



The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530

Detailed Site Plan
Departure from Parking and Loading Spaces
Alternative Compliance
PMG 8600 Ardwick-Ardmore Road

DSP-18054
DPLS-464
AC-19020

REQUEST	STAFF RECOMMENDATION
DSP: Construction of a gas station and a 2,400-square-foot food and beverage store.	APPROVAL with conditions
DPLS: To allow a reduction of one loading space.	DISAPPROVAL
AC: To allow a reduction of the landscape strip width.	APPROVAL

Location: In the northwest quadrant of the intersection of Ardwick-Ardmore Road and MD 704 (Martin Luther King Jr Highway).	
Gross Acreage:	1.04
Zone:	I-1
Dwelling Units:	N/A
Gross Floor Area:	2,400 sq. ft.
Planning Area:	72
Council District:	05
Election District:	20
Municipality:	N/A
200-Scale Base Map:	205NE08
Applicant/Address: PMIG 1027, LLC 2359 Research Court Woodbridge, VA 22192	
Staff Reviewer: N. Andrew Bishop Phone Number: 301-952-4897 Email: Andrew.Bishop@ppd.mncppc.org	



Planning Board Date:	01/16/20
Planning Board Action Limit:	01/23/20
Staff Report Date:	12/31/19
Date Accepted:	09/10/19
Informational Mailing:	11/27/18
Acceptance Mailing:	09/05/19
Sign Posting Deadline:	12/16/19

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-18054
Departure from Parking & Loading Spaces DPLS-464
Alternative Compliance AC-19020
PMG 8600 Ardwick-Ardmore Road

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

EVALUATION CRITERIA

This detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Light Industrial (I-1) Zone, the site design guidelines, and the requirements for granting departures from parking and loading spaces;
- b. The requirements of the 2010 *Prince George's County Landscape Manual*;
- c. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- d. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- e. Referral comments.

FINDINGS

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

1. **Request:** The subject detailed site plan (DSP) proposes to raze the existing gas station and construct a proposed gas station and a 2,400-square-foot food and beverage store on a 1.04-acre lot. The departure from parking and loading spaces requests the reduction of one loading space.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	I-1	I-1
Use	Gas Station	Gas Station and Food and Beverage Store
Total Acreage	1.04	1.04
Total Gross Floor Area (square feet)	0	2,400

Parking and Loading		
Use	Number of Spaces Required	Number of Spaces Provided
Gas Station		
1 space per employee	1	1
Food and Beverage Store		
2,400 sq. ft. @1 space/150 sq. ft.	16	16
Total Required	14**	17
Handicapped-Accessible	1	1
Total Loading Spaces	1	0*
1 space for 2,000 - 10,000 sq. ft.		

Notes: *A Departure from Parking and Loading Spaces (DPLS-464) to reduce the quantity of loading spaces has been requested.

**The applicant incorrectly referenced the wrong section of the County Code in General Note 12 for the joint use of parking lot requirement, and it should be revised to Section 27-572, which allows for a 20 percent reduction in each use.

***Staff notes that the parking and loading schedule is unclear and lists the incorrect number of required parking spaces. The schedule should be revised to clearly list the parking requirements of each use. A condition requiring that the parking schedule be revised has been included herein.

Signage Data*					
Freestanding Signage					
Height (in feet)		Area (in square feet)		Quantity	
Maximum Allowable	Proposed	Maximum Area Permitted	Area Proposed	Maximum Permitted	Proposed
25	25	200	124	2	1
Building- Mounted Signage					
Location		Area (in square feet)		Quantity	
		Maximum Area Permitted	Area Proposed	Maximum Permitted	Proposed
Food and Beverage Building		160	66	-	3
Canopy		220	54	-	3

Note: *A signage area schedule was not provided and should be shown with this DSP, demonstrating conformance to Sections 27-613 and 27-614. Additionally, it is noted that the elevations provided do not clearly indicate the building-mounted signs that are proposed on the food and beverage building, and should be revised. Conditions have been included herein requiring the applicant to provide the signage area schedule and clarification for which signs are being used on the food and beverage building.

3. **Location:** The subject property is located in Planning Area 72, and Council District 5. More specifically, it is located at 8600 Ardwick-Ardmore Road, at the northeast corner of its intersection with MD 704 (Martin Luther King Jr Highway). The property is described as part of Lots 18, 19, 21, and 22, as shown on Tax Map 52 in Grid C-3.
4. **Surrounding Uses:** The subject property is generally triangular and bounded to the north by a consolidated storage facility and towing service in the Light Industrial (I-1) Zone; to the southwest by the public right-of-way of Ardwick-Ardmore Road; to the east by the unimproved right-of-way of Short Street; and to the southeast by MD 704.
5. **Previous Approvals:** The subject property is recorded in Plat Book 139, was recorded on State Roads Commission of Maryland right-of-way Plat 21430, and is further reflected in a 1961 deed recorded among the Prince George’s County Land Records in Liber 2752 Folio 102. The site is currently developed with a gas station and associated kiosk and was constructed on the property in approximately 1970. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) retained the subject property in the I-1 Zone. The site has never been the subject of a preliminary plan of subdivision (PPS), and one is not required now because the development proposed is less than 5,000 square feet of gross floor area.

The site has an approved Stormwater Management (SWM) Concept Plan, 49536-2018-00, that is in conformance with the current Prince George’s County Code and valid until April 29, 2022.

6. **Design Features:** The proposed gas station and 2,400-square-foot food and beverage store has frontage on Ardwick-Ardmore Road and MD 704, with one vehicular access proposed from each roadway. The food and beverage store and gas station are centrally located on the site, with the gas pumps and canopy located closest to the intersection of Ardwick-Ardmore Road and MD 704, and the building behind it. The property's frontages along these roadways are further defined by sidewalks, stormwater facilities, and a freestanding sign near the intersection.

Parking for the facility is featured along the front and side of the building which includes 16 standard surface parking spaces and one handicap-accessible space. Two diesel gasoline pumps are located on the western side of the site, on either side of a 15-foot, one-way drive aisle that runs to the north of the building. The northeastern portion of the site includes two additional parking spaces, an air/vacuum machine, and an enclosed trash facility with two dumpsters. A departure from parking and loading spaces (DPLS) is being processed concurrently with this application for a reduction in the required number of loading spaces, as discussed in Finding 7(b).

Architecture

The applicant has used durable, quality materials including stone and brick on the proposed food and beverage building, which ranges in height from 18 to 24 feet. The varied roofline is accented by a decorative cornice that runs along the top of the building, with a high-profile roofline projecting vertically at the main entrance. This entrance is further accented by a cantilevered metal canopy, which is located over the entrance doors. Black canvas canopies are proposed on the remainder of the front elevation and are located directly above oversized windows and help break up the horizontal mass of the building. A grey stone veneer base is proposed on all sides of the building. The rear and side elevations present long, uninterrupted façades of red brick and stone veneer base. Staff recommends that additional architectural treatments be added to these façades, particularly on the sides of the building. The additional treatments could include faux windows, brick insets, or vertical banding. An additional service door should also be added on the rear or side of the building to break up the façade, and serve as an access for loading facilities. Conditions are included herein requiring these modifications.

Signage

Multiple building-mounted sign areas are proposed above the entrance, on the sides of the building, and on the gas canopy. The sign areas vary from approximately 18 to 22 square feet and bear the tenant's name and logo. The signage for this application is acceptable. The applicant has provided sign illustrations and locations for the signs on the façade of the structure; however, staff notes that a signage schedule showing the square footage and type of each sign has not been included and should be provided at the time of certification, as conditioned herein.

The applicant is proposing one 25-foot-tall pylon sign near the intersection of Ardwick-Ardmore Road and MD 704. The sign will be lit internally and includes a plastic sign face and painted aluminum housing. The upper 15 feet of the sign (124 square feet) includes the "Exxon" and food and beverage store logos and digital displays for the gas pricing.

Lighting

The applicant proposes building-mounted, canopy-mounted, and 16-foot pole-mounted lighting throughout the site, which is sufficient for illuminating site access, drive aisles, building entryways, and walking paths, and complements the façade. The submitted photometric plan shows that there is adequate lighting for users on-site near the building and in the parking lot. Staff notes that a detail has not been provided for the pole proposed with the pole-mounted lights and should be provided. Therefore, a condition has been included herein requiring the applicant to include the details and specifications for the pole used in the pole-mounted lighting.

Dumpster Enclosure

The applicant is proposing an eight-foot-high, masonry wall around the dumpster. The enclosure is constructed of brick veneer matching the masonry materials of the building and proposes evergreen plantings to screen the trash enclosure. Staff finds that this is sufficient to screen the trash facilities from the public roadway.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the I-1 Zone and the site plan design guidelines of the Zoning Ordinance.

- a. This DSP is in general conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in the I-1 Zone. The proposed gas station and food and beverage store are permitted uses in the I-1 Zone, subject to Footnote 65, which permits each use if approved with a DSP.
- b. Section 27-474 of the Zoning Ordinance provides additional regulations for development in industrial zones, including requirements for setbacks, net lot area, lot frontage, building coverage, and green area. The subject DSP meets all of these requirements, as shown on the submitted plans.
- c. **Site Design Guidelines**—Section 27-283 of the Zoning Ordinance provides that a DSP should be designed in accordance with the same design guidelines for a conceptual site plan (Section 27-274 of the Zoning Ordinance), and provides design guidelines regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service areas; public spaces; and architecture. Section 27-274 further requires the applicant to demonstrate the following as summarized:

(2) Parking, loading, and circulation

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.

The DSP is in general conformance with the site design guidelines contained in Section 27-274, regarding provisions for safe and efficient on-site pedestrian and vehicular circulation, as well as provisions for adequate illumination. Specifically, the site proposes two vehicular two-way access points, one on Ardwick-Ardmore Road and one on MD 704. The plan shows interior, one-, and two-way travel lanes at 15 and 22 feet in width, which are large enough to provide adequate circulation throughout the site. The site includes 17 parking spaces that are placed in convenient locations on the site to provide access to the gas station and food and beverage uses on the property.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.

The proposed light fixtures include building-mounted and pole-mounted lighting throughout the parking lot, which provides a balanced lighting pattern throughout the property. The lighting placement has been designed to enhance the building entrances, pedestrian pathways, site design character, and to improve safety, while not causing glare onto adjoining properties.

(4) Views.

(A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

The proposed building has been designed to provide a modern, clean, and appealing street presence along the road. This plan is designed to preserve, create, and emphasize views from the public roads that adjoin the property. A landscape strip is required along each road frontage and is further discussed in Finding 8.

(5) Green Area.

(A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.

This DSP complies with the design guidelines outlined above. The required green area for this project is 10 percent and the application proposes approximately 34 percent.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.**

The applicant is not proposing site or streetscape amenities as part of this DSP. However, as previously discussed, the DSP proposes a landscape strip along the road frontages that contributes to an attractive development pattern and enhances the streetscape in the area.

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.**

The development is being proposed on a site that was previously developed. Grading will be required, but will be minimized to reduce disruption to existing topography. Staff notes that no regulated environmental features exist on the property and any proposed disturbance is necessary to construct the proposed infrastructure.

(8) Service Areas.

- (A) Service areas should be accessible, but unobtrusive.**

The DSP does not propose a dedicated loading area on the site, instead the applicant is proposing that loading for the food and beverage store will be provided by small delivery trucks that will park in one of the proposed parking spaces during off-peak hours. However, after analyzing the site layout, staff believes that the site could be reconfigured to accommodate a loading space on the property, as further discussed in Finding 7(d).

(10) Architecture.

- (A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with Section 27-277.**

The proposed building incorporates a number of building materials, such as brick, stone, glass, steel, and aluminum, into the design to create visual interest. Use of these materials, in addition to the conditioned architectural improvements, will add visual interest along the frontages of Ardwick-Ardmore Road and MD 704.

- d. **Departure from Parking and Loading DPLS-464**—In conjunction with this DSP, the applicant has also filed DPLS-464 requesting a reduction of one required loading space. Based on the requirements of Section 27-582(a) of the Zoning Ordinance, this proposed development would normally require a minimum of one loading space. Pursuant to Section 27-588(b)(7) of the Zoning Ordinance, the Prince George’s County Planning Board must make the following findings to approve this application.

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

- (i) The purposes of this Part (Section 27-550) will be served by the applicant’s request;**

The following are the purposes as listed in Section 27-550:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**

The applicant states that on-site parking is sufficient to satisfy user demand for the patrons of the proposed gas station and food and beverage store, and is strategically located in multiple locations on the site to minimize disruptions to vehicular and pedestrian circulation. Additionally, the applicant noted that the reduction of the loading space would aid in relieving traffic/circulation congestion on-site by reducing the number of spaces on this property. However, staff notes that the DSP proposes a surplus of parking spaces and believes that the site could be reconfigured to remove some or all of the surplus parking spaces, accommodating the addition of the required loading area, particularly on the east or west sides of the building.

(3) To protect the residential character of residential areas; and

The site is adjacent to industrial uses which abut the property to the north and will not impact the character of any residential areas surrounding the site.

(4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.

The site is served by 17 parking spaces, and a loading space was not proposed for the development due to the size of the food and beverage store. The applicant states that the use is small enough that it can be restocked without relying on a large truck, such as a tractor trailer. The applicant's proposal to use parking spaces during off-peak hours, in lieu of providing a dedicated loading space, is not convenient for the users of the site.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The applicant states that they have explored the opportunity to provide the loading space, but determined that the space cannot be provided without reducing the number of parking spaces, impacting setbacks, or impacting drive aisle widths. However, staff notes that the applicant calculated the total number of required parking spaces incorrectly and could remove some of the surplus parking spaces to accommodate the required loading space. Therefore, staff believes the requested departure is not the minimum necessary.

(iii) The departure is necessary in order to alleviate certain circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in order areas of the County which were predominantly developed prior to November 29, 1949;

The applicant states that, given the size of the property and its unusual triangular shape, it is difficult to comply with the parking requirements, drive aisle widths, setbacks, and the required bulk regulations for the property. The loading for this use will be served by smaller panel trucks and the applicant states that the loading for the property can be addressed by using parking spaces on the site, if timed correctly. Furthermore, the applicant has agreed to include a condition that limits the time of day the parking spaces may be used for loading purposes. However, staff believes that site constraints do not warrant the removal of the loading space, and recommend the site could be reconfigured to accommodate the loading space by removing excess parking spaces.

- (iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and**

All methods for calculating the number of spaces required were not used, as the reduction in standard parking spaces was not calculated correctly. With the allowance of a further reduction in standard parking spaces, there would be additional room on-site to provide the needed loading space.

- (v) Parking and loading needs of adjacent residential areas will not be infringed upon, if the departure is granted.**

The site is not located adjacent to any residential areas and granting of this departure for one loading space will not have an impact on the parking and loading needs of the any residential areas.

- (B) In making its findings, the Planning Board shall give consideration to the following:**

- (i) The parking and loading conditions within the general vicinity of the subject property, including number and locations of available on and off-street spaces within five hundred (500) feet of the subject property;**

Staff evaluated the site and noted that properties within 500 feet of the subject site are characterized by commercial uses to the south and west, and industrial uses to the north and east. However, a loading space could not be utilized off-site due to its nature of off-loading supplies.

- (ii) The recommendations of an Area Master plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

The subject property was retained within the I-1 Zone through the Subregion 4 Master Plan and SMA. The proposed use achieves the vision set forth in the sector plan, which does not speak specifically to loading issues.

- (iii) The recommendations of a municipality (within which the property lies) regarding the departure; and**

This property is not located within a municipality.

- (iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.**

There are no public parking facilities proposed within the general vicinity of the subject property.

(C) **In making its findings, the Planning Board may give consideration to the following:**

(i) **Public transportation available in the area;**

A public bus stop is located along Ardwick-Ardmore Road, directly northwest of the site. However, given the departure request for a loading space, the existence of public transportation is not relevant.

(ii) **Any alternative design solutions to off-street facilities which might yield additional spaces;**

The applicant states that no practical alternative design solution would yield additional off-street loading facilities. However, staff notes that the site design has a surplus of three parking spaces which could be removed to accommodate the required 12-foot by 33-foot loading space.

(iii) **The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;**

The applicant indicated that the gas station and food and beverage store will be operated 24 hours a day, seven days a week, and be mainly used by commuters and employees from the adjacent industrial park. Therefore, a dedicated loading space should be provided, as customers will be using the site at all hours.

(iv) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The subject property is in the I-1 Zone. Therefore, this finding is not applicable to the subject application.

Based on the analysis above, staff recommends that the Planning Board disapprove DPLS-464 for a reduction of one required loading space, and require the applicant to redesign the site to accommodate the required loading space.

8. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) for Section 4.2, Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Staff notes that it is unclear where the location of some of the required buffers and landscape strips are located on the plan.

Therefore, a condition requiring revisions to the DSP to clearly show these locations has been included in the Recommendation section of this report.

The required plantings and schedules are provided in conformance with the Landscape Manual, with the exception of the requirements for Section 4.2. The applicant has filed a request for Alternative Compliance, AC-19020, which is being processed with this DSP, and is seeking relief from the requirements for Section 4.2 (c)(3)(A)(ii)-Option 2, Requirements for Landscape Strips Along Streets, of the Landscape Manual. Specifically, relief is requested for the site’s frontages on MD 704 and Ardwick-Ardmore Road, as follows:

Section 4.2 Requirements for Landscape Strips Along Streets

Ardwick-Ardmore Road

REQUIRED: Section 4.2(c)(3)(A)(ii), Option 2 Requirements for Landscape Strips Along Streets

Length of landscape strip	265 feet
Average width of landscape strip	15 feet
Minimum width of landscape strip	10 feet
Shade trees (1 per 35 linear feet)	8
Shrubs (5 per 35 linear feet)	38

PROVIDED: Section 4.2(c)(3)(A)(ii), Option 2 Requirements for Landscape Strips Along Streets

Length of landscape strip	265 feet
Average width of landscape strip	15 feet
Minimum width of landscape strip	4 feet*
Shade trees (1 per 35 linear feet)	8
Shrubs (5 per 35 linear feet)	47

Note: *One segment of approximately 20 linear feet has a minimum width of 4 feet.

MD 704 (Martin Luther King Jr Highway)

REQUIRED: Section 4.2(c)(3)(A)(ii), Option 2 Requirements for Landscape Strips Along Streets

Length of landscape strip	165 feet
Average width of landscape strip	15 feet
Minimum width of landscape strip	10 feet
Shade trees (1 per 35 linear feet)	5
Shrubs (5 per 35 linear feet)	24

PROVIDED: Section 4.2(c)(3)(A)(ii), Option 2 Requirements for Landscape Strips Along Streets

Length of landscape strip	165 feet
Average width of landscape strip	15 feet
Minimum width of landscape strip	4 feet*
Shade trees (1 per 35 linear feet)	1
Ornamental trees (as substitution for shade trees; 2 ornamentals equal 1 shade tree)	8
Shrubs (5 per 35 linear feet)	30

Note: *One segment of approximately 35 linear feet has minimum width of 4 feet.

Justification of Recommendation

The applicant requests alternative compliance from the requirements of Section 4.2(c)(3) by providing an alternative solution to the required landscape strip widths along MD 704 and Ardwick-Ardmore Road. Section 4.2, Option 2, for this site requires a landscape strip with a minimum width of 10 feet and average width of at least 15 feet along both roadways. A minimum of one shade tree and five shrubs per 35 linear feet of frontage, excluding driveway openings, is also required to be planted in these areas. The site has space limitations associated with its triangular shape and the presence of a 25-foot-wide Washington Suburban Sanitary Commission easement adjacent to Ardwick-Ardmore Road. These site characteristics make strict conformance with Section 4.2 difficult.

Ardwick-Ardmore Road: The landscape strip along Ardwick-Ardmore Road is 265 linear feet, and the average width of 15 feet has been provided along most of this length, with one exception. Directly west of the proposed fuel canopy, the proposed drive aisle limits the width of the landscape strip to as little as 4 feet along approximately 20 linear feet of the frontage. A total of 118 planting units, consisting of 8 shade trees and 38 shrubs, is required in the landscape strip. As proposed, a total of 127 plant units, consisting of 8 shade trees and 47 shrubs, has been provided. The total number of plant units provided exceeds the minimum requirement by approximately 7 percent. In order to demonstrate the alternative proposed landscape strip can be equally effective as normal compliance, the quantity of proposed plantings should be increased to at least 10 percent more than the minimum number of plant units required. To meet these criteria in the landscape strip on Ardwick-Ardmore Road, a minimum of four additional plant units should be provided, which equates to an additional four shrubs, or a single ornamental or shade tree.

MD 704: The landscape strip along MD 704 is 165 linear feet, with an average width of 15 feet provided along most of this length, with one exception. Directly east of the proposed fuel canopy, the proposed drive aisle limits the width of the landscape strip to as little as 4 feet along approximately 35 linear feet of frontage. A total of 74 plant units, consisting of 5 shade trees and 24 shrubs, is required in the landscape strip. As proposed, 1 shade tree, 8 ornamental trees, and 30 shrubs, totaling 80 plant units, has been provided. The total number of plant units provided exceeds the minimum requirement by 8 percent. In order to demonstrate the alternative proposed landscape strip can be equally effective as normal compliance, the quantity of proposed plantings should be increased to at least 10 percent more than the minimum number of plant units required. To meet these criteria in the

landscape strip along MD 704, a minimum of two additional plant units should be provided, which equates to an additional two shrubs, or a single ornamental or shade tree.

The additional plant units should be provided in the southern portion of the site, near the intersection of Ardwick-Ardmore Road and MD 704, in the general area of the proposed pylon sign. The landscape strips associated with the roadways converge and enlarge in this location, and it can accommodate four additional plant units for the landscape strip along Ardwick-Ardmore Road and two additional plant units for the landscape strip along MD 704.

The Alternative Compliance Committee finds the applicant's proposal to be equally effective as normal compliance with Section 4.2 of the Landscape Manual, Requirements for Landscape Strips Along Streets, if 10 percent more than the minimum required number of plant units is provided along each of the site's frontages. The addition of plant units above the minimum number required will serve to offset the impact of having reduced width landscape strips.

Recommendation

The Planning Director recommends APPROVAL of Alternative Compliance AC-19020, PMG 8600 Ardwick-Ardmore Road, from the requirements of Section 4.2(c)(3)(A)(ii), Requirements for Landscape Strips Along Streets, of the Landscape Manual, along the frontages of Ardwick-Ardmore Road and MD 704, subject to conditions that have been included in the Recommendation section of this report.

9. **2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The subject DSP is exempt from the Woodland and Wildlife Habitat Conservation Ordinance because the site has less than 10,000 square feet of existing woodlands on the site, and the property has no previous tree conservation plan approvals. In addition, a Standard Letter of Exemption (S-149-2018) was issued for the property and expires on October 18, 2020.
10. **Prince George's County Tree Canopy Coverage Ordinance:** Section 25-128 of the County Code requires a minimum percentage of tree canopy coverage (TCC) on projects, such as this DSP, that propose more than 5,000 square feet of disturbance. The requirement for the 1.04-acre site is 10 percent of the gross tract area, or 0.10 acre (4,530 square feet), based on the I-1 zoning. The subject DSP includes the required schedule demonstrating conformance by providing 5,400 square feet of TCC through the provision of new plantings on the subject property.
11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated December 11, 2019 (Stabler to Bishop), incorporated herein by reference, the Historic Preservation Section stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicate that the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources, or known archeological sites.

- b. **Community Planning**—In a memorandum dated October 10, 2019 (Li to Bishop), incorporated herein by reference, the Community Planning Division noted that, pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, master plan conformance is not required for this application.
- c. **Transportation Planning**—In a memorandum dated December 16, 2019 (Burton to Bishop), incorporated herein by reference, the Transportation Planning Section offered analysis of the site design and a discussion of the concurrent departure application that have been incorporated into findings above.

From the standpoint of transportation, it is determined that circulation on the site plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance. However, staff finds that because the site proposes three parking spaces more than required, the site could be reconfigured to provide a loading space by removing some or all of the excess parking spaces. In making this determination, the requested departure is not necessary, is not supportable, and it is recommended that the applicant reconfigure the site to show a loading space, as conditioned herein.

- d. **Subdivision Review**—In a memorandum dated December 6, 2019 (Davis to Bishop), incorporated herein by reference, the Subdivision Review Section offered comments relative to the subject application and noted that the site has never been the subject of a PPS, and that the proposed development does not require approval of a PPS in accordance with Section 24-107(c)(7)(B) of the Subdivision Regulations, due to the proposed square footage. In addition, it was noted that the DSP is in substantial conformance with Subtitle 24 of the County Code, subject to minor technical conditions, which have been included in the Recommendation section of this report.
- e. **Trails**—In a memorandum dated October 14, 2019 (Shaffer to Bishop), incorporated herein by reference, the Transportation Planning Section noted that two master plan trails impact the subject site. A shared-use sidepath is recommended along MD 704 and sidewalks and on-road bike facilities are recommended along Ardwick-Ardmore Road. The master plan right-of-way along MD 704 has already been dedicated and has been constructed along the frontage of the recently constructed CVS pharmacy immediately across the road from the subject property.

The existing sidewalk along the site's frontage of Ardwick-Ardmore Road does not meet current Prince George's County Department of Public Works and Transportation (DPW&T) standards and specifications due to its narrow width and placement immediately behind the curb. It is recommended that this sidewalk be reconstructed to meet current specifications, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and DPW&T. In addition, it was noted that bike parking is recommended on the property, and trail issues have either been addressed through revisions to the plans or have been included in the Recommendation section of this report.

- f. **Permits**—In a memorandum dated September 27, 2019 (Bartlett to Bishop), incorporated herein by reference, the Permit Review Section offered numerous comments, which have been addressed through revisions to the plans or have been included as conditions in the Recommendation section of this report.
 - g. **Environmental Planning**—In a memorandum dated October 15, 2019 (Schneider to Bishop), incorporated herein by reference, the Environmental Planning Section noted that the site has a Natural Resources Inventory Equivalency Letter (NRI-165-2018) and a Woodland Conservation Exemption Letter (S-149-2018), which were issued on October 18, 2018. The Environmental Planning Section recommends approval of the applications, with no conditions.
 - h. **Prince George’s County Fire/EMS Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Fire/EMS Department.
 - i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this writing, staff did not receive comments regarding the subject project from DPIE.
 - j. **Prince George’s County Police Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Police Department.
 - k. **Prince George’s County Health Department**—In a memorandum dated December 16, 2019 (Adepoju to Bishop), incorporated herein by reference, the Environmental Engineering and Policy Program of the Health Department completed a health impact assessment review of the DSP and made comments that have been transmitted to the applicant and conditioned herein, where appropriate.
 - l. **Maryland State Highway Administration (SHA)**—At the time of this writing, staff did not receive comments regarding the subject project from SHA.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated October 3, 2019 (Madagu to Bishop), incorporated herein by reference, WSSC offered numerous comments that have been provided to the applicant and will have to be addressed before sewer and water connection.
 - n. **Verizon**—At the time of this writing, staff did not receive comments regarding the subject project from Verizon.
 - o. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, staff did not receive comments regarding the subject project from PEPCO.
12. As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

13. As required by Section 27-285(b)(4), for approval of a DSP, the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations, as this property does not contain any regulated environmental features.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and:

- A. DISAPPROVE Departure from Parking and Loading Spaces DPLS-464 to allow a reduction of one loading space.
- B. APPROVE Detailed Site Plan DSP-18054 and Alternative Compliance AC-19020 for PMG 8600 Ardwick-Ardmore Road, subject to the following conditions:
1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made to the plans:
 - a. Revise General Note 3 to reference Liber 2752 Folio 102.
 - b. Delete General Note 6.
 - c. Include the details and specifications for the pole used for the pole-mounted lighting on the site.
 - d. Provide a signage schedule for the individual building-mounted and freestanding signs proposed showing the dimension, type, and method of illumination of each sign, in conformance with Sections 27-613 and 27-614 of the Prince George's County Zoning Ordinance.
 - e. Clearly label on the elevation the type of building-mounted signs that are being used on the food and beverage building.
 - f. Provide additional architectural treatments on the side and rear elevations of the building, including the use of faux windows, brick insets, service doors, and/or vertical banding.
 - g. Provide a bicycle rack accommodating a minimum of three bicycles at a location convenient to the building entrance.
 - h. Revise the sidewalk along the site's entire frontage of Ardwick-Ardmore Road to meet current Prince George's County Department of Public Works and Transportation (DPW&T)/Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) standards and specifications, unless modified by DPW&T/DPIE.
 - i. Clearly label the location of the required landscape buffers and strips on the landscape plan.

- j. Add the following note to the plan:

“During the 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 and Specifications for Soil Erosion and Sediment Control.”
 - k. Revise the parking and loading schedule to clearly show the required and proposed spaces for the site for each use demonstrating conformance to Section 27-568 and 27-582 of the Prince George’s County Zoning Ordinance, and correct the zoning section reference for the joint-use of the parking lot.
 - l. Redesign the site layout to provide a loading space, in conformance with Section 27-582 of the Prince George’s County Zoning Ordinance.
 - m. Remove the temporary loading space sign restricting loading hours.
 - n. Provide additional length and width dimensions for parking spaces throughout the site demonstrating conformance to Section 27-558 of the Prince George’s County Zoning Ordinance.
 - o. Provide an additional minimum four plant units in the Section 4.2 landscape strip along Ardwick-Ardmore Road, proximate to the proposed pylon sign. Update the planting schedule accordingly.
 - p. Provide an additional minimum two plant units in the Section 4.2 landscape strip along MD 704 (Martin Luther King Jr Highway), proximate to the proposed pylon sign. Update the planting schedule accordingly.
2. Prior to approval of the first building permit, provide a financial contribution of \$420 to the Prince George’s County Department of Public Works and Transportation for placement of one "Share the Road with a Bike" sign along Ardwick-Ardmore Road.

ITEM: 5 & 6

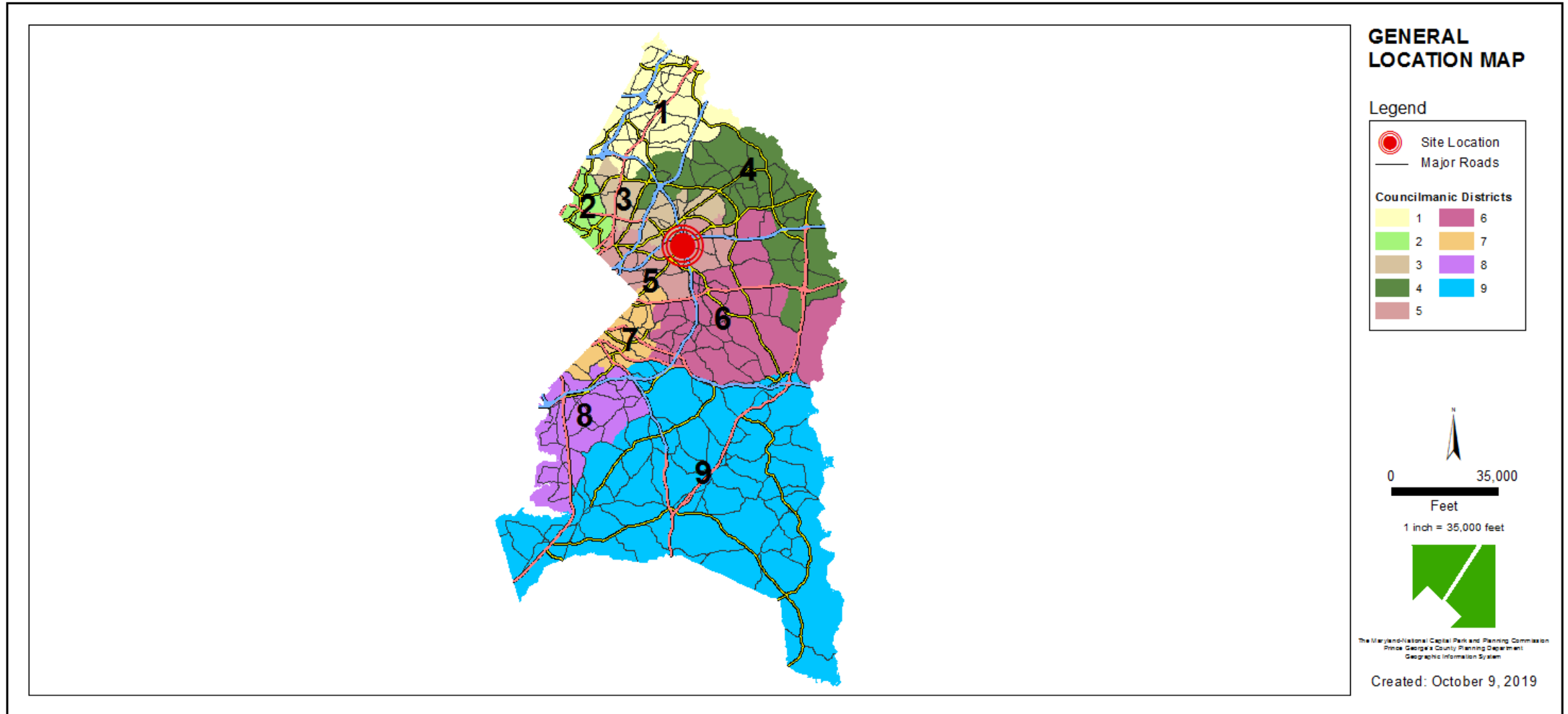
CASE: DSP-18054 & DPLS-464

PMG 8600 ARDWICK ARDMORE ROAD

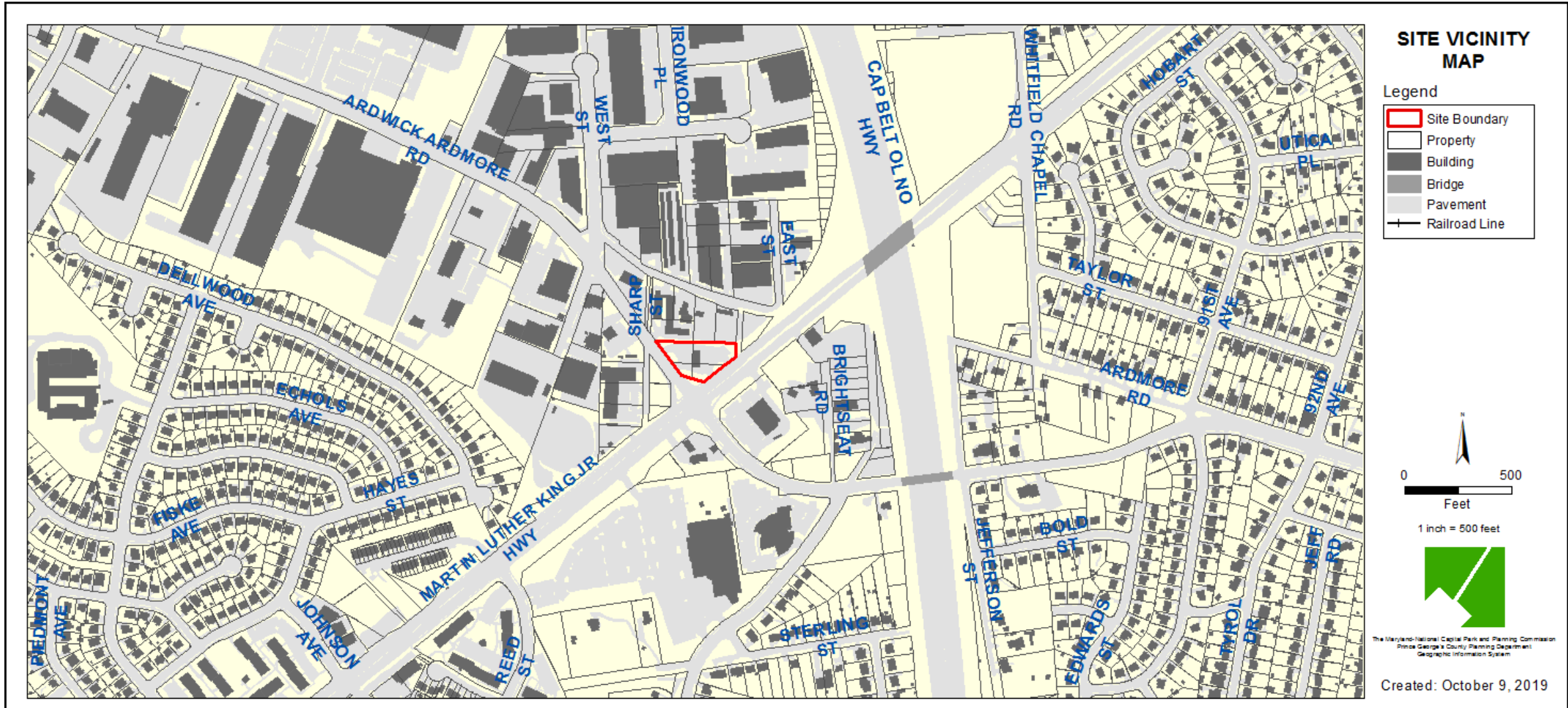
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



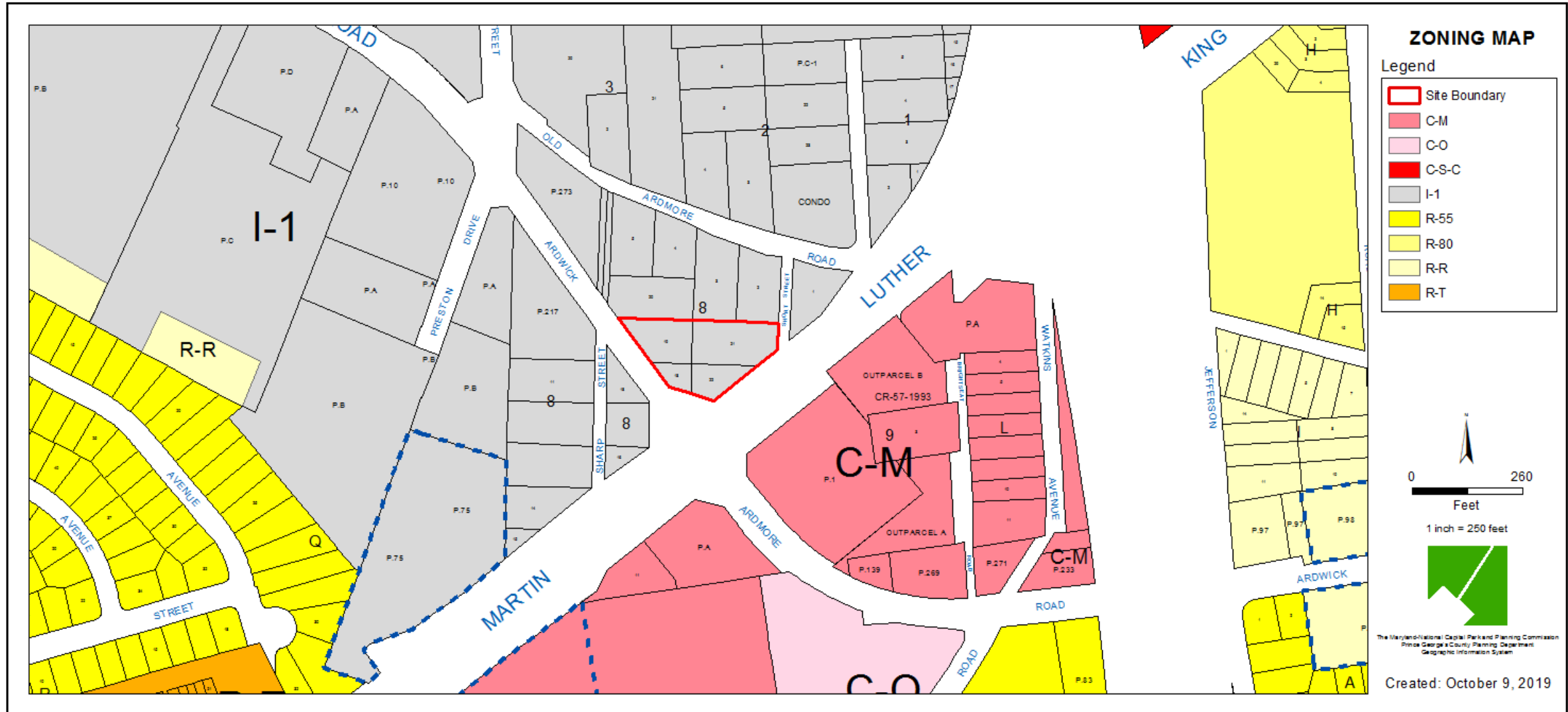
GENERAL LOCATION MAP



SITE VICINITY



ZONING MAP



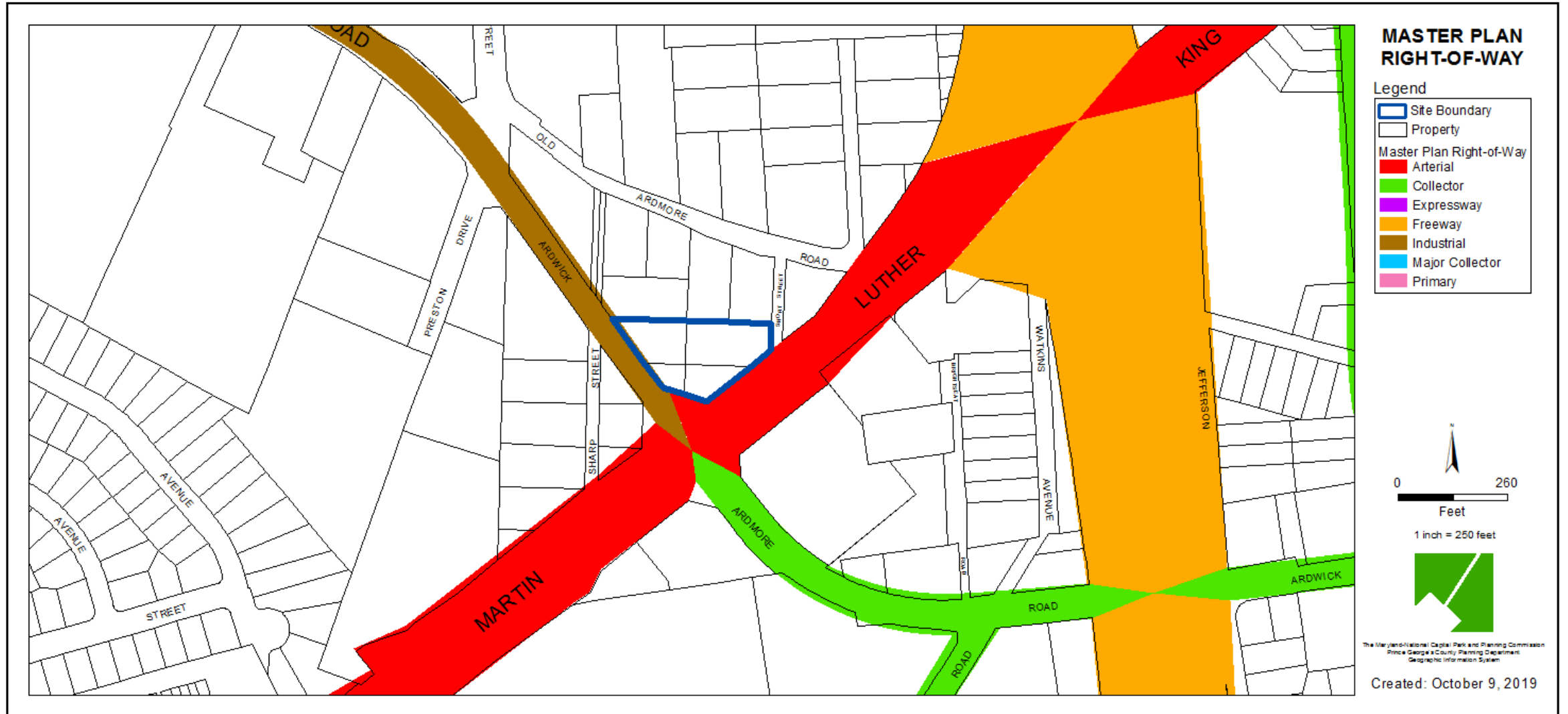
AERIAL MAP



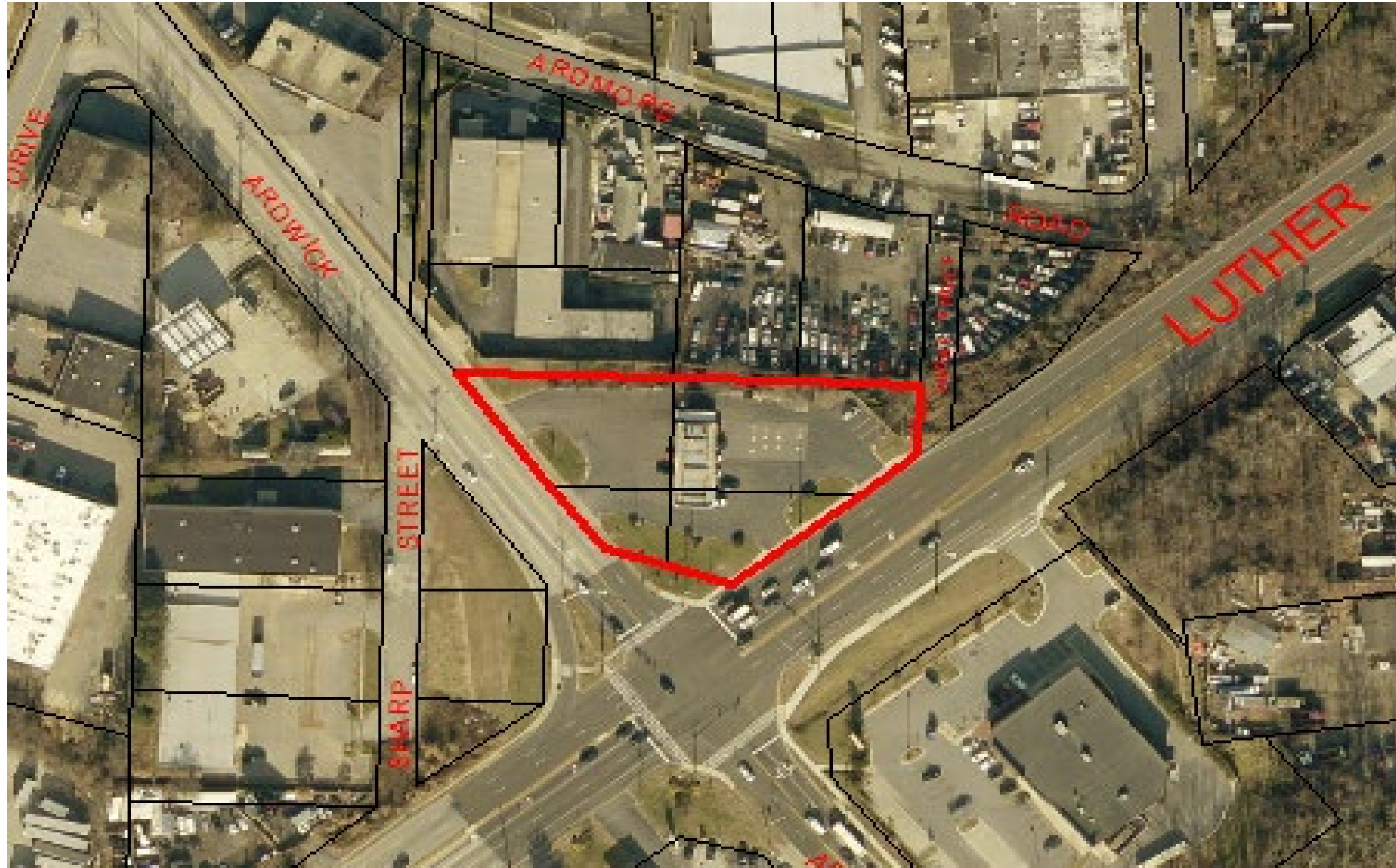
SITE MAP



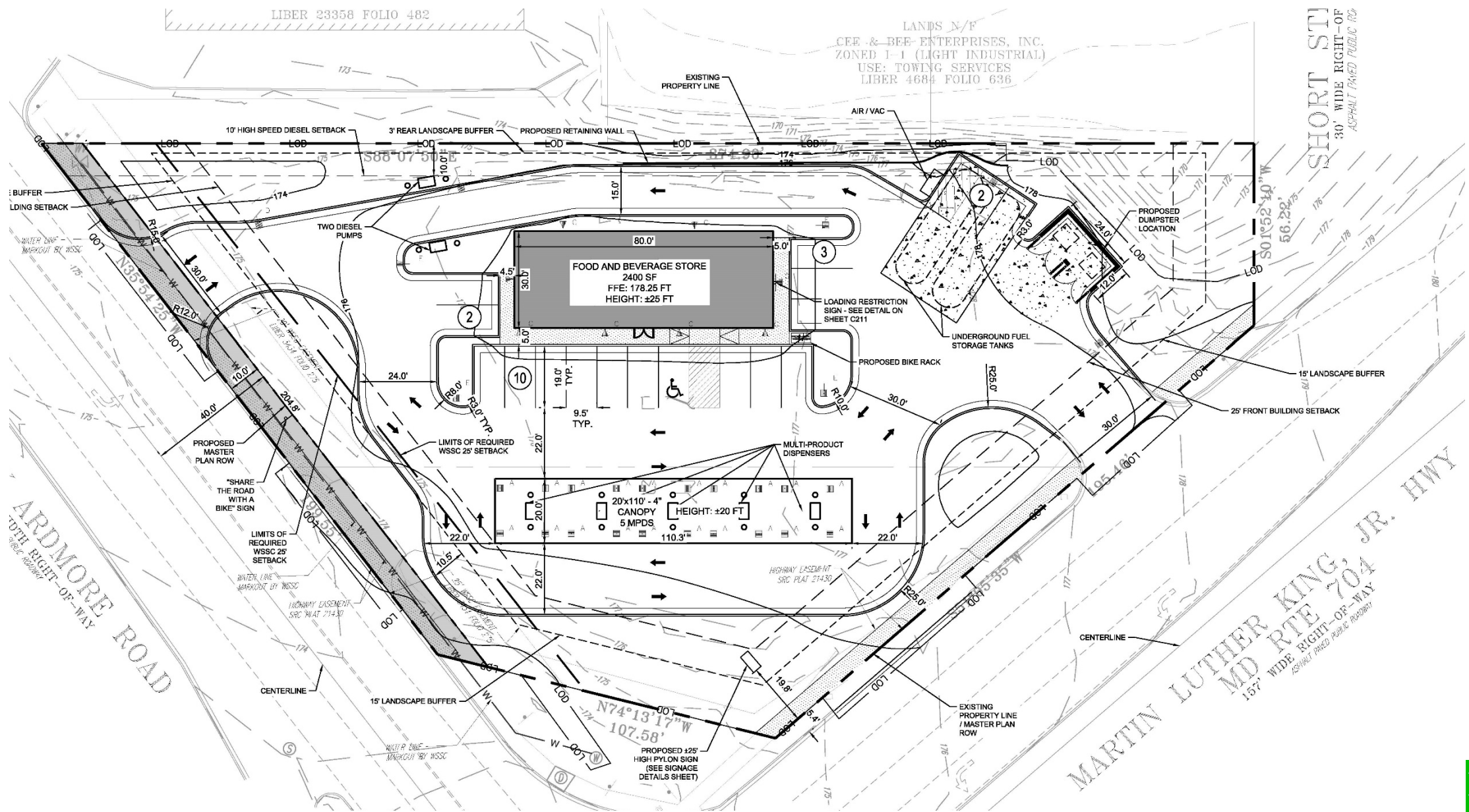
MASTER PLAN RIGHT-OF-WAY MAP



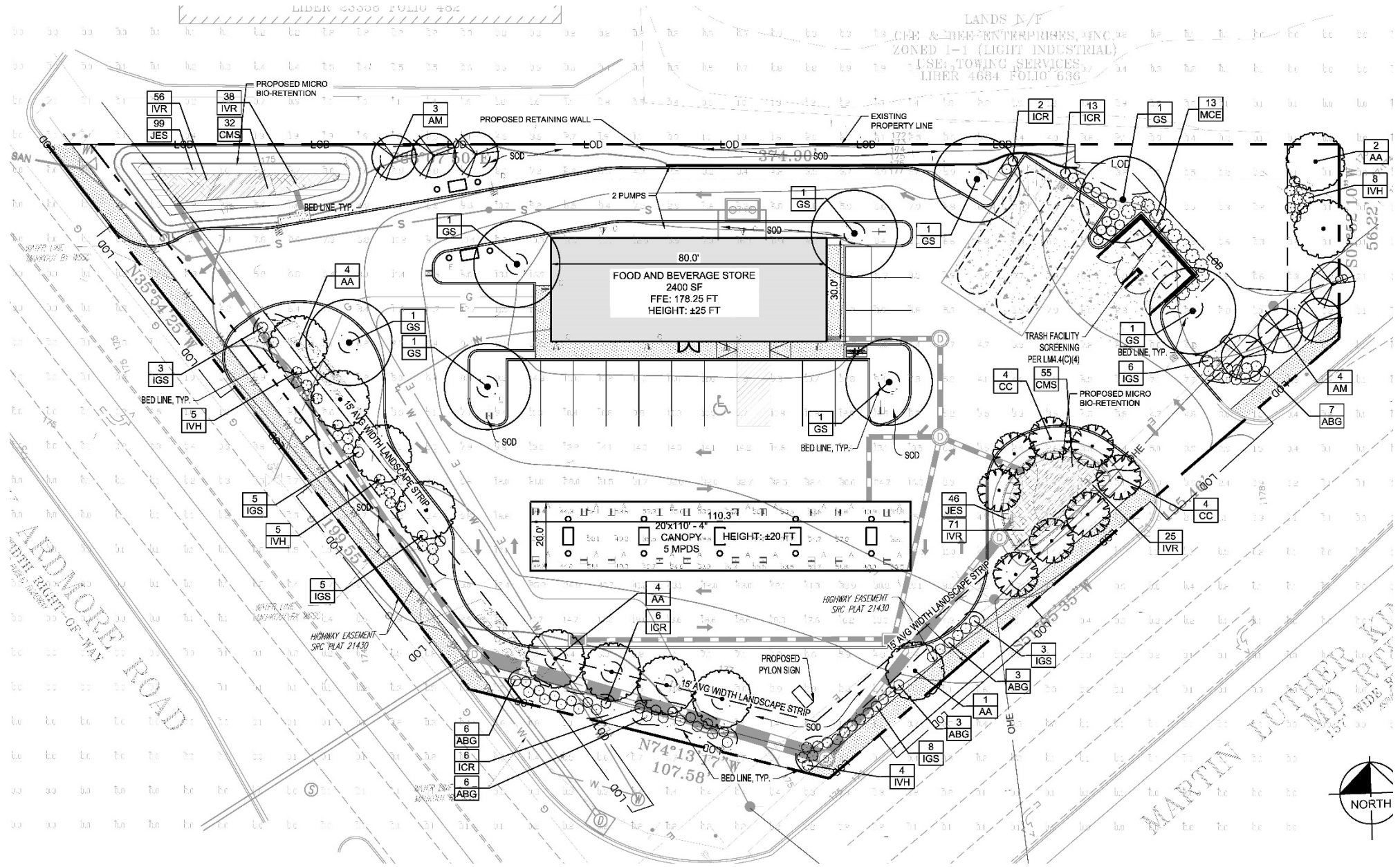
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



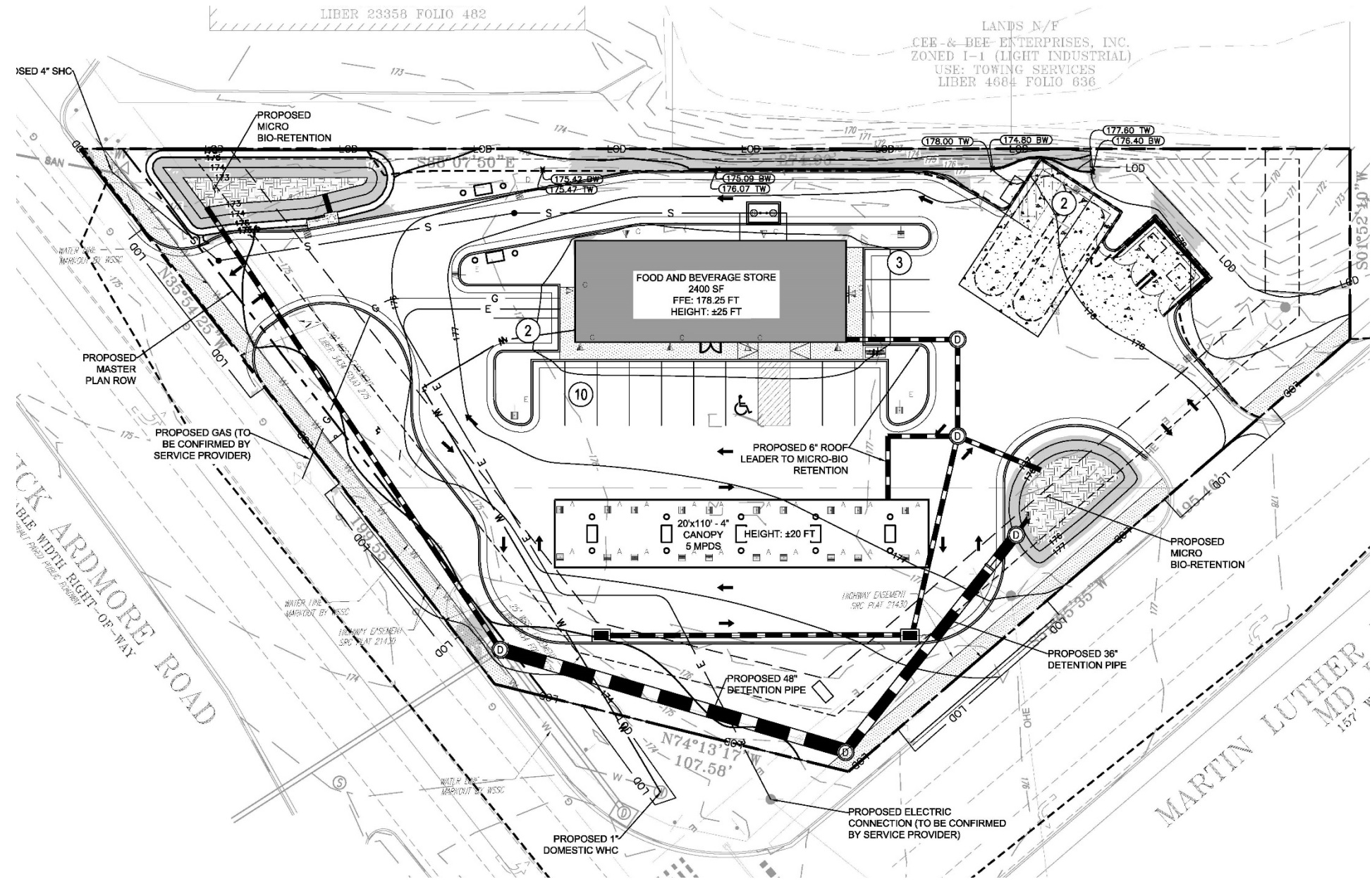
SITE PLAN



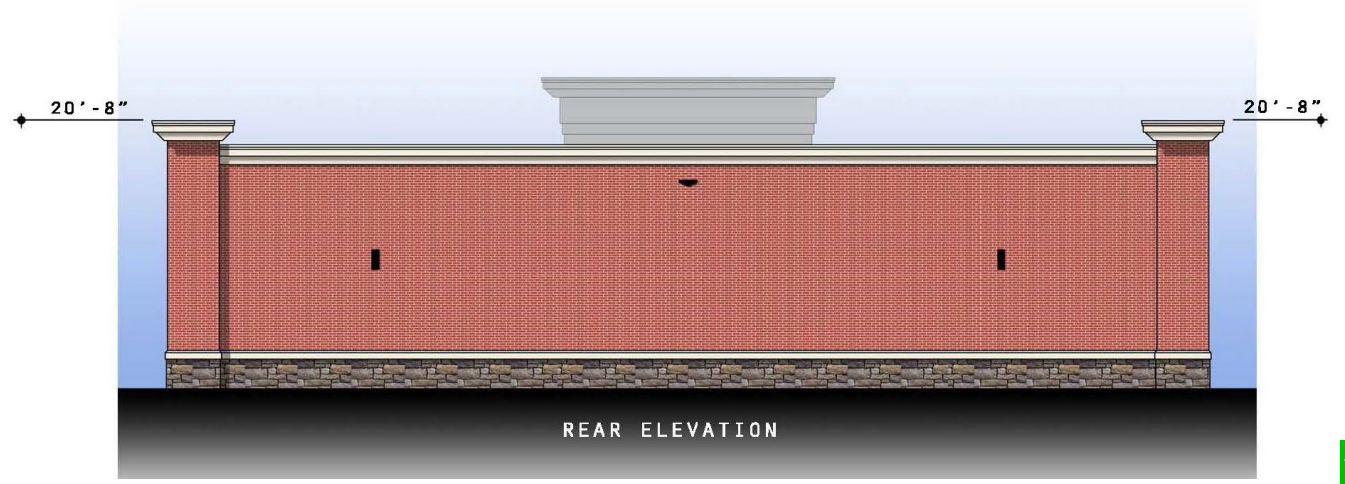
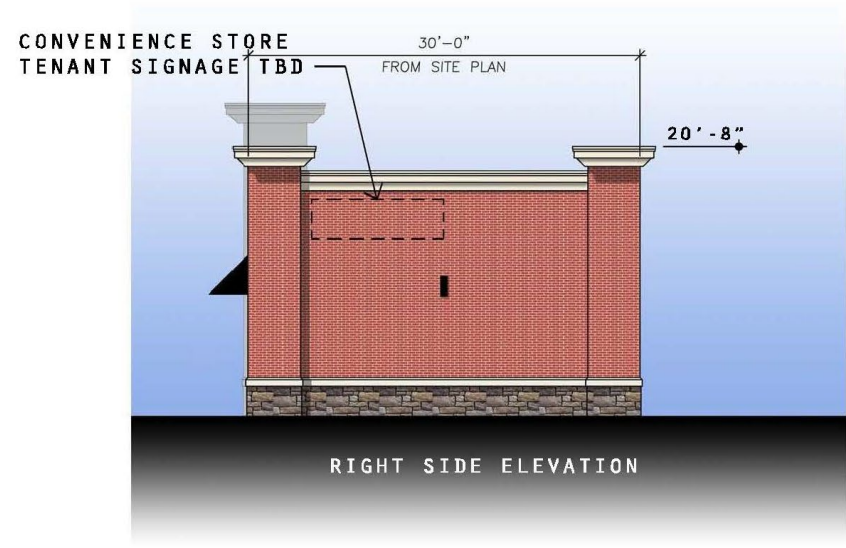
LANDSCAPE PLAN



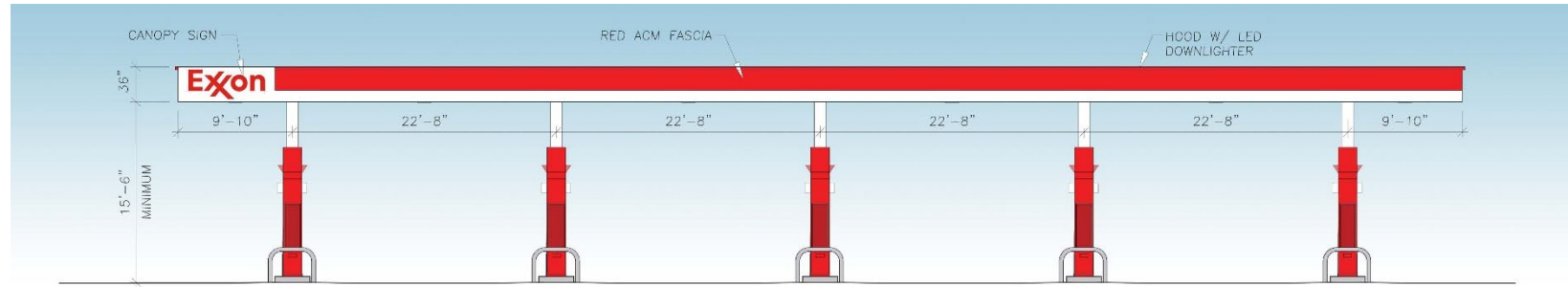
UTILITY AND GRADING PLAN



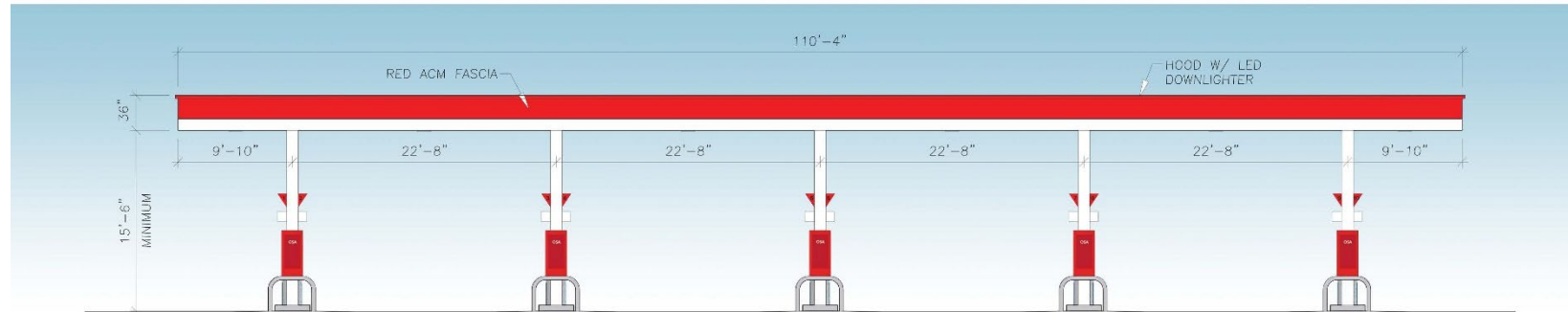
ARCHITECTURE



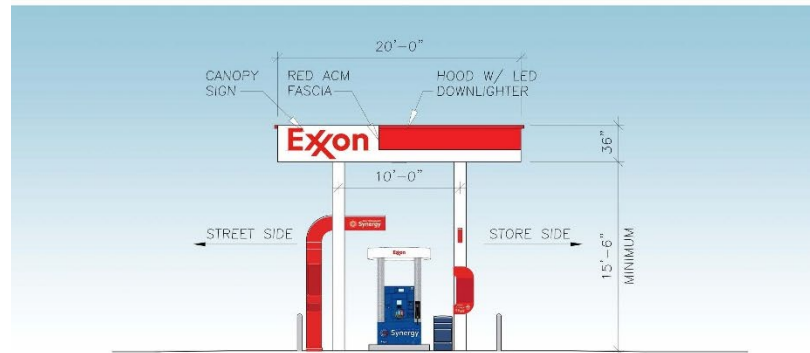
ARCHITECTURE - CANOPY



STREET SIDE ELEVATION
SCALE: 1/4" = 1'-0"



STORE SIDE ELEVATION
SCALE: 1/4" = 1'-0"



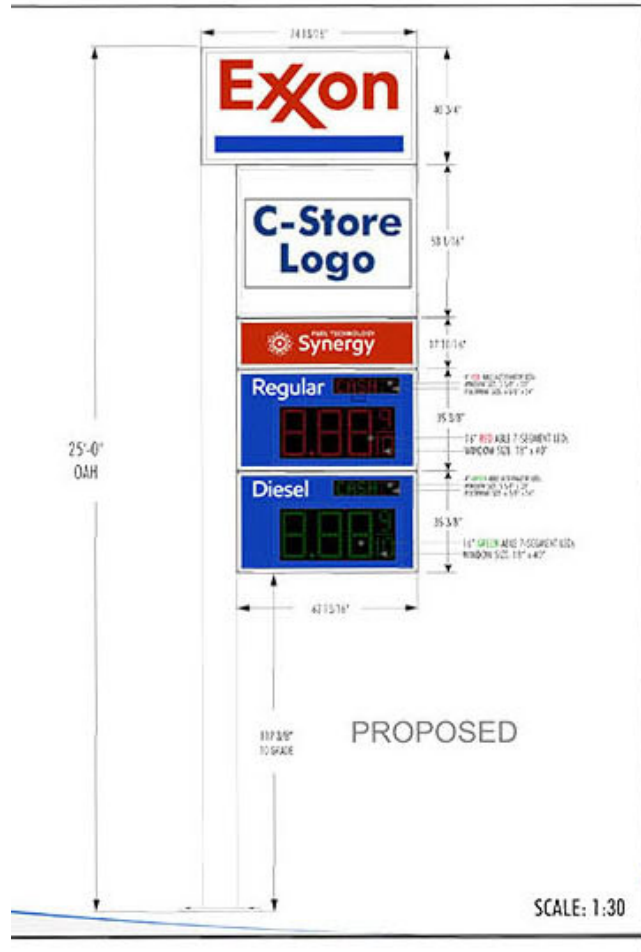
RIGHT SIDE ELEVATION



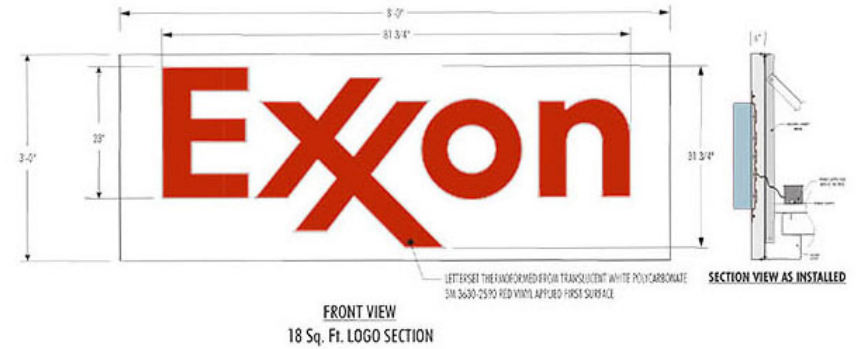
LEFT SIDE ELEVATION

SIGNAGE

PYLON SIGN



CANOPY SIGN



WALL SIGN

1 FUEL PRICING SIGN
N.T.S.



3/16" THICK PAN FORMED & EMBOSSED WHITE ACRYLIC FACE W/ TRANSLUCENT VINYL GRAPHICS APPLIED FIRST SURFACE. 4" DEEP EXTRUDED ALUM. CABINET W/ 1/4" RETAINERS TO BE PAINTED DURANODIC BRONZE. CABINET TO BE INTERNALLY ILLUMINATED W/ WHITE LEDS.

7-ELEVEN VINYL SPECS: 3M 3630-44 ORANGE, 3M 3630-33 RED, 3M 3630-26 GREEN

7-ELEVEN LOGO DIMENSIONS:
OAH: 17'-3/8"
OAL: 126'-1/2"



**STATEMENT OF JUSTIFICATION
DSP-18054 and DPLS-464**

APPLICANT: PMG 1027, LLC
2359 Research Ct.
Woodbridge, VA 22192

CORRESPONDENT: Daniel F. Lynch, Esq
McNamee Hosea
6411 Ivy Lane, Suite 200
Greenbelt, Maryland 20770
(301) 441-2420 Voice
(301) 982-9450 Fax
dlynch@mhlawyers.com

REQUEST: Detailed Site Plan pursuant to Section 27-473(b)(1)(B) and
Departure from Parking and Loading Spaces.

I. DESCRIPTION OF PROPERTY

1. Address – 8600 Ardwick-Ardmore Road, Landover, MD 20785
2. Use - Retail Sale of Gasoline with Food and Beverage Store
3. Incorporated Area - N/A
4. Council District – 5th
5. Lots – Pt of Lots 18, 19, 21 and 22
6. Total Area – 1.04 Acres
7. Tax Map – 59/ B3 and C3
8. Location – Located in the northeast quadrant of the intersection of Martin Luther King Jr Highway and Ardwick Ardmore Road
9. Zoned: I-1 Zone
10. Owner – PMG 1027 LLC
11. Zoning Map – 205NE08

II. APPLICANT'S PROPOSAL

The Subject Property, which is zoned I-1, is currently developed with as gas station a small kiosk. The Subject Property was first developed with a gas station in the late 1970s. The applicant is proposing to redevelop the property with a gas station and food and beverage store. Specifically, the development proposal calls for the construction of a 2,400 square foot food and beverage store and 4 multi-product dispensers under the cover of a canopy and 1 high speed fueling dispenser.

Pursuant to Section 27-473(b)(1)(B) and 27-473(b)(1)(E) of the Zoning Ordinance, a gas station and food and beverage store are permitted in the I-1 Zone subject to detailed site plan approval

III. COMMUNITY

The subject property is located in the *Approved Subregion 4 Master Plan and Sectional Map Amendment*. The subject property is surrounded by the following uses:

North: Auto storage yard in the I-1 Zone.

South: Martin Luther King Jr Highway and beyond a department and variety store (CVS) in the C-M Zone.

East: Auto storage yard in the I-1 Zone.

West: Ardmore Ardwick Road and beyond a mattress store in the I-1 Zone.

The Subject Property is located on the eastern boundary of the Ardmore Industrial Park.

The *Approved Subregion 4 Master Plan and Sectional Map Amendment* retained the property in the I-1 Zone, and the proposed development is in compliance with the Master Plan policy to renew or replace declining areas with more economically viable land uses. This proposal will undoubtedly encourage economic development activities that provide additional employment opportunities and a broad, protected tax base. The economic impacts of this development on the local and regional economies are both direct, in the form of new taxes and salaries, as well as indirect due to the multiplier effect on existing service and support businesses in the neighborhood, community, and County. The property taxes, employment taxes, and the numerous food, beverage, and gasoline taxes generated will serve to broaden and strengthen the tax base of Prince George's County.

Finally, the proposed use will not adversely affect the health, safety, or welfare of residents or workers in the area, as the site was not only designed to be attractive and inviting, but also to provide for the safe ingress and egress of vehicles. Furthermore, a major concern in the design of a food and beverage store with a gas station component is the safe internal flow of vehicles and pedestrians. Obviously, the site must be designed in a manner that provides the drivers of vehicles a clear line of site to pedestrians. This has been accomplished in the proposed site plan by designing the parking area in a manner that facilitates better circulation and safe internal flow of

vehicles and pedestrians. In that, all parking facilities have been designed around the food and beverage retail store and are not located in or around the area of the car wash or the multi-product dispensers. This design ensures that the drive aisles around the multi-product dispensers remain clear for better circulation, which allows patrons navigating through the gasoline facility to avoid other patrons trying to park and access the food and beverage store. The goal is to provide safer internal flow of vehicles and pedestrians, which will better protect the health, safety, and welfare of the residents and workers in the area.

IV. CRITERIA FOR APPROVAL

The criteria for approval of a Detailed Site Plan are set forth in Section 27-285(b) and the Site Design Guidelines are set forth in Section 27-274.

Section 27-285

(b) Required findings.

- (1) The plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;

Comment: This Detailed Site Plan represents a reasonable alternative for satisfying the site design guidelines. The plan does not require unreasonable costs nor does it detract substantially from the utility of the proposed development for its intended use as a gas station and food and beverage store. The site design guidelines are found in section 27-274 of the Zoning Ordinance.

Section 27-274 Design Guidelines

(1) General.

- (A) The Plan should promote the purposes of the Detailed Site Plan.

COMMENT: The purposes of the Detailed Site Plan are found in Section 27-281 (b) & (c).

Section 27-281. Purposes of Detailed Site Plans.

(b) General purposes.

- (1) The general purposes of Detailed Site Plans are:

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;
- (B) To help fulfill the purposes of the zone in which the land is located;
- (C) To provide for development in accordance with the site design guidelines established in this division; and
- (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

(c) Specific purposes.

(1) The specific purposes of Detailed Site Plans are:

- (A) To show the specific location and delimitation of buildings and structures , parking facilities, streets, green areas, and other physical features and land uses proposed for the site;
- (B) To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site;
- (C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and
- (D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

Comment: This Detailed Site Plan promotes the purposes of Detailed Site Plans. Specifically, this plan helps to fulfill the purposes of the I-1 Zone in which the subject land is located. A gas station and food and beverage store is permitted in the I-1 Zone subject to the approval of a Detailed Site Plan. The plan gives an illustration as to the approximate location and delineation of the building, its parking, streets, green areas, and other similar physical features and land uses proposed for the site.

In addition to the purposes set forth in Section 27-281, Section 27-274 further requires the Applicant to demonstrate the following:

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.

Comment: This Detailed Site Plan demonstrates conformance with this Design Guideline. The plan shows that the proposed parking spaces are located perpendicular to the sidewalk located around the food and beverage store. In addition there are generous drive aisles provided to help the safe circulation of vehicles. The applicant believes that this layout will prevent any conflicts between vehicles and pedestrians on the Subject Property.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.

Comment: This plan complies with the design guidelines outlined in sub-part (3). Adequate lighting will be provided to illuminate entrances and parking areas throughout the site. Lighting Details are shown on the photometric plan.

(4) Views.

(A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

Comment: This Detailed Site Plan complies with the design guidelines outlined in sub-part (4) and the plan is designed to preserve, create, or emphasize views from the public roads that surround the property. There will be 4.2 landscape strips located along the Martin Luther King Jr Highway and the Ardmore Ardwick Road frontages.

(5) Green Area.

(A) On site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.

Comment: The Detailed Site Plan notes that the site will comply with the green space requirements and the Tree Canopy Coverage requirements.

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.

Comment: As indicated above, the applicant is proposing to install a 4.2 landscape strip along the Martin Luther King Jr Highway and the Ardmore Ardwick Road frontages and will also comply with Section 4.3 of the Landscape Manual. Given the size of the property and the nature of the use, the applicant is not proposing any other streetscape amenities.

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.

Comment: The site is currently developed with a gas station and the applicant is proposing a minimal amount of additional grading as part of this redevelopment proposal.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive.

Comment: The applicant is requesting a departure from the provision of a loading space. Given the size of the store, the applicant is anticipating that the store will be supplied by panel trucks through the front door and therefore there is no need for the provision of a separate loading area.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.

Comment: The applicant is not proposing to provide public space as part of this amendment.

(10) Architecture.

(A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with section 27-277.

Comment: This Detailed Site Plan complies with the design guidelines outlined in sub-part (10). As stated earlier, this Detailed Site Plan provides the front, rear and side exterior elevations of the proposed building. This Detailed Site Plan also provides the building materials, such as the brick veneer, glass, steel and aluminum that will be used for the proposed building.

In addition to the requirements outlined in Section 27-274, Section 27-285 further requires that the Applicant demonstrate the following:

(2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required);

Comment: No Conceptual Site Plan was required.

(3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

Comment: Not applicable.

V. DEPARTURE FROM PARKING AND LOADING SPACES

Section 27-582(a) of the Zoning Ordinance requires the provision of 1 loading space for the subject use. The applicant believes that the provision of a loading space would conflict with the drive-aisle requirements and would be difficult given the limited size of the property and its unusual shape.

Section 27-588(b)(7)

The criteria for obtaining approval of a departure from the number of parking and loading spaces required is contained in Section 27-588(b)(7) of the Zoning Ordinance. That Section states the following:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;

Comment: The purposes of Section 27-550 are as follows:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;
- (3) To protect the residential character of residential areas; and
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.

Comment: The purposes of the parking and loading regulations will be served by the applicant's request. The purposes seek to ensure sufficient parking and loading to serve the needs of the patrons of this the proposed gas station and convenience store and to aid in relieving traffic/circulation congestion on-site by reducing the number of spaces on this property. The applicant proposes the departure as a means of serving the future uses. The applicant requests a departure from the provision of 1 loading space. The Zoning Ordinance requires the provision of loading spaces that are design to accommodate large tractor trailer trucks whereas this site, given the size of the food and beverage store will be served by smaller panel trucks. Regardless of whether a loading space is provided, these trucks will utilize the parking located in front of the store to serve this store. The applicant believes that the utilization of parking spaces , located in front of the store for loading purposes during off-peak hours in-lieu-of a formally delineated a loading space is a reasonable alternative for this small site because the provision of one required loading space would further impact site circulation and could reduce the parking below that required under the Zoning Ordinance.

- (ii) The departure is the minimum necessary, given the specific circumstances of the request;

Comment: The applicant has also explored every avenue under the Zoning Ordinance to provide the loading space, but determined that the space cannot be provided without reducing the number of parking spaces, impacting setbacks or impacting drive-aisle widths. Therefore, the requested departure is the minimum necessary given the circumstances of the property.

- (iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;

Comment: As indicated above, this departure is necessary in order to alleviate circumstances which are special to the subject property. The property is relatively small and triangular in shape. Given the size of the property and its unusual shape, it is difficult to comply with the parking requirements, drive aisle widths, setbacks, etc. In addition, the size and shape of the property, this use will be served by panel trucks and the loading needs can be addressed by using parking spaces and if timed correctly, the use of those spaces will not impact the peak hour parking needs

of the subject use. The applicant will agree to a condition that limits the time of day the parking spaces located in front of the food and beverage store may be used for loading purposes.

(iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and

Comment: All methods of calculation have been fully applied. One loading space is required and the applicant is requesting relief from the provision of that one space.

(v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

Comment: The applicant submits that the parking and loading needs of the residential areas will not be infringed upon if this request is granted. As indicated, the loading needs of the food and beverage store can be met utilizing the parking located in front of the store.

(B) In making its findings, the Planning Board shall give consideration to the following:

(i) The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;

Comment: The area within 500 feet of the subject property is characterized by commercial uses to the south and west, and industrial uses to the north and east. There is no indication of a shortage in parking and loading spaces within the general vicinity of this facility.

(ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;

Comment: The subject property is located on the eastern edge of the Ardmore Industrial Park. The redevelopment of this property with a gas station helps provide a transition between the industrial uses in that park and the residential uses to the east.

(iii) The recommendations of a municipality (within which the property lies) regarding the departure; and

Comment: This subject property is not located in a municipality.

(iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.

Comment: There are no public parking facilities proposed for this area.

(C) In making its findings, the Planning Board may give consideration to the following:

(i) Public transportation available in the area;

Comment: Since this is an auto-related use, the existence of public transportation is not relevant to the requested departure.

(ii) Any alternative design solutions to off-street facilities which might yield additional spaces;

Comment: There are no alternative design solutions to off-street facilities which might yield additional spaces.

(iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;

Comment: This station will be operated 24 hours a day/7 days a week and is used mainly by commuters and employees from the adjacent industrial park. Because of the nature of this business, parking will not be fully utilized during off-peak hours, some of the parking spaces located in front of the building will be used for loading purposes during off-peak hours without impacting the parking needs of customers.

(iv) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.

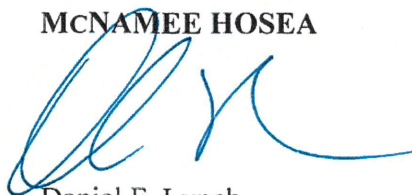
Comment: The subject property is in the I-1 Zone, therefore, the above section is not applicable.

VI. CONCLUSION

The applicant respectfully submits that all of the criteria for granting the proposed detailed site plan and departure have been met and on behalf of PMG 1027, LLC, requests the approval of these applications.

Respectfully submitted,

MCNAMEE HOSEA



Daniel F. Lynch

December 11, 2019

MEMORANDUM

TO: Andrew Bishop, Urban Design Section, Development Review Division

VIA: Howard Berger, Supervisor, Historic Preservation Section, Countywide Planning Division **KB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: DSP-18054 and DSLS-464: 8600 Ardwick Ardmore



The subject property is located 8600 Ardwick Ardmore Road in Landover. The property is located in the northeast quadrant of the intersection of Martin Luther King Jr. Highway and Ardwick Ardmore Road. The subject application proposed the development of a gas station and food and beverage store and a departure from the required loading space. The subject property is Zoned I-1.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The proposed project will have no impact on any historic sites, resources or known archeological sites. Historic Preservation staff recommends approval of DSP-18054 and DSLS-464: 8600 Ardwick Ardmore with no conditions.

301-952-3972

October 10, 2019

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Development Review Division
VIA: Scott Rowe, AICP, CNU-A, Supervisor, Community Planning Division AD
David A. Green, Master Planner, Community Planning Division 
FROM: Yabai Li, Senior Planner, Long-Range Planning Section, Community Planning 
Division
SUBJECT: **DSP-18054 & DPLS-464 PMG 8600 Ardwick Ardmore Road**

FINDINGS

Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Detailed Site Plan for property outside of an overlay zone.

Location: 8600 Ardwick-Ardmore Road, Landover, Maryland 20785

Size: 1.04 Acres

Existing Uses: Gas station with a small kiosk

Proposal: Expand existing fuel service station and add food and beverage store.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the Established Communities. The vision for the Established Communities is context-sensitive infill and low to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services, facilities, and infrastructure to ensure that the needs of residents are met. (p.20)

Master Plan: The 2010 *Approved Subregion 4 Master Plan* recommends Employment/ Industrial land uses on the subject property.

DSP-18054 & DPLS 464 PMG 8600 Ardwick Ardmore Road

Planning Area 72

Community: Landover & Vicinity

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

SMA/Zoning: The 2010 Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment retained the subject property into the Light Industrial (I-1) zone.

ADDITIONAL INFORMATION

None.

c: Long-range Agenda Notebook



Countywide Planning Division
Transportation Planning Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

301-952-3680

December 16, 2019

MEMORANDUM

TO: Andrew Bishop, Urban Design Section, Development Review Division
VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division
FROM: Glen Burton, Transportation Planning Section, Countywide Planning Division
SUBJECT: **DSP-18054, DPLS-464: PMG Ardwick-Ardmore Road**

The Transportation Planning Section has reviewed the detailed site plan (DSP) application referenced above. The subject property consists of 1.04 acres of land in the I-1 Zone. The property is currently improved with a gas station and a small kiosk. The application proposes a redevelopment of the site with a new 2,400 square-foot food and beverage store, four multi-product dispensers and a new canopy.

Site Evaluation

A DSP review from the standpoint of transportation, is usually focused on site access and on-site vehicular circulation. The existing site is served by a total of four points of ingress/egress; two on each road on which the property fronts. The proposed layout shows a single ingress/egress access point on each of the frontage roads. Both access points are as far away from the intersection as is feasible. This redesign enhances the circulation on site from the existing proposal.

The property is in an area where the development policies are governed by the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment (SMA)*, as well as the *Approved Countywide Master Plan of Transportation*, November 2009. The property fronts on MD 704 to the east, which is a six-lane arterial road (A-22). Because the road is currently built to its ultimate master plan cross section, no further widening is anticipated and consequently, no additional right-of-way is required. The property also has frontage on Ardwick-Ardmore Road to the west which is a 70-foot Industrial road (I-400). An additional 10 feet of right-of-way will be required from the property's frontage; however, no structure is proposed within the area of the additional 10 feet. Since this is a DSP application, no right-of-way dedication is being required of the applicant.

The parking analysis provided in the application shows that based on provisions of the Zoning Ordinance, and given the uses being proposed, 14 spaces are required while 17 spaces are being provided. Since this development consists of a 2,400 square-foot food and beverage store, pursuant to Section 27-582 of the Zoning Ordinance, a designated loading space is required. However, given the size and shape of the proposed site, no loading space is being provided. To that end, the

applicant has filed a companion application for a Departure from Parking and Loading Standards (DPLS-464). Staff finds that because the site is being provided with three parking spaces more than are required, the site could be reconfigured to provide a loading space by removing some or all of the excess parking spaces. Staff further conclude that a separate DPLS application is therefore not necessary.

Conclusion

Overall from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan if the application is approved with the following condition:

- Prior to signature approval, the applicant shall reconfigure the site to show a loading space.

December 6, 2019

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Section
VIA: Sherri Conner, Supervisor, Subdivision and Zoning Section *SC*
FROM: Christopher Davis, Senior Planner, Subdivision and Zoning Section *CD*
SUBJECT: DSP-18054 & DPLS-464, PMG 8600 Ardwick Ardmore Road

The subject site is located on Tax Map 52 in Grid C-3, and is known as part of Lots 18, 19, 21, and 22, recorded on State Roads Commission of Maryland (SRC) right-of-way plat 21430, and further reflected in a 1961 deed recorded among the Prince George's County Land Records in Liber 2752 Folio 102. This site is 1.04 acres and is located in the Light Industrial (I-1) Zone.

The site is currently developed with a gas station and associated kiosk. The applicant has submitted this DSP to redevelop the site and construct a new gas station with a 2,400 square foot food and beverage store.

The site has never been the subject of a preliminary plan of subdivision (PPS). In accordance Section 24-107(c)(7)(B) of the Subdivision Regulations, the proposed development does not require approval of a PPS because it is proposing the development of less than 5,000 square feet of gross floor area on the site. Any further development proposed that would exceed a total of 5,000 square feet of gross floor area on the subject site would require the approval of a PPS.

Plan Comments

1. General Note 3 must be revised to reference the SRC deed Liber 2752 Folio 102, not "Plat Book B.D.S 1 Page 40" as the site is no longer subject to this plat.
2. General Note 6 references a previous plat, A20-0435, which the site is no longer subject to and this plat reference should be deleted from the DSP.
3. It is recommended that the applicant obtain approval of final plat to reflect the proposed 10 feet of dedication along Ardwick Ardmore Road, as shown on the DSP.

Recommended Conditions

1. Prior to certification, the detailed site plan shall be revised as follows:

- a. Revise General Note 3 to reference Liber 2752 Folio 102.
- b. Delete General Note 6.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the Subtitle 24, subject to the recommended conditions. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



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Prince George's County Planning Department
Countywide Planning Division

301-952-3680

October 14, 2019

MEMORANDUM

TO: Andrew Bishop, Planner Coordinator, Urban Design Review, Development Review Division

FROM: Fred Shaffer, Planner Coordinator, Transportation Planning Section, Countywide Planning Division

VIA: Tom Masog, Master Planner, Transportation Planning Section, Countywide Planning Division

SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following Detailed Site Plan was reviewed for conformance with the Countywide Trails Plan and/or the appropriate area Master Plan in order to provide the Master Plan Trails.

Detailed Site Plan Number: DSP-18054

Name: PMG 8600 Ardwick Ardmore Road

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<input type="checkbox"/>	Public Use Trail Easement	<input type="checkbox"/>
PG Co. R.O.W.*	<input checked="" type="checkbox"/>	Nature Trails	<input type="checkbox"/>
SHA R.O.W.*	<input checked="" type="checkbox"/>	M-NCPPC - Parks	<input type="checkbox"/>
HOA	<input type="checkbox"/>	Bicycle Parking	<input checked="" type="checkbox"/>
Sidewalks	<input checked="" type="checkbox"/>	Trail Access	<input type="checkbox"/>

Background:

The subject application proposes the construction of a gas station and convenience store at the northeast quadrant of the intersection of MD 704 and Ardwick Ardmore Road. The site is covered by the *Approved Subregion 4 Master Plan and Sectional Map Amendment (June 2010)* (area master plan). The site has an existing sidewalk with frontages on MD 704 and Ardwick Ardmore Road. The sidewalk along Ardwick Ardmore Road is immediately behind the curb and appears to not meet current Department of Public Works & Transportation (DPW&T) standards and specifications.

Two master plan trails impact the subject site, with a shared use path recommended along MD 704 and sidewalks and on-road bike facilities recommended along Ardwick-Ardmore Road. Text from

the *Approved Countywide Master Plan of Transportation* (November 2009) on these facilities is copied below:

MD 704 Shared-Use Side path: A side path or wide sidewalk construction with designated bike lanes is recommended along MD 704 (District of Columbia to I-495). It may be appropriate to use excess capacity along MD 704 to accommodate improved bicycle and pedestrian facilities. MD 704 connects to the existing WB&A Trail outside I-495. Trail construction along MD 704 will provide an extension of the existing WB&A Trail to provide a continuous east/west trail connection through central Prince George's County (MPOT, page 28). **Ardwick-Ardmore Road Sidewalks and On-Road Bicycle Facilities:** Continuous accommodations for bicycles and pedestrians are needed. Sidewalks are currently fragmented. This will improve access to the New Carrollton Transit District and Metro station (MPOT, page 30).

Comment: The master plan right-of-way along MD 704 has already been dedicated in the vicinity of the subject site. There is no additional right-of-way available on the subject site's frontage to accommodate more than the existing standard sidewalk. However, the master plan trail has been constructed along the south side of MD 704 along the frontage of the recently-constructed CVS pharmacy immediately across the road from the subject property.

There is an existing sidewalk along the site's frontage of Ardwick Ardmore Road, but it does not appear to meet current DPW&T standards and specifications due to its narrow width and placement immediately behind the curb. Staff recommends that the sidewalk be reconstructed to meet current specifications unless modified by Department of Permits, Inspections and Enforcement (DPIE) and DPW&T. Also, a small amount of bike parking is recommended at a location convenient to the building entrance.

RECOMMENDATION:

1. Prior to signature approval, the plans shall be revised to include the following revisions:
 - a. A bicycle rack accommodating a minimum of three bicycles at a location convenient to the building entrance.
 - b. Revise the sidewalk along the site's entire frontage of Ardwick Ardmore Road to meet current DPW&T/DPIE standards and specifications, unless modified by DPW&T/DPIE.
2. Prior to the issuance of the first building permit, provide a financial contribution of \$420 to the Department of Public Works and Transportation for the placement of one "Share the Road with a Bike" sign along Ardwick Ardmore Road.

September 27, 2019

MEMORANDUM

TO: Andrew Bishop, Urban Design

FROM: Jason Bartlett, Permit Review Section, Development Review Division

SUBJECT: Referral Comments for DSP-18054 & DPLS-464, PMG 8600 Ardwick Ardmore Road

1. The southwest corner of the fuel canopy extends beyond the building restriction line.
2. The wrong zoning reference was provided in general note 12, under "PARKING" for joint use. It is actually Sec. 27-572. Furthermore, this reduction may not be used, as it is a single use (gas station/convenience store) under a single use and occupancy permit. Remove reference and correct the parking section of general note 12, as examples below:

12. ZONING ORDINANCE PROVISION			
		<u>REQUIRED</u>	<u>PROPOSED</u>
PARKING	1 PER EMPLOYEE	1	1
	1 PER 1 ST 3,000 SF GFA	16*	16*
	TOTAL PARKING:	17*	17*
LOADING	1 PER 2,000-10,000 SF GFA	1	0**

*INCLUDING 1 VAN ACCESSIBLE HANDICAPPED SPACE
**REFERENCE DPLS-464

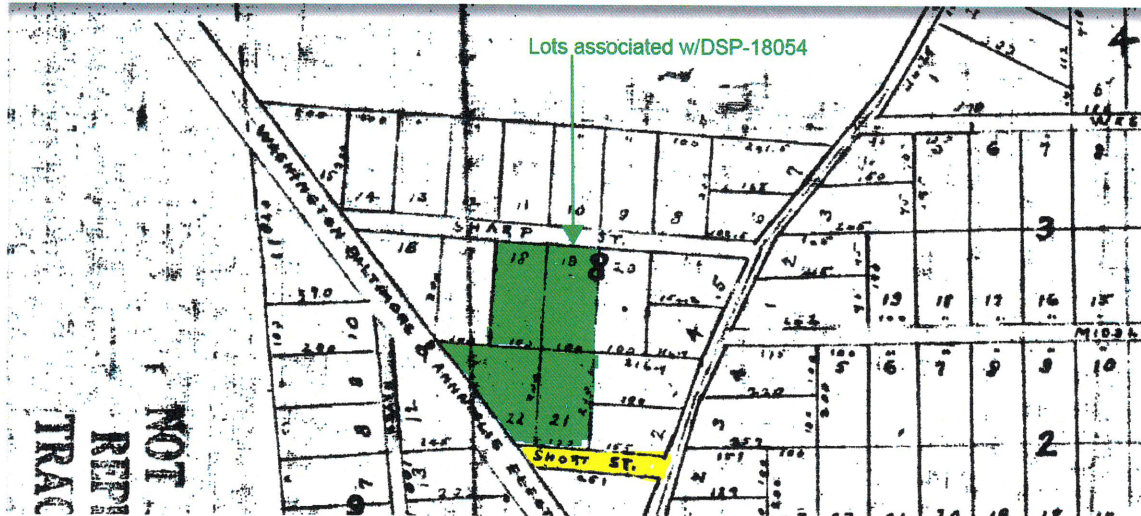
3. Provide length and width dimensions of at least one of the parking spaces in each of the two 3-space parking banks at either end of the convenience store and the 2-space bank on top of the underground fuel storage tanks.
4. Applicant did not provide architectural elevations.
5. Clearly define the limits of the retaining wall length at the rear of the property around the diesel fuel dispenser. It is unclear where the wall terminates to the east.
6. Show retaining wall height and type on site plan.
7. Show height of monument sign on site plan.



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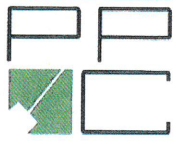
8. Provide sign table and sign elevation (as they will be placed on the building). It is unclear where each sign will be placed either on the canopy or the store.
9. Provide 4.2-1 landscape schedule, using the sample format/schedule on page 46 of the Landscape Manual, for Short Street. This is a dedicated public road, per Plat Book 1, Page 40, Plat No. A-0435:



10. Provide four (4) 4.2-1 Landscape Schedules on Sheet L150, using the sample format/schedule on page 46 of the Landscape Manual, for the following streets:
 - 1) Ardwick Ardmore Road: 199.55' - 30' driveway entrance = 169.55'
 - 2) Ardwick Ardmore Road/MLK, Jr. Hwy P/L: 107.58'
 - 3) MLK, Jr. Hwy: 195.46' - 30' driveway entrance = 165.46'
 - 4) Short Street: 56.22'NOTE: If required landscape strip requirements cannot be met (or any other landscape requirements for that matter), applicant will have to include an Alternative Compliance as a companion application with this case.
11. Please use the sample schedules provided in the Landscaper Manual for all schedules required and applicable to this development.
12. Provide parking lot SF on landscape plan.
13. The 3' landscape buffer is not shown on the Landscape Plan. This buffer also has a paved section where a diesel pump sits within the buffer that is not permitted by the Landscape Manual.
14. Provide the option chosen for Perimeter Landscape Strip Requirement, per the sample format/schedule provided I the Landscape Manual.

15. Applicant references an "Alternative Compliance Memo" multiple times within the notes of the landscape schedules they have provided on Sheet L150 but I was unable to locate this memo. As such, my comments stands as stated in the note provided with comment 10, above.

MN
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Prince George's County Planning Department
Countywide Planning Division

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www.mncppc.org/pgco

301-952-3650

October 15, 2019

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Subdivision & Zoning Review Section

VIA: Megan Reiser, Acting Supervisor, Environmental Planning Section MKR

FROM: Chuck Schneider, Planner Coordinator, Environmental Planning Section MKR for CS

SUBJECT: PMG 8600 Ardwick Ardmore Road; Detailed Site Plan DSP-18054/DDS-464

The Environmental Planning Section (EPS) has reviewed Detailed Site Plan (DSP) DSP-18054 and Departure of Design Standards (DDS) DDS-464, received by the Countywide Planning Division on September 10, 2019. This application proposes to remove existing gas station structures and add a new gas pump canopy area with a 2,400 square foot beverage and food store. The Environmental Planning Section recommends approval of the application with no conditions.

The site has a Natural Resource Inventory Equivalency Letter (NRI-165-2018) and Woodland Conservation Exemption Letter (S-149-2018) which were issued on October 18, 2018. The site is primarily developed with one gas kiosk structure under a canopy, four gas pumps, and paved areas with five parking spaces. On-site there are five small maintained grass areas and a row of trees located along the northern property line. No woodland or regulated environmental features are located on this site. According to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), the site contains an Urban land-Russett-Christiana complex and Udorthents soils. The site does not contain any Marlboro clay, but does have Christiana complexes. No geotechnical soil study is required because the site is very flat and does not have steep slopes or adjacent floodplains, which are site features that can negatively affect clays. Prince George's County Department of Permits, Inspection and Enforcement (DPIE) reviewed for soils during stormwater concept and approved the concept with no specific conditions regarding the on-site Christiana clay soils. This site is not located within a Sensitive Species Protection Review Area (SSPRA) based on a review of the SSPRA GIS layer prepared by the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP). The site is located within the Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan* (2014). According to the *Approved Prince George's Resource Conservation Plan* (May 2017), no mapped areas are located on-site.

The Environmental Planning Section finds this application to be in conformance with the environmental requirements of Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance).

DSP-18054/DDS-464
PMG 8600 Ardwick Ardmore Road
October 15, 2018
Page 2

The site has an approved Stormwater Management (SWM) Concept Plan #49536-2018-00 that is in conformance with the current code. The approved concept plan is valid until April 29, 2022 and is consistent with the DSP.

The Environmental Planning Section Recommends approval of Detailed Site Plan DSP-18054 and Departure of Design Standards DDS-464.

If you have any questions concerning these comments, please contact me at 301-952-3240 or via email at alwin.schneider@ppd.mncppc.org.



Division of Environmental Health/Disease Control

Date: December 16, 2019

To: Andrew Bishop, Urban Design, Review Section, M-NCPPC

From: Rita Johnson, Environmental Health Specialist, Environmental Engineering Program/Policy Program

Re: DSP-18054 and DPLS-464; PMG (Retail Gas, Food and Beverage Facility)
8600 Ardwick-Ardmore Road, Landover, Maryland 20785

The Environmental Engineering Program has reviewed the Detailed Site Plan and the Departure for Parking and Loading Standards for the above proposed referenced facility and has the following comments:

1. 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 and Specifications for Soil Erosion and Sediment Control.
2. 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 the Prince George's County Code.
3. The demolition of the existing structure must be preceded by a raze inspection performed by the designated Environmental Health Specialist at the Department of Permits, Inspections and Enforcement (DPIE) to assure the proper remediation of any asbestos containing materials on-site.
4. Due to this history and the potential for petroleum contamination of both soils and groundwater frequently associated with automobile based operations, it is recommended that an environmental site assessment be completed, and/or such a report submitted for review at least 35 days prior to the Planning Board Hearing.
5. There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light.

If you have any questions or need additional information, please contact me at 301-883-76873 or rjohnson@co.pg.md.us.



Angela Alsobrooks
County Executive

Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

1 - Design Comments for Water and Sewer

Created by: Jonathan Madagu
On: 10/03/2019 11:38 AM

1. Existing and/or proposed water mains and service connections are not shown on the plan. Water and sewer lines as well as proposed connections need to be included on the plan.
2. Add the proposed pipeline alignment(s) with water and Sewer house connection(s) to the plan. Additionally, if easements are required, their limits and locations must be shown. See WSSC 2017 Pipeline Design Manual Part Three, Section 2; easements and Construction Strips.
3. Two large diameter water pipelines (60-inch and 42-inch PCCP) are located within or adjacent to this property. Service connections to WSSC water mains 30-inch or larger are not allowed.
4. Existing water and sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
5. Show and label easement limits on plan for all existing and proposed water and sewer mains.
6. There are 60 and 42- inch diameter water mains located on or near this property. WSSC records indicate that the pipe material is Prestressed Concrete Cylinder Pipe (PCCP). Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.
7. Water pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.
8. Water pipelines larger than 12-inch, including PCCP mains, must have a minimum of 25 feet horizontal separation from any building or dwelling. The building must also be outside the WSSC existing or proposed easement.
9. Notes for Special Construction Requirements within the Vicinity of Existing PCCP water mains shall be added to all design plans, including the Erosion and Sediment Control Plans.
10. WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.
11. WSSCs minimum easement width for a normal (14-inch diameter or less) pipeline (water or sewer at normal depth) is 20-feet. When both water and sewer (normal diameter and depth) are installed in the same easement, the minimum width is 30-feet. Installation of deep or large water/sewer will require additional easement width.
12. The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15-feet. The minimum spacing between adjacent buildings with both water and sewer lines between them must be 40-feet. In some cases where connections, fire hydrants, or deep water/sewer lines are involved, additional easement width is required.
13. Balconies or other building appurtenances must not encroach within WSSC easements. Water/Sewer pipeline alignment should maintain a minimum 5-foot horizontal clearance from

storm-drain pipeline/structures and other utilities.

14. An Environmental Site Assessment report may/will be required for the proposed site.

15. Pipelines Crossing Contaminated Areas - minimum standard criteria for the design and construction of water and sewer pipelines in contaminated areas must be met. See WSSC 2017 Pipeline Design Manual Part Three, Section 24; Pipelines Crossing Contaminated Areas

15. Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.

16. Show and label all existing nearby water and/or sewer service connections that may be impacted by the proposed development.

17. WSSC facilities/structures cannot be located with a public utility easement (PUE) however WSSC pipelines may cross over a PUE. Revise the plan to relocate any pipeline, valve, fire hydrant, meter vault and any other WSSC facilities/structures outside of the PUE.

----- 0 Replies -----

2 - Hydraulics Comments

Created by: Jonathan Madagu
On: 10/03/2019 01:25 PM

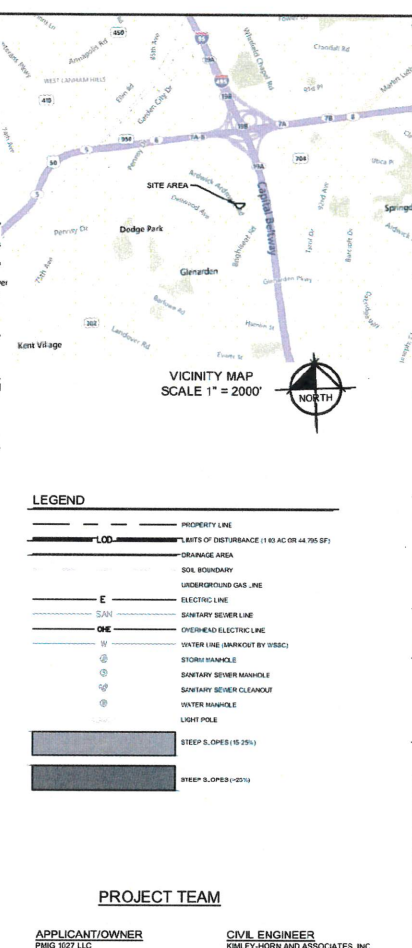
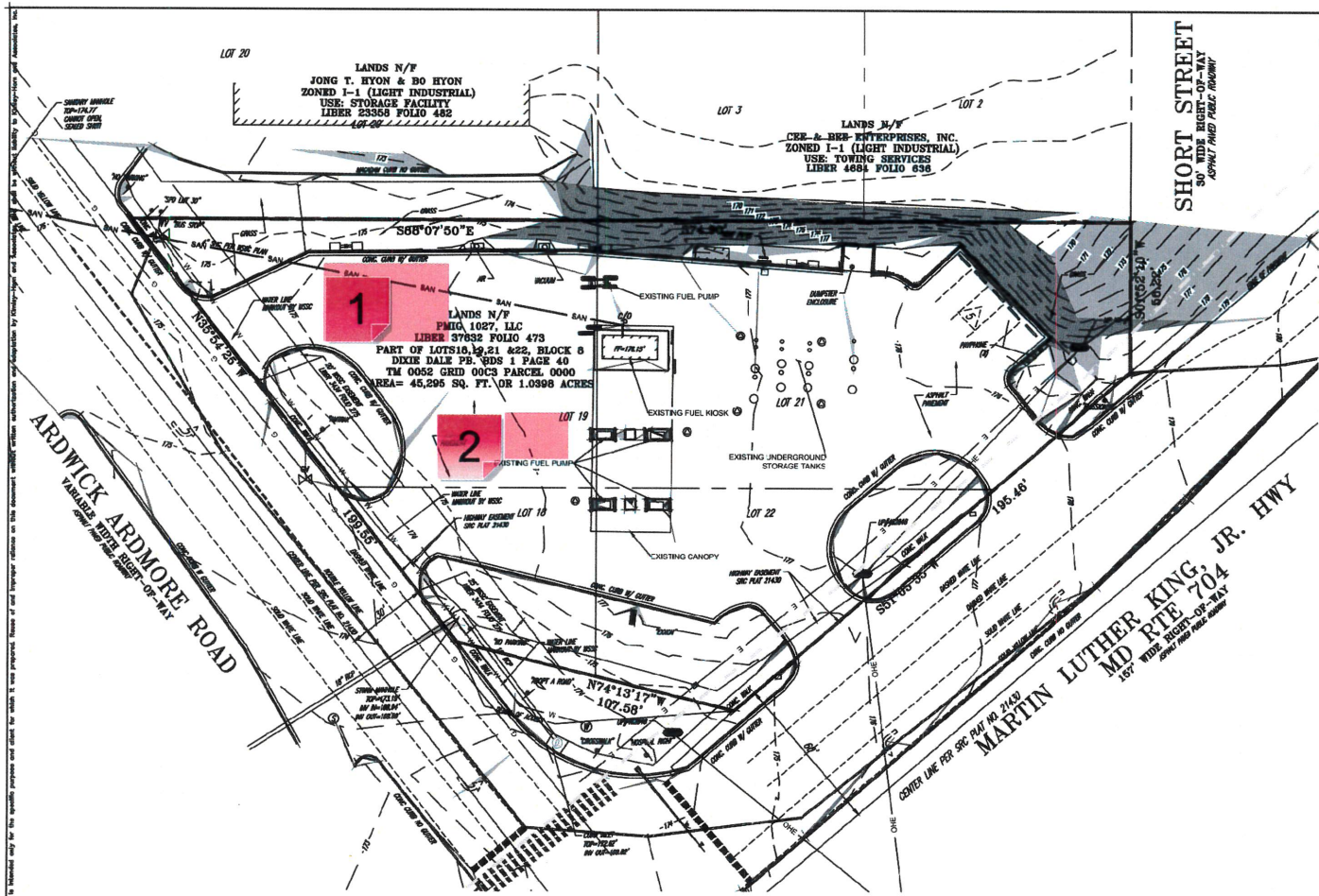
1. Submit a hydraulic planning analysis package for review.
2. Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.
3. Hydraulic Planning Analysis may be requested from WSSC for pre-review of a proposed onsite system to address adequate flow and/or capacity concerns.
4. Submit a hydraulic planning analysis package for review.
5. Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.
6. Hydraulic Planning Analysis may be requested from WSSC for pre-review of a proposed onsite system to address adequate flow and/or capacity concerns.

7. Provide WSSC 200 foot sheet # = 205NE08

8. A 200-foot long non-CIP sized water main extending to the property line will be required, connecting to the existing 8-inch water main located at Ardwick Ardmore Road, contract no.1967-2826A. Additional public mains may be required within the site.

9. A 300 -foot long non-CIP sized sewer, extending to the property line, will be required, connecting to the existing 8-inch sewer main located on Ardwick Ardmore Road contract no.1990-4737A. Additional public mains mayl be required within the site.

----- 0 Replies -----



LEGEND

	PROPERTY LINE
	LIMITS OF DISTURBANCE (10' AC OR 44.795 SF)
	DRAINAGE AREA
	SOIL BOUNDARY
	UNDERGROUND GAS LINE
	ELECTRIC LINE
	SEWERY SEWER LINE
	OVERHEAD ELECTRIC LINE
	WATER LINE (JUNKOUT BY WSSC)
	STORM MANHOLE
	SEWERY SEWER MANHOLE
	SEWERY SEWER CLEANOUT
	WATER MANHOLE
	LIGHT POLE
	STEEP SLOPE (5-25%)
	STEEP SLOPE (>25%)

PROJECT TEAM

APPLICANT/OWNER
 PMG 1027 LLC
 2369 RESEARCH COURT
 WOODBRIDGE, VA 22192
 CONTACT: GARY KILFEATHER
 EMAIL: GKILFEATHER@PETROMG.COM
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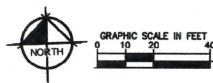
SURVEYOR
 GRS GROUP, LLC
 6703 DELAND COURT
 SPRINGFIELD, VA 22152
 TEL: (703) 727-9828
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THIS BLOCK IS FOR OFFICIAL USE ONLY. GRI hereby certifies that this plan meets the conditions of final approval by the Planning Board, as designed on the District Council.

M-NCPPC APPROVALS

PROJECT NAME: PMG - HYATTSVILLE
 PROJECT NUMBER: DSP-18054

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet. Revision numbers must be included in the Project Number.



CALL 48 HOURS BEFORE YOU DIG
 IT'S THE LAW!
 DIAL 811
 Know what's below. Call before you dig.

NO.	REVISIONS	DATE	BY
1	M-NCPPC COMMENTS	08/26/21	LMG
2	M-NCPPC COMMENTS	08/27/21	LMG

Kimley Horn
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 11400 COMMERCE PARK DRIVE, SUITE 400
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DATE: 12/17/2018
 DRAWN BY: J.S. SHIRLEY
 CHECKED BY: T.M. MAGIERA
 DESIGNED BY: T.M. MAGIERA

EXISTING CONDITIONS

PMG 8600
 ARDWICK-ARDMORE
 PREPARED FOR
 PMG
 PRINCE GEORGE'S COUNTY
 MARYLAND

SHEET NUMBER
 C100

EXHIBIT'S LIST

01/16/20 PGCPB REGULAR MEETING

ITEM 5

DETAILED SITE PLAN DSP-18054

PMG 8600 ARDWICK ARDMORE ROAD

Applicant's Exhibit No. 1:

Applicant's Revised Conditions (3 pages)

TO: DRD 1/16/20

Applicant B. NO. 1

**APPLICANT'S REVISED CONDITIONS
DSP-18054**

REC'D BY PGCPB ON 1.16.20
ITEM # 5 CASE # DSP-18054
EXHIBIT # Appl Ex No. 1

- A. DISAPPROVE Departure from Parking and Loading Spaces DPLS-464 to allow a reduction of one loading space.
- B. APPROVE Detailed Site Plan DSP-18054 and Alternative Compliance AC-19020 for PMG 8600 Ardwick-Ardmore Road, subject to the following conditions:
1. Prior to certification of the detailed site plan (DSP), the following revision shall be made to the plans:
 - a. Revise General Note 3 to reference Liber 2752 Folio 102.
 - b. Delete General Note 6.
 - c. Include the details and specifications for the pole used for the pole-mounted lighting on the site.
 - d. Provide a signage schedule for the individual building-mounted and freestanding signs proposed showing the dimension, type, and method of illumination of each sign, in conformance with Sections 27-613 and 27-614 of the Prince George's County Zoning Ordinance.
 - e. Clearly label on the elevation the type of building-mounted signs that are being used on the food and beverage building.
 - f. Provide one additional architectural treatments on each the side elevation and one additional architectural treatment on the rear elevation of the building, including the use of faux windows, brick insets, service doors, and/or vertical banding.
 - g. Provide a bicycle rack accommodating a minimum of three bicycles at a location convenient to the building entrance.

h. Revise the sidewalk along the site's entire frontage of Ardwick-Ardmore Road to meet current Prince George's County Department of Public Works and Transportation (DPW&T)/Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) standards and specifications, unless modified by DPW&T/DPIE.

i. Clearly label the location of the required landscape buffers and strips on the landscape plan.

j. Add the following note to the plan:

“During the 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 and Specifications for Soil Erosion and Sediment Control.”

k. Revise the parking and loading schedule to clearly show the required and proposed spaces for the site for each use demonstrating conformance to Section 27-568 and 27-582 of the Prince George's County Zoning Ordinance, and correct the zoning section reference for the joint-use of the parking lot.

l. Redesign the site layout to provide a loading space, in conformance with Section 27-582 of the Prince George's County Zoning Ordinance.

m. Remove the temporary loading space sign restricting loading hours.

n. Provide additional length and width dimensions for parking spaces throughout the site demonstrating conformance to Section 27-558 of the Prince George's County Zoning Ordinance.

o. Provide an additional minimum four plant units in the Section 4.2 landscape strip along Ardwick-Ardmore Road, proximate to the proposed pylon sign. Update the planting schedule accordingly.

p. Provide an additional minimum two plant units in the Section 4.2 landscape strip along MD 704 (Martin Luther King Jr Highway),

proximate to the proposed pylon sign. Update the planting schedule accordingly.

2. Prior to approval of the first building permit, provide a financial contribution of \$420 to the Prince George's County Department of Public Works and Transportation for placement of one "Share the Road with a Bike" sign along Ardwick-Ardmore Road