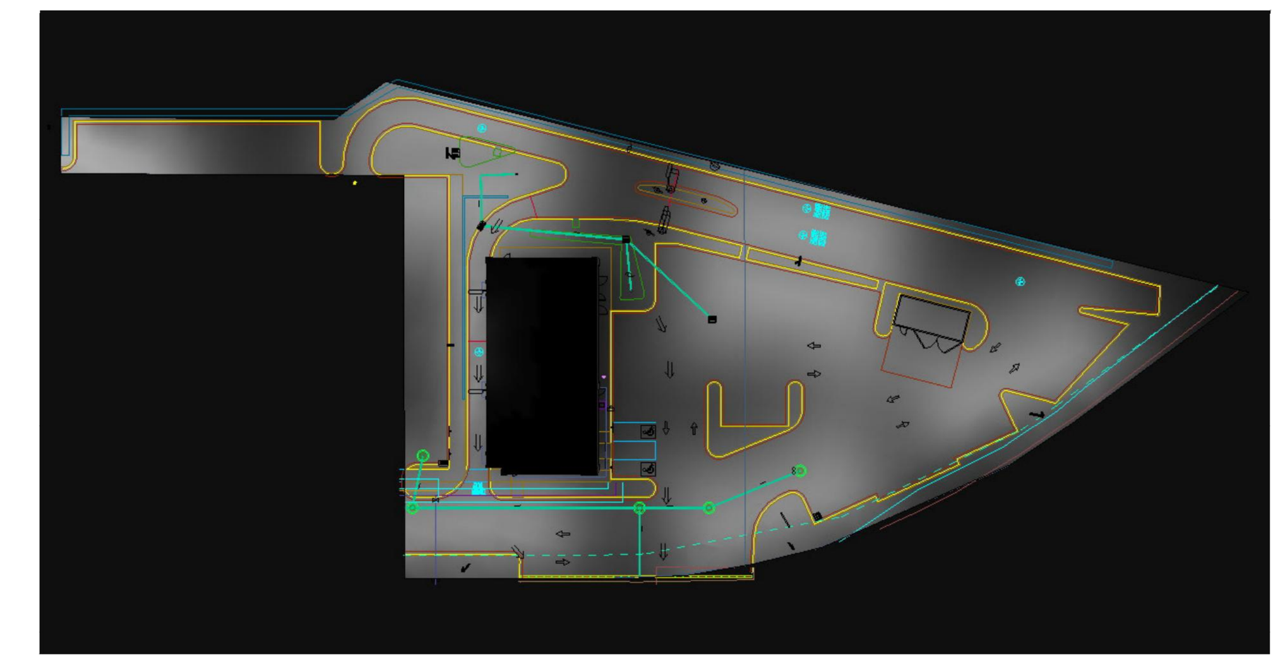
Dec 19, 2024
C:\PROGRAMDATA\BOHLER\2022\C3D2022\TEMP\ACPUBLISH_25816\MB195007 - CNDS - 0----->LAYOUT: DSP-11
BA

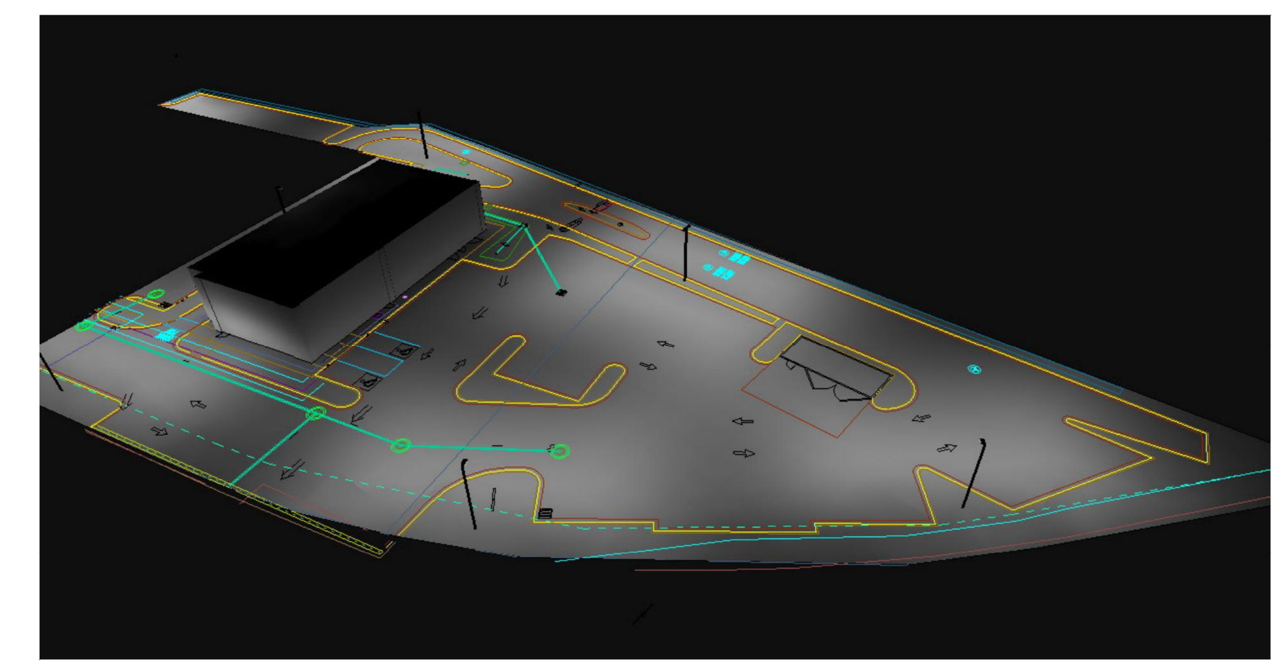
NOTES:

1. THE FOOTCANDLE LEVELS AS SHOWN ARE BASED ON THE FOLLOWING CRITERIA. ANY SUBSTITUTIONS IN SPECIFIED FIXTURES OR CHANGES TO LAYOUT WILL AFFECT LIGHTING LEVELS SHOWN AND WILL NOT BE THE RESPONSIBILITY OF SECURITY LIGHTING.

2. DISTANCE BETWEEN READINGS 10'







Pole Fixtures Are Full Cutoff
Tilt=0
Calculation Grids Are At Grade
Pole Light Mounting Height=21ft
(18' Pole + 3' Base)

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PAVED SURFACE READINGS	Illuminance	Fc	3.76	11.6	0.6	6.27	19.33
PROPERTY LINE READINGS	Illuminance	Fc	2.31	10.3	0.1	23.10	103.00

Luminaire Schedule

Symbol	Qty	Label	Arrangement	LLF	Description	Lum. Watts	EPA	Mtg Height	Pole Type
	1	A1	Single	0.900	RAR2-480L-240-5K7-2	226.9	0.607	21	SES-18-40-1-TA-GL-xx (4")
	4	A	SINGLE	0.900	RAR2-480L-240-5K7-4W	226.9	0.607	21	SES-18-40-1-TA-GL-xx (4")
	2	A2@180	BACK-BACK	0.900	RAR2-480L-240-5K7-4W	226.9	1.214	21	SES-18-40-1-TA-GL-xx (4")

PROJECT WIND LOAD CRITERIA BASED ON:
ASCE 7-10 WIND SPEEDS (3-SEC PEAK GUST MPH)
50 YEAR MEAN RECURRENCE INTERVAL
ALLOWED EPA 13.6 @ WIND LOAD 90 MPH

Regional Drawing
19-1437

1. THIS LIGHTING DESIGN IS BASED ON INFORMATION SUPPLIED BY OTHERS TO SECURITY LIGHTING SYSTEMS. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.

2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS.

3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.

4. THIS LAYOUT MAY NOT MEET TITLE 24 OR LOCAL ENERGY REQUIREMENTS. IF THIS LAYOUT NEEDS TO E COMPLIANT WITH TITLE 24 OR OTHER ENERGY REQUIREMENTS, PLEASE CONSULT FACTORY WITH SPECIFIC DETAILS REGARDING PROJECT REQUIREMENTS SO THAT REVISIONS MAY BE MADE TO THE DRAWING.

THIS DRAWING MEETS OR EXCEEDS McDONALDS CURRENT ILLUMINATION SPECIFICATIONS OF A 3-4 FOOTCANDLE AVERAGE, UNLESS SUPERSEDED BY OTHER REQUIREMENTS.

SECURITY LIGHTING™
2100 Golf Road, Suite 460, Rolling Meadows, IL 60008
1-800-544-4848

UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES

SCALE 1"=20' 0"

DRAWN BY VS

POINT-BY-POINT FOOTCANDLE PLOT FOR
MCDONALDS
1823 EAST-WEST HWY
ADELPHI, MD

NATIONAL STORE NUMBER 39494

DATE	DRAWING NUMBER
4/27/2023	EX50542.AGI

BOHLER™
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PROJECT No.:	MB195007
DRAWN BY:	LMT
CHECKED BY:	NBS
DATE:	10/15/2021
CAD I.D.:	CNDS

PROJECT:

DETAILED SITE PLAN DSP# 22001

FOR

MCDONALD'S EAST/WEST HIGHWAY

PROPOSED DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

BOHLER
16701 MELFORD BLVD , SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

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PROFESSIONAL ENGINEER
MARYLAND LICENSE No. 40263 12/19/2024
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SHEET TITLE:

PHOTOMETRIC PLAN

SHEET NUMBER:

DSP-11

ORG. DATE - 10/15/2021

Dec 19, 2024
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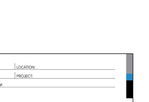
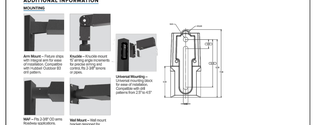
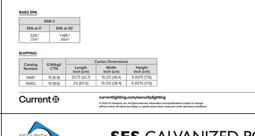
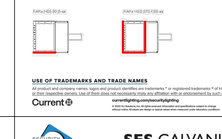
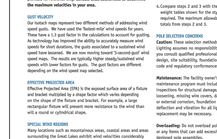
BA











Dec 19, 2024
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PROJECT No.: MB195007
DRAWN BY: LMT
CHECKED BY: NBS
DATE: 10/15/2021
CAD I.D.: CNDS

PROJECT:

DETAILED SITE PLAN
DSP# 22001

FOR

MCDONALD'S
EAST/WEST
HIGHWAY

PROPOSED
DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

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SHEET TITLE:

PHOTOMETRIC DETAILS

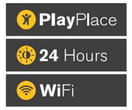
SHEET NUMBER:
DSP-12

ORG. DATE - 10/15/2021

Next Gen 15' Road Sign

Illumination: LED
Electrical: (tbd) Amps @ 120 Volts
Power Supply: Agilight PS12-60W-100/277V
Face Detail: Laser cut aluminum faces with illuminated copy and push thru arch

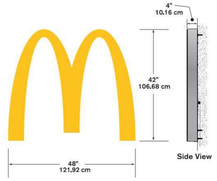
Available Panels -



Electronic Message Center (EMC) option also available.

Everbrite, LLC, 315 Marion Ave., South Milwaukee, WI, 53172 P: 888-857-4078 F: 877-430-7363 www.everbrite.com

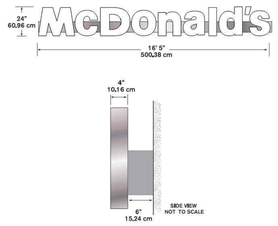
42" NextGen Illuminated Building Arch - LED



Illumination: LED
Electrical: .35 AMPS
Ballast: (1) OSRAM OT75-120-277-24
Ship Weight:

Everbrite, LLC, 315 Marion Ave., South Milwaukee, WI, 53172 P: 888-857-4078 F: 877-430-7363 www.everbrite.com

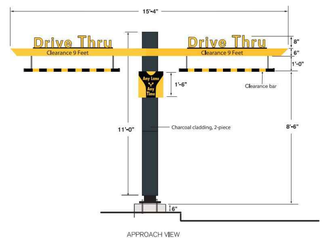
NextGen 24" Wordmark



Illumination: LED
Electrical: 1.6 AMPS
Power Supply: (1) Amperor ANP90-30P1
Ship Weight:

Everbrite, LLC, 315 Marion Ave., South Milwaukee, WI, 53172 P: 888-857-4078 F: 877-430-7363 www.everbrite.com

Double Welcome Point Gateway

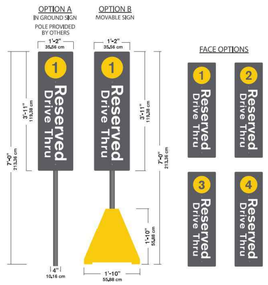


Illumination: N/A

Other:
- Non-illuminated clearance sign with spring loaded break away clearance arm.
- Adjustable bang bar.

Everbrite, LLC, 315 Marion Ave., South Milwaukee, WI, 53172 P: 888-857-4078 F: 877-430-7363 www.everbrite.com

Pull Forward Sign



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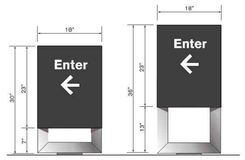
Next Gen 3 Sq. Ft. Directionals



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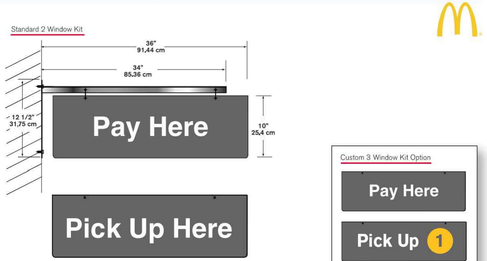
Coates ODMB
Single screen unit

Coates ODMB
Double screen unit

NextGen Window Position Signs



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Welcome Sign

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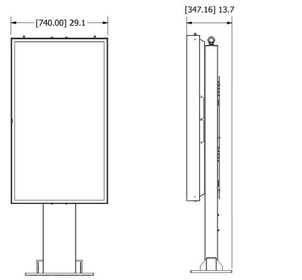
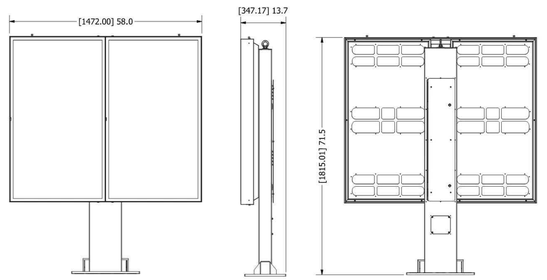
Coates ODMB
Single screen unit



Coates ODMB
Double screen unit



SIGNAGE TABLE		
	ALLOWED SF	PROVIDED SF
FRONT (EAST/WEST HIGHWAY)	22.85 SF (45.7' OF BUILDING)	14 SF
SIDE (WEST)	43.40 SF (86.8' OF BUILDING)	33 SF
SIDE (EAST)	44.65 SF (89.3' OF BUILDING)	47 SF
BACK (NORTH)	22.85 SF (45.7 OF BUILDING)	14 SF
FREESTANDING (486.67' OF FRONTAGE)	40.5 SF	39 SF

SIGNAGE TABLE				
SIGN	TYPE OF SIGN	AREA (SF)	HEIGHT (FT)	EXTERNALLY / INTERNALLY LIT / EXISTING / PROPOSED
WELCOME SIGN	WALL-MOUNTED	2.6 SF	0.70 Ft	EXTERNALLY LIT / PROPOSED
ARCH LOGO SIGN	WALL-MOUNTED	14.0 SF	15.77 Ft	EXTERNALLY LIT / PROPOSED
DOUBLE WELCOME POINT GATEWAY SIGN	FREESTANDING DIRECTIONAL	17.80 SF	10.66 Ft	N/A / PROPOSED
PULL FORWARD SIGN	FREESTANDING DIRECTIONAL	4.6 SF	7.00 Ft	N/A / PROPOSED
WOODMARK SIGN	WALL-MOUNTED	33 SF	2.00 Ft	EXTERNALLY LIT / PROPOSED
DIRECTIONAL SIGNS	FREESTANDING DIRECTIONAL	3 SF	2.5 FT AND 3 FT	N/A / PROPOSED
WINDOW POSITION SIGNS	WALL-MOUNTED	2.5 SF	1.5 FT	N/A / PROPOSED

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PROJECT No.: MB195007
DRAWN BY: LMT
CHECKED BY: NBS
DATE: 10/15/2021
CAD I.D.: CNDS

PROJECT:

DETAILED SITE PLAN DSP# 22001

FOR

MCDONALD'S
EAST/WEST HIGHWAY

PROPOSED DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

BOHLER
16701 MELFORD BLVD , SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
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N. B. SPEACH
PROFESSIONAL ENGINEER
MARYLAND LICENSE NO. 45083 10/15/2024
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SHEET TITLE:

SIGNAGE AND DRIVE-THRU ELEVATIONS

SHEET NUMBER:

DSP-13

ORG. DATE - 10/15/2021

Dec 19, 2024
C:\PROJ\MB\DATA\BOHLER\2022\C3D2022\TEMP\ACPUBLISH_268189\MB195007 - CNDS - 0 - LAYOUT DSP - 14

Batten System
- 2"x2" Aluminum Batten
- Batten Substrate

Composite Metal Panel by Alpolic

Tiebacks

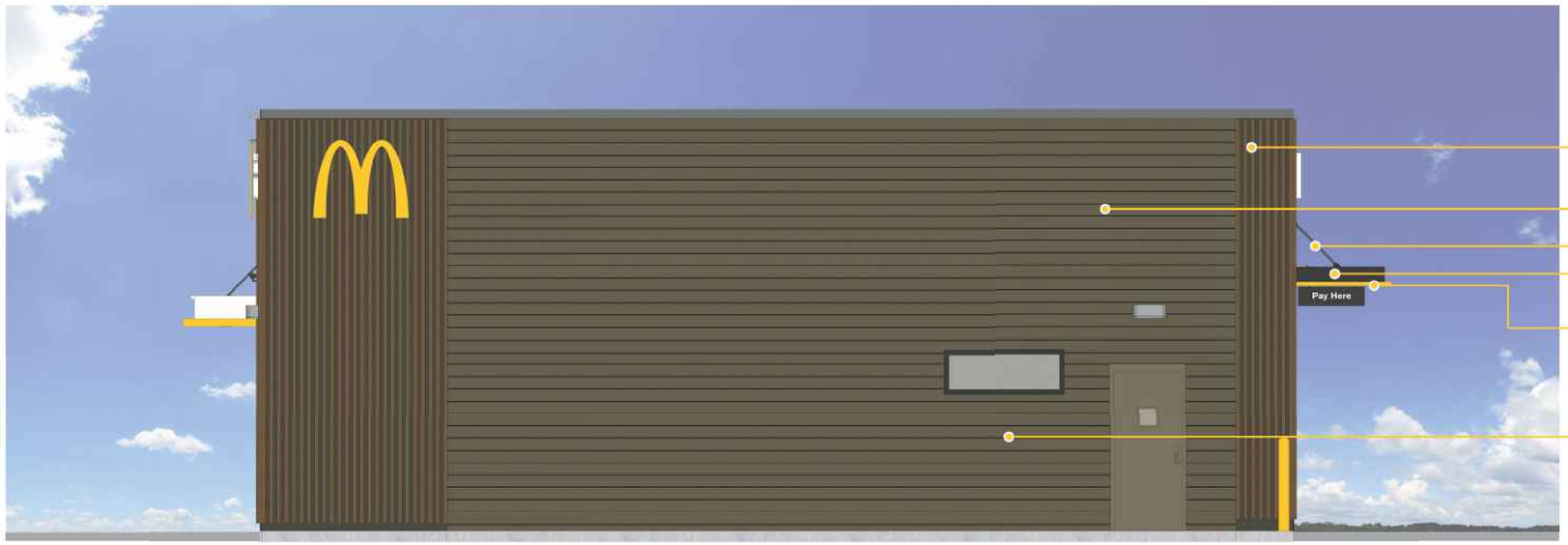
Canopy

Underscore

Storefront Glazing System

Hardi Plank Finish/Existing Wainscot

WEST SIDE



Batten System
- 2"x2" Aluminum Batten
- Batten Substrate

Parapet Fascia

Tiebacks

Drive Thru Canopy

Underscore

Hardi Plank Finish

EAST SIDE

USRD

TYPICAL BB20 RENDERED ELEVATIONS

2021 NOVEMBER

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING
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LANDSCAPE ARCHITECTURE
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DRAWN BY:	LMT
CHECKED BY:	NBS
DATE:	10/15/2021
CAD I.D.:	CNDS

PROJECT:

DETAILED SITE PLAN
DSP# 22001

FOR

MCDONALD'S
EAST/WEST
HIGHWAY

PROPOSED
DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

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SHEET TITLE:

ARCHITECTURAL ELEVATIONS

SHEET NUMBER:

DSP-14

ORG. DATE - 10/15/2021

Dec 19, 2024
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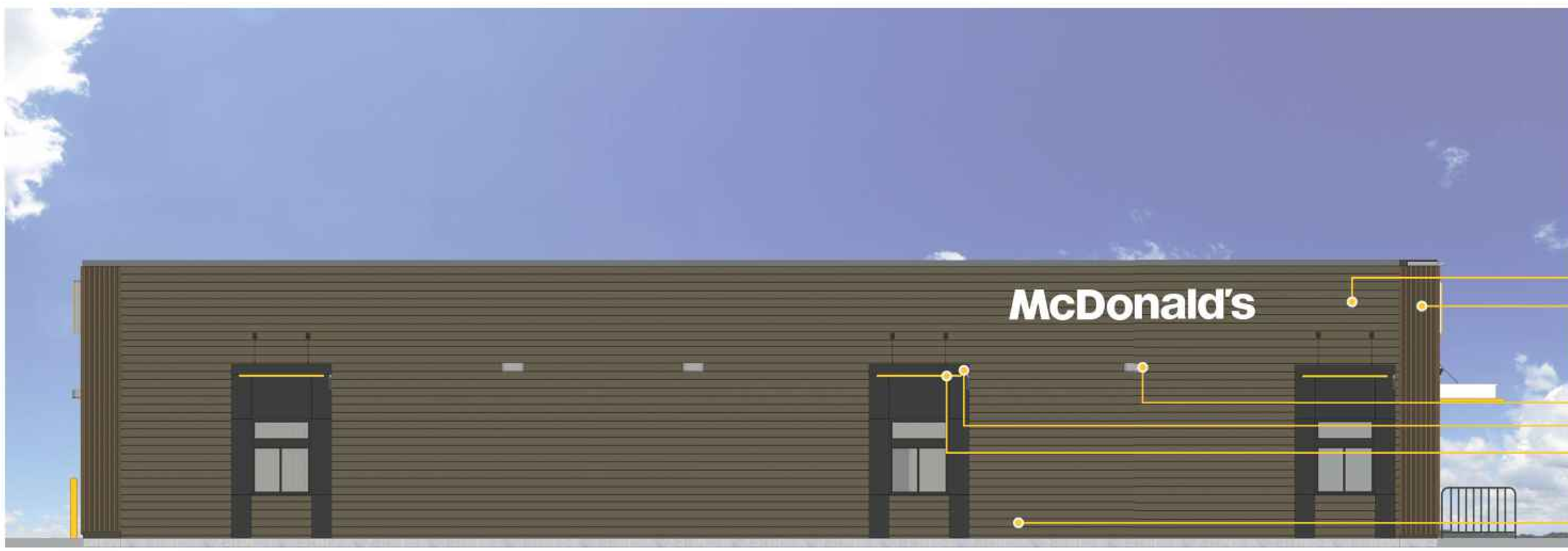
Batten System
- 2"x2" Aluminum Batten
- Batten Substrate

Parapet Fascia

Storefront Glazing System

Hardi Plank Finish

SOUTH SIDE



Parapet Fascia

Batten System
- 2"x2" Aluminum Batten
- Batten Substrate

Radial LED Wall Sconces

Drive Thru Canopy

Underscore

Hardi Plank Finish

NORTH SIDE

US RD

TYPICAL BB20 RENDERED ELEVATIONS

2021 NOVEMBER

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SITE CIVIL AND CONSULTING ENGINEERING
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DRAWN BY: LMT
CHECKED BY: NBS
DATE: 10/15/2021
CAD I.D.: CNDS

PROJECT:

DETAILED SITE PLAN DSP# 22001

FOR

MCDONALD'S EAST/WEST HIGHWAY

PROPOSED DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

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SHEET TITLE:

ARCHITECTURAL ELEVATIONS

SHEET NUMBER:

DSP-15

ORG. DATE - 10/15/2021

BB20 Color Schemes & Material Options

DESERT SCHEME **FIBER CEMENT SIDING AS PRIMARY BUILDING FINISH**

PRODUCT INFORMATION:

BASE BUILDING FINISH

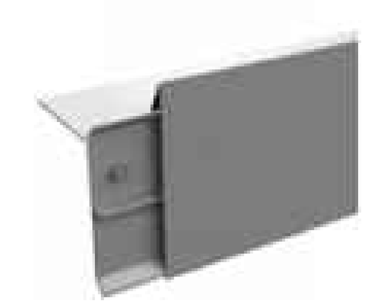
HARDIE PLANK BY JAMES HARDIE
CLIMATE ZONES 1-5: HZ5
CLIMATE ZONES 6-10: HZ10
FINISH: BEADED SMOOTH
SIZE: 8.25" WIDTH // 7" EXPOSURE
TRIM: 3/4" THICKNESS X 3 1/2" WIDTH
COLOR: TIMBER BARK

FEATURE WALL

REVEAL PANEL SYSTEM BY JAMES HARDIE
CLIMATE ZONES 1-5: HZ5
CLIMATE ZONES 6-10: HZ10
FINISH: SMOOTH
FASTENING: COUNTERSUNK
SIZE: 48" PANEL WIDTH
COLOR: PRIMED FOR PAINT // FIELD PAINTED RAL 7022

STOREFRONT KNEE WALL: EUROWEST

ABSOLUTE BLACK 12"X24"
GROUT: MAPEL 47 CHARCOAL



PARAPET FASCIA

ANCHOR TITE BY METAL ERA
COLOR: CITYSCAPE

PARAPET FASCIA

ANCHOR TITE BY METAL ERA
COLOR: COLOR MATCH RAL 7022

GUIDELINES

- Refer to manufacturer's Installation guide for details and best practices
- Metal Reveal Panel system is omitted when lap siding is used as base building finish.
- Storefront knee wall to be exterior tile.
- Extend drive-thru window surround material to top of parapet
- Indicate trim at all window and door openings and at material transitions to battens and panel systems.
- Refer to page 29 for Feature wall reveal spacing

January 2018

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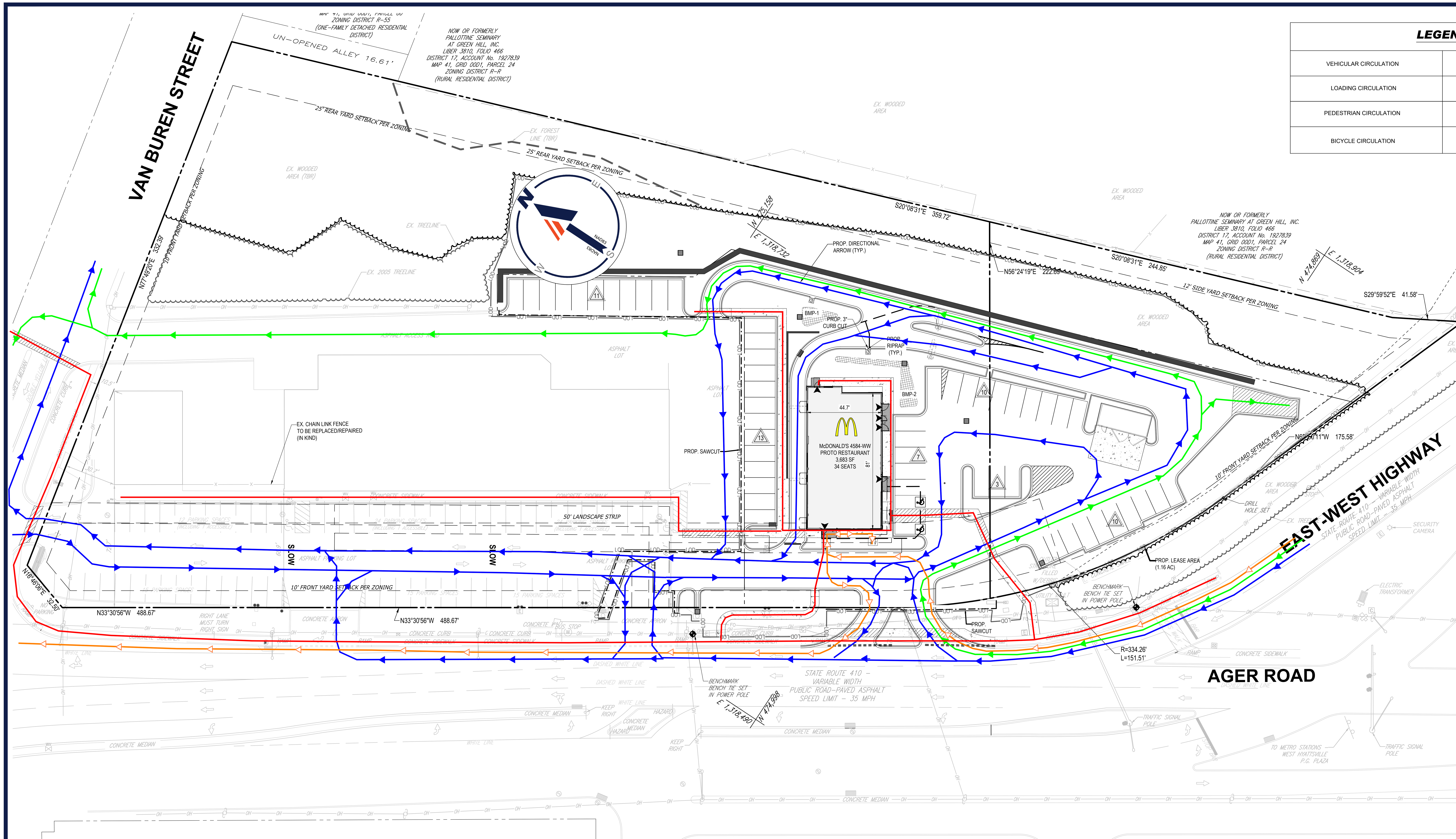
SHEET TITLE:

ARCHITECTURAL ELEVATIONS

SHEET NUMBER:

DSP-16

ORG. DATE - 10/15/2021



LEGEND

LIMIT OF DISTURBANCE	LOD
SAWCUT	
STEEP SLOPES 15 - 25%	
STEEP SLOPES > 25%	
CONCRETE PAVEMENT	
CONCRETE SIDEWALK	
PROP. UNDERGROUND SYSTEM	
PROP. MICRO-BIORETENTION FACILITY	
SOIL DIVIDE	

30 15 7.5 0 30
1"= 30'

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

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PROJECT No.:	MB195007
DRAWN BY:	LMT
CHECKED BY:	NBS
DATE:	10/15/2021
CAD I.D.:	DRAWING1

PROJECT:

DETAILED SITE PLAN DSP# 22001

FOR

MCDONALD'S EAST/WEST HIGHWAY

PROPOSED DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

BOHLER
16701 MELFORD BLVD , SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

N. B. SPEACH
PROFESSIONAL ENGINEER
PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

SHEET TITLE:

CIRCULATION PLAN

SHEET NUMBER:
1

ORG. DATE - 10/15/2021

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum: ***Date:*** **December 19, 2024**

TO: M-NCPPC - Development Review Division
1616 McCormick Dr
Largo, MD 20774

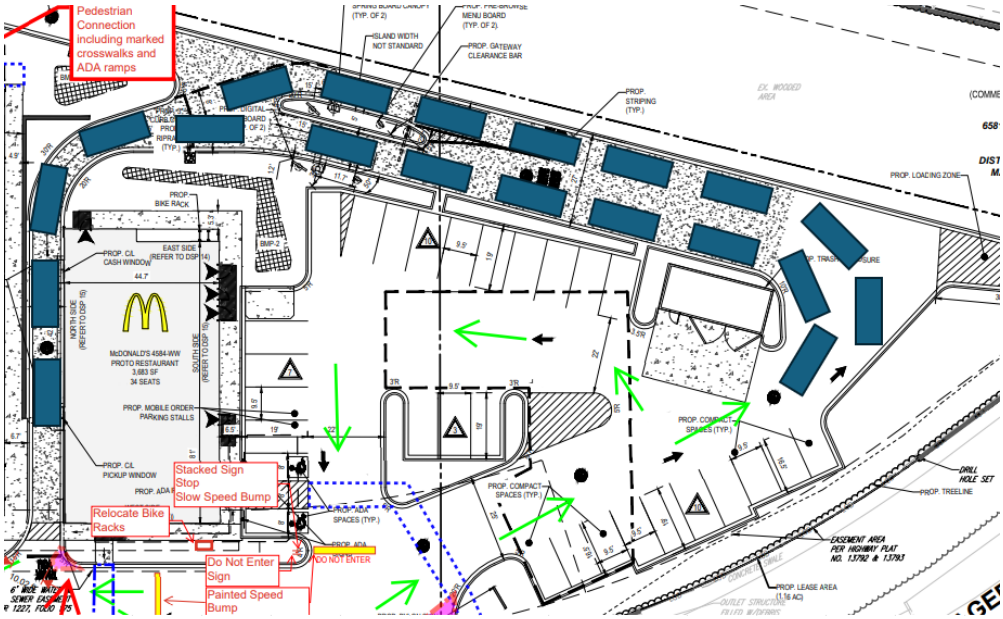
FROM: Mike Lenhart

RE: Drive-Thru Queuing Analysis for McDonalds Ager Road (DSP-22001)

This updated analysis has been prepared for the referenced McDonald's for the purpose of showing the amount of queuing provided in the drive-thru lanes.

The following exhibit reflects vehicles 19' in length based on AASHTO design length. The plan allows for 12 to 14 vehicles in the double drive-thru from the order boards back to the entrance of the drive-thru. The queuing does not exceed back into the parking lot circulation area. Additionally, there are sufficient queuing spaces for another 6 vehicles between the pick-up window and the order board. This provides a total queuing area for 18 to 20 vehicles which is more than sufficient to accommodate the queues.

It should be noted that Section 27-274-C-6 of the prior ordinance does not have specific requirements for drive thru queuing but states that "*Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access.*". Section 27-6206.m.1.A of the new ordinance does include specificity requiring 6 stacking spaces from the order box. This project can queue 10 to 12 vehicles from the order box without impacting onsite circulation.



Thanks,
Mike Lenhart

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

OFFICE: (410) 216-3333
FAX: (443) 782-2288
EMAIL: mlenhart@lenharttraffic.com

TREE CONSERVATION PLAN TYPE 2

TCP2 - 004 - 2024

FOR

MCDONALD'S EAST-WEST HIGHWAY

LOCATION OF SITE

6565 AGER ROAD

HYATTSVILLE

PRINCE GEORGE'S COUNTY, MD

TAX MAP: 41 GRID: D1 PARCEL: 23, PART 1 & PART 2

OWNER

6581 AGER LIMITED PARTNERSHIP
7811 MONTROSE ROAD,
POTOMAC, MD 20854

STANDARD DRAWING LEGEND

FOR ENTIRE PLAN SET

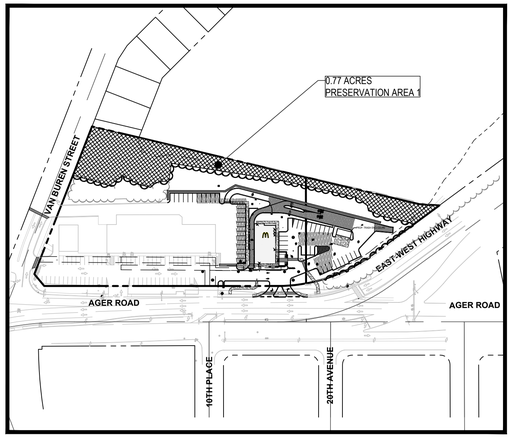
EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
	LIMIT OF WORK	LOW LOW
	LIMIT OF DISTURBANCE	LOD LOD
	ONSITE PROPERTY LINE / R.O.W. LINE	
	NEIGHBORING PROPERTY LINE / INTERIOR PARCEL LINE	
	EASEMENT LINE	
	SETBACK LINE	
	CONCRETE CURB & GUTTER	CURB AND GUTTER; SPILL; TRANSITION; DEPRESSED CURB AND GUTTER
	UTILITY POLE WITH LIGHT	
	POLE LIGHT	
	TRAFFIC LIGHT	
	UTILITY POLE	
	TYPICAL LIGHT	
	ACORN LIGHT	
	TYPICAL SIGN	
	PARKING COUNTS	X
170 169	CONTOUR LINE	190 187
TC 516.4 OR 516.4	SPOT ELEVATIONS	TC 516.00; TC 516.00 BC 515.55; MATCH EX 518.02 ±
SAN #	SANITARY LABEL	SAN #
ST #	STORM LABEL	X #
SL	SANITARY SEWER LATERAL	SL
W	UNDERGROUND WATER LINE	W
E	UNDERGROUND ELECTRIC LINE	E
G	UNDERGROUND GAS LINE	G
OH	OVERHEAD WIRE	OH
T	UNDERGROUND TELEPHONE LINE	T
C	UNDERGROUND CABLE LINE	C
	STORM SEWER	
S	SANITARY SEWER MAIN	S
	HYDRANT	
S	SANITARY MANHOLE	S
D	STORM MANHOLE	D
WM	WATER METER	
WV	WATER VALVE	
	GAS VALVE	
	GAS METER	
	TYPICAL END SECTION	
	HEADWALL OR ENDWALL	
	GRATE INLET	
	CURB INLET	
	CLEAN OUT	
E	ELECTRIC MANHOLE	E
T	TELEPHONE MANHOLE	T
EB	ELECTRIC BOX	EB
EP	ELECTRIC PEDESTAL	EP
	MONITORING WELL	
	TEST PIT	
	BENCHMARK	
	BORING	

GENERAL NOTE
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

STANDARD ABBREVIATIONS

FOR ENTIRE PLAN SET

AC	ACRES
ADA	AMERICANS WITH DISABILITY ACT
ARCH	ARCHITECTURAL
BC	BOTTOM OF CURB
BF	BASEMENT FLOOR
BK	BLOCK
BL	BASELINE
BLDG	BUILDING
BM	BUILDING BENCHMARK
BRL	BUILDING RESTRICTION LINE
CF	CUBIC FEET
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CONN	CONNECTION
CONC	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARDS
DEC	DECORATIVE
DEP	DEPRESSED
DIP	DUCTILE IRON PIPE
DOM	DOMESTIC
ELEC	ELECTRIC
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ES	EDGE OF SHOULDER
EW	END WALL
EX	EXISTING
FES	FLARED END SECTION
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FG	FINISHED GRADE
G	GRADE
GF	GARAGE FLOOR (AT DOOR)
GH	GRADE HIGHER SIDE OF WALL
GL	GRADE LOWER SIDE OF WALL
GRT	GRATE
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HP	HIGH POINT
HOR	HORIZONTAL
HW	HEADWALL
INT	INTERSECTION
INV	INVERT
LF	LINEAR FOOT
LOC	LIMITS OF CLEARING
LOD	LIMITS OF DISTURBANCE
LOS	LINE OF SIGHT
LP	LOW POINT
L/S	LANDSCAPE
MAX	MAXIMUM
MIN	MINIMUM
MH	MANHOLE
MJ	MECHANICAL JOINT
OC	ON CENTER
PA	POINT OF ANALYSIS
PC	POINT CURVATURE
PCCR	POINT OF COMPOUND CURVATURE, CURB RETURN
PI	POINT OF INTERSECTION
POG	POINT OF GRADE
PROP	PROPOSED
PT	POINT OF TANGENCY
PTCR	POINT OF TANGENCY, CURB RETURN
PVC	POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
RET WALL	RETAINING WALL
R/W	RIGHT OF WAY
S	SLOPE
SAN	SANITARY SEWER
SF	SQUARE FEET
STA	STATION
STM	STORM
S/W	SIDEWALK
TBR	TO BE REMOVED
TBRL	TO BE RELOCATED
TC	TOP OF CURB
TELE	TELEPHONE
TPF	TREE PROTECTION FENCE
TW	TOP OF WALL
TYP	TYPICAL
UG	UNDERGROUND
UP	UTILITY POLE
W	WIDE
W/L	WATER LINE
W/M	WATER METER
±	PLUS OR MINUS
°	DEGREE
Ø	DIAMETER
#	NUMBER



LOCATION MAP
SCALE: 1" = 150'
0 75 150
1"=150'

SOIL TYPES

SOIL TYPE	DESCRIPTION	HYDROLOGIC SOIL GROUP
SnB	SASSAFRAS-URBAN LAND COMPLEX, 0 TO 5 PERCENT SLOPES	B
SOE	SASSAFRAS AND CROOM SOILS, 15 TO 25 PERCENT SLOPES	C
Un	URBAN LAND	D

STANDARD TYPE 2 TREE CONSERVATION PLAN NOTES

1. THIS PLAN IS SUBMITTED TO FULFILL THE WOODLAND CONSERVATION REQUIREMENTS FOR DETAILED SITE PLAN DSP - 22001. IF THE DETAILED SITE PLAN DSP - 22001 EXPIRES, THEN THIS TCP2 ALSO EXPIRES AND IS NO LONGER VALID.
2. CUTTING OR CLEARING OF WOODLAND NOT IN CONFORMANCE WITH THIS PLAN OR WITHOUT THE EXPRESSED WRITTEN CONSENT OF THE PLANNING DIRECTOR OR DESIGNEE SHALL BE SUBJECT TO A $9.00 PER SQUARE FOOT MITIGATION FEE.
3. A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR TO THE ISSUANCE OF GRADING PERMITS. THE DEPARTMENT OF PERMITTING, INSPECTIONS, AND ENFORCEMENT OR THE DEPARTMENT OF ENVIRONMENTAL RESOURCES, AS APPROPRIATE, SHALL BE CONTACTED PRIOR TO THE START OF ANY WORK ON THE SITE TO CONDUCT A PRE-CONSTRUCTION MEETING WHERE IMPLEMENTATION OF WOODLAND CONSERVATION MEASURES SHOWN ON THIS PLAN WILL BE DISCUSSED IN DETAIL.
4. THE DEVELOPER OR BUILDER OF THE LOTS OR PARCELS SHOWN ON THIS PLAN SHALL NOTIFY FUTURE BUYERS OF ANY WOODLAND CONSERVATION AREAS THROUGH THE PROVISION OF A COPY OF THIS PLAN AT TIME OF CONTRACT SIGNING. FUTURE PROPERTY OWNERS ARE ALSO SUBJECT TO THIS REQUIREMENT.
5. THE OWNERS OF THE PROPERTY SUBJECT TO THIS TREE CONSERVATION PLAN ARE SOLELY RESPONSIBLE FOR CONFORMANCE TO THE REQUIREMENTS CONTAINED HEREIN.
6. THE PROPERTY IS WITHIN THE ENVIRONMENTAL STRATEGY AREA ONE (FORMERLY THE DEVELOPED TIER) OF THE REGULATED ENVIRONMENTAL PROTECTION AREAS MAP AS DESIGNATED BY PLAN PRINCE GEORGE'S 2035 APPROVED GENERAL PLAN AND IS CURRENTLY ZONE, COMMERCIAL, GENERAL AND OFFICE (CGO), AND PREVIOUSLY ZONE, COMMERCIAL SHOPPING CENTER (C-S-C)
7. THE PROPERTY IS ADJACENT TO AGER ROAD WHICH IS A DESIGNATED HISTORIC ROADWAY.
8. THIS PLAN IS NOT GRANDFATHERED UNDER CB-27-2010, SECTION 25-117 (G).
9. THE PROPERTY IS ADJACENT TO AGER ROAD WHICH IS CLASSIFIED AS AN ARTERIAL ROADWAY.
10. PRIOR TO THE INSURANCE OF THE FIRST PERMIT FOR THE DEVELOPMENT SHOWN ON THIS TCP2, ALL OFF SITE WOODLAND CONSERVATION REQUIRED BY THIS PLAN SHALL BE IDENTIFIED ON AN APPROVED TCP2 PLAN AND RECORDED AS AN OFF-SITE EASEMENT IN THE LAND RECORDS OF PRINCE GEORGE'S COUNTY, PROOF OF RECORDATION OF THE OFF-SITE CONSERVATION SHALL BE PROVIDED TO THE M-NCPPC PLANNING DEPARTMENT PRIOR TO THE INSURANCE OF ANY PERMIT FOR ASSOCIATED PLAN.

SHEET INDEX

SHEET TITLE	SHEET NUMBER
COVER SHEET	C - 101
TREE CONSERVATION PLAN - TYPE 2	C - 201

PREPARED BY

BOHLER

CONTACT: CHRISTOPHER M. RIZZI, P.E.

GENERAL NOTES

1. THIS PLAN IS BASED ON:
   "ALTA/NSPS LAND TITLE SURVEY
   MCDONALD'S USA,LLC - L/C 19-1437
   6543 AGER ROAD"
   DATED: 03/16/21
2. SITE AREA = 4.17 ACRES
   LOD = 2.40 ACRES
   McDONALD'S DEVELOPMENT SITE: 1.16 ACRES
   EXISTING IMPERVIOUS = 0.49 ACRES
   TOTAL NET IMPERVIOUS = 1.16 ACRES
3. TAX ACCOUNT NUMBER: 1835016
4. EXISTING ZONING: CSC - COMMERCIAL SHOPPING CENTER
5. EXISTING USE: RESTAURANT
   PROPOSED USE: RESTAURANT
6. NUMBER OF LOTS, PARCELS, OUTLOTS & OUTPARCELS: PARCEL 23, PART 1 AND PART 2.
7. EXISTING GROSS FLOOR AREA: 1,995 SF.
   PROPOSED GROSS FLOOR AREA: 4,073 SF
8. WSSC GRID: 208NE02
9. TAX MAP & GRID: TM 41 GRID: D1
10. AVIATION POLICY NUMBER AND GRID: NONE
11. EXISTING WATER/SEWER DESIGNATION: W-3, S-3
    PROPOSED WATER/SEWER DESIGNATION: W-3, S-3
12. STORMWATER MANAGEMENT CONCEPT NUMBER: SDCP #30395-2021
13. 10-FOOT PUBLIC UTILITY EASEMENT ALONG ALL RIGHTS-OF-WAY.
14. MANDATORY PARK DEDICATION: NONE
15. CEMETERIES LOCATED IN VICINITY OF THE PROPERTY: NONE
16. HISTORIC SITES LOCATED IN THE VICINITY OF THE PROPERTY: GREEN HILL HISTORIC PROPERTY (65-008)
17. NO WETLANDS OR STREAMS ARE LOCATED ON-SITE.
18. 100-YR FLOOD PLAIN: NO
19. CHESAPEAKE CRITICAL BAY AREA: NO
20. THERE ARE NO KNOWN SPRINGS OR SEEPS.
21. MARLBORO CLAY AND CHRISTIANA CLAY ARE NOT FOUND TO OCCUR ON OR WITHIN THE VICINITY OF THE PROPERTY.
22. THE SITE IS LOCATED IN A WATERSHED WITH TMDLs FOR SEDIMENT, NITROGEN, AND PHOSPHORUS.
23. THE SITE IS NOT LOCATED WITHIN A TIER II CATCHMENT.
24. THE SITE IS LOCATED IN THE ANACOSTIA RIVER WATERSHED.
25. EXISTING FLOW PATTERNS WERE CONSIDERED AND MAINTAINED WITH THE PROPOSED DESIGN.
26. A COMBINATION OF SILT FENCE, SUPER SILT FENCE, STABILIZED CONSTRUCTION ENTRANCE, AND INLET PROTECTION WILL BE UTILIZED AS THE PRIMARY EROSION AND SEDIMENT CONTROL PRACTICES.
27. THE EXISTING SITE IS A SINGLE STORY RETAIL BUILDING.
28. PERMANENT STABILIZATION MATTING WILL BE PROVIDED IN AREAS WHERE PROPOSED GRADING EXCEEDS 25%.

REFERENCES AND CONTACTS

ALTA/ACSM LAND TITLE SURVEY:
"ALTA/NSPS LAND TITLE SURVEY
MCDONALD'S USA,LLC - L/C 19-1437
6543 AGER ROAD"
DATED: 03/16/21

SOIL REPORT
NRCS
ENTITLED: "CUSTOM SOIL RESOURCE REPORT FOR PRINCE GEORGE'S COUNTY, MARYLAND"
DATED: JULY 16, 2021

GIS TOPO
GIS OPEN DATA PORTAL
ENTITLED: "CONTOUR 2018"

SITE DEVELOPMENT CONCEPT PLAN:
"SITE DEVELOPMENT CONCEPT PLAN FOR MCDONALD'S EAST-WEST HIGHWAY"
PREPARED BY: BOHLER
FILE NO. #30395-2021
DATED: 07/04/2021
APPROVED: PENDING

UTILITY CONTACTS

VERIZON - LAMBERT CABLE
(410) 536-0070
WSSC - PINPOINT UG
(301) 868-6803
WASHINGTON GAS - UTILIQUEST
(301) 210-0355
COMCAST - UTILIQUEST
(410) 536-0070
UNIVERSITY OF MARYLAND
(410) 226-3315
PEPCO -OCCLS
(410) 712-0202
MCI
(800) 289-3427

* THE ABOVE REFERENCED DOCUMENTS ARE INCORPORATED BY REFERENCE AS PART OF THESE PLANS, HOWEVER, BOHLER ENGINEERING DOES NOT CERTIFY THE ACCURACY OF THE WORK REFERENCED OR DERIVED FROM THESE DOCUMENTS, BY OTHERS.

Standard Woodland Conservation Worksheet for Prince George's County

	SECTION I-Establishing Site Information- (Enter acres for each zone)			
1	Zone:	C-S-C		
2	Gross Tract:	4.17	0.00	0.00
3	Floodplain:	0.00	0.00	0.00
4	Previously Dedicated Land:	0.00	0.00	0.00
5	Net Tract (NTA):	4.17	0.00	0.00

6	TCP Number	TCPX-XXX-XXXX	Revision #	0
7	Property Description or Subdivision Name:	McDonald's East West Highway		
8	Is this site subject to the 1989 or 1991 Ordinance	N		
9	Is this site subject to the 1991 Ordinance	N		
10	Subject to 2010 Ordinance and in PFA (Priority Funding Area	N		
11	Is this one (1) single family lot? (Y or N)	N		
12	Are there prior TCP approvals which include a combination of this lots? (Y or N)	N		
14	Is any portion of the property in a WC Bank? (Y or N)	N		
15	Break-even Point (preservation) =	0.91	acres	
16	Clearing permitted w/o reforestion=	1.13	acres	

	SECTION II-Determining Requirements (Enter acres for each corresponding column)	Column A WCT/AFT %	Column B Net Tract	Column C Floodplain (1:1)	Column D Off-Site Impacts (1:1)
17	Existing Woodland		2.04	0.00	
18	Woodland Conservation Threshold (WCT) =	15.00%	0.63		
19	Smaller of 17 or 18		0.63		
20	Woodland above WCT		1.41		
21	Woodland cleared		1.27	0.00	0.00
22	Woodland cleared above WCT (smaller of 16 or 17)		1.27		
23	Clearing above WCT (0.25 : 1) replacement requirement		0.32		
24	Woodland cleared below WCT		0.00		
25	Clearing below WCT (2:1 replacement requirement)		0.00		
26	Aforestation Required Threshold (AFT) =	15.00%	0.00		
27	Off-site WCA being provided on this property		0.00		
28	**Woodland Conservation Required**		**0.94**	acres	

	SECTION III-Meeting the Requirements (Enter acres for each corresponding column)				
29	Woodland Preservation		0.77		
30	Aforestation / Reforestation		0.00	Bond amount:	$ 4,443.12
31	Natural Regeneration		0.34		
32	Landscape Credits		0.00		
33	Specimen/Historic Tree Credit (CRZ area * 2.0)	0.00	0.00		
34	Forest Enhancement Credit (Area * .25)	0.00	0.00		
35	Street Tree Credit (Existing or 10-year canopy coverage)		0.00		
36	Area approved for fee-in-lieu		0.00	Fee amount:	$0.00
37	Off-site Woodland Conservation Credits Required		0.00		
38	Off-site WCA (preservation) being provided on this property		0.00		
39	Off-site WCA (afforestation) being provided on this property		0.00		
40	**Woodland Conservation Provided**		**1.11**	acres	

41	Area of woodland not cleared	0.77	acres
42	Net tract woodland retained not part of requirements:	0.00	acres
43	100-floodplain woodland retained	0.00	acres
44	On-site woodland conservation provided	1.11	acres
45	On-site woodland conservation alternatives provided	0.00	
46	On-site woodland retained not credited	0.00	acres

47 Prepared by: Signed — Date: 12/19/2024

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE 2 TREE CONSERVATION PLAN APPROVAL
TCP2-2024-2024

	Approved by	Date	DRD #	Reason for Revision
00			22001	MCDONALDS
01				
02				
03				

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL SERVICES
PERMITTING SERVICES
TRANSPORTATION SERVICES
THE DESIGN, IDEAS AND CONCEPTS OF THIS PLAN ARE PROPRIETARY AND SHALL NOT BE EXPOSED OR USED FOR ANY PURPOSE WITHOUT THE EXPRESS AUTHORIZATION FROM BOHLER. ONLY APPROVED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES.
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REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

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PROJECT No.: MB195007
DRAWN BY: SN
CHECKED BY: NBS
DATE: 12/19/2024
CAD I.D.: CNDS

PROJECT:
TREE CONSERVATION PLAN TYPE 2 TCP2-004-2024
FOR
MCDONALD'S EAST/WEST HIGHWAY
PROPOSED DEVELOPMENT
6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

BOHLER
16701 MELFORD BLVD , SUITE 430
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

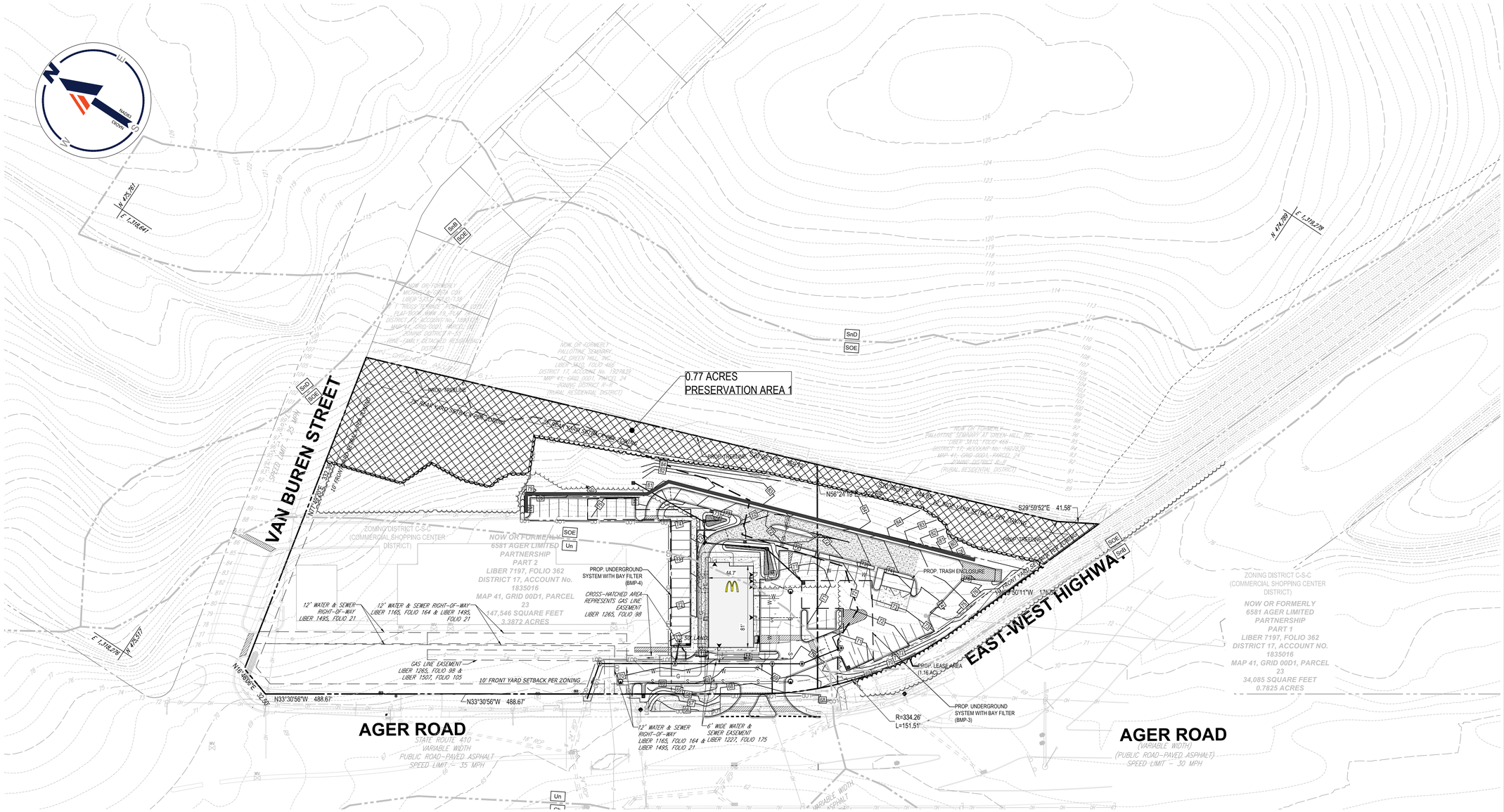
C. M. RIZZI
No. 3006
PROFESSIONAL LANDSCAPE ARCHITECT
MARYLAND LICENSE No. 3006
PROFESSIONAL CERTIFICATION.
I, CHRISTOPHER M. RIZZI, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 3006, EXPIRATION DATE 11/5/2026
12/19/2024

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
C - 101

ORG. DATE - 12/19/2024

Dec 19, 2024
H:\195007\DRAWINGS\PLAN SETS\TCP 2\MB195007_CNDS_0---LAYOUT C- 101
BA



LEGEND

LIMIT OF DISTURBANCE	LOD LOD
SAWCUT	
CONCRETE PAVEMENT	
CONCRETE SIDEWALK	
PROP. UNDERGROUND SYSTEM	
PROP. MICRO-BIORETENTION FACILITY	
WOODLAND PRESERVATION	
SOIL DIVIDE	
100 YEAR OVERFLOW PATH	
FOREST STAND LINE	
TREE LINE	

50 25 12.5 0 50

1"= 50'

Prince George's County Planning Department, M-NCPPC Environmental Planning Section **TYPE 2 TREE CONSERVATION PLAN APPROVAL** **TCP2-XXX-2021**				
	Approved by	Date	DRD #	Reason for Revision
00			22001	MCDONALDS
01				
02				
03				

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
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THE BOHLER CIVIL DESIGN AND CONTENT OF THIS PLAN IS PROPRIETARY AND SHALL NOT BE COPIED OR USED FOR ANY PURPOSE WITHOUT PRIOR WRITTEN AUTHORIZATION FROM BOHLER. ONLY APPROVED PLANS SHALL BE UTILIZED FOR CONSTRUCTION PURPOSES.
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PROJECT No.: MB195007
DRAWN BY: SN
CHECKED BY: NBS
DATE: 12/19/2024
CAD I.D.: TCP2

PROJECT:

TREE CONSERVATION PLAN TYPE 2 TCP2-004-2024

FOR

MCDONALD'S
EAST/WEST
HIGHWAY

PROPOSED
DEVELOPMENT

6565 AGER ROAD
HYATTSVILLE,
PRINCE GEORGE'S COUNTY, MD
TM: 41 GRID: D1 PARCEL: 23

BOHLER
16701 MELFORD BLVD , SUITE 430
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

C.M. RIZZI
PROFESSIONAL LANDSCAPE ARCHITECT
MARYLAND LICENSE No. 3066 EXP. 12/19/2024
PROFESSIONAL CERTIFICATION.
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 3066, EXPIRATION DATE: 11/5/2026

SHEET TITLE:

TREE CONSERVATION PLAN - TYPE 2

SHEET NUMBER:

C - 201

ORG. DATE - 12/19/2024

Dec 19, 2024
H:\19\MB195007\DRAWINGS\PLAN SETS\TCP 2\MB195007 - TCPT2 - 0---3-LAYOUT C - 201
BA

LAW OFFICES
GIBBS AND HALLER
1300 CARAWAY COURT, SUITE 102
LARGO, MARYLAND 20774
(301) 306-0033
FAX (301) 306-0037
gibbshaller.com

EDWARD C. GIBBS, JR.
THOMAS H. HALLER
JUSTIN S. KORENBLATT

December 18, 2024

Ms. Natalia GomezRojas
Maryland-National Capital Park
and Planning Commission
1616 McCormick Drive
Largo, Maryland 20774

Re: DSP-22001/McDonald's/Ager Road

Dear Natalia:

At the conclusion of the most recent hearing, the Planning Board had inquired as to whether it might be possible for the applicant to make a proffer regarding the provision of an amenity to recognize the historic nature of the area and in particular to provide recognition of the history regarding enslaved persons. I have discussed this with my client and my client proposes to consult with James Gibb, the archeologist who prepared the site analysis. We will prepare informational posters to be framed and placed within the restaurant. These posters will include photographs and textual information addressing the history of the site. The textual material would appear on the posters in both English and Spanish.

There was also a request for consideration of a proffer as to how to make the restaurant "more of a destination for others to gather". McDonald's always welcomes groups who choose to meet and enjoy conversation with one another. However, my client is not able to provide a proffer as to how they could actually make such destination activities occur.

Hopefully, this addresses the proffer issue. As always, thank you for your assistance.

GIBBS AND HALLER

Edward C. Gibbs, Jr.

cc: Brian Redder

Outlook

RE: McDonalds East/West DSP-22001 Resubmission

From Patrick, Benjamin <Benjamin.Patrick@ppd.mncppc.org>
Date Fri 12/20/2024 12:12 PM
To GomezRojas, Natalia <Natalia.GomezRojas@ppd.mncppc.org>

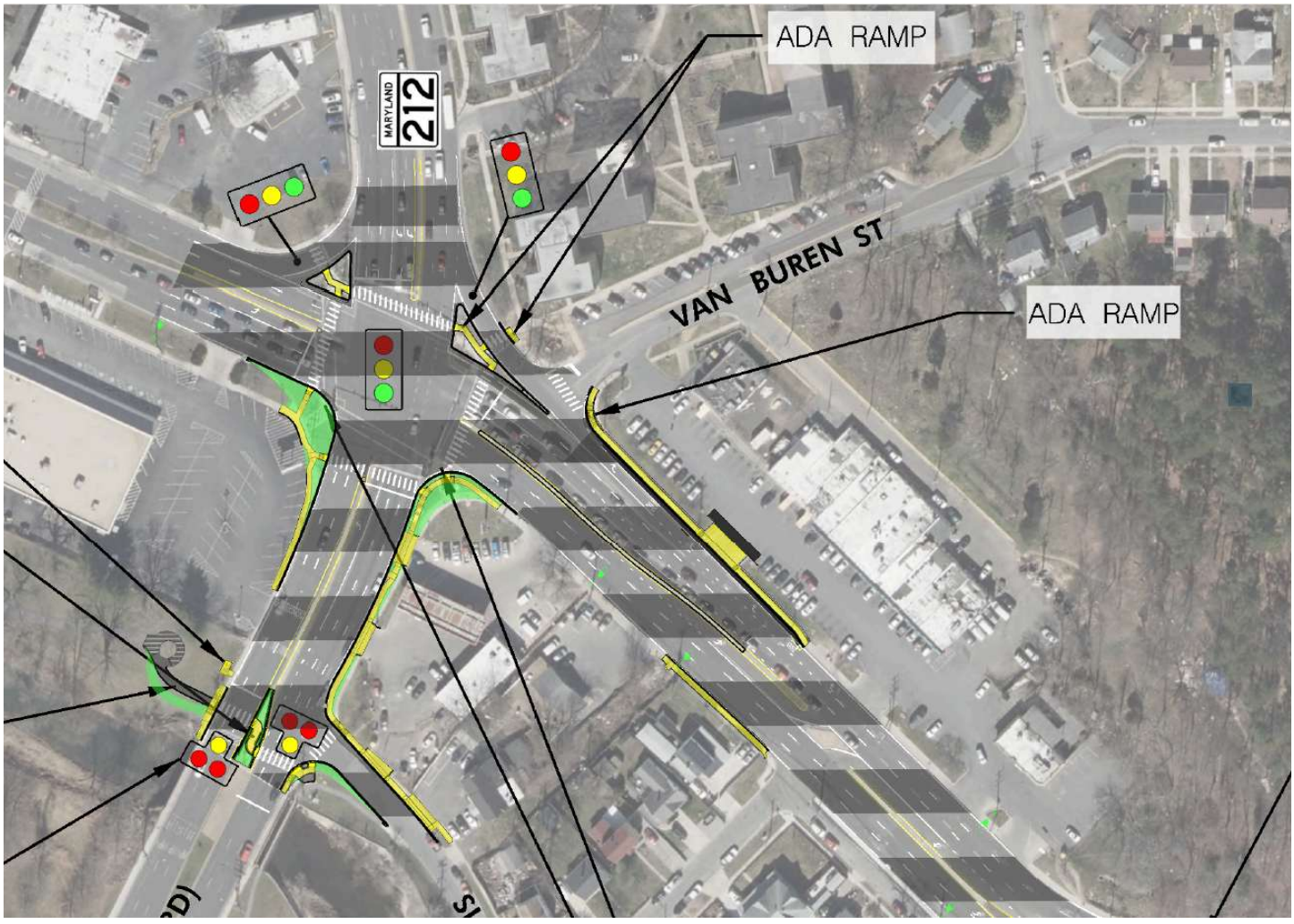
Natalia,
The Transportation Planning Section met with MDOT SHA in reference to DSP-22001. This development is within the MD 410 Pedestrian Safety Action Plan (PSAP) project that starts from MD 212 and goes to MD 500/Adelphi Road. At the intersection west of the site, improvements are being made at MD 212 to add an additional westbound left turn lane along MD 410 to southbound MD 212 and elimination of the channelized right turn islands on the southwest and southeast corners of the intersection to improve pedestrian safety. Part of the improvements proposed in the plan is widening along westbound MD 410 approaching MD 212 which impacts a portion of the frontage of the site. A conceptual plan is available to download here https://mdot-sha-md410-md212-to-md500-adelphi-rd-pga445176-maryland.hub.arcgis.com/ from SHA's PSAP project website. I've included an image from this plan below to show the areas of improvements included in the plan.

The widening of MD 410 will impact one access driveway and a portion of the sidewalk along the site's frontage. Both will be removed and replaced to accommodate the widening and will include ADA ramps and a crosswalk at the intersection of Van Burne Street and MD 410. SHA confirmed during the meeting that they have no additional comments and are not requesting the elimination of any existing access driveways.

The revised plans submitted by the applicant reflect the modifications to the existing access driveways near the proposed building to accommodate right-in/right-out access. SHA is in support of an additional pedestrian sidewalk connection at the eastern portion of the site as shown on the revised plan. The modification to the access driveways and the additional sidewalk connection will be require a permit for construction through SHA's permitting process.

Preliminary discussion during the initial review of the case indicated the project could be in construction beginning in 2027, however, SHA is only able to confirm that the project is in the design stage at this time.

There are no additional frontage improvements in the area of the right-in/right-out access near the proposed building, with the exception of addition lighting that is proposed in the channelized island.



Benjamin Patrick
Planner III | *Countywide Planning Division* | *Transportation Planning*

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
pgp anni rg
1616 McCormick Drive, Largo, MD 20774

From: Patrick, Benjamin
To: GomezRojas, Natalia
Cc: Hancock, Crystal
Subject: FW: McDonalds Ager Road follow-up
Date: Thursday, December 19, 2024 11:05:21 AM
Attachments: image011.png
image012.png
image017.png
image018.png
image019.png
image020.png
image021.png
image022.png
image023.png
image024.png
image025.png
image002.wmz
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png
image009.png
image010.wmz
image001.png

Natalia,
Here is the email we received from DPIE regarding the mid-block crossing along Van Buren and DPIE comments for pedestrian circulation from Van Buren. As you'll see below, DPIE also recommended a crosswalk at the entrance to the shopping center along Van Buren, which is shown on the revised plans.

Thanks,

Benjamin Patrick
Planner III | Countywide Planning Division | Transportation Planning

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
pgplanning.org
1616 McCormick Drive, Largo, MD 20774

1616 McCormick Drive, Largo, MD 20774
301-952-4947| benjamin.patrick@ppd.mncppc.org

From: Lord-Attivor, Rene <rlattivor@co.pg.md.us>
Sent: Friday, December 13, 2024 9:21 AM
To: Hancock, Crystal <crystal.hancock@ppd.mncppc.org>
Cc: Patrick, Benjamin <Benjamin.Patrick@ppd.mncppc.org>; Smith, Noelle <Noelle.Smith@ppd.mncppc.org>; Shoulars, Katina <Katina.Shoulars@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>
Subject: RE: McDonalds Ager Road follow-up

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi Crystal,

As you are aware, DPIE is the sister agency of DPW&T and typically speaks on their behalf on development related cases.

That said, in response to your questions below; we offer the following:

- Having pedestrian cross Van Buren Street directly into the parking lot mid-block of the street is not safe.
  - There is a parking lot adjacent to Van Buren Road.
  - There is no sidewalk adjacent to Van Buren Road and no public ROW (per our records) to construct one.
  - Per our records, the County does not own and maintain the sidewalk north and adjacent to the parking lot on Van Buren Street.
  - The parking lot north of Van Buren Street is privately owned and maintained.
  - Google earth street view as well as the image below shows a concrete median on Van Buren Street which may not be ADA compliant for safe pedestrian refuge.
  - The driveway opening into the parking lot creates un-controlled conflicts points between pedestrians and vehicles existing and entering he parking lot.
  - The vertical crest approximately 350 feet east of Ager Road and Van Buren Street creates sight distance challenges and may not meet the minimum AAASHTO required stopping sight distance if a crossing is proposed mid-block on Van Buren Street.
  - There are utility poles which may interfere with the location of the pedestrian crossing and may create constructability and cost challenges if a mid-block crossing is proposed.

  As a result of the above, installing safe pedestrian crossing traffic control devices (i.e. high visibility pedestrian crossing signs, crosswalk and/or RRFB) mid-block on Van Buren Street to help facilitates safe pedestrian crossing into the Shopping Center /McDonalds is not feasible and practical.
  A safer pedestrian crossing path across Van Buren Street to/from the Apartment Complex and the Shopping Center/McDonald is at the intersection of Van Buren and Ager Road where the intersection is controlled by a stop sign.

- Installing a high visibility crosswalk across the Shopping Center/McDonalds access point(s) is feasible and recommended. This crosswalk would connect to our proposed crosswalk at the intersection of Van Buren Street and Ager Road; thus, connecting the sidewalk that leads into the apartment complex/subdivision with the Shopping Center/McDonalds.

- Google earth street view shows a sidewalk and pedestrian ramps at the intersection of Ager Road and Van Buren Street, but no crosswalk. Upgrading this intersection with ADA compliant sidewalks, pedestrian ramps and a high visibility crosswalk that meets the County's standards is recommended, beneficial and critical to the pedestrian experience.

Please let me know if you have additional questions.

Thanks,

Rene Lord-Attivor (He/Him) | Chief Engineer - Site Road Plan Review Division
Prince George's County Department of Permitting, Inspections and Enforcement
9400 Peppercorn Place | Suite 500 | Largo, MD 20774
Office 301-636-2060 | Cell Phone 240-825-5138 | Fax: 301-925-8510
email: rlattivor@co.pg.md.us

Important Links:
Naming Convention | Pay Online | Eplan Training Video | Eplan User Guide | DPIE Forms and Checklists | DPIE Customer Satisfaction Survey

From: Hancock, Crystal <crystal.hancock@ppd.mncppc.org>
Sent: Thursday, December 12, 2024 1:25 PM
To: Lord-Attivor, Rene <rlattivor@co.pg.md.us>; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>
Cc: Patrick, Benjamin <Benjamin.Patrick@ppd.mncppc.org>; Smith, Noelle <Noelle.Smith@ppd.mncppc.org>; Shoulars, Katina <Katina.Shoulars@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>
Subject: McDonalds Ager Road follow-up
Importance: High

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

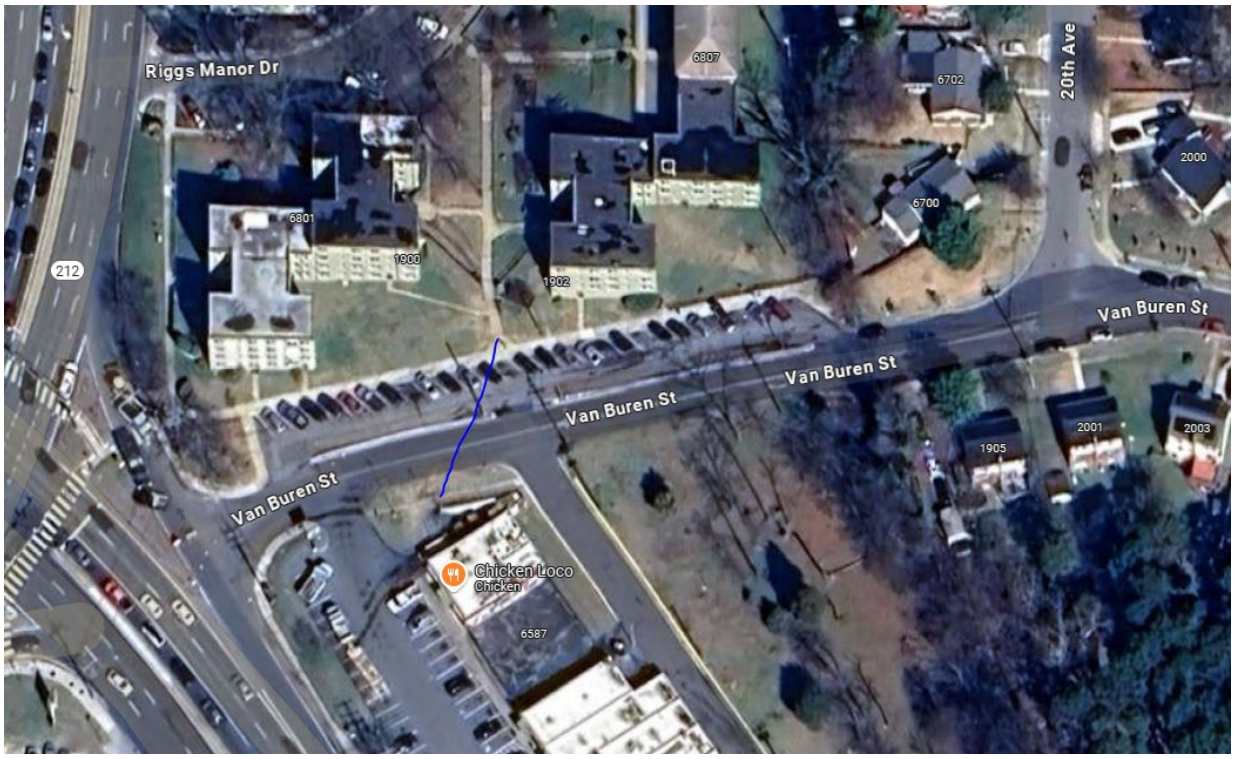
Rene and Rey,

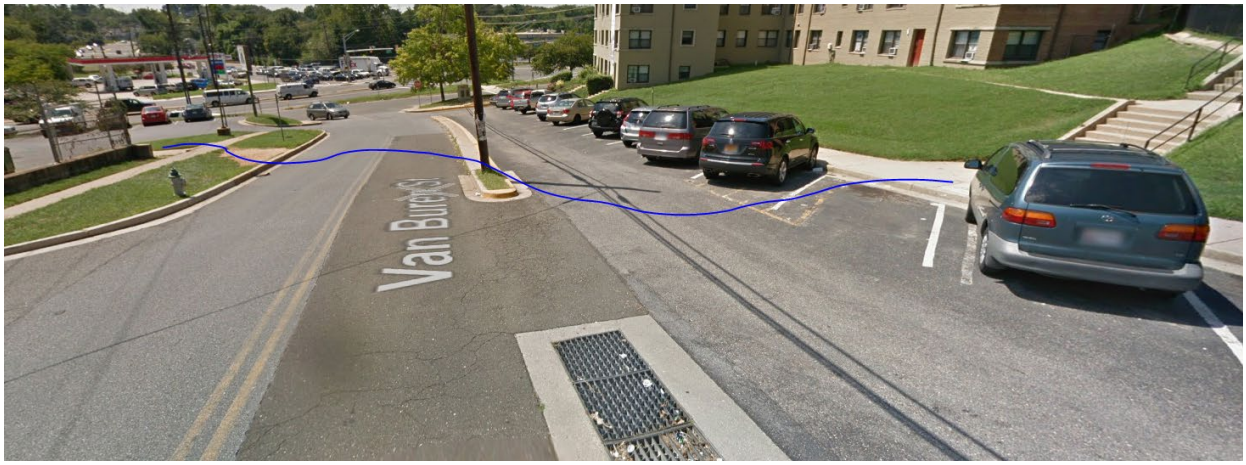
As a follow-up to our conversation in the weekly coordination meeting from November 26th, I asked about a few items based on a request from the Planning Board regarding the McDonalds Ager Road project. Specifically, the Board is looking for a holistic circulation and pedestrian approach to access for the entire site. This note is to follow-up and gain written documentation of these comments:

1. Is DPW&T staff amenable to a crosswalk across the motor vehicle access of the shopping center? The second access is for commercial vehicles. Please see 1st photo below.
2. Is DPW&T staff amenable to a mid-block crossing across Van Buren from the goat path to the apartment building?
3. As depicted below, we see that people from the apartment building along Van Buren are utilizing a goat path to access the shopping center. Please see 2nd photo below.
4. Is DPW&T staff in favor of the installation of a sidewalk and/or crosswalk at the intersection of Van Buren and Ager Roads along with MD 212?

We are planning to meet with SHA staff to discuss items related to their portion of the roadway next week as we know this response will take a collective approach. Finally, we are just trying to identify projects (if applicable) and recommend safety features for the patrons that utilize the shopping center. Also, the applicant would like to meet and discuss these (or other ideas you may have) about the project.

Sorry for the delay and thanks for your help with this,
Crystal





Crystal Saunders Hancock
Acting Supervisor, Transportation Planning Section
301-952-3634 | crystal.hancock@ppd.mncppc.org

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
pgplanning.org
1616 McCormick Drive, Largo, MD 20774

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Additional Back-up

For

DSP-22001
McDonald's Ager Road

My testimony focuses on the staff report and recommendation that McDonald's will use posters in their restaurant decor to address historic preservation concerns raised at all fall 24 Planning Board hearings.

That the wooded parcel will not be stripped of trees, offers opportunities for the *parcel to simultaneously serve environmental and history concerns.*

This wooded parcel can feature historic markers.

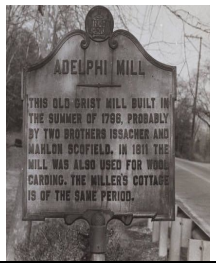
To be specific: poster decor is insufficient to meet historic preservation professional standards. I request professional and community-based curation of the history of enslavement, forced labor, and capitol extraction from people who lived on Chillum Castle Manor/Green Hill Plantation.

Respectfully submitted, Marybeth Shea, 3100 Kimberly Rd. Hyattsville, MD 20782

January 16, 1925

A tale of two graves: when you matter and when you don't

In the early 50s, during Langley Park/Adelphi development, a grave was uncovered at what is now Adelphi Mill/Cottage historic property . By 1955 Ann Barber (1800-1825) had been re-interred into Rock Creek Park Cemetery. Research, including in the UK, fundraising, and even religious oversight of this complex process reflected concern, respect, and historical documentation of the gravity of this find.



Opportunity: *Ann's existence is not included in MNCPPC historic markers but should be; furthermore, the connection between the Mill and Green Hill Plantation is worth telling.*

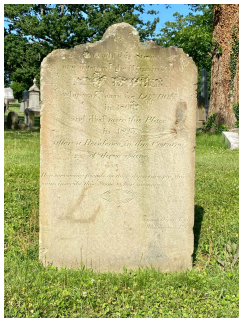
During fall 24 Planning Board hearings, all learned of 39 (33 named) enslaved persons "chained" to the Digges/Riggs plantation. (See slide 4, next). Court documents attest to this.

Now, the developer proposes to include information posters as decor for the proposed Ager Rd. McDonalds. Consultation with MNCPPC historic preservation staff is assured.

Questions: Do indoor posters reflect the *gravitas* of this local history? Do these posters reflect professional standards of historic curation? Is the community served by such posters? Are the enslaved people of the Greenhill Plantation honored by such proproposed posters?

https://www.pgparks.com/facilities/adelphi-mill-historic-site
https://www.findagrave.com/memorial/53898075/ann-barber
https://collections.digitalmaryland.org/digital/collection/pgjw/id/560/

Ann Barber's "new" grave; 1954 news clip



Ann Barber, 23, came from London to visit friends or relatives in the new Free State of Maryland about 1816. She contracted pneumonia, died and was buried on a hillside near the Adelphi Mill in Langley Park.

Her forgotten grave became a problem when the McCormick-Goodhart estate sold the Langley Park area for suburban development.

EARTH REMOVED

10—THE WASHINGTON DAILY NEWS, MONDAY, DECEMBER 27, 1954

IN THE WAY OF PROGRESS

Ann Will Leave Her Lonely Hillside

By MARTHA STRAYER

For several years the grave of a young girl who died more than 100 years ago has been the strangest sight in modern Langley Park, Prince Georges County.

Within the next two weeks it will disappear. Prince Georges authorities have authorized its removal.

The story of this strange landmark goes back to long-forgotten tragedy.

Ann Barber, 23, came from London to visit friends or relatives in the new Free State of Maryland about 1816. She contracted pneumonia, died and was buried on a hillside near the Adelphi Mill in Langley Park.

Her forgotten grave became a problem when the McCormick-Goodhart estate sold the Langley Park area for suburban development.

EARTH REMOVED

M. T. Broyhill & Sons, Langley Park builders, moved earth for fill and left the grave and its headstone high on a stark hillock. There they have remained ever since.

Legal restrictions were a barrier to removal of the grave.

The McCormick-Goodhart estate had given 33 acres and the old Adelphi Mill in Langley to Prince Georges County's Park and Planning Commission for park and recreation purposes. The Planning Commission proposed removal of the grave to another spot in the donated park area.

But Maryland law says a grave cannot be moved except to a cemetery.

Prince Georges authorities that the time had come to issue a permit for the removal of Ann Barber's grave. Anyhow, a permit has been issued and the Planning Commission has contributed $250 to pay for removal of the grave and for a gravesite. It is expected the reburial will be in Washington's Rock Creek Cemetery.

Committee Boosts Investment Plan

An Administration tax-cutting plan to encourage investment of private American capital in foreign lands had the backing today of a Senate advisory committee composed of 125 labor, agriculture, business and banking leaders.

The tax inducement plan passed the House earlier this year, but failed to get thru the Senate. Informed sources have said that President Eisenhower will renew his request for the legislation when the new Democratic Congress meets.

Queen

—United Press Telephoto.

Queen Soraya Esfandiari of Iran wears diamond necklace and matching earrings—part of the Iranian crown jewels—at a World Affairs Council dinner in San Francisco.

In Time For New Year's

The gravestone (lft) is the original marker found during excavation. The copper marker (rt) explains the re-interment.

Both images from Find a Grave, for Rock Creek Park Cemetery in Washington, DC
https://www.findagrave.com/memorial/53898075/ann-barber
Fuller 1954 article linked in last slide

They matter; WE MUST MEMORIALIZE THEM. Presented 10/24

33 names of 39 enslaved persons inherited (1825):by WD Digges, Green Hill

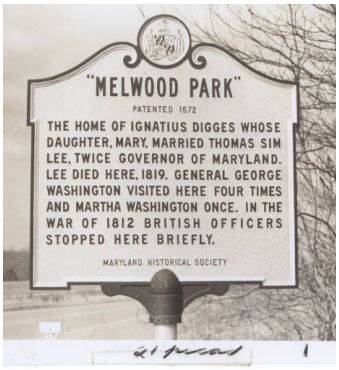
Albert
Abel
Basil
Ben
Charles
Charles
Clara
Daly
Eliza
Giles
Gusty
Issac
Jane
Jefferson
John
Keasy
Lewis
Lithe
Lucy
Margaret
Mary
Mary
Milly
Nanny
Nelly
Priss
Raechel
Raechel
Ruth Ann
Sarah
Sophy
Washington
William

SOURCE: NC Race and Slavery Petitions of the Digital Library on American Slavery

This web exhibit used Maryland Chancery Court records; these 39 people were willed to William Digges of GreenHill Plantation after a family dispute about who could claim these enslaved people as their property.
https://dlas.uncg.edu/petitions/
FROM EARLIER TESTIMONY: Respectfully submitted by Marybeth Shea, Hyattsville, MD: testimony 10/24/2024.

Historic preservation: marker standards

Standards should reflect dignity and solemnity to occasion: old, new samples



The Digges family also owned Melwood, as well as the land of what is now National Harbor.

Crystal Queen at historic marker (St. Ignatius/Chapel Point, MD) listing known names of **272** enslaved men, women, children sold by Jesuits (1838). **Installation 9/3/2023**

https://collections.digitalmaryland.org/digital/collection/pgjw/id/550/
https://www.hmdb.org/m.asp?m=237129
https://www.cathstan.org/local/part-1-descendants-of-ancestors-enslaved-by-jesuits-reconnect-with-family-members-and-heritage-in-southern-maryland-gathering

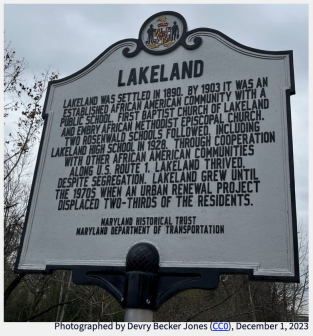
Proposed: professional attention/community consultation

Any historic markers at the Ager Road property should reflect community needs and historic preservation standards. The context is Prince George's County and Maryland history, with attention to the lived experience of enslaved persons.

Suggested (English/Spanish):

- **Outdoor curation by historic markers**
- **Proposed posters require community consultation**
- **Web exhibits are also a way to document and share widely.**

Recent curation of Lakeland by MNCPPC is a model -->



Photographed by Devry Becker Jones (CC0), December 1, 2023

1. Lakeland Marker

https://www.hmdb.org/m.asp?m=237129

Last wish: Wooded buffer as a place to contemplate

In 1989, Toni Morrison called for historical markers commemorating slavery. She wrote *Beloved*, in part, because of an absence of knowledge about this history.

> "There is no place you or I can go, to think about or not think about, to summon the presences of, or recollect the absences of slaves," she said. "There is no suitable memorial, or plaque, or wreath, or wall, or park, or skyscraper lobby. There's no 300-foot tower, there's no small bench by the road."

The Unitarian Universalist Bench-by-the-Road Foundation offers two-seat benches/four-seat benches ($3,500/$5,000) that can be part of historical curation at the Green Hill Plantation site.

https://www.uuworld.org/articles/a-bench-by-road

News sources (see also previous slides/notes)

Strayer, M (1954) “Ann Will Leave Her Lonely Hillside.” The Washington Daily News Mon, Dec 27, 1954 ·Page 10

“Benton, R. (1913) “Grave on Hill Recalls Girl’s Sad Story.” The Washington Herald Sun, Jul 13, 1913 ·Page 24

Note: locals knew about this grave; details reported in 1913

GRAVE ON HILL RECALLS GIRL'S SAD STORY

Above West Branch of Potomac, Between Takoma and Hyattsville, Lies Lovely Ann Barber, Who Died and Was Buried There in 1825.

Came to This Country with Parents, Leaving Sweetheart in London, but Deep Rooted Sadness Soon Caused Her to Waste Away.

IN THE WAY OF PROGRESS

Ann Will Leave Her Lonely Hillside

By MARTHA STRAYER

Queen

Committee Boosts Investment Plan

Hermann Field Isn't Surprised at Noel

Enjoy a Prepaid Christmas 1955

JOIN OUR CHRISTMAS CLUB NOW!

MUTUAL FEDERAL SAVINGS AND LOAN ASSOCIATION

1726 Pennsylvania Avenue, N.W.

The Hecht Co

DALE HILTON

In Time For New Year's Eve . . .

HAPPY HOLIDAY SEPARATES

5.95 each

Our Corduroy Jumper Works 'Til Five . . . Dates After Five

5.99

BUDGET OFF BALANCE?

BUSH BUDGET PLAN

Images from Newspaper Archives, a commercial source. (two of ten articles re Ann Barber’s grave)

I can share PDFs of these articles if you ask me.
https://www.newspapers.com/image/1042244021/?match=1&terms=%22Ann%20Barber%22%20grave%20mill

https://www.newspapers.com/image/76032803/?match=1&terms=%22Ann%20Barber%22%20grave%20mill

Additional Back-up

For

DSP-22001
McDonald's Ager Road

Ford, Ronda

From: Greg Smith <gpsmith@igc.org>
Sent: Thursday, November 21, 2024 11:10 AM
To: PPD-PGCPB; Jones, Jessica; GomezRojas, Natalia; Conner, Sherri
Subject: DSP 22001 - Please add these materials to the public record
Attachments: DSP 22001 - Fast Food Environmental Impacts - G Smith.pdf; DSP 22001 - Questions Regarding Trips and Traffic - Greg Smith - 20241121.pdf; DSP 22001 - Questions Regarding Stormwater - Greg Smith - 20241121.pdf

Importance: High

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

November 21, 2024

Request: Please add these materials to the record

Dear Planning Board and Planning Department staff.

Please ensure the attached materials are added to the record for DSP 22001.

As always, thanks for your time and assistance.

Best,

Greg Smith
4203 Farragut Street
Hyattsville, Maryland 20781
240-605-9238
gpsmith@igc.org

DSP 22001 – McDonald's on Ager

Exhibits Regarding Fast Food Drive-Through Environmental Impacts

Submitted by Greg Smith

The scientific case to abolish fast-food drive-throughs has nothing to do with obesity

This service has become indispensable for many.

by Eugene Mohareb and Sybil Derrible
Updated: Feb. 20, 2024
Originally Published: Feb. 20, 2022

Getty Images

Drive-throughs — services that let people order and collect food and drink without needing to leave their cars – are designed with convenience in mind. Whether it's oppressively hot, uncomfortably cold, or we're just in a hurry, drive-throughs have become very appealing in an era characterized by a desire for immediacy.

In the U.K., where there are around 2,000 drive-throughs, it's not unusual to see snaking queues of vehicles whose drivers are waiting for their turn to make, pay for, and collect their orders.

In fact, drive-throughs are on an upward trajectory in the U.K. There was a 41 percent increase in the number of drive-throughs between 2015 and 2020, and 12 percent of sales at fast-food restaurants and coffee chains were made through their drive-through sites in the year to March 2021: jumping 50 percent from pre-Covid figures.

This service has become indispensable for many. Drive-throughs provide benefits for people with mobility challenges as well as those with intensely busy schedules or people wrangling small children. In the U.S., even some banks and pharmacies offer drive-through options. And by helping customers avoid indoor dining, drive-throughs may have also helped limit the spread of Covid-19. But drive-throughs come at a cost.

First, drive-throughs require excessive idling, something that is banned on public roads in the U.K. but regularly and casually done in drive-through queues. In addition to increasing emissions, wasting fuel and damaging engines, exhaust pipe emissions associated with idling create local air pollution with serious environmental and health consequences.

Poor air quality is already a widespread problem in the U.K., where more than two-thirds of local authorities breach air quality targets. Even if we were to meet these targets, the Royal College of Physicians has warned that only a fraction of incidences of air quality-related illnesses — including lung cancer, asthma attacks, and overall lower life expectancy — would be prevented. Currently, air pollution leads to 40,000 deaths per year in the UK, with annual costs to the NHS of more than £20 billion ($27.2 billion).

Idling in drive-through queues is bad for people and the planet.

Prayitnophotography/Flickr

In light of the ongoing transition towards electric vehicles, the environmental concerns of idling will diminish. The U.K.'s plan to phase out sales of internal combustion engines will also reduce exhaust pipe emissions as we head towards 2050.

Yet, even so, emissions from brake wear and tire wear are respectively responsible for 16 to 55 percent and five to 30 percent of non-exhaust emissions in U.K. towns and cities. That means air pollution and its associated health effects will not be completely resolved by the switch to electric cars.

Drive-throughs: The bottom line

Around the world, cities have begun to crack down on the drive-through, despite renewed investment following the pandemic.

Some regions in Canada and the United States have already banned or restricted new drive-throughs, while cities such as Glasgow are beginning to consider following suit. As the U.K. tries to reduce car ownership and use, drive-throughs will also inevitably be discouraged.

Curbing the expansion of drive-throughs now will not severely affect U.K. restaurants' revenue: especially given their relatively low market share when you consider that 70 percent of fast-food sales in the United States are made via drive-throughs. However, the negative implications of "drive-through culture" have deeper roots.

Car-centric transport planning has dominated U.K. urban development since the Second World War. It has increased congestion and contributed to public health problems such as the effects of poor air quality and the growing incidence of obesity while cutting the share of trips taken via more environmentally friendly options such as public transport, cycling, and walking.

In many countries, the huge amount of space reserved for cars could be used to improve health and wellbeing.

Antonio Silveira/Flickr

Urban development that prioritizes cars is also inconsistent with U.K. government goals to improve wellbeing, food systems, and public health. Instead, building cities with wider pavements, segregated bicycle paths, and widespread public transport — where we can reduce our reliance on cars and fast food — represents the healthy urban future that experts suggest we should try to create.

And for those with mobility or childcare issues, the growth of smartphone apps enabling restaurant-to-car delivery outside of drive-throughs allows people to conveniently and safely collect food without needing to queue. Food delivery apps whose riders use bicycles can also help reduce car trips while maintaining convenience.

As a society, we need to reflect on the profoundly negative effects of living in a society that has become so pressed for time that we cannot afford to get out of our cars to collect food, let alone to eat it.

Fundamentally, drive-throughs are symptomatic of a mode of living from which we need to move away — for the sake of our planet. Limiting them in the U.K. would be a sign of progress not just for the environment but for our society too.

This article was originally published on The Conversation by Eugene Mohareb at the University of Reading and Sybil Derrible at University of Illinois at Chicago. Read the original article here.

This article was originally published on Feb. 20, 2022

Nature and Biodiversity

These American cities are banning new drive-throughs to halt climate change

Oct 28, 2019

Image: REUTERS/Mike Blake

Emma Charlton

Senior Writer, Forum Agenda

Cities across America are banning the construction of fast-food drive-throughs, in a bid to cut air pollution and combat climate change.

Minneapolis is one of the latest to bring in rules prohibiting new drive-through restaurants, while towns in California, Missouri and New Jersey already have similar bans in place.

Measures to reduce idling – leaving a car's engine running while it's stationary – are also gaining in popularity and have been put in place in cities including Boston.

Drive-through lines – where people order food through a window and wait in their car while it's prepared – are a common place for this to happen.

Idling engines contribute to emissions and increased fuel consumption - bad for drivers' wallets and the planet. US government advice suggests that idling for more than 10 seconds uses more fuel and produces more emissions than restarting your engine.

Vehicle emissions contain gases including carbon dioxide, which contributes to climate change, as well as harmful pollutants nitrogen dioxide, carbon monoxide and hydrocarbons.

Around 7 million people die each year as a result of exposure to air pollution, according to the World Health Organization. This is equivalent to 13 early deaths every minute.

The US Department of Energy estimates that eliminating the idling of car engines would be the same as taking 5 million vehicles off the roads.

Advocates of these policies say eliminating drive-throughs will also help lower obesity rates and cut down on litter thrown from car windows. Opponents say there's little evidence to show that the policy will be effective in improving air quality or health.

Idling is becoming a focus for policy makers around the world as they look for ways to improve air quality. In the UK, motorists who won't turn off their engines can be fined. Even so, the BBC reported that the UK's National Institute for Health and Care Excellence could not find strong evidence that linked changes in driving style to cleaner air.

Still, with air pollution cited as one of our biggest killers, finding solutions and trying new legislation will probably continue.

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Food For Thought

Why U.S. Cities Are Banning New Fast-Food Drive-Throughs

October 10, 2019 8:20 AM ET

By Jodi Helmer

More cities are passing legislation to ban the construction of drive-through windows in an attempt to curb emissions, reduce litter and improve pedestrian safety. The bans are also sometimes touted as a way to help fight obesity, but past studies suggest they don't have that effect.

Tim Boyle/Getty Images

Pulling into the drive-through lane to order a burger and fries is getting harder in some U.S. cities.

In August, Minneapolis became the latest city to pass an ordinance banning the construction of new drive-through windows. Similar legislation restricting or banning the ubiquitous windows has also passed in Creve Coeur, Mo.; Long Beach, Calif.; and Fair Haven, N.J.

Most bans focus on curbing emissions, reducing litter, improving pedestrian safety and enhancing walkability. In Minneapolis, City Council President Lisa Bender notes that the ordinance fits in with Minneapolis 2040, a plan for growth and development that includes achieving an 80% reduction in greenhouse gas emissions by 2050.

But such legislation is also sometimes promoted as an opportunity to create healthier food environments and curb obesity. In a study analyzing drive-through bans in 27 Canadian cities, researchers noted, "health promotion and chronic disease prevention are public health gains from the implementation of fast food drive-through service bylaws."

In South Los Angeles, where an estimated 45% of the 900 restaurants in the area served fast food and almost 37% of adults and 30% of children were obese, a 2008 regulation that prohibited opening or expanding stand-alone fast-food restaurants and drive-through windows was aimed at curbing that health epidemic.

In the report "The City Planner's Guide to the Obesity Epidemic: Zoning and Fast Food," researchers support the idea that zoning could help protect residents from high-calorie, high-fat foods, saying that the purported public health benefits provide "a logical and compelling justification for the regulation of fast food outlets by zoning laws to protect the public's health from the devastating obesity epidemic."

Roland Sturm, a senior economist at Rand Corp., a nonprofit research firm, calls the notion ridiculous. Proponents of the bans often tout potential health benefits, he explains, but there is no evidence to back up those claims.

Obesity rates went up, not down, after South Los Angeles banned new stand-alone fast-food restaurants and drive-through windows, according to research published in the journal *Social Science & Medicine* in 2015. Sturm, the lead author, notes that the rates of overweight and obesity continued climbing in the three years following the ban.

"We need to be careful not to overstate what these bans can do," says Sturm. "If we want to lower obesity and want people to be healthier, [drive-through bans] are not going to achieve that."

Indeed, the move appears to be less successful than other legislation aimed at controlling calories and reducing obesity. Soda taxes were linked to a 52% decrease in the consumption of sugar-sweetened beverages among low-income residents in Berkeley, Calif. Evidence about the impact of menu labeling is less clear, but some studies have found that it affects the number of calories in meals purchased at fast-food restaurants.

Hank Cardello, director of the Hudson Institute's Food Policy Center and author of *Stuffed: An Insider's Look at Who's (Really) Making America Fat and How the Food Industry Can Fix It,* warns that attempting to address obesity with legislation is a supersize task.

The bans are not meant to abolish fast food. Existing drive-through windows are often exempt from bans, and customers can still get out of their cars and venture inside for grab-and-go tacos,

burgers, chicken tenders and milkshakes. In the absence of a drive-through option, famished customers might order their dinner through an app like Uber Eats or Grubhub, which Cardello says he believes might be worse for the environment.

Change, he argues, needs to start with the industry, not local legislators. New research published in the *Lancet* medical journal implicates the food industry for fueling obesity and climate change and suggests restricting global brands such as McDonald's and Coca-Cola from participating in policy-related discussions.

"Instead of banning drive-throughs, we need to put pressure on the restaurant chains," Cardello says. "As an industry, they haven't stepped up to make a commitment to cutting calories and improving nutrition ... to make eating healthy more of a default choice."

Jodi Helmer is a North Carolina journalist and beekeeper who frequently writes about food.

- fast food
- obesity epidemic
- food industry
- greenhouse gas emissions
- drive throughs

DSP 22001 – McDonald's on Ager Road

Questions Regarding Trip Generation and Transportation Impacts

From Greg Smith

1. Does whatever traffic impact analysis was done account for traffic along these roads that would be generated by approved projects in the Development Pipeline?

2. Does McDonald's have benchmarks for how much revenue or how many customers it generally takes to make a drive-through outlet like this to be profitable?

3. Does McDonald's have a specific revenue, customer, and trip analysis for this outlet?

4. How do we know whether the ITE trip generation rates are representative of McDonald's rates – regionally or nationally?

5. How do we know whether the ITE trip generation are representative of the rates for existing McDonald's or fast food drive-through rates in Prince George's County or the region?

6. Are the ITE's trip generation rates based on data gathered before COVID, during peak COVID, or after peak COVID?

7. Has there been any effort by the agencies or the applicant to ground-truth the ITE rates?

8. How did the applicant decide to assume that 50 percent of the trips would be pass-by trips?
9. What happens to the overall number of peak trips into and out of the site if the number of trips if the pass-by percentage is higher or lower?

10. If the shopping center will have 75 parking spaces and the McDonald's will have another 54 – for a total of 125 – and if the McDonald's will have two drive-through ordering lanes, how can the applicant justify such a low peak-hour trip generation rate? Especially when the majority of revenues for these outlets come from

11. How would trips would be generated if the drive-through is busy and the parking lot is full or nearly full? How would that affect congestion and safety on local roads?

12. The applicant's trip generation calculation focuses on morning and evening "peak" hours, presumably on weekdays. But what about other weekend days, when youth sporting events or faith services tend to generate a lot of traffic, and may generate a lot of trips to this McDonald's?

DSP 22001 – McDonald's on Ager Road

Questions Regarding Climate ChangeStormwater Management

and Impacts on the Environment and Community

From Greg Smith

1. Is the staff recommending that the applicant install permeable pavement on the entire McDonald's site or only on the area where the applicant plans to expand the parking area?

2. Either way, will that permeable pavement's performance decline over time?

3. Will the permeable pavement require maintenance to maintain performance? If so, which agency will ensure that maintenance is performed and is effective?

4. Has M-NCPPC or any other agency determined whether the stormwater system that would receive discharges from this site has the capacity to handle those flows? If so, how did the agency make that determination? Based on what precipitation data?

5. Has M-NCPPC or any other agency determined whether the stormwater flowing from this site will flow into a nearby stream, for example Sligo Creek?

6. Has M-NCPPC or any other agency considered the proximity of the Sligo Creek 100-year flood plain and how having a storm raising the levels of local streams and inundating that floodplain may affect stormwater flows from the site and the possibility of the on-site stormwater management failing?

7. Assuming the applicant has complied with Techno-gram 007-2016 and designed the on-site stormwater management on a 100-year storm of 8.5 inches rather than 7.4 inches:

    a. Does the applicant's design assume those 8.5 inches are spread out evenly over 12 hours, 24 hours, or any other period?

    b. Does the applicant's design take into account projected increases in storm intensities is it based solely on historic precipitation data?

c. For example, does it consider the precipitation projections published two years ago by NOAA's Mid-Atlantic Mid-Atlantic Regional Integrated Sciences and Assessments, which project significantly more intense storms based on carbon emissions scenarios?

d. relyassume those 8.5 inches of rain would be spread out evetake intoand whether Planning Does whatever traffic impact analysis was done account for traffic along these roads that would be generated by approved projects in the Development Pipeline?

Ford, Ronda

From: Greg Smith <gpsmith@igc.org>
Sent: Thursday, November 21, 2024 12:16 PM
To: PPD-PGCPB; Jones, Jessica; GomezRojas, Natalia; Conner, Sherri
Subject: DSP 22001 - Please add these materials on climate change and stormwater to the public record
Attachments: NOAA Atlas 15 Takes Climate Change Into Account - Fact Sheets and Articles.pdf; Rainfall Intensity Projections for Prince George's County w Curves - MARISA - 2022.pdf

Importance: High

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

November 21, 2024

Request: Please add these materials on climate chnage and stormwater to the public record

Dear Planning Board and Planning Department staff.

Please ensure the attached materials are added to the record for DSP 22001.

As always, thanks for your time and assistance.

Best,

Greg Smith
4203 Farragut Street
Hyattsville, Maryland 20781
240-605-9238
gpsmith@igc.org

Website: *https://www.weather.gov/owp/hdsc*
Email: *hdsc.questions@noaa.gov*
Locations: *Tuscaloosa, AL – Silver Spring, MD – Chanhassen, MN*

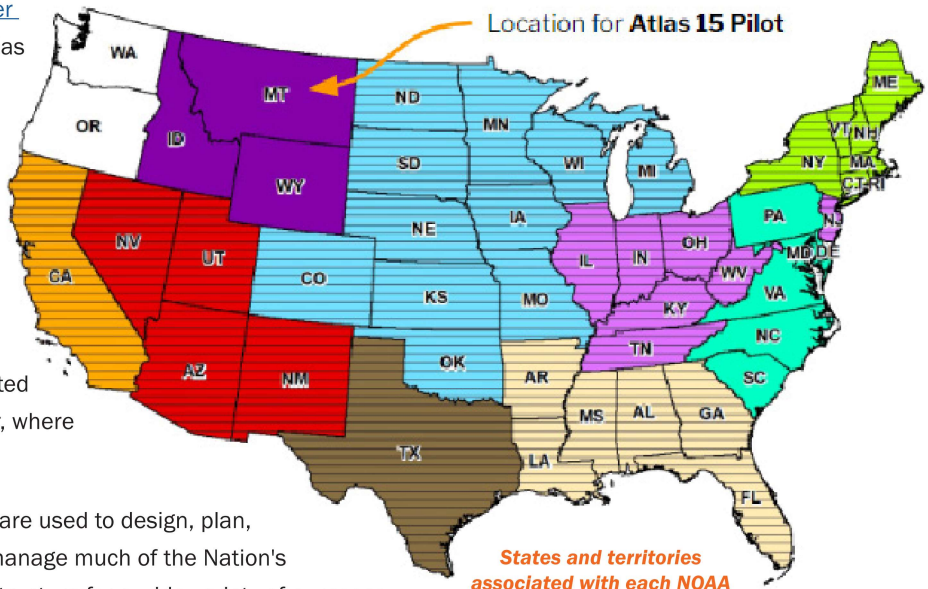
OWP | OFFICE OF WATER PREDICTION

NOAA ATLAS 15:

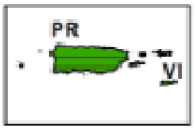
Update to the National Precipitation Frequency Standard

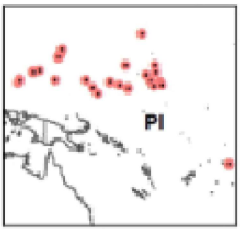
NOAA is recognized by the engineering and floodplain management communities as the authoritative source of precipitation frequency data, and has a long history of generating these data that serve as the foundation for built infrastructure nationwide.

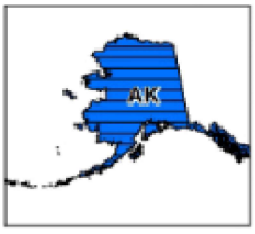
The National Weather Service (NWS) Office of Water Prediction (OWP) has produced an authoritative atlas of precipitation frequency estimates, published as volumes of the NOAA Atlas 14 Precipitation-Frequency Atlas of the United States. These estimates are currently posted on the NOAA Precipitation Frequency Data Server (PFDS), with interactive tables and charts. Precipitation frequency estimates are defined as the precipitation depth at a particular location, for a given storm duration, that has a statistically-expected 1-in-YY chance of being exceeded in any given year, where YY is the statistical annual recurrence interval.



States and territories associated with each NOAA Atlas 14 volume







NOAA Atlas 14 estimates are used to design, plan, and manage much of the Nation's infrastructure for a wide variety of purposes under federal, state, and local regulations.

NOAA Atlas 14 estimates replace estimates previously published by NOAA in the early 1960s and '70s and cover a range of storm durations from 5-minutes through 60-days, for average recurrence intervals of 1-year through 1,000-year. Compared to previous volumes, Atlas 14 estimates benefit from use of better-quality data (e.g. precipitation stations with longer period of record, increased station density, etc.), enhanced quality control methods, consideration of uncertainties, and improved frequency analysis and spatial interpolation methods that account for variation in terrain, proximity to the coastline etc.

First National Precipitation Frequency Analysis Accounting for Climate Change

Historically, NOAA precipitation frequency estimates have been funded by states and other users, on a cost-reimbursable basis, for individual subsets of the U.S. However, with the 2022 Bipartisan Infrastructure Law (BIL), OWP received first-ever direct Federal funding to (1) update the NOAA Atlas 14 precipitation frequency standard while accounting for climate change, and (2) develop precipitation frequency estimates for the entire U.S. and its territories.

These updated precipitation frequency estimates will be referred to as NOAA Atlas 15 and will be presented in two volumes. **Volume 1** will account for temporal trends in historical observations, and **Volume 2** will use future climate model projections to generate adjustment

factors for Volume 1. To account for a changing climate, NOAA worked with the Federal Highway Administration (FHWA) and the academic community to develop a new methodology for Atlas 15, which has undergone broad review by stakeholders and Federal partners over the past year, leveraging state of the art research in extreme value theory and climate model outputs and projections. The Atlas 15 estimates will provide critical information to support the design of state and local infrastructure nationwide under a changing climate.

> *The generation of authoritative precipitation frequency information requires a rigorous development process and extensive quality control with significant stakeholder interaction.*

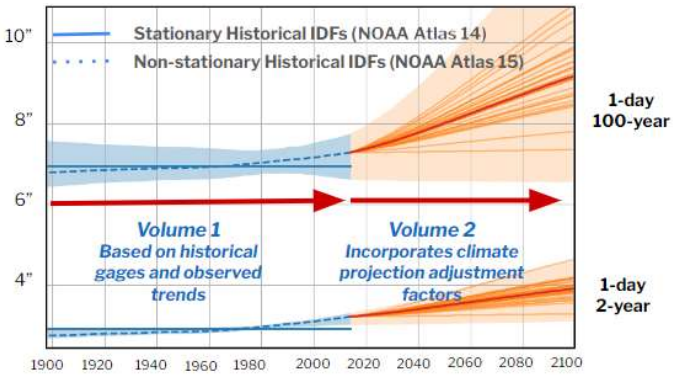
- Developing a seamless national analysis based on historical data and a non-stationarity assumption using the latest precipitation observations and future climate model projections. Storm durations will range from 5-minutes to 60-days and span average annual recurrence intervals of 1 to 1,000 years.
- Enhancing Web visualizations and data services, through NOAA's Service Delivery framework initiative, to better engage stakeholders and users.

The NOAA Atlas 15 update enhances the production and provision of rigorously produced, authoritative precipitation frequency estimates by:

- Leveraging the results and recommendations from the "Analysis of Impact of Nonstationary Climate on NOAA Atlas 14 Estimates" assessment report.

NOAA Atlas 15

New National Precipitation Frequency Standard



Historical and future intensity-duration-frequency estimates (IDFs)

Timeline for the Development and Deployment of Updated Authoritative Precipitation Frequency Estimates Nationwide

2022/2023

- **Feb. - Aug 2022** - Published methodology and briefed stakeholders.
- **Sept. 2022** - Distributed Public Notification Statement (PNS) and collect public feedback.
- **Jan. 2023** - Hosted technical workshop with federal partners.
- **Apr. 2023** - Award contracts and grants and initiate product development.

2024

- **Development** - Evolve framework. Create Quality Controlled National Precipitation Database. Evaluate Climate Model Projections.
- **Pilot** - Deliver Atlas 15 Vol. 1 and Vol. 2 pilot over Montana.

  Collect and adjudicate feedback on preliminary estimates and Web dissemination strategies.

2025

- **CONUS** - Distribute preliminary CONUS estimates for Atlas 15 Vol. 1 and Vol. 2 (lower 48 states).

  Initiate 60-day peer review for Atlas 15 Vol. 1 and Vol. 2.

  Collect feedback and adjudicate comments on product.

2026

- **CONUS** - Complete Atlas 15 Vol. 1 and Vol. 2 and deliver estimates, documentation and supplementary products to stakeholders.
- **oCONUS** - Initiate peer review for oCONUS (e.g. Hawaii, Alaska, Puerto Rico, U.S. Virgin Islands, Guam).

  Collect feedback and adjudicate comments on product.

2027

- **oCONUS** - Complete Atlas 15 Vol. 1 and Vol. 2 and deliver estimates, documentation and supplementary products to stakeholders.

The **FLOODS Act** signed into law in December 2022 and known as Public Law No: 117-316, authorizes NOAA to establish a program, to be known as the *NOAA Precipitation Frequency Atlas of the United States*. This program would compile, estimate, analyze, and communicate the frequency of precipitation in the United States and update these precipitation frequency estimates no less than once every 10 years.

For additional information, please contact OWP at hdsc.questions@noaa.gov.

NOAA Atlas 15 Extreme Precipitation Pilot Dataset Released for Review

ByNews Editor October 11, 2024

A key scientific NOAA resource on extreme precipitation that is widely used by floodplain managers, city planners, civil engineers, developers and communities across the nation will soon include climate trend data.

NOAA's Precipitation Frequency Atlas of the United States (Atlas) provides the statistical likelihood of an extreme precipitation event at a particular location in any given year, which — until recently — assumed a stationary climate. These statistics are the basis for planning and infrastructure design and for communicating the likelihood of extreme events, such as storms that have a 1% chance of occurring.

Recognizing that extreme precipitation and nationwide flood risk are getting worse in a warming climate, NOAA is changing the methodology used to produce the Atlas by factoring the future state of the climate into official precipitation frequency estimates

Beginning with a pilot project for the state of Montana, on October 9 NOAA's National Weather Service' Office of Water Prediction released an early look at the data used to produce Atlas 15 Volumes 1 and 2 to get stakeholder feedback before expanding nationwide. Volume 1 uses trends in observations and Volume 2 uses climate model output data to estimate future conditions.

Novice and experienced users of Atlas tools are asked to review and compare both volumes and provide feedback on the utility of each interface. Doing so will be the first step in a robust peer-review process that Atlas 15 will undergo before it is published for the continental U.S. in 2026, and the rest of the country in 2027. Next year, NOAA will release preliminary estimates for the lower 48 states to begin the peer review process. When Atlas 15 is published, these data will provide communities across the country with information necessary to adapt to future climate conditions.

The new Atlas will provide an update of the current Atlas 14 "point and click" system of spatially independent estimates of expected precipitation depth for specified storm durations from 5 minutes to 60 days, and is also presented as annual exceedance probabilities from 50 percent to 0.1% annual exceedance.

The move to Atlas 15 will bring numerous benefits, including:

- **Updated Historical Data**: Atlas 15 will refresh outdated data to the present. Many Atlas 14 products are 10–20 years old.
- **Seamless National Estimations**: It will ensure consistent precipitation estimates across the entire country.

- **Future Climate Projections**: Atlas 15 will include estimates of future conditions based on different greenhouse gas scenarios going forward, and it will display these side by side for easy comparison.

Instructions for accessing the Montana Atlas 15 pilot can be found here, along with a six-minute video explanation of its features and a 36-page detailed explanation of methodologies employed in developing the Atlas. This represents a huge accomplishment that ASFPM has strongly supported over the past five years, as part of a larger effort to improve flood estimation and, ultimately, mapping accuracy. We encourage our members to review the pilot data and complete the NOAA survey. **Feedback will be accepted through December 31, 2024**

NOAA Atlas 15: Update to the National Precipitation Frequency Standard

What is NOAA Atlas 15?

NOAA Atlas 15 is the new authoritative, spatially continuous and climate-informed National Precipitation Frequency Atlas of the United States, currently under development by the NOAA National Weather Service (NWS) Office of Water Prediction (OWP). As with previous Precipitation Frequency Atlases, NOAA Atlas 15 will provide spatially independent estimates of expected precipitation depth (or intensity) for a specified storm duration (e.g., 6 hours), at a particular location of interest (e.g., Tulsa, Oklahoma). The statistically expected precipitation estimates will be presented as exceedance probabilities ranging from 50% average annual exceedance to 0.1%, and will cover storm durations ranging from 5 minutes to 60 days. As an example, a NOAA Atlas 15 precipitation estimate with a 20% average annual exceedance probability has a 20% chance of being exceeded in the year of interest (see table below for a range of examples).

	Annual Exceedance Probability (%)						
☐	**Duration**	**50%** ☐	**20%** ☐	**10%** ☐	**4%** ☐	**2%** ☐	**1%** ☐
☐	60 minutes	**0.499** (0.446 - 0.549)	**0.729** (0.64 - 0.818)	**0.919** (0.793 - 1.05)	**1.21** (1.02 - 1.41)	**1.48** (1.22 - 1.75)	**1.79** (1.45 - 2.16)
☐	120 minutes	**0.619** (0.563 - 0.675)	**0.841** (0.747 - 0.937)	**1.01** (0.888 - 1.15)	**1.3** (1.11 - 1.51)	**1.56** (1.31 - 1.84)	**1.86** (1.53 - 2.24)
☐	3 hours	**0.71** (0.649 - 0.771)	**0.951** (0.851 - 1.06)	**1.14** (1 - 1.28)	**1.43** (1.23 - 1.64)	**1.68** (1.42 - 1.96)	**1.97** (1.64 - 2.35)
☐	6 hours	**0.89** (0.817 - 0.966)	**1.18** (1.07 - 1.31)	**1.4** (1.25 - 1.57)	**1.71** (1.5 - 1.95)	**1.96** (1.69 - 2.26)	**2.23** (1.9 - 2.62)

In contrast to NOAA Atlas 14, NOAA Atlas 15 will provide spatially continuous coverage over the entire United States and, for the first time, will also account for future climate variability (through the year 2100). When published, NOAA Atlas 15 will be the authoritative source for precipitation frequency information across the United States. The current standard, NOAA Atlas 14, is referenced in many engineering design standards and floodplain regulations, published by entities outside of NOAA, and engineers and other practitioners use those standards and regulations to make local decisions (designs for drainage infrastructure, city and regional planning, etc.) Among the civil engineering community, precipitation frequency estimates for various durations are often referred to as Depth-Duration-Frequency (DDF) or Intensity-Duration-Frequency (IDF) curves.

Why is NOAA Atlas 15 important?

NOAA Atlas 15 can help communities nationwide become more climate-resilient when planning for and designing new infrastructure. This objective will be supported by (1) the delivery of spatially continuous precipitation frequency estimates that cover the entire United States and (2) the incorporation of nonstationary statistical methods and information from climate models to account for future climate variability.

Although precipitation frequency estimates have existed for many decades (since the late 1930s) and have incrementally improved with advancements in data, science and technology, NOAA Atlas 15 represents a shift from a stationary (i.e., extreme precipitation events do not change significantly over time) to nonstationary assumption (i.e., extreme precipitation events change over time), a key modification that may impact the manner in which precipitation frequency information is applied. NOAA recognizes that projecting precipitation frequency information into the future introduces additional uncertainties, such as the degree to which global temperatures are increasing and climate model physics, and parameter configurations thus impacting stakeholders who use this information to assess risk across a range of applications, including the planning, management, and design of engineering infrastructure.

As a provider of high quality scientific data, NOAA's objective is to update national precipitation frequency estimates to include climate information, based on the best available and actionable science at the time of development. NOAA is committed to clearly describing the data that are generated, communicating how they were developed and providing service delivery to ensure equitable access to the information. As this dataset is used for a wide-range of applications, it will be up to users, organizations and government agencies to identify the appropriate bounds for the application of these estimates in the areas in which they have missions and expertise. To help with the transition from the current national standard, NOAA Atlas 14, to NOAA Atlas 15, NOAA plans to partner with several entities and to engage a wide range of stakeholders.

Who funded NOAA Atlas 15?

The United States Congress, through the Bipartisan Infrastructure Law (BIL), provided NOAA with funding to revise and update the current precipitation frequency standard, known as NOAA Atlas 14, and develop NOAA Atlas 15.

"...To support the design, development, and operation of our nation's built infrastructure, from new power plants to transportation systems, NOAA will update and revise precipitation frequency atlases for the United States that account for climate change..."

Who is developing NOAA Atlas 15?

NOAA's Office of Water Prediction, which is part of NOAA's National Weather Service, is developing NOAA Atlas 15.

The NOAA Atlas 15 Pilot dataset would not have been possible without the support and contributions of grantees, contractors, and individuals from government, private industry, and academia. For more information on the development of the NOAA Atlas 15 Pilot data, please refer to the NOAA Atlas 15 Pilot Technical Report.

How is NOAA Atlas 15 being developed and presented?

NOAA Atlas 15 will consist of two volumes. NOAA Atlas 15 Volume 1 will provide a snapshot of current estimates that account for temporal changes in historical observations. When published, NOAA Atlas 15 Volume 1 will supersede the current NOAA Atlas 14 precipitation frequency estimates.

NOAA Atlas 15 Volume 2 will provide model-based precipitation frequency estimates projected into the future, utilizing climate model information. Volume 2 estimates will be developed by applying adjustment factors to Volume 1 estimates (i.e. future relative changes obtained from downscaled climate model data).

What is the NOAA Atlas 15 timeline and when will it be released?

All NOAA precipitation frequency standards will go through the public peer review process following the timeline presented below. Datasets will be released to the public at different points to ensure NOAA can collect feedback on NOAA Atlas 15, using NOAA's service delivery model, as guidance.

Montana

- 2024 - Pilot project available for early feedback

Contiguous United States (CONUS)
The lower 48 states

- 2025 - Preliminary estimates available for peer review and feedback
- 2026 - Published estimates available for use and application

Outside the Contiguous United States (oCONUS)
Alaska, Hawaii, Puerto Rico and the U.S. Virgin Islands, Pacific Islands and Guam

- 2026 - Preliminary estimates available for peer review and feedback
- 2027 - Published estimates available for use and application

- **Feb. - Aug. 2022** - Published methodology and briefed stakeholders
- **Sept. 2022** - Distributed Public Notification Statement (PNS) and collect public feedback.
- **Jan. 2023** - Hosted technical workshop with federal partners.
- **Apr. - June 2023** - Awarded contracts and grants and initiated dataset development.

- **Development** - Evolve framework. Create Quality Controlled National Precipitation Database. Evaluate Climate Model Projections
- **Pilot** - Deliver Atlas 15 Vol. 1 and Vol. 2 pilot over Montana.

  Collect and adjudicate feedback on Web dissemination strategies.

- **CONUS** - Publish preliminary data
- **CONUS** - Initiate 60-day peer review for Atlas 15 Vol. 1 and Vol. 2 for CONUS (lower 48 states).

  Collect feedback and adjudicate comments on product.

- **CONUS** - Complete Atlas 15 Vol. 1 and Vol. 2 and publish final estimates, documentation and supplementary products to stakeholders.
- **oCONUS** - Initiate peer review for oCONUS (e.g. Hawaii, Alaska, Puerto Rico, U.S. Virgin Islands, Guam).

  Collect feedback and adjudicate comments on product.

- **oCONUS** - Complete Atlas 15 Vol. 1 and Vol. 2 and publish final estimates, documentation and supplementary products to stakeholders.

Update to U.S. precipitation frequency standards now accounts for climate trends

NOAA seeks stakeholder feedback on Precipitation Atlas 15 pilot data before expanding nationwide

Focus areas: Weather
Topics: Bipartisan Infrastructure Law

September 26, 2024

Extreme rain causes culvert washout at Walker Brook in Becket, Massachusetts. (Image credit: Photo courtesy Massachusetts Division of Ecological Restoration.)

A key scientific NOAA resource on extreme precipitation that is widely used by floodplain managers, city planners, civil engineers, developers and communities across the nation will soon include climate trend data.

NOAA's Precipitation Frequency Atlas of the United States (Atlas) provides the statistical likelihood of an extreme precipitation event at a particular location in any given year, which — until recently — assumed a stationary climate. These statistics are the basis for planning and infrastructure design and for communicating the likelihood of extreme events, such as storms that have a 1% chance of occurring.

Recognizing that extreme precipitation and nationwide flood risk are getting worse in a warming climate, NOAA is changing the methodology used to produce the Atlas by factoring the future state of the climate into official precipitation frequency estimates. With the first-ever direct federal funding for an update, funding from the Bipartisan Infrastructure Law will allow NOAA to develop Atlas 15, an update to the NOAA Atlas 14 precipitation frequency nationwide standard, to account for future climate conditions.

“Atlas 15 will become the federal government's new authoritative dataset for the planning and design of infrastructure Americans rely on every day,” said Ed Clark, director of NOAA’s National Water Center. “With the increasingly complex water challenges facing the nation, Atlas 15 will build upon the foundational Atlas 14 standard and provide an equitable service for all communities seeking to become more climate resilient.”

Beginning with a pilot project for the state of Montana, today, NOAA released an early look at the data used to produce Atlas 15 Volumes 1 and 2 to get stakeholder feedback before expanding nationwide. Volume 1 uses trends in observations and Volume 2 uses climate model output data to estimate future conditions.

Stakeholders are asked to review and compare both volumes and provide feedback on the utility of each interface. Doing so will be the first step in a robust peer-review process that Atlas 15 will undergo before it is published for the continental U.S. in 2026, and the rest of the country in 2027. Next year, NOAA will release preliminary estimates for the lower 48 states to begin the peer review process. When Atlas 15 is published, these data will provide communities across the country with information necessary to adapt to future climate conditions.

NOAA precipitation frequency estimates are recognized by the engineering and floodplain management communities as the authoritative source of precipitation frequency data due to the rigor of the scientific methods and quality control applied, the extensive amount of data included in the analysis and the thorough peer review process conducted with a vast array of stakeholders.

With this early release for Montana, NOAA encourages stakeholders, including engineers, city planners and climate scientists, to provide feedback on the pilot data offsite link. Their input will help shape the final dataset, ensuring it meets the needs of communities nationwide.

Climate, weather, and water affect all life on our ocean planet. NOAA’s mission is to understand and predict our changing environment, from the deep sea to outer space, and to manage and conserve America’s coastal and marine resources.

Media contact

Michael Musher, michael.musher@noaa.gov, (771) 233-1304

Rainfall Intensity Projections for Prince George's County

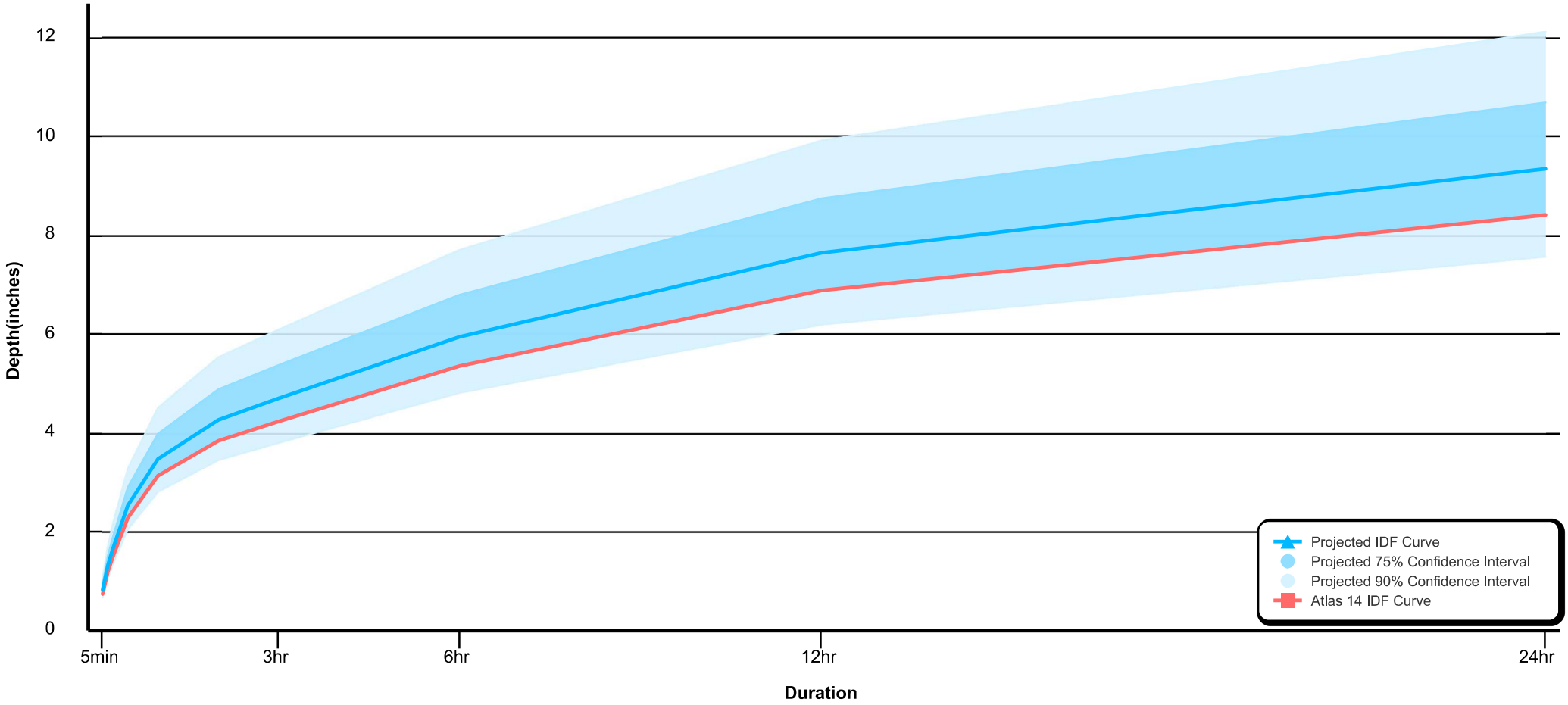
2020 to 2070 and 2050 to 2100

NOAA's Mid-Atlantic Mid-Atlantic Regional Integrated Sciences and Assessments

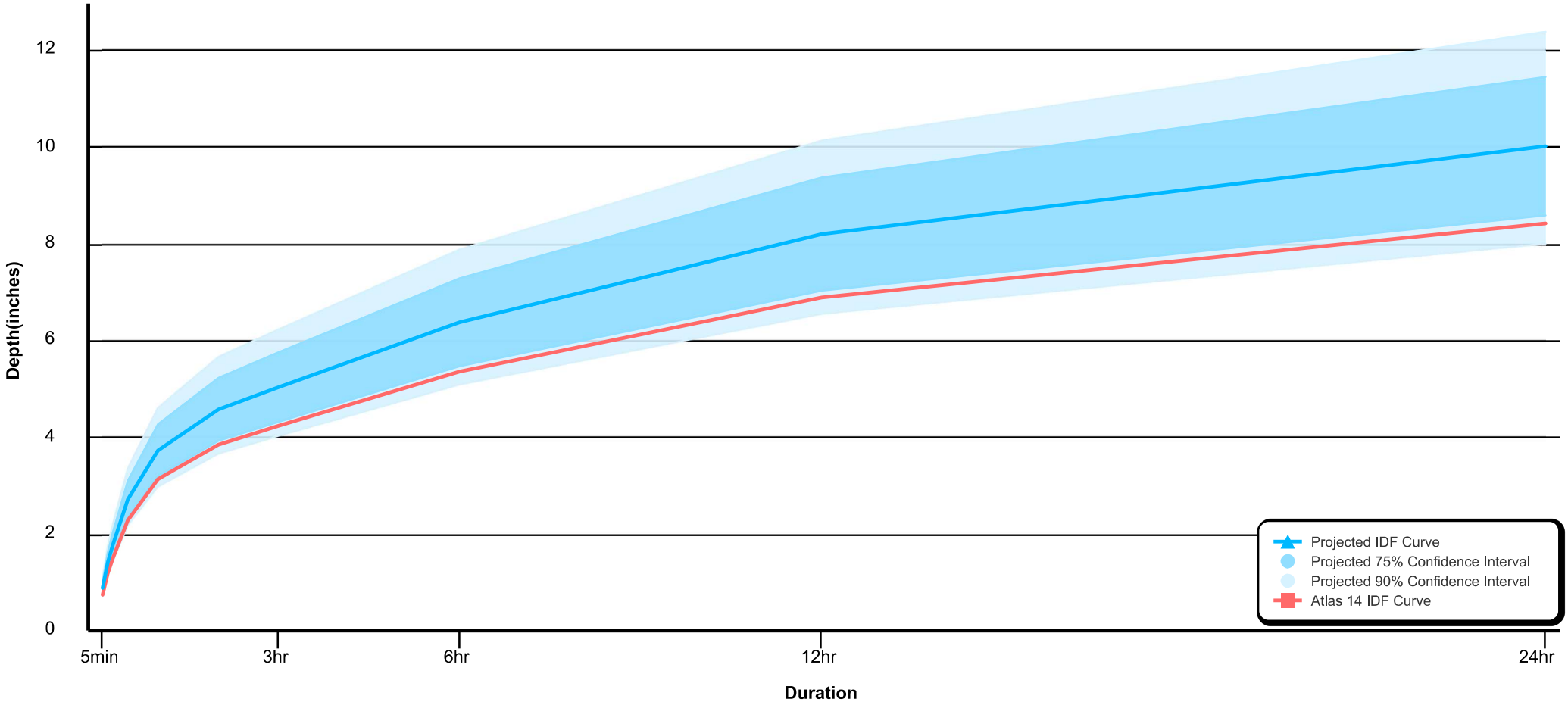
High Emissions Scenario for Prince George's County 2020 to 2070				
Duration	Atlas 14 Depth (inches)	Projected 2020-2070 Depth (inches)	Change (inches)	Change (Percent)
5 min	0.74	0.82	0.08	11
10 min	1.18	1.31	0.13	11
15 min	1.49	1.65	0.16	11
30 min	2.28	2.53	0.25	11
60 min	3.13	3.47	0.34	11
2 hr	3.84	4.26	0.42	11
3 hr	4.23	4.7	0.47	11
6 hr	5.35	5.94	0.59	11
12 hr	6.88	7.64	0.76	11
24 hr	8.41	9.34	0.93	11
2 day	9.44	10.48	1.04	11
3 day	9.9	10.99	1.09	11
4 day	10.4	11.54	1.14	11
7 day	11.5	12.77	1.27	11

High Emissions Scenario for Prince George's County 2050 to 2100				
Duration	Atlas 14 Depth (inches)	Projected 2050-2100 Depth (inches)	Change (inches)	Change (Percent)
5 min	0.74	0.88	0.14	19
10 min	1.18	1.4	0.22	19
15 min	1.49	1.77	0.28	19
30 min	2.28	2.71	0.43	19
60 min	3.13	3.72	0.59	19
2 hr	3.84	4.57	0.73	19
3 hr	4.23	5.03	0.8	19
6 hr	5.35	6.37	1.02	19
12 hr	6.88	8.19	1.31	19
24 hr	8.41	10.01	1.6	19
2 day	9.44	11.23	1.79	19
3 day	9.9	11.78	1.88	19
4 day	10.4	12.38	1.98	19
7 day	11.5	13.68	2.18	19

IDF Curve: 100-Year Return Period Under RCP 8.5 From 2020-2070



IDF Curve: 100-Year Return Period Under RCP 8.5 From 2050-2100



Ford, Ronda

From: Greg Smith <gpsmith@igc.org>
Sent: Thursday, November 21, 2024 3:12 PM
To: PPD-PGCPB; Jones, Jessica; GomezRojas, Natalia; Conner, Sherri
Subject: DSP 22001 - Comments on Trips, Traffic and Safety
Attachments: DSP 22001 - Testimony Trips and Traffic - Greg Smith - 20241121.pdf

Importance: High

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

November 21, 2024

Request: Comments on Trips, Traffic and Safety

Dear Planning Board and Planning Department staff.

Please ensure the attached materials are added to the record for DSP 22001.

As always, thanks for your time and assistance.

Best,

Greg Smith
4203 Farragut Street
Hyattsville, Maryland 20781
240-605-9238
gpsmith@igc.org

DSP 22001 – McDonald's on Ager Road

Testimony on Trip Generation, Transportation and Safety Impacts

From Greg Smith

There is no evidence in the record that whatever traffic impact analysis was done here accounts for approved projects in the Development Pipeline.

There is no evidence in that the record the ITE trip generation rates relied on here are representative of McDonald's or fast food drive-through rates in Prince George's County or regionally or nationally.

COVID drove a shift from in-house ordering and eating to drive-through. There is no evidence in the record to indicate whether the ITE's trip generation rates used here are based on data gathered before COVID, during peak COVID, or after peak COVID.

The applicant's trip generation calculation assumes that 50 percent of the trips would be "pass-by" trips. There's no clear basis in the record for that assumption, and no analysis of what happens to the overall number of peak trips into and out of the site if the number of trips if the pass-by percentage is higher or lower.

The shopping center will have 75 parking spaces and the McDonald's will have another 54 – for a total of 125. The McDonald's will have two drive-through ordering lanes. So how the applicant justify such low peak-hour trip generation rates, especially when the majority of revenue for these outlets comes from drive-through customers?

How many would trips would be generated if the drive-through is busy and the parking lot is full or nearly full? How would that affect on-site circulation and safety? How would it affect congestion and safety on local roads?

The applicant's trip generation calculation focuses on morning and evening "peak" hours, presumably on weekdays. But what about other weekend days, when youth sporting events or faith services tend to generate a lot of traffic, and may generate a lot of trips to this McDonald's?

Ford, Ronda

From: Greg Smith <gpsmith@igc.org>
Sent: Thursday, November 21, 2024 3:19 PM
To: PPD-PGCPB; Jones, Jessica; GomezRojas, Natalia; Conner, Sherri
Subject: DSP 22001 - Comments on Stormwater
Attachments: DSP 22001 - Testimony on Stormwater and Climate Change - Greg Smith - 20241121.pdf

Importance: High

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

November 21, 2024

Request: Comments on Stormwater

Dear Planning Board and Planning Department staff.

Please ensure the attached materials are added to the record for DSP 22001.

As always, thanks for your time and assistance.

Best,

Greg Smith
4203 Farragut Street
Hyattsville, Maryland 20781
240-605-9238
gpsmith@igc.org

DSP 22001 – McDonald's on Ager Road

Testimony on Stormwater Management, Climate Change

and Impacts on the Environment and Community

From Greg Smith

Staff recommends that the applicant install permeable pavement on the entire McDonald's site or only on the area where the applicant plans to expand the parking area.

Will that permeable pavement's performance decline over time?

Will the permeable pavement require maintenance to maintain performance?

If so, which agency will ensure that maintenance is performed and is effective?

Has M-NCPPC or any other agency determined whether the stormwater system that would receive discharges from this site has the capacity to handle those flows? If so, how did the agency make that determination? Based on what precipitation data?

Has M-NCPPC or any other agency determined whether the stormwater flowing from this site will flow into a nearby stream, for example Sligo Creek?

Has M-NCPPC or any other agency considered the proximity of the Sligo Creek 100-year flood plain and how having a storm raising the levels of local streams and inundating that floodplain may affect stormwater flows from the site and the possibility of the on-site stormwater management failing?

Assuming the applicant has complied with Techno-gram 007-2016 and designed the on-site stormwater management on a 100-year storm of 8.5 inches rather than 7.4 inches:

a. Does the applicant's design assume those 8.5 inches are spread out evenly over 12 hours, 24 hours, or any other period?

b. Does the applicant's design take into account projected increases in storm intensities is it based solely on historic precipitation data?

c. For example, does it consider the precipitation projections published two years ago by NOAA's Mid-Atlantic Mid-Atlantic Regional Integrated Sciences and Assessments, which project significantly more intense storms – 11 and 19 percent more intense -- based on carbon emissions scenarios?

Ford, Ronda

From: Greg Smith <gpsmith@igc.org>
Sent: Tuesday, January 14, 2025 11:58 AM
To: PPD-PGCPB; Jones, Jessica; GomezRojas, Natalia; Conner, Sherri
Subject: DSP 22001 - Supplemental Comments Opposing DSP 22001 - McDonald's on Ager
Attachments: Supplemental Comments Opposing DSP 22001 w attachments - G Smith - 20250114.pdf

Importance: High

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

January 14, 2025

Request: Oppose DSP 22001

Dear Planning Board and Planning Department staff.

Please ensure the attached comments are added to the record for DSP 22001.

As always, thanks for your time and assistance.

Best,

Greg Smith
4203 Farragut Street
Hyattsville, Maryland 20781
240-605-9238
gpsmith@igc.org

January 14, 2025

Members of the Prince George's County Planning Board
1616 McCormick Drive
Largo, MD 20774

Item: Supplemental Comments

McDonald's on Ager Road DSP 22001, DDS 23001, and AC 23071

Request to Deny Approval of DSP 22001, DDS 23001, and AC 23071

Dear Planning Board Members:

For the reasons stated below, I respectfully request that the Planning Board disapprove McDonald's on Ager Road Detailed Site Plan 22001, Departure from Design Standards 23001, and Alternative Compliance 23071.

I am filing these supplemental comments for protective and cautionary reasons, and their filing does not preclude the raising of these and any other issues before the Planning Board.

Where they do not conflict with my own stated positions, I incorporate by reference comments submitted by Melissa Schweisguth, Alexi Boado, the Sierra Club, Friends of Sligo Creek, Neighbors of the Northwest Branch, and others.

Based upon the facts below and other evidence in the record, the applicant has failed to meet the requisite burden of proof and has failed to meet minimum requirements for the promotion of the purposes of Zoning Ordinance (Subtitle 27) and other county laws.

While I appreciate that the Planning Board continued this case in November 2024 to allow additional exploration of ***certain*** issues raised by the community in previous comments, I believe that the Planning Board has erred in refusing, generally, to consider off-site impacts and refusing to consider significant aspects of the site's context.

I also believe the Planning Board erred when it decided not to consider the potential public health impacts of this project, especially:

a. When Section 27-284 of the Zoning Ordinance ***requires*** a DSP to be referred to the Health Department and charges the Department with assessing the distribution of those health impacts in the community; and
b. When those impacts fall upon a community that already is subject to multiple social, environmental, and economic stressors, so many that it appears to be an Environmental Justice Community, based on screening tools offered by the US EPA, MDE, and the University of Maryland School of Public Health.

Those stressors include very high percentages of residents being person of color, high heat, high traffic volumes, high concentrations of toxic and carcinogenic traffic-related air pollution, high asthma rates, lack of health insurance, high percentages of people not speaking English, and high percentages of children under five years old. The cumulative impacts of these existing stressors and added impact from this project should the examined. The damaging impacts of fast-food drive throughs are significant enough that, for a variety of reasons, jurisdictions are banning new drive throughs. Those jurisdictions include the City of Minneapolis, towns in California, Missouri and New Jersey, and most probably most recently, the City of Annapolis, which in December 2024, passed an ordinance prohibiting drive-through windows for new fast-food restaurants.

A Few Relevant Sections of the Zoning Ordinance

Sec. 27-284. Referral.

(a) Prior to taking action on the Detailed Site Plan, the Planning Board shall refer the plan to the Historic Preservation Commission (Part 14), when appropriate, and to all agencies which the Planning Board deems appropriate for review and comment. The agencies shall include all of those whose action is likely to have a substantive effect on the plan under review. The Planning Board shall maintain a list of referral agencies. The plan shall also be referred to:

(1) the Prince George's County Police Department for review and comment. The Police Department may comment on issues relevant to their mission, including opportunities to implement crime-prevention measures, and to enhance the safety and security of residents, employees and other users of a project through implementation of the principles of Crime Prevention Through Environmental Design (CPTED); and

(2) the Prince George's County Health Department. The Health Department shall perform a health impact assessment review of the proposed development identifying the potential effects on the health of the population, and the distribution of those effects within the population, including recommendations for design components to increase positive health outcomes and minimize adverse health outcomes on the community. Section 27-

107.01(112.2) Health Impact Assessment Review: In this preliminary stage of implementing the health impact assessment review, it is defined as a tool that may include a combination of procedures, methods and tools by which a policy, program or project may be evaluated as to its potential effects on the health of a population, the distribution of those effects within the population, and provide a platform to make our communities healthier.

Sec. 27-142. Burden of proof.

The burden of proof in any zoning case shall be the applicant's.

Sec. 27-102. Purposes.

(a) The purposes of the Zoning Ordinance are:

(1) To protect and promote the health, safety, morals comfort, convenience, and welfare of the present and future inhabitants of the County;

(2) To implement the General Plan, Area Master Plans, and Functional Master Plans;

(3) To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;

(4) To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;

(5) To provide adequate light, air, and privacy;

(6) To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;

(7) To protect the County from fire, flood, panic, and other dangers;

(8) To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;

(9) To encourage economic development activities that provide desirable employment and a broad, protected tax base;

(10) To prevent the overcrowding of land;

(11) To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions;

(12) To insure the social and economic stability of all parts of the County;

(13) To protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features;

(14) To provide open space to protect scenic beauty and natural features of the County, as well as to provide recreational space; and

(15) To protect and conserve the agricultural industry and natural resources.

Sec. 27-104. Minimum requirements.

In interpreting and applying the provisions of the Zoning Ordinance, they are the minimum requirements for the promotion of the purposes of this Subtitle.

This principle is so important that similar language appears, if I recall correctly. in the County's Subdivision Regulations, Water Resources Protection and Grading Ordinance, and Tree and Vegetation Ordinance.

To my knowledge, nothing in the Zoning Ordinance prevents the Planning Department or the Planning Board from requiring more and better from the applicant, especially in a community that clearly is already over-burdened with multiple environmental, public health, social, and economic stressors, including the facts that it:

- Exists in Food Swamp, with an over-abundance of unhealthy food options and a lack of healthy food options;

- Already suffers serious traffic congestion, high accident rates, high accident-related injuries, and pedestrian fatalities;
- Exists in an Intense Urban Heat Island due to an overabundance of pavement and buildings, and a serious lack of tree canopy, forests; and
- According to the US EPA and University of Maryland School of Public Health has multiple characteristics that typify an Environmental Justice community, including:
- Has a higher-than-average percentage of People of Color, children under five years of age, residents who do not speak English, who lack health insurance, etc.
- Is over-burdened with heavy traffic and elevated levels of ozone, diesel particulates, nitrogen dioxide, and probably other traffic-related air pollutants.

Notably, a significant body of research shows that people of color suffer from higher rates of Type 2 diabetes, obesity, and other conditions due to poor diets, lack of exercise, and other factors. Some studies have found a correlation between the proximity of fast food outlets and obesity in nearby communities. At least one study found this impact to be greatest among African American women.

Anyone of these stressors merits consideration, and the cumulative impacts of so many stressors certainly should weigh heavily against approving this project.

And why would you not demand more and better here?

To avoid inconveniencing a multi-national corporation that wants to build a high-volume fast-food drive-through next to one of the most dangerous intersections in the county?

And that has failed – in several ways – to meet the burden of proof or to meet the minimum requirements to demonstrate that its project helps to fulfill the purposes of the Zoning Ordinance?

Transportation Concerns: Impacts on Congestion and Safety, and a Flawed Analysis

The project fails to meet numerous goals and policies set forth in Plan 2035 and the County's Climate Action Plan, which call for reducing automobile use and increasing access via other modes of transportation.

The project is adjacent to a complex, five-point intersection that is routinely congested with long back ups, especially, but not exclusively during morning and evening rush hours. I know from experience biking through that intersection and crossing Riggs Road and Route 410 on the Sligo Creek path nearby that crossing those roads can be perilous.

The trip analysis submitted by the applicant apparently fails to take into account the fact that this McDonald's would have a drive through window. That analysis is so generic and context-free that it is at best meaningless and at worst misleading. **By basing its trip generation calculation on a small strip shopping center rather than a high-volume fast-food drive-through, the applicant almost certainly has significantly understated the number of trips the project will generate throughout the day and during morning and evening peak traffic hours. In turn,**

this leads to an underassessment of the project's potential impacts on congestion, safety, local air quality, and public health.

Concerns Regarding the Project's Potential Environmental, Community, and Public Heath Impacts

Impacts on Sligo Creek and the Northwest Branch

The project site is within roughly 500 feet of Sligo Creek, which is a major tributary of the Northwest Branch of the Anacostia River. Areas downstream of the site are prone to flooding.

Under Section 303(d) of the Clean Water Act, the Maryland Department of the Environment list the lower Northwest Branch and the Anacostia River as impaired for total suspended solids, biological oxygen demand, phosphorus, nitrogen, heptachlor epoxide, enterococcus, trash, and PCBs. The lower Northwest Branch may also be impaired for habitat alterations, lack of riparian buffer, chloride, and sulfate. Any additional loadings of those pollutants or degradation of those conditions should be avoided.

Impacts on Public Health, Climate Change and Environmental Justice

In addition, the US Environmental Protection Agency's Environmental Justice Screening Tool shows that the surrounding community is a vulnerable EJ community based on race, income, age, and existing environmental burdens, including elevated levels of traffic-related air pollution.

Specific relevant criteria include:

- Significantly higher than average percentages of people of color, residents who do not speak English, children under five, residents who lack health insurance, and residents with asthma;
- High traffic volumes, and elevated levels of traffic-related air pollutants, including nitrogen dioxide, diesel particulates, ozone, and almost certainly other toxic and carcinogenic emissions; and
- High temperatures

Maps provided by the Trust for Public Lands show the site and much of the surrounding area is part of an intense urban heat island, due to the replacement of forests and tree canopy with buildings and pavement. **Please see the attached heat island maps and the attached pages excerpted from the County's Climate Action Plan. Satellite maps from Google Earth and street view photos from Google Maps, show that much the forested buffer on the site is, in fact, forest and substantial canopy contiguous with the forest and canopy on the Green Hill site.**

Notably, a significant body of research shows that people of color suffer from higher rates of Type2 diabetes and other chronic disease due to poor diets, lack of exercise, and other factors. Regular exercise, convenient access to affordable, healthy food, access to green space, walkable communities, and removal of obstacles to exercise are major parts of the prescription for addressing this national epidemic.

The applicant's proposal to add impervious surface and a larger building will increase traffic and intensify and potentially intensify expand this urban heat island, with commensurate impacts on the public health and the environment.

Cars idling in the drive-through queue will emit a toxic stew of air pollutants including carbon monoxide, nitrogen dioxide, and polycyclic aromatic hydrocarbons, and fine and ultrafine particles that penetrate deeply into the lungs. They also will emit planet-heating carbon dioxide.

If the applicant has significantly understated the number of trips the project will generate throughout the day and during morning and evening peak traffic hours, this necessarily will lead to an underassessment of the project's potential impacts on congestion, safety, local air quality, public health, ad greenhouse gas emissions.

The Technical Staff Report, Staff Report Addenda, and the Technical Referral Memorandum submitted by the County Department of Health fail to address environmental justice or the distinct and cumulative impacts of these socio-economic factors, air pollution, excessive heat, the relative lack of access to healthy food options in this Food Swamp, and the excessive number of traffic accidents and injuries. Please see the attached County Environmental Justice Commission Report and EJ maps from the US EPA screening tool.

The Planning Board should require the applicant's plans and M-NCPPC's review to account for climate change as fully as possible, and should apply the best available data, information, analysis, science, and policies.

There is no evidence in the published record to demonstrate that applicant's current application and stormwater management plans account for clear evidence that climate change already is bringing more extreme weather – include more frequent, more severe storms – and that this trend will continue and possibly accelerate.

In its 2023 study, *The Precipitation Problem*, the First Street Foundation found that, due climate change, so-called 100-year storms now occur every 14 years in Baltimore and every 21 years in Washington, DC, and are likely to become more frequent over the next 30 years.

Data presented by the National Oceanic Atmospheric Administration in its *New Normals* show that total annual precipitation and the frequency and intensity of storms have increased in our region. For example, annual rainfall totals at BWI airport increased by nearly five and a half inches from the 1981-2010 period to the 2006-2020 period, which the Chesapeake Legal Alliance rightly describes as "an astounding rate of change in a climatological blink of an eye."

NOAA's New Normal data sets for annual precipitation, maximum temperatures, and average annual temperatures in Prince George's County and the District of Columbia show increases in all three metrics with decent years and decades generally showing the highest values.

Prince George's County and the State of Maryland are well aware that we face new climate normal. MDE is well aware that the data relied on for stormwater permits, flood plain permits and compensatory mitigation, erosion and sediment control plans, and other critical plans and decisions are obsolete, and have been obsolete for decades. MDE's Water and Science Administration refers the public to RAND's analysis of Atlas 14 data. RAND's robust

demonstrates that Atlas 14 data and intensity duration, and frequency curves have under-forecast trends in recent years, and that they underestimate projected storms and precipitation.

In reviewing this and other land use proposals, the Planning Board should apply the best available data and analytical tools and should carefully assessment whether the project conforms with the goals, policies, purposes, and requirements set forth in:

- Plan 2035 Prince George's;
- the County's 2022 Climate Action Plan;
- relevant county Functional Master Plans, including the Green Infrastructure Plan;
- relevant provisions of the Clean Water Act, applicable Maryland laws, and applicable county laws, including the County's Zoning Ordinance, Water Resources Protection and Grading Code, and Trees and Vegetation Ordinance; and
- relevant Watershed Restoration Plans and Agreements to which Prince George's County and/or the State of Maryland are signatories, which generally call for protecting and restoring floodplains and wetlands, and protecting and expanding forests and wetlands.

Recommendations

1. Disapprove DSP 22001, DDS 23001, and AC 23057
2. If the Board chooses to approve DSP 22001, please impose the following conditions to minimize the project's damaging impacts on the environment, the community, public health, local parks, and local property values:
    a. Deny the applicant's request for drive-through capacity.
    b. Require the applicant to minimize emissions of global warming pollution by fully electrifying the facility, using no natural gas, and use geothermal energy, if possible, to heat and cool, the facility.
    c. Require the applicant to shade the parking area by:
        1) Planting heat- and drought-resistant native trees; and
        2) Installing high-efficiency, canopy-mounted solar panels over the parking area.
    d. Require the applicant to install roof-mounted solar panels and/or a green roof on the restaurant building and/or geothermal. **The Maryland Energy Administration is now accepting applications for significant grants to support parking lot solar, preferably linked to community solar to provide low-income subscribers with access to solar energy. Please see the attached exhibit from MEA's website.**

e. Require the applicant to reduce the number of proposed new parking spaces.

f. Require the applicant to install permeable pavement.

g. Require the applicant to demonstrate that all proposed stormwater management infrastructure is designed to handle 100-percent of 100-year storm of ***at least*** 8.5" – and preferably more to account for climate change – over 24 hours. Also require the applicant to demonstrate that all proposed stormwater management infrastructure is designed to handle shorter, flashier, intense storms.

h. Present a reliable plan to maintain all stormwater management infrastructure at peak efficiency throughout the lifetime of the facility.

i. Require the applicant to remove all invasive, non-native plants on the property and to restore and maintain a forested area of all-native trees and under-story shrubs of at least 1.5 to two acres.

j. Require the applicant to present and implement a plan to ensure that all trees on the property thrive.

k. Present and implement a litter prevention and removal plan to prevent any litter from leaving the site.

l. Present and implement to minimize solid waste and help achieve the County's zero-waste goal through the following measures:

    1) Recovering all compostable food waste, including compostable paper products, and deliver it to the County's composting facility or to another certified food composting facility.

    2) Eliminating or fully minimizing the use of single-use plastic and other non-recyclable materials.

    3) Collecting and delivering to the County's Materials Recycling Facility or another certified recycling facility all recyclable materials generated or used on site.

Thank you for your time and consideration. Please confirm receipt of this letter and ensure that that is entered into the record for DSP 22001, DDS 23001, and AC 23071.

Sincerely,

Greg Smith

4204 Farragut Street
Hyattsville, Maryland 20781
gpsmith@igc.org

240-605-9238

Recommendations

1. Disapprove DSP 22001 and DDS

2. If the Board chooses to approve DSP 22001, please impose the following conditions to minimize the project's damaging impacts on the environment, the community, public health, local parks, and local property values:

    a. Deny the applicant's request for drive-through capacity.

    b. Require the applicant to minimize emissions of global warming pollution by fully electrifying the facility, using no natural gas, and using ground source heat pumps to heat and cool the facility.

    c. Require the applicant to shade the parking area by:

        1) Planting heat- and drought-resistant native trees; and

        2) Installing high-efficiency, canopy-mounted solar panels over the parking area.

    d. Require the applicant to install roof-mounted solar panels and/or a green roof on the restaurant building.

    e. Require the applicant to reduce the number of proposed new parking spaces.

    f. Require the applicant to install permeable pavement throughout the property.

    g. Require the applicant to demonstrate that all proposed stormwater management infrastructure is designed to handle 100-percent of 100-year storm of ***at least*** 8.5" – and preferably more to account for climate change – over 24 hours. Also require the applicant to demonstrate that all proposed stormwater management infrastructure is designed to handle shorter, flashier, intense storms.

    h. Present a reliable plan to maintain all stormwater management infrastructure at peak efficiency throughout the lifetime of the facility.

    i. Require the applicant to remove all invasive, non-native plants on the property and to restore and maintain a forested area of all-native trees and under-story shrubs of at least XX acres.

    j. Require the applicant to present and implement a plan to ensure that all trees on the property thrive.

    k. Present and implement a litter prevention and removal plan to prevent any litter from leaving the site.

l. Present and implement to minimize solid waste and help achieve the County's zero-waste goal through the following measures:

1) Recovering all compostable food waste, including compostable paper products, and deliver it to the County's composting facility or to another certified food composting facility.

2) Eliminating or fully minimizing the use of single-use plastic and other non-recyclable materials.

3) Collecting and delivering to the County's Materials Recycling Facility or another certified recycling facility all recyclable materials generated or used on site.

DSP 22001 – McDonald's on Ager Road

Questions Regarding Climate Change, Stormwater Management

and Impacts on the Environment and Community

From Greg Smith

1. Is the staff recommending that the applicant install permeable pavement on the entire McDonald's site or only on the area where the applicant plans to expand the parking area?

2. Either way, will that permeable pavement's performance decline over time?

3. Will the permeable pavement require maintenance to maintain performance? If so, which agency will ensure that maintenance is performed and is effective?

4. Has M-NCPPC or any other agency determined whether the stormwater system that would receive discharges from this site has the capacity to handle those flows? If so, how did the agency make that determination? Based on what precipitation data?

5. Has M-NCPPC or any other agency determined whether the stormwater flowing from this site will flow into a nearby stream, for example Sligo Creek?

6. Has M-NCPPC or any other agency considered the proximity of the Sligo Creek 100-year flood plain and how having a storm raising the levels of local streams and inundating that floodplain may affect stormwater flows from the site and the possibility of the on-site stormwater management failing?

7. Assuming the applicant has complied with Techno-gram 007-2016 and designed the on-site stormwater management on a 100-year storm of 8.5 inches rather than 7.4 inches:

    a. Does the applicant's design assume those 8.5 inches are spread out evenly over 12 hours, 24 hours, or any other period?

    b. Does the applicant's design take into account projected increases in storm intensities is it based solely on historic precipitation data?

c. For example, does it consider the precipitation projections published two years ago by NOAA's Mid-Atlantic Mid-Atlantic Regional Integrated Sciences and Assessments, which project significantly more intense storms based on carbon emissions scenarios?
d. What would happen if a 100-year storm were to drop 9.4 inches of rain or ten inches of rain in 24 hours? These are the median intensities that MARISA projects for Prince George's County, based on a high emissions scenario, for the period of 2020 to 2070 and 2050 to 2100.

DSP 22001 – McDonald's on Ager Road

Testimony on Trip Generation, Transportation and Safety Impacts

From Greg Smith

There is no evidence in the record that whatever traffic impact analysis was done here accounts for approved projects in the Development Pipeline.

There is no evidence in that the record the ITE trip generation rates relied on here are representative of McDonald's or fast food drive-through rates in Prince George's County or regionally or nationally.

COVID drove a shift from in-house ordering and eating to drive-through. There is no evidence in the record to indicate whether the ITE's trip generation rates used here are based on data gathered before COVID, during peak COVID, or after peak COVID.

The applicant's trip generation calculation assumes that 50 percent of the trips would be "pass-by" trips. There's no clear basis in the record for that assumption, and no analysis of what happens to the overall number of peak trips into and out of the site if the number of trips if the pass-by percentage is higher or lower.

The shopping center will have 75 parking spaces and the McDonald's will have another 54 – for a total of 125. This McDonald's will have a queuing capacity of approximately 20 vehicles. So how does the applicant justify such low peak-hour trip generation rates, especially when a significant share of the revenue for fast food outlets, perhaps a majority of revenues, comes from drive-through customers?

How many trips would be generated if the drive-through is busy and the parking lot is full or nearly full? How would that affect on-site circulation and safety? How would it affect congestion and safety on local roads?

The applicant's trip generation calculation focuses on morning and evening "peak" hours, presumably on weekdays. But what about weekend days, when youth sporting events or faith services tend to generate a lot of traffic, and may generate a lot of trips to this McDonald's?