



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

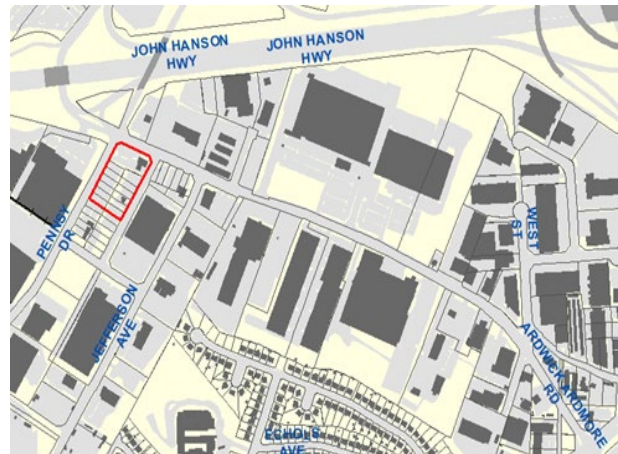
Detailed Site Plan

Royal Farms #356

DSP-19043

REQUEST	STAFF RECOMMENDATION
Construction of a 4,649-square-foot food and beverage store and a gas station.	APPROVAL with conditions

Location: In the southeast quadrant of the intersection of Ardwick-Ardmore Road and Pennsy Drive.	
Gross Acreage:	2.90
Zone:	I-1
Dwelling Units:	N/A
Gross Floor Area:	4,649 sq. ft.
Planning Area:	72
Council District:	05
Election District:	20
Municipality:	N/A
200-Scale Base Map:	205NE07
Applicant/Address: Two Farms Inc. D/B/A Royal Farms 3611 Roland Avenue Baltimore, MD 21211	
Staff Reviewer: Jonathan Bush Phone Number: 301-780-2458 Email: Jonathan.Bush@ppd.mncppc.org	



Planning Board Date:	03/19/2020
Planning Board Action Limit:	03/19/2020
Staff Report Date:	03/04/2020
Date Accepted:	01/09/2020
Informational Mailing:	06/24/2019
Acceptance Mailing:	01/07/2020
Sign Posting Deadline:	02/18/2020

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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-19043
Royal Farms #356

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 application 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 and the site design guidelines;
- 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 evaluation and analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) proposes construction of a 4,649 square foot food and beverage store and a gas station.

2. Land Use Summary:

DEVELOPMENT DATA SUMMARY		
	Existing	Proposed
Zone	I-1	I-1
Use(s)	Storage yard, bank	Food & beverage store and gas station
Acreage	2.90	2.90
Lots	13	13
Gross Floor Area (sq. ft.)	3,404 (to be removed)	4,649

ZONING REGULATIONS		
	Required	Proposed
Minimum Lot Coverage (percentage)	None	67.9
Green Area (percentage)	10	46.17

PARKING REQUIREMENTS		
Use	Number of Spaces Required	Number of Spaces Provided
Retail - 4,649 sq. ft.	1 space/150 sq. ft. for first 3,000 sq. ft.	20
	+1.0 space/200 sq. ft. (above the first 3,000 sq. ft.)	9
Gas Station – 8 employees @ 1 space/employee	8	78
Eating and drinking establishment (not including drive thru service) 29 seats @ 1 space/3 seats	10	
TOTAL	47	
Of which handicap-accessible	3	
TOTAL NUMBER OF PARKING	47	82

LOADING REQUIREMENTS		
Description	Number of Spaces Required	Number of Spaces Provided
4,649 sq. ft. gross floor area	1	1
TOTAL	1	1

BICYCLE REQUIREMENTS		
	Number of Spaces Required	Number of Spaces Provided
TOTAL	6	6

3. **Location:** The subject property is located at Tax Map 052, Grid A-3, in the southeast quadrant of the intersection of Ardwick-Ardmore Road and Pennsy Drive in Planning Area 72, and Council District 5.

4. **Surrounding Uses:** The subject property is bounded to the north by the public right-of-way of Ardwick-Ardmore Road with industrial uses in the Light Industrial (I-1) Zone beyond; to the east by Ardwick Place with I-1-zoned property developed with industrial uses beyond; to the south by industrially used properties in the I-1 Zone; and to the west by Pennsy Drive, with property in the I-1 Zone, owned by the Washington Metro Area Transportation Agency (WMATA) beyond.
5. **Previous Approvals:** The site has an approved Stormwater Management (SWM) Concept Plan 24099-2019-00 and associated letter, which is valid until December 11, 2022. The approved concept plan is consistent with the DSP.
6. **Design Features:** The subject DSP proposes to construct a 4,649-square-foot food and beverage store and a gas station with 8 standard and 3 diesel fuel dispensers. The application also includes associated site improvements including landscaping and 8 stormwater management (SWM) facilities. The subject property is rectangular in shape and constrained by Ardwick-Ardmore Road on its northern boundary, Pennsy Drive on its western boundary, and Ardwick Place on its eastern boundary.

The site plan proposes four points of vehicular access. Two access points are proposed along Pennsy Drive, one along Ardwick Place, and one along Ardwick-Ardmore Road. The DSP proposes standard sidewalks to provide internal connectivity on-site and to all frontages. Pedestrian patrons will be directed into the site along the Ardwick Place frontage via a 5-foot-wide sidewalk. The applicant proposes to enhance the pedestrian realm with flowering shrubs and shade trees. Staff notes that the DSP is deficient in providing striped crosswalks from the ingress/egress points to the proposed building's entrance for pedestrians. Therefore, a condition has been provided in the Recommendation section of this report to provide striped crosswalks from the Ardwick-Ardmore Road frontage.

The proposed site design places all structures to include the primary gas station canopy with eight dispensers, diesel gas canopy with three dispensers, and the food and beverage store parallel to both Pennsy Drive and Ardwick Place, but perpendicular to Ardwick-Ardmore Road. Surface parking is proposed immediately around the building with additional parking along the western and southern parts of the property for efficient on-site vehicular circulation. The loading space is integrated into the diesel fueling area at the southern end of the property. However, no clear path is provided from the loading space to the building, so a condition is included herein requiring a striped crosswalk. The applicant is providing five outdoor tables for dining, along with six bike racks, near the building's entrance. Staff identified that the plan was deficient in providing trash receptacles on site, therefore a condition has been provided in the Recommendation section of this report to show trash receptacles on the plan and provide a detail.

Architecture

The applicant introduces a high-quality building typology in varied materials, which include stone, brick, and composite siding. The pumps and canopy are reflective of the architecture and materials of the main building. The applicant has chosen to use materials that are used in other Royal Farms in prominent locations throughout the County, further cementing their presence. The applicant also incorporates Leadership in Energy and Environmental Design sustainable building design elements. The proposed retail building achieves a building height of approximately 21 feet and is designed to reflect a rural aesthetic and incorporates a band of composite siding at the top portion of the building in a copper red hue. Brick and

stone veneer is integrated into the design scheme and unites all four elevations. The main entrance projects from the rest of the building and features two side entry points. The front elevation features white metal trim in a horizontal and vertical fashion with oversized windows, which breaks up the horizontal massing and allows natural light to permeate the interior of the building. A shed-style roof over the main entrance is topped with a cupola that is characteristic of Royal Farms. The variety in building materials provides a harmonious appearance from public roadways and the subject application presents an opportunity to reimagine this site and set new design standards to future proposed developments in the vicinity. Faux windows are introduced with canvas awnings in a fern green hue along other elevations. Staff acknowledges that the proposed application has no true rear elevation, but notes that Ardwick Place is treated as the rear elevation. The revised package is deficient in clearly identifying the Ardwick Place elevation of the architectural package. Therefore, a condition has been included in the Recommendation section of this report to revise the architectural elevations to properly label the rear elevation. Staff encouraged the applicant to provide a second patron entrance along the Ardwick Place frontage. The applicant advised that although other locations in the County provide a second patron entrance, there are topographical constraints unique to this site. There is an emergency exit incorporated along this elevation. Staff notes that the proposed emergency exit and exterior equipment cabinet doors are deficient in incorporating Crime Prevention through Environmental Design (CPTED) principles. Therefore, a condition has been included in the Recommendation section of this report to revise the doors along the Ardwick Place frontage to integrate CPTED principles to ensure safety.

Signage

The site features building-mounted signs and illuminated, freestanding, pylon signs that demonstrate conformance with the Zoning Ordinance. The applicant introduces illuminated channel letters in the Royal Farms blue and green along the main entrance accompanied with the slogan juxtaposed between the building's projected entrance and the building-mounted sign. The applicant also proposes two 25-foot-tall pylon signs; one on its Ardwick-Ardmore Road frontage and one along the Pennsy Drive frontage. The pylon signs will have a masonry base uniting the architecture of the site. Staff supports the signage, as proposed.

Lighting

This DSP proposes building-mounted and pole-mounted lighting throughout the site to illuminate the driveways, parking areas, and open spaces on the site. A photometric plan was submitted with this application and reflects adequate lighting throughout the site and demonstrates that the proposed lighting will not spillover onto adjacent neighboring properties. The submitted photometric plan shows that there is adequate lighting for users on-site and staff recommends approval of the lighting, as proposed.

Dumpster Enclosure

The dumpster and loading space are inset to the north and south, respectively, of the Ardwick Place point of ingress/egress. The dumpster enclosure is proposed to be constructed with brick veneer to match the proposed building. Staff notes that the detail is deficient in clearly labeling the proposed height. Therefore, a condition has been included in the Recommendation section of this report to revise the dumpster enclosure detail to specify the height.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject DSP has been reviewed for compliance with the requirements of the I-1 Zone and the site design guidelines of the Prince George's County 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 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. As a means of achieving these objectives, the following guidelines should be observed:**

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 a full-movement vehicular access point from each of its three road frontages, and an additional one-way entrance from Pennsy Drive. Access and circulation have been designed to mitigate the commingling of trucks using the diesel pumps and the automobile and pedestrian users of the site. The site includes 82 parking spaces that are placed in convenient locations to provide access to the gas station and food and beverage uses on the property.

- (B) **Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:**

The subject DSP proposes one loading space in the southeastern portion of the site, which would minimize conflict with vehicles and pedestrians. The loading space is screened from all road frontages by generous landscaping. Therefore, the loading is visually unobtrusive and demonstrates conformance with this requirement.

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

The site design lends itself to safe vehicular circulation introducing curbed accessways from all frontages. Access points for vehicles and the proposed loading space are clearly defined. The applicant provides adequate pedestrian circulation along the perimeter of the site and a sidewalk is proposed from the Ardwick-Ardmore Road frontage directing pedestrians to the building's main entrance. A condition has been included in the Recommendation section of this report to provide barrier free pathways to satisfy Americans with Disabilities Act requirements. Staff recommends painted, striped crosswalks interior to the site.

(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.

(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 DSP proposes approximately 46.17 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 proposing landscaping in conformance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) along its Pennsy Drive, Ardwick-Ardmore Road, and Ardwick Place road frontages and in the bioretention areas. The applicant is also proposing 6 outdoor tables, to include 18 seats, near the building's main entrance. Bicycle amenities are also part of this development program. The applicant introduces high quality materials in the architecture and the design of the pump canopy.

(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.

(8) Service Areas.

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

The DSP proposes a single-loading area for this development. The loading space is located away from the primary ingress/egress points, but is conveniently located to the building being served. The applicant proposes screening with landscaping compatible with the site's design.

(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 several building materials, such as brick, stone, glass, steel, and aluminum, into the design to create visual interest. Use of these materials will add visual interest along all frontages and presents an opportunity to reimagine this site and set new design standards to future proposed developments in the vicinity.

- 8. 2010 Prince George’s County Landscape Manual:** The application is subject to the requirements of the 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. The required schedules have been provided demonstrating conformance to the requirements. However, staff notes that the landscape plan is deficient in clearly labeling the location of pylon signs and the loading space. Therefore, a condition has been included in the Recommendation section of this report to clearly label these on the landscape plan.
- 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 contains less than 10,000 square feet of woodland and has no previous tree conservation plan approvals. A Standard Letter of Exemption (S-091-2018) was approved for the property on July 3, 2018. In addition, the property has a Natural Resources Inventory Equivalency Letter (NRI-098-2018), which was approved on July 3, 2018.
- 10. Prince George’s County Tree Canopy Coverage Ordinance:** Section 25-128 of the Prince George’s County Code requires a minimum percentage of tree canopy coverage on projects, such as this DSP, that propose more than 5,000 square feet of disturbance. The requirement for the 2.90-acre site is 10 percent of the gross tract area based on the I-1 zoning. The subject DSP includes the required schedule demonstrating conformance by providing 0.30 acre (13,260 square feet) 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—**In a memorandum dated January 13, 2020 (Stabler and Smith to Bush), incorporated herein by reference, the Historic Preservation Section evaluated the site and locations of currently known archeological sites indicated the probability of archeological sites within the subject property is low. Staff noted that the subject application will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended for this site.

- b. **Community Planning**—In a memorandum dated February 19, 2020 (Li to Bush), incorporated herein by reference, the Community Planning Division indicated that, pursuant to Part 3, Division 9, Subdivision 3, of the Zoning Ordinance, master plan conformance is not required for this application.
- c. **Permits**—In a memorandum dated January 30, 2020, (Bartlett to Bush), incorporated herein by reference, the Permit Review Section evaluated the DSP and offered comments that have either been addressed through revisions to the plans or are conditioned herein.
- d. **Transportation Planning**—In a memorandum dated February 20, 2020 (Burton to Bush), incorporated herein by reference, the Transportation Section reviewed the application and evaluated development policies governing the site including the 2010 *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment* (Subregion 4 Master Plan and SMA), as well as the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). Two of the recommendations from the master plan is the upgrade of Pennsy Drive to a two-lane collector, (C-402) within 70 feet of right-of-way. Ardwick-Ardmore Road is also planned as a two- to four-lane Industrial Road (I-400) also within 70 feet of right-of-way. Staff concluded that both roads are currently built to their ultimate master plan cross section, and consequently, no additional right-of-way is required. Staff concluded that the plan is acceptable and meets the findings required for a DSP.
- e. **Trails**—In a memorandum dated February 10, 2020 (Smith to Bush), incorporated herein by reference, the Transportation Planning Section reviewed the DSP for conformance with the MPOT and Subregion 4 Master Plan and SMA to provide the appropriate pedestrian and bicycle transportation recommendations. The policies set forth in the plans reinforce the need for adequate sidewalk and bikeway construction. The site is impacted by three master plan trails, including a side path along Pennsy Drive and a bike lane/shared-use roadway along Ardwick-Ardmore Road. The revised DSP shows a proposed 8-foot-wide sidewalk along Pennsy Drive, which is sufficient for the master plan side path. Staff recommends bike signage along Ardwick-Ardmore Road, as conditioned herein. Staff also evaluated the financial contributions required relative to bikeway signage. Therefore a condition has been provided in the Recommendation section of this report that prior to issuance of any building permit, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$420.00 to the Prince George's County Department of Public Works and Transportation (DPW&T) for the placement of one bikeway signage assembly along Ardwick-Ardmore Road. A note shall be placed on the final plat for payment to be received, prior to issuance of the first building permit.
- f. **Environmental Planning**—In a memorandum dated January 27, 2020 (Schneider to Bush), incorporated herein by reference, the Environmental Planning Section noted no additional environmental issues for the property.
- g. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.

- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated November 12, 2019 (Giles to Bush), incorporated herein by reference, DPIE concluded that the final site layout and exact impervious area locations as reflected on the plans are deemed sufficient.
 - i. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
 - j. **Prince George’s County Health Department**—In a memorandum dated January 21, 2020 (Adepoju to Bush), incorporated herein by reference, the Environmental Engineering/Policy Program of the Health Department completed a health impact assessment and identified that there are two existing carry-out convenience stores and no grocery stores within a 0.5 mile radius of the site. The Health Department acknowledged that Royal Farms provides healthy food options, such as an assortment of fresh fruits and vegetables for sale. The agency also provided additional comments to the applicant that will be addressed during their permitting process.
 - k. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on the subject application.
15. 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.
16. 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 contains no regulated environmental features.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Prince George’s County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-19043 for Royal Farms #356, subject to the following conditions:

- 1. Prior to certification of the detailed site plan, the following revisions shall be made to the plan:
 - a. Provide striped crosswalks for the sidewalk from the Ardwick-Ardmore Road frontage.
 - b. Provide a striped crosswalk from the loading space to the building’s entrance.
 - c. Revise the architectural elevations to properly label the rear elevation.

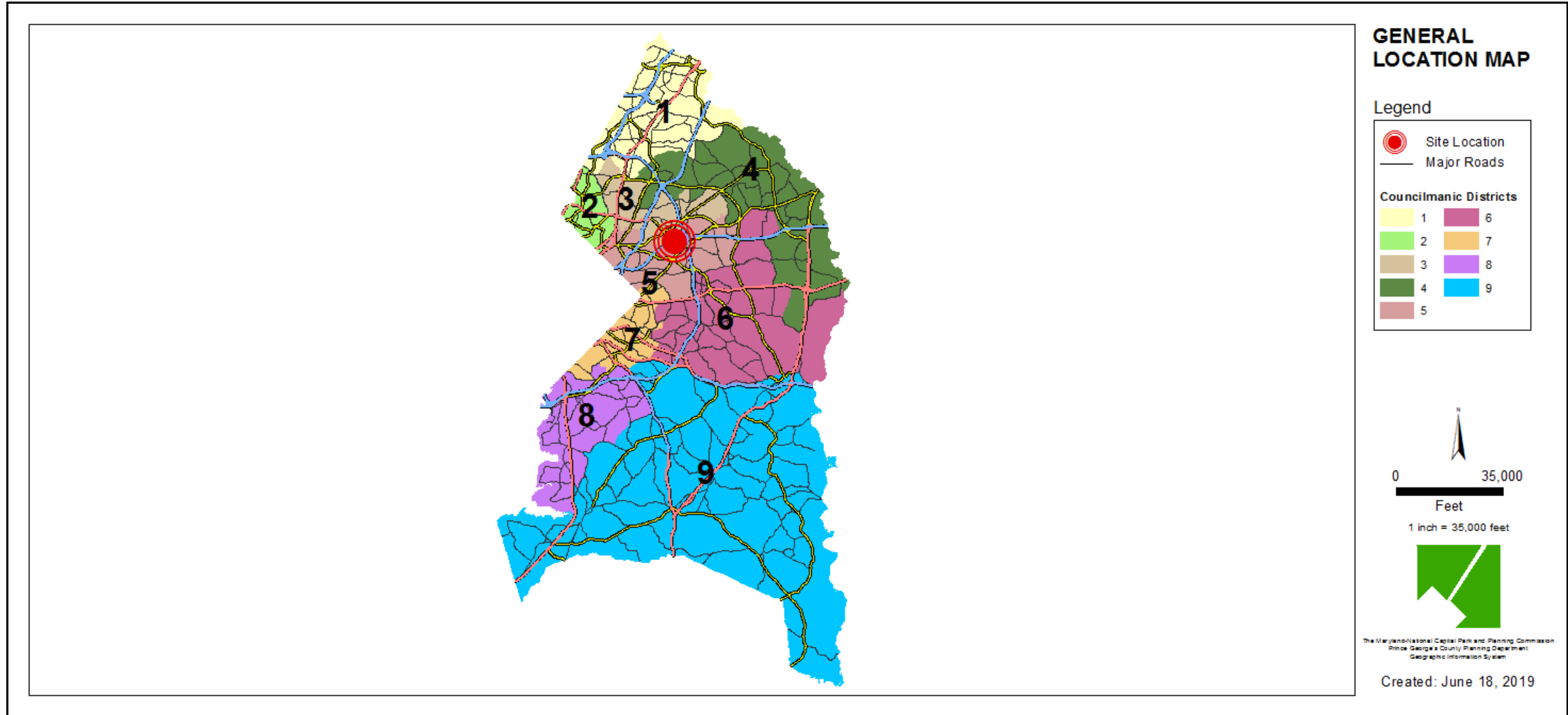
- d. Revise the doors along the Ardwick Place frontage to integrate Crime Prevention Through Environmental Design principles to ensure employee safety.
 - e. Revise the dumpster enclosure detail to specify the proposed height.
 - f. Provide trash receptacles for refuse purposes. The design of trash receptacles shall take into consideration the color, pattern, texture, and scale of the structures on site.
 - g. Provide green area calculations (required and provided), per Section 27-474(c) of the Prince George's County Zoning Ordinance on cover sheet.
 - h. Clarify the interpretation of the asterisk as noted in the Parking Schedule.
 - i. Revise plans to reflect the accurate number of required parking spaces for 4,649 square feet of retail space to 29, per Section 27-569 of the Prince George's County Zoning Ordinance.
 - j. Revise plans to reflect the accurate number of provided parking spaces to 83, as currently reflected on plans, to include quantity of handicap-accessible spaces.
 - k. Revise parking schedule to reflect the accurate Americans with Disabilities Act range to 76–100 and provide 4 handicap-accessible parking spaces, one of which is van-accessible, demonstrating conformance to the requirement.
 - l. Provide the proposed poly sign setback dimension on the site plan.
 - m. Provide length dimension of diesel fuel canopy on plan.
 - n. Clearly label three proposed fuel tanks underground by labeling as prop. underground fuel tank.
 - o. Provide drive aisle dimension between loading space and diesel fuel canopy on plan.
 - p. Show length and width dimensions of dumpster enclosure on plan.
 - q. Show length and width dimensions of convenience store entrance bump out on site plan, as it is part of the square footage calculation.
 - r. Clearly label pylon signs and loading space on landscape plan.
 - s. Provide dumpster enclosure swing gate-detail.
2. Prior to issuance of any building permit, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$420.00 to the Prince George's County Department of Public Works and Transportation for the placement of one bikeway signage assembly along Ardwick-Ardmore Road. A note shall be placed on the final plat for payment to be received prior to issuance of the first building permit.

ITEM: 5

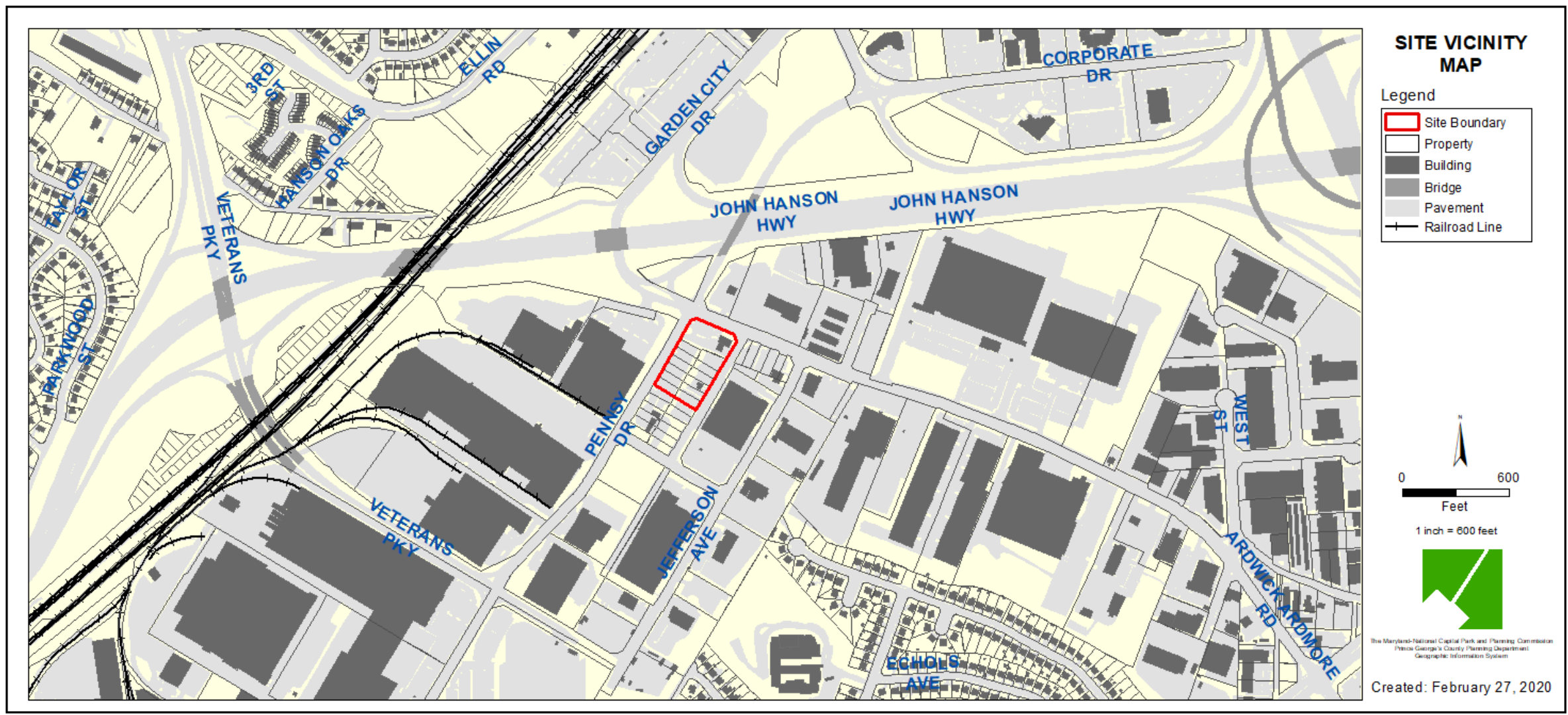
CASE: DSP-19043

ROYAL FARMS #356

GENERAL LOCATION MAP



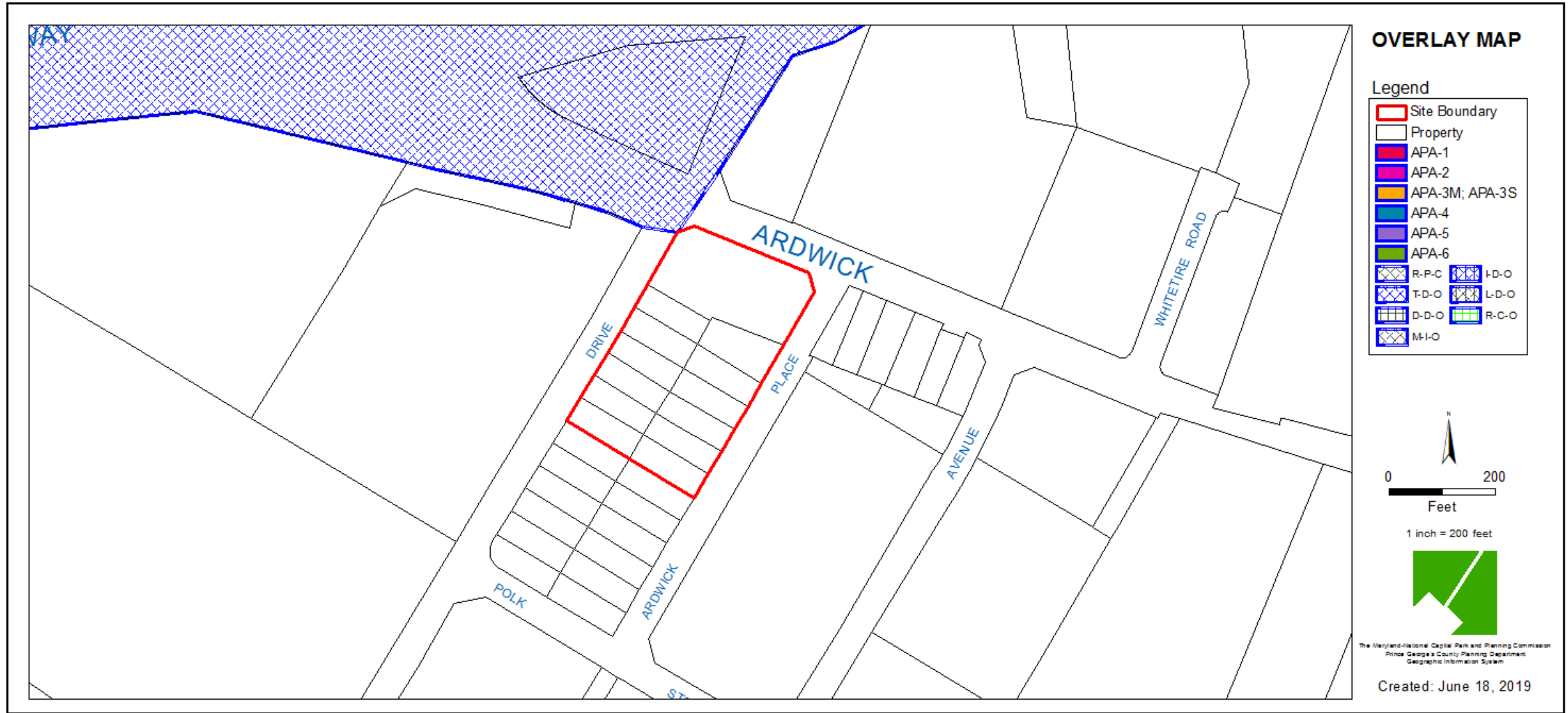
SITE VICINITY



ZONING MAP



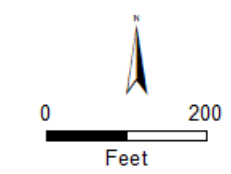
OVERLAY MAP



OVERLAY MAP

Legend

- Site Boundary
- Property
- APA-1
- APA-2
- APA-3M; APA-3S
- APA-4
- APA-5
- APA-6
- R-P-C
- T-D-O
- D-D-O
- M-I-O
- I-D-O
- L-D-O
- R-C-O



1 inch = 200 feet



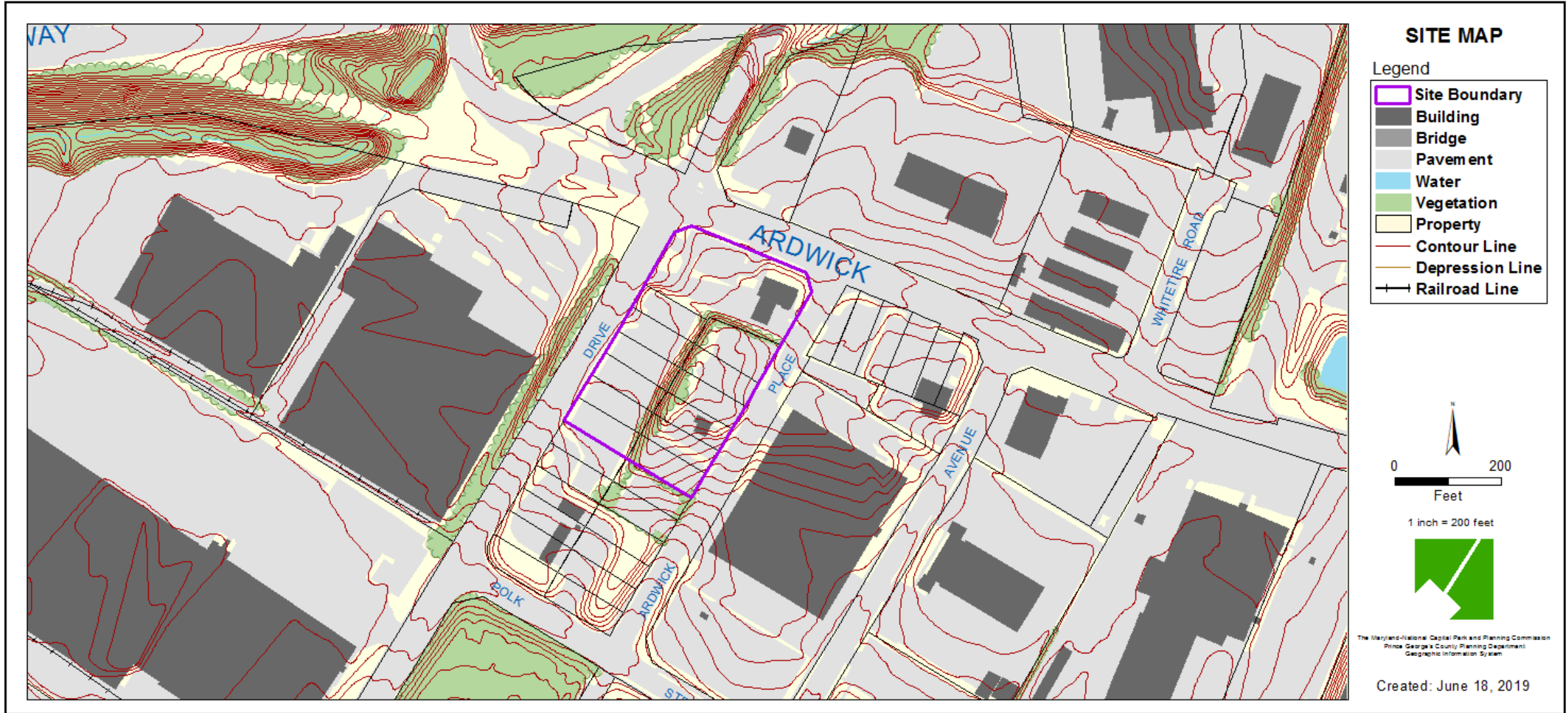
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System

Created: June 18, 2019

AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



SITE PLAN

DETAILED SITE PLAN
SCALE: 1" = 30'

SITE PLAN LEGEND

- PROPERTY LINE
- ULTIMATE RIGHT OF WAY
- EX. ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- EX. CURB AND GUTTER
- PROP. CURB AND GUTTER
- EX. GAS LINE
- EX. SANITARY LINE
- EX. STORM DRAIN
- EX. ELECTRIC
- EX. MAJOR CONTOUR
- EX. MINOR CONTOUR
- PROP. MAJOR CONTOUR
- PROP. MINOR CONTOUR
- EX. FIBER OPTIC
- EX. FENCE LINE
- PROP. STORM PIPE
- PROP. SEWER CONNECTION
- PROP. WATER CONNECTION
- LIMITS OF DISTURBANCE
- PUBLIC UTILITY EASEMENT
- LANDSCAPE SETBACK
- BUILDING SETBACK
- EX. POWER POLE
- EX. LIGHT POLE
- EX. TREE
- EX. SANITARY MANHOLE
- EX. STORM MANHOLE
- EX. WATER VALVE
- EX. WATER MANHOLE
- EX. HYDRANT
- PROP. PYLON SIGN
- PROP. SIGN
- PROP. DIRECTIONAL SIGN
- PARKING COUNT
- PROP. GAS PIPES
- HYDROLOGIC SOIL GROUP

SITE PLAN LEGEND HATCHES

- PARKING STRIPING
- PROPOSED CONCRETE
- EX. STRUCTURE
- PROP. STRUCTURE
- PROP. SIGN FACILITY
- PROP. SIGN UNDERGROUND DETENTION FACILITY
- PROP. MILL AND OVERLAY

PARKING AND LOADING SCHEDULE

Description	Area	Normal / Proposed	Normal / Proposed
Parking	Normal parking generation Area: 4,649 sq. ft. Gross Floor Area: 41,200 sq. ft. (200 sq. ft. below the first floor)	20	8
Gas Station	3 SP / 10' minimum x 4' minimum (largest units)	8	78
Exterior Storage	3 Space / 3 units 30' maximum width 15' minimum area	30	
Signage	32 sq. meters	3	4
Loading	4,649 sq. ft. 2,000 sq. ft. Gross floor area (12' x 17' loading dock)	1	1
Bicycle	Space for 20-25 bicycles development	6	6

NOTE
FOR LOCATION OF UTILITIES CALL 811 OR 1-800-487-7777 OR LOG ON TO www.maryland.gov
48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY
INFORMATION CONCERNING UNDERGROUND UTILITIES WILL OBTAINED FROM AVAILABLE RECORDS BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF THE MAIN BY OBTAINING 10 FEET BY HAND AT ALL UTILITY CROSSINGS WELL IN ADVANCE OF THE START OF EXCAVATION

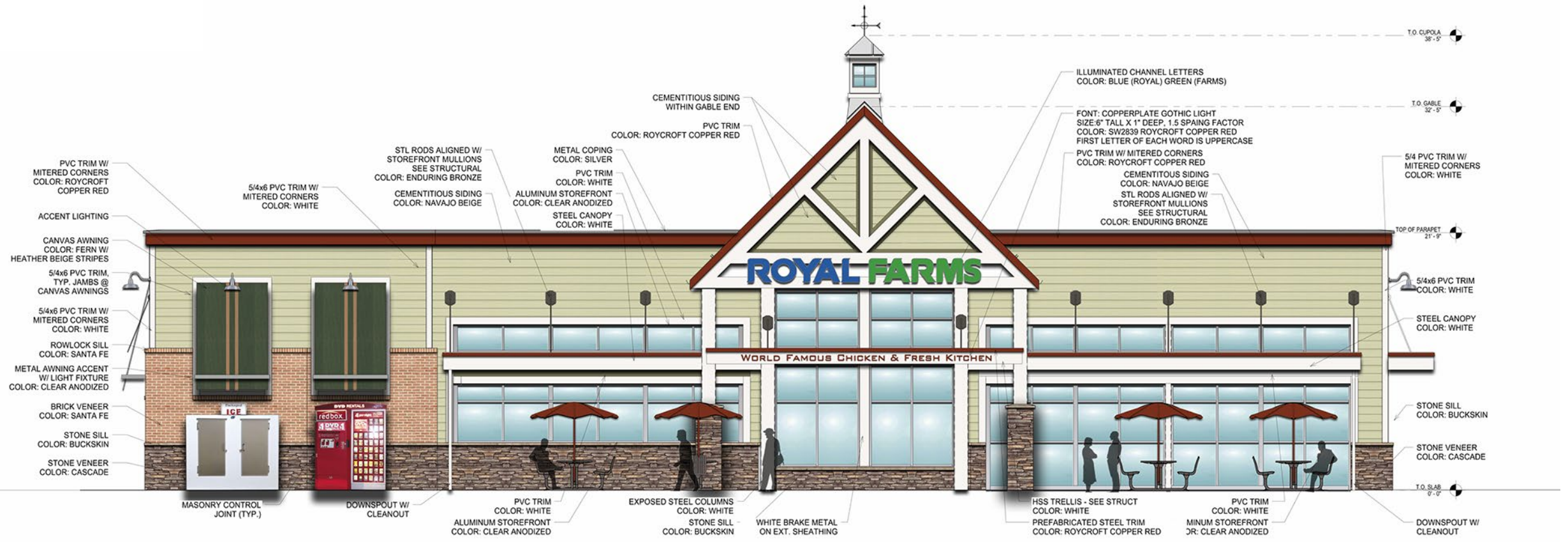
THIS BLOCK IS FOR OFFICIAL USE ONLY
GPR label certifies that this plan meets conditions of final approval by the Planning Board. No changes or the District Court
M-NCPPC APPROVAL
PROJECT NAME: ROYAL FARMS #356
PROJECT NUMBER: DSP - 19043
For Conditions of Approval see the Case Sheet or Approval Sheet. Revision Numbers must be included in the Project Number

ROYAL FARMS #356
PREPARED FOR
8211 ARDWICK ARDMORE RD
DSP - 19043
MARYLAND
PRINCE GEORGE'S COUNTY

Kimley»Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
1801 FORBES AVENUE, SUITE 400
FALLS CHURCH, VA 22045
WWW.KIMLEY-HORN.COM

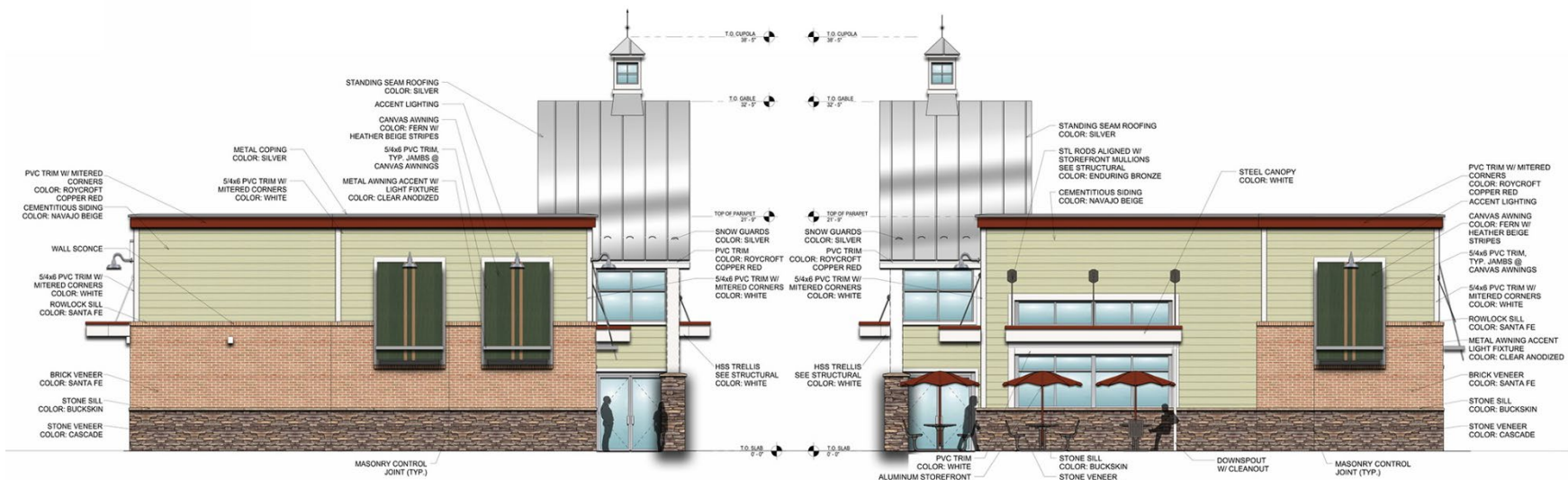
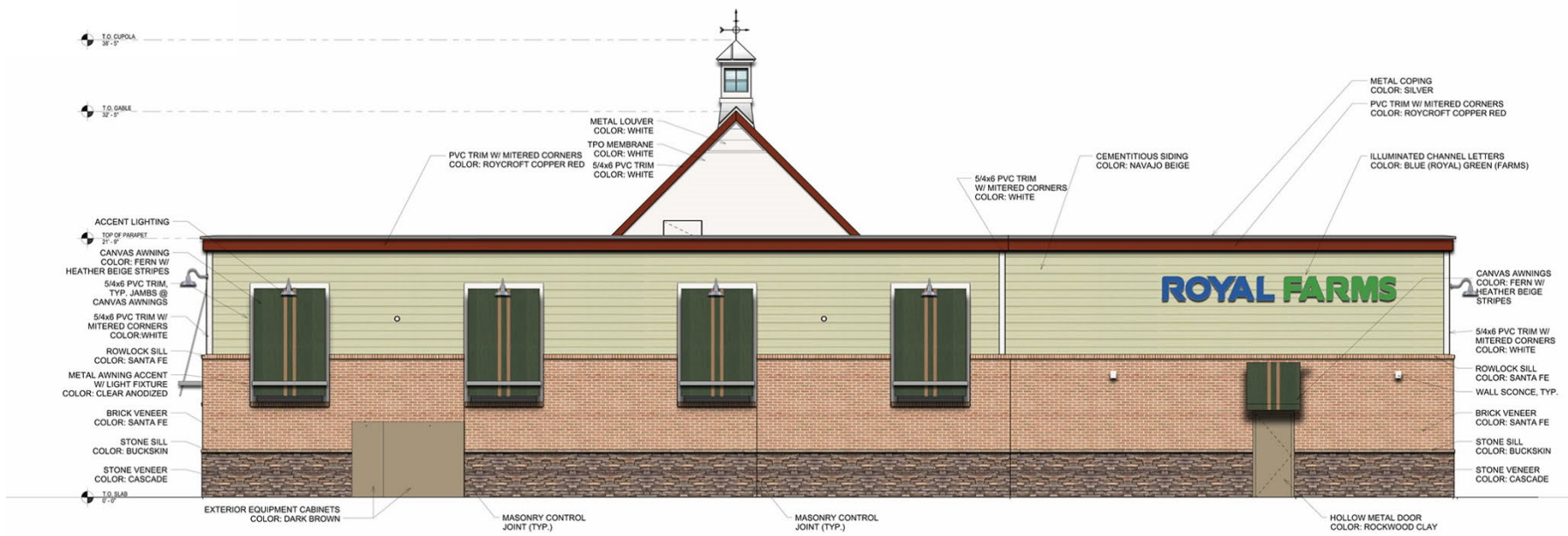
DRD
THE DEVELOPMENT REVIEW DIVISION

FRONT ELEVATIONS



Front Elevation
1/4" = 1'-0"

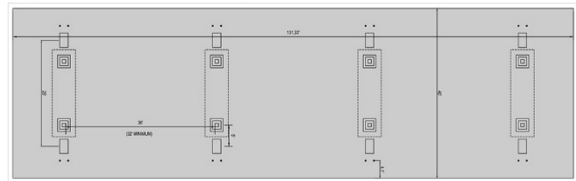
REAR AND SIDE ELEVATIONS



Right Elevation
1/4" = 1'-0"

Left Elevation
1/4" = 1'-0"

SIGNAGE

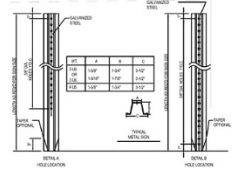


PYLON SIGN TABLE	
1. LINEAR FEET ALONG PENNY DRIVE	424 L.F.
2. LINEAR FEET ALONG ARDICK ROAD	457 L.F.
3. TOTAL LINEAR FEET OF STREET FRONTAGE	1181 L.F.
4. TOTAL ALLOWABLE SIGN AREA (1 SF / 4 L.F.)	295 S.F.
5. PROPOSED PYLON SIGN AREA (PER SIDE)	148 S.F.
6. MAX ALLOWABLE SIGN HEIGHT	28'
7. PROPOSED SIGN HEIGHT	23'

BUILDING AND CANOPY SIGN TABLE					
ITEM	ALLOWABLE			PROPOSED	
	LENGTH	MULTIPLIER	SQ. FT.	SQ. FT.	PERCENTAGE (%) OF TOTAL AREA
A. STORE	180 L.F.	2 SF / FT	360	2746	40%
B. MAIN CANOPY	132 L.F.	2 SF / FT	264	218	80%
TOTAL			624	2964	100%

NOTES: PROPOSED AREAS CALCULATED PER APPLICABLE CODE SECTION 27-413(C)(2)(E)-(G)

GENERAL NOTES:
 DETAILS SHOWN HEREON WERE PREPARED BY RATULF ARCHITECTS AND ARE FOR ILLUSTRATION/ENTITLEMENT PURPOSES ONLY. REFER TO ARCHITECTURAL PLANS FOR CONSTRUCTION INFORMATION.
 1. SHOP DRAWINGS SHALL BE SUBMITTED AT THE TIME OF PERMIT APPLICATION AND PRIOR TO PERMIT ISSUANCE TO THE REVIEWING AND APPROVING AGENCY.
 2. ALL DETAILS SHOWN HEREON THESE PLANS SHALL BE BUILT TO MANUFACTURER'S ARCHITECTS SPECIFICATIONS.
 3. EQUIVALENT SUBSTITUTIONS FOR DETAILS PROVIDED IN THESE PLANS SHALL BE PERMITTED WHEN APPROVED BY THE OWNER/OWNER REPRESENTATIVE, KIMLEY-HORN, ARCHITECT, AND ANOPCO.
 4. REFER TO ARCHITECTURAL PLANS FOR CONSTRUCTION INFORMATION.



Kimley Horn
 1400 W. 10TH AVENUE, SUITE 200
 DENVER, COLORADO 80202
 WWW.KIMLEY-HORN.COM

DATE: 3/19/20
 REVISIONS:

1. DOMINO FUEL CANOPY W DIMENSIONS AND DETAILS REFERENCES
 SCALE: 1/16" = 1'



2. PROPOSED FUEL CANOPY SIGN
 SCALE: NOT TO SCALE



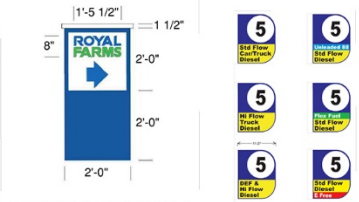
3. BUILDING SIGN-CHANNEL LETTERS
 SCALE: NOT TO SCALE



5. BUILDING SIGN-FRESH KITCHEN LETTERS @ FRONT TRELLIS
 SCALE: NOT TO SCALE



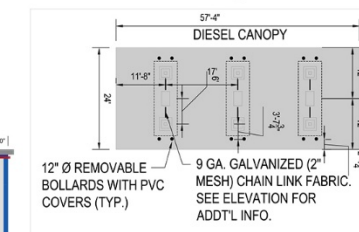
6. BUILDING SIGN-FRESH KITCHEN LETTERS @ REAR ENTRY CANOPY
 SCALE: NOT TO SCALE



4. DIRECTIONAL ARROW SIGN
 SCALE: NOT TO SCALE

11. TYPICAL METAL SIGN POST DETAIL
 SCALE: NOT TO SCALE

12. PUMP DESIGNATOR BLADE DESIGN
 SCALE: NOT TO SCALE

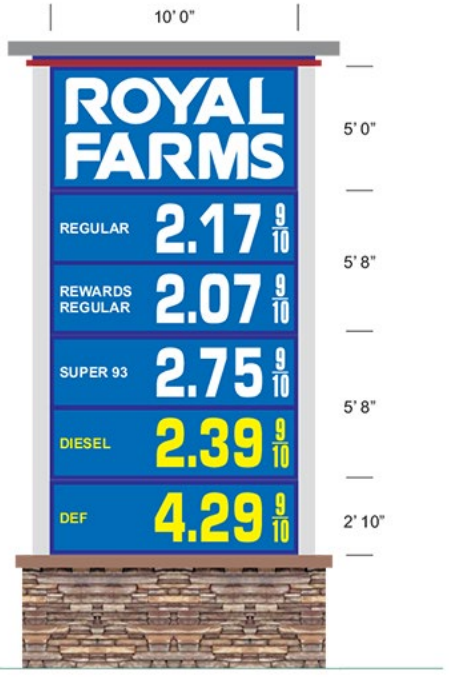


9. STANDARD SEMI-TRAILER DIESEL CANOPY - SITE
 SCALE: NOT TO SCALE



8. PROPOSED DIESEL FUEL SIGN - SITE
 SCALE: NOT TO SCALE

NOTE: 1. IN-FLOW DIESEL TRANSFER SYSTEMS IS NOTED AS "DEF"



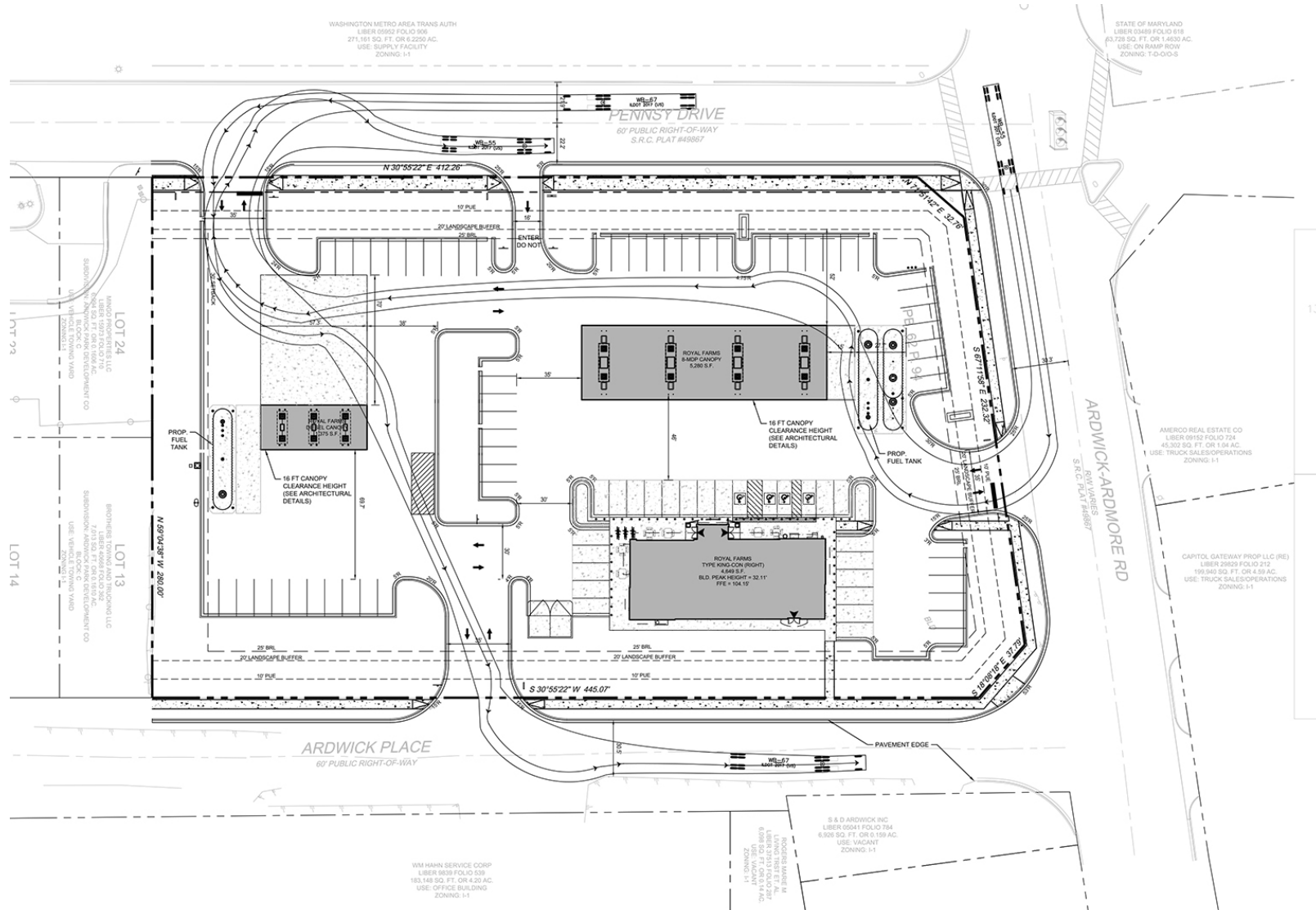
Front Elevation
 Scale 3/16" = 1'



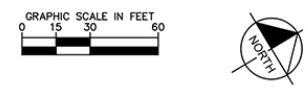
Side Elevation
 Scale 3/16" = 1'



TRUCK ACCESS PLAN



TRUCK ACCESS PLAN
SCALE: 1" = 30'



**AMENDED STATEMENT OF JUSTIFICATION
DSP-19043**

Royal Farms #356 Ardwick Ardmore Road

OWNER: Mingo Properties
1300 Caraway Court Suite 101
Largo, Maryland 20774

APPLICANT: Two Farms Inc.
d/b/a Royal Farms
3611 Roland Avenue
Baltimore, Maryland 21211

ATTORNEY/AGENT: Matthew C. Tedesco, Esq.
McNamee, Hosea, Jernigan, Kim, Greenan & Lynch, P.A.
6411 Ivy Lane, Suite 200
Greenbelt, Maryland 20770
(301) 441-2420 Voice
(301) 982-9450 Fax

CIVIL ENGINEER: Kimley-Horn
Attn: Jennifer Leonard
1801 Porter Street, Suite 401
Baltimore, Maryland 21230
(443) 743-3470

REQUEST: A detailed site plan is submitted to develop a food or beverage store in combination with a gas station.

I. DESCRIPTION OF PROPERTY

1. Addresses – 3714, 3716, 3718, 3720, 3722 Ardwick Place; 3715, 3717, 3719, 3723, Pennsy Drive; and 8211 Ardwick Ardmore Road, Landover MD 20785.
2. Use – Food and Beverage Store in combination with the retail sales of gasoline.
3. Incorporated Area – None.
4. Council District – 5th.
5. Lots – Lots 7-12 and 25-31, Block C.
6. Total Area – 2.9030 Acres.
7. Plat Book – Plat Book BB 8 Plat No. 23 and Plat Book WWW 62 Plat No. 94.
8. Tax Map/Grid – 52/A-2.
9. Location – The site is located on the south side of Ardwick Ardmore Road, between its intersections with Pennsy Drive and Ardwick Place.

10. Zoned: I-1.

11. 200 Sheet – 205SE07.

II. APPLICANT'S PROPOSAL

The total area of the property is 2.9030 acres. This Detailed Site Plan is being submitted so that the property can be developed with a food and beverage store in combination with the retail sale of gasoline, which is permitted in the I-1 Zone, subject to the approval of said DSP.

A Royal Farms is unique in that it offers various convenience needs to its patrons and serves as a food and beverage store, a quasi eating or drinking establishment (with indoor and outdoor seating), and offers the retail sale of gasoline. It is incorrect to broadly label a Royal Farms as a "gas station" or service station. This is especially true given the definition of a "gas station" in the Zoning Ordinance¹ does not accurately capture or define Royal Farms.

Regarding Royal Farms, its mission is "To Be the Best." The proposed development will include a 4,649 square foot food and beverage store, with 11 indoor seats and 18 outdoor seats, 8 multi-product gas dispensers, and 3 diesel dispensers, which will facilitate the development of this property with a modern and attractive commercial retail business that satisfies the needs of the modern consumer. The development will be attractive; will use sustainable building materials; will utilize environmental site design techniques to the fullest extent practical; will add attractive landscaping; will provide for the convenience needs of the surrounding community; will create jobs for the local economy; and will increase the County's tax base. Indeed, the existing development on the subject property is vacant and beginning to show signs of disrepair.

Design Features

The site plan within the lease area proposes four points of vehicular access. Two access points are proposed along Penny Drive; one 40 foot driveway is proposed at the southern edge of this frontage and

¹ (99) **Gas Station (Automobile Filling Station):** (A) A "Building" or "Lot" having pumps and storage tanks, where the primary "Use" is the retail sale of motor vehicle fuels. No storage or parking space shall be offered for rent. Vehicle-related services may be offered incidental to the primary "Use," such as:

- (i) Sales and servicing of spark plugs, batteries, and distributors and distributor parts; tune-ups;
- (ii) Tire servicing and repair, but not recapping or regrooving;
- (iii) Replacement of mufflers and tail pipes, water hoses, fan belts, brake fluid, light bulbs, fuses, floor mats, windshield wipers and wiper blades, grease retainers, wheel bearings, mirrors, and the like;
- (iv) Washing and polishing, and sale of automotive washing and polishing materials;
- (v) Greasing, lubrication, and radiator flushing;
- (vi) Minor servicing and repair of carburetors, fuel, oil and water pumps and lines, and minor engine adjustments not involving removal of the head or crank case or racing the engine;
- (vii) Emergency wiring repairs;
- (viii) Adjusting and repairing brakes;
- (ix) Provision of road maps and other information to travelers.

(B) Services allowed at a "Gas Station" shall not include major chassis or body work; repair of transmissions or differentials; machine shop work; straightening of body parts; or painting, welding, or other work involving noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in "Gas Stations."

another 16 foot wide (one way only) driveway is proposed at the northern edge of this frontage. One 35 foot wide driveway is proposed at the middle of the frontage on Ardwick Ardmore Road. One 40 foot driveway is proposed at the southern part of the Ardwick Place frontage. The proposed site design places all structures (the primary gas station canopy with eight pump islands, diesel gas canopy with three pump islands, and the Royal Farms food and beverage store) parallel to both Pennsy Drive and Ardwick Place, but perpendicular to Ardwick Ardmore Road. Surface parking is proposed immediately around the Royal Farms building with additional parking along the western and southern parts of the property to ensure safe and efficient on-site circulation. In addition, and more importantly, the proposed layout creates a safe environment for patrons utilizing all of the services offered by Royal Farms, while also keeping users of the diesel canopy from negatively interacting with patrons of the Royal Farms store. Further, as an expert in the field and having designed numerous sites that are aesthetically pleasing and safe and efficient, the applicant very strongly contends that its layout will result in a very successful and high quality development.

The retail building for the Royal Farms is designed to reflect a somewhat rural aesthetic which is a trademark of Royal Farms. The new model has been constructed throughout Maryland and most recently, on Sansbury Road at Ritchie Marlboro Road (Westphalia North) and at National Harbor. The building design incorporates a band of composite siding at the top portion of the building, brick veneer in the middle, and stone veneer at the base of the building. The main entrance projects from the rest of the building and features two side entry points. The front elevation is accented with a shed-style roof over the main entrance supported by stone veneer and painted steel columns and topped with a cupola, and over-sized windows that help break up the horizontal mass. In response to requests at the Subdivision Development Review Committee Meeting, the rear elevation was revised to accent the bands of the composite siding, red brick and stone veneer, with four canvas awnings that will be illuminated with accent lighting. The applicant is proposing two twenty-five (25) foot tall pylon signs: one on its frontage along Ardwick Ardmore Road, north of the proposed access onto Ardwick Ardmore Road; and the second on its frontage along Pennsy Drive. Both pylon signs will have a masonry base to match the building.

The pedestrian patrons will be directed into the site by two sidewalks. A five-foot sidewalk is proposed along Ardwick Place that will connect to the northern side of the proposed store, directing the pedestrians to the store entrance. This sidewalk is proposed to be planted with flowering shrubs. A second sidewalk was added from Ardwick Ardmore Road to direct pedestrians to the front of the store. The sides of this sidewalk will be planted with groundcover. Both proposed sidewalks with landscaping enhance the pedestrian experience from both roadways and are designed to direct the pedestrian foot traffic safely to the store entrances, and away from the vehicular and truck traffic areas.

There is no question that the proposed exterior building materials, which include stone, brick, and composite siding, are of notable quality and durability. The pumps and canopy are reflective of the architecture and materials of the main building. Due to the visibility of the pumps, canopy, and retail building, the design of these features are important and are of high quality. The quality of design is currently on display at the Sansbury Road, Richie Marlboro Road, Donell Drive and National Harbor locations. The applicant anticipates that the proposed development will have similar positive impacts to the County in the form of new jobs, reinvestment, increased taxes, etc. The elevations use high end finishes, with a design that is often used as the model for other similar uses. Indeed, from 2006-2008, the applicant began to incorporate energy and water-efficient "green" building features, and by 2010, the applicant had fully embraced sustainability and has since incorporated LEED sustainable building design into its construction. Since 2010, all of the vegetable oil used to prepare Royal Farms' famous chicken has been converted into biofuel. The majority of materials are purchased locally, and the majority of all waste from construction is recycled or repurposed. The applicant always seeks to design stores that include LEED elements. These efforts are reflected in the fact that the U.S. Green Building Council (USGBC) named Royal Farms in USGBC's country wide list of Top Ten LEED Retail Stores.

Pursuant to Section 27-473(b)(1)(E) Footnote 64, a Detailed Site Plan is being filed to allow for a food or beverage store in combination with a gas station. As discussed in detail below, the applicant contends that all of the requirements for a detailed site plan have been met.

III. CRITERIA FOR APPROVAL

General Criteria for DSP Approval

Section 27-285. Planning Board Procedures.

(b) Required findings.

- (1) The Planning Board may approve a Detailed Site Plan if it finds that 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: The plan does represent a reasonable alternative for satisfying the site design guidelines.

- (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: A conceptual site plan is not required for this development proposal.

- (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: DSP-19043 is not a DSP for infrastructure; this finding does not apply.

- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

COMMENT: The plan does not propose impacts to regulated environmental features. The applicant has obtained a Natural Resources Inventory Equivalency Letter, NRI-098-2018, and a Woodland Conservation Exemption Letter, S-091-2018, for this site. These exemption letters are included with this detailed site plan package.

DSP-19043 is located within the boundaries of the Subregion 4 Master Plan and Sectional Map Amendment, but is not within a specific living area or designated General Plan Growth Center. The property is not located within a Subregion 4 designated opportunity site, and does not have a DDO. Therefore, DSP-19043 is not subject to the Subregion 4 Development District Standards.

Section 27-473(b), Uses in the Industrial Zone

The proposed food or beverage store in combination with a gas station is a permitted use in the I-1 Zone subject to detailed site plan approval. (See CB-82-2017).

Section 27-474, Regulations in the Industrial Zones (I-1 Standards)

The site plan is in conformance with the regulations in the I-1 industrial zone.

Site Design Guidelines

The DSP will be in conformance with the applicable site design guidelines contained in Section 27-274. For example, the majority of the proposed surface parking is proposed to be as near as possible to the main entrance of the building. The loading area is conveniently located in the southwest portion of the property by the diesel canopy to minimize conflicts with pedestrians or vehicles, and will be screened by the surrounding plantings within the parking islands and the parking lot landscape strips. The proposed architecture features varied building form with a harmonious use of different building materials. Specifically, the DSP, pursuant to Section 27-283, satisfies the applicable design guidelines in Section 27-274(a) of the Zoning Ordinance as follows:

Section 27-274(a)(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. As a means of achieving these objectives, the following guidelines should be observed:

COMMENT: The surface parking lot is located and designed to provide safe and efficient vehicular and pedestrian circulation within the site by use of clearly defined, striped and curbed accessways from Ardwick Ardmore Road, Pennsy Drive, and Ardwick Place. The travelways leading to the parking, loading and service use areas are clearly defined. Additionally, sidewalks are provided around the building, connecting to the proposed concrete sidewalk along Pennsy Drive, Ardwick Ardmore Road and Ardwick Place. Finally, access and circulation have been designed to ensure co-mingling of trucks using the diesel pumps do not interfere or impact patrons using and accessing the Royal Farms store. These facilities make for safe, efficient and convenient circulation of the site for both pedestrians and drivers in accordance with this requirement.

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

COMMENT: The loading area is located in the southwestern portion of the site, which should minimize conflicts with vehicles and pedestrians. Additionally, the loading area will be heavily screened from all road frontages by generous landscaping. Therefore, the loading area should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians in accordance with this requirement.

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

COMMENT: Safe vehicular circulation is created on the site by use of clearly defined, striped and curbed accessways from Ardwick Ardmore Road, Pennsy Drive, and Ardwick Place. The travel ways leading to the parking, loading and service use areas are clearly defined. Sidewalks are provided around the

building, connecting to the proposed concrete sidewalk along Pennsy Drive, Ardwick Ardmore Road and Ardwick Place. Finally, access and circulation have been designed to ensure co-mingling of trucks using the diesel pumps do not interfere or impact patrons using and accessing the Royal Farms store. The pedestrian patrons will be directed into the site by two sidewalks. A five-foot sidewalk is proposed along Ardwick Place that will connect to the northern side of the proposed store, directing the pedestrians to the store entrance. The second sidewalk was added from Ardwick Ardmore Road to direct pedestrians to the front of the store. These facilities make for safe, efficient and convenient circulation of the site for both pedestrians and drivers in accordance with this requirement.

Section 27-274(a)(3), Lighting

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

COMMENT: A photometric plan is provided as Sheet L200 of the detailed site plan set and lighting details are provided on Sheet L201. DSP-19043 provides adequate illumination with light fixtures that enhance the character of the site, but do not negatively impact adjacent properties.

Section 27-274(a)(4), Views

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

COMMENT: The siting of the building, with its most architecturally significant façade, the front, facing Pennsy Drive and visible from Ardmore Ardwick Road helps create an attractive view to those driving or walking by in accordance with this requirement. Also, the quality of these views will be enhanced by generous landscaping along the road frontages. Lastly the quality architectural materials (brick, stone and composite siding) and design, assist in creating attractive views from the adjacent public domain.

Section 27-274(a)(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: Green areas on the subject property are located primarily along the road frontages and in the bioretention areas within the landscaped islands throughout the site. Those green areas will serve to enhance the views from the six (6) tables and eighteen (18) seats to be located on the front and southern side of the store to be utilized primarily for outdoor dining and the area under the pump canopies, the site's main activity areas, and will help to soften the character of the area, which is predominantly industrial.

Section 27-274(a)(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: Landscaping of the site along its Pennsy Drive, Ardwick Ardmore Road and Ardwick Place road frontages and in the bioretention areas within the landscaped islands throughout the site are heavily landscaped. Six outdoor seating tables, with 18 seats are provided in front and southern side of the building and a bike rack at the southwest corner of the building have been provided. High quality materials have been utilized in the architecture of the building and the design of the pump canopy has been coordinated

therewith. All these factors help create an attractive, coordinated development that will enhance the use and enjoyment of the site in accordance with this requirement.

Section 27-274(a)(8), Service areas

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

COMMENT: There is a single-loading area identified in the southern portion of the site. Landscaping along the street frontages along with the internal landscape islands will screen it, in accordance with this requirement.

2010 Landscape Manual

DSP-19043 complies with the requirement of the 2010 Landscape Manual. Please see the Landscape Plan on Sheet L100 and the Landscape Requirement Exhibit and the Planting Schedules on Sheet L101 for details.

Tree Canopy Coverage

The Tree Canopy Coverage requirement for this development proposal is 12,676 square feet. The Tree Canopy Coverage requirement is satisfied with 12,690 square feet being provided.

IV. CONCLUSION

Based on the foregoing, as well as the detailed site plan filed in conjunction with this application, the applicant respectfully requests the approval of DSP-19043. This application, and the requests herein, satisfy the required findings provided in the Zoning Ordinance, and as such, must be approved.

Respectfully submitted,
MCNAMEE HOSEA

By: 
Matthew C. Tedesco, Esq.

Date: February 11, 2020

**Memorandum's
from**

**PRINCE
GEORGE'S
COUNTY
PLANNING
SECTIONS**




THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


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

February 10, 2020

MEMORANDUM

TO: Jonathan Bush, Development Review Division

VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division 

FROM: Noelle Smith, Transportation Planning Section, Countywide Planning Division 

SUBJECT: Detailed Site Plan Review for Non-Motorized Transportation Master Plan Compliance

The following detailed site plan (DSP) and companion case departure of sign design standards (DSDS) was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and the 2010 *Approved Subregion 4 Master Plan* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP-15041-01 (DSDS-704)

Development Case Name: Royal Farms

Type of Master Plan Bikeway or Trail

Private 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 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"/>

Detailed Site Plan Background	
Building Square Footage (non-residential)	4,649 square feet
Number of Units (residential)	n/a
Abutting Roadways	Ardwick-Ardmore Road, Pennsy Drive
Abutting or Nearby Master Plan Roadways	n/a
Abutting or Nearby Master Plan Trails	Side path along Pennsy Drive (planned), bike lane/shared-use along Ardwick-Ardmore (planned)

Proposed Use(s)	Food/beverage/gas station
Zoning	I-1
Centers and/or Corridors	n/a
Prior Approvals on Subject Site	n/a

Previous Conditions of Approval:

There are no prior approvals applicable to the subject site.

Review of Proposed On-Site Improvements:

The proposed development includes a five-foot wide sidewalk along the frontages of Pennsy Drive and Ardwick-Ardmore Road. Three bicycle racks are also proposed on the subject site.

Review of Connectivity to Adjacent/Nearby Properties:

The subject site is surrounded by industrial properties connected via sidewalk.

Review of Area and Master Plan of Transportation (MPOT) Compliance:

The site is impacted by three master plan trails, including a side path along Pennsy Drive and a bike lane/shared-use roadway along Ardwick-Ardmore Road. The Complete Streets element of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk and bikeway construction and the accommodation of pedestrians and bicyclists (MPOT, p. 9-10):

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

The 2010 *Approved Subregion 4 Master Plan* includes the following policies regarding pedestrian facilities (p.252):

Policy 2: Provide sidewalks and neighborhood trail connections within existing communities to improve pedestrian safety, allow for safe routes to Metro stations and schools, and provide for increased nonmotorized connectivity between neighborhoods.

Comment: Staff recommends a six-foot wide sidewalk along Pennsy Drive. Neither improvement recommended for Ardwick-Ardmore will likely require changing the curb or widening the right-of-way and can be completed by the Department of Public Works and Transportation (DPW&T) as part of a future capital improvement or roadway maintenance project. At that time, the Department of Permitting, Inspections and Enforcement (DPIE) will determine the best facility for on-road bicycle accommodation.

Recommended Conditions of Approval:


1. The applicant and the applicant's heirs, successors, and assignees shall provide the following:
 - A. A six-foot-wide sidewalk along Pennsy Drive unless modified by the Department of Public Works and Transportation (DPW&T) and the Department of Permitting, Inspections and Enforcement (DPIE), with written correspondence.


2. Prior to the issuance of any building permit, the applicant, applicant's heirs, successors and/or assignees shall provide a financial contribution of \$420.00 to the Department of Public Works and Transportation (DPW&T) for the placement of one bikeway signage assembly along Ardwick-Ardmore Road. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit.

February 19, 2020

MEMORANDUM

TO: Jonathan Bush, Urban Design Section, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Yabai Li, Senior Planner, Long-Range Planning Section, Community Planning 
Division

SUBJECT: **DSP-19043 (Companion Case DSDS- 704), Royal Farm #356**

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: The site is located on the south side of Ardwick Ardmore Road, between its intersection with Pennsy Drive and Ardwick Place.

Size: 2.9030 Acres.

Existing Uses: Retail building.

Proposal: Food and Beverage Store in combination with the retail sales of gasoline.

GENERAL PLAN, MASTER PLAN, AND ZONING

General Plan: This application is 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.

Planning Area: 72

DSP-19043 (Companion Case DSDS- 704), Royal Farm #356

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 property to the Light Industrial (I-1) Zone.

ADDITIONAL INFORMATION

None.

c: Long-range Agenda Notebook

MEMO

ENVIRONMENTAL PLANNING SECTION

DSP-19043 ROYAL FARMS #356

Hi Jonathan,

The Environmental Planning Section (EPS) has reviewed the referral information received by EPS on January 9, 2020. The proposal is for the construction of a food or beverage store in combination with a gas station.

The site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance (S-091-2018) because the site is less than 40,000 square feet in size and has no previous TCP approval. An NRI equivalency letter has been issued for the site (NRI-098-2018). The NRI was issued based on the standard woodland conservation exemption and that no regulated environmental features will be impacted. A stormwater management concept plan and approval letter (24099-2019-00) were submitted and show the use of micro-bioretenment and underground detention facilities with no stormwater management fee.

No other environmental requirements have been identified for this application. This email serves in lieu of a memo.

Chuck Schneider

Planner Coordinator | *County Wide Planning – Environmental Planning Section*

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

9400 Peppercorn Place, Suite 230 Largo Maryland 20774

301-883-3240 | alwin.schneider@ppd.mncppc.org



January 13, 2020

MEMORANDUM

TO: Jonathan Bush, Urban Design Review, Development Review Division

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

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

SUBJECT: DSP-19043 and DSDS-704 Royal Farms #356

The subject property comprises 3.0 acres located in the southwest quadrant of the intersection of Ardwick Ardmore Road and Pennsy Drive. The subject application proposes the construction of a food and beverage store in combination with a gas station. The subject property currently contains a bank constructed in the 1960s, a single-family home constructed circa 1960 and vehicle storage. 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 the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not recommended. Historic Preservation staff recommend approval of DSP-19043 and DSDS-704 Royal Farms #356 with no conditions.

January 30, 2020

MEMORANDUM

TO: Jonathan Bush, Urban Design

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

SUBJECT: Referral Comments for DSP-19043 (DSDS-704) ROYAL FARMS #356

1. Please provide Green Area Calculations (Required and Provided), per Sec. 27-474(c) on cover sheet.
2. It is unclear what the asterisk is noting in the Parking Schedule. Please clarify.
3. The parking schedule provided is inaccurate for the reasons outlined below:
 - The number of required spaces for 4,649 SF of retail space is 28.25 (20 + 8.25) and must, therefore, be shown as the next whole number, 29 (20 and 9), per Sec. 27-569 of the Zoning Ordinance. Applicant is showing 28 (20 and 8).
 - Applicant is showing 78 provided spaces, with 4 being HC, one of which is van accessible. Per a count of spaces on the plan, however, there are actually 83 parking spaces provided (4 being HC, to include 1 van accessible).
 - Applicant is showing the HC spaces required as 3, per the ADA range of 51-75 provided spaces. The ADA range used is incorrect though, as HC requirements are based off the total number of parking spaces provided, which is 83. As such, the ADA range must be changed to 76-100, which requires 4 HC spaces, to include 1 van accessible space.
 - Please make the above correction to the Parking Schedule, as exemplified below:

PARKING AND LOADING SCHEDULE				
	Description	Rate	Required	Provided
Parking	Retail - 4,649 SQ. FT. Gross Floor Area	Normal parking generation group: 1 space / 150 SQ. FT. of the first 3,000 SF	20	74 79
		+1.0 space / 200 SQ. FT. (above the first 3,000 SW. FT) * 1649 SF.	9-8-	
	Gas Station	1 SP / Employee * 8 Employees (Largest shift)	8	
	Eating or drinking establishments (not including drive thru service)	1 Space / 3 seats: 18 outdoor seats 11 indoor seats	10	
Accessible		76-100 51-75 spaces	4-3	4
Total number of parking spaces			47-46	83-78
Loading	4,649 SQ. FT. gross lease area	One loading space for 2,000 - 10,000 SF. Gross lease area (12' X 33' loading space)	1	1
Bicycle	Non-residential development	6 spaces for 20-100 vehicle parking spaces	2	2 (1 racks)



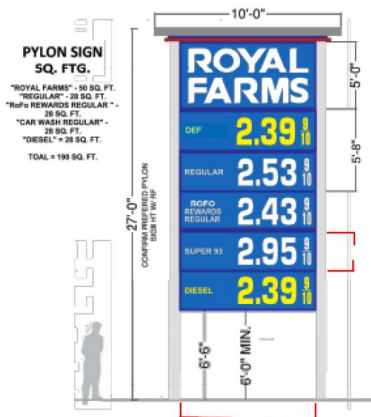
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 www.pgplanning.org

4. Please show the proposed poly sign setback dimension on the site plan
5. Show length dimension of diesel fuel canopy on plan.
6. If the 3 proposed fuel tanks are underground, label them as "PROP. UNDERGROUND FUEL TANK". If tanks are above ground, label accordingly and show the setback dimensions for them.
7. Provide drive isle dimension between loading space and diesel fuel canopy on plan
8. Reference DSDS-704 in the proposed sign height of the Pylon Sign Table, as exempld below:

PYLON SIGN TABLE	
1. LINEAR FEET ALONG PENNSY DRIVE	424 L.F.
LINEAR FEET ALONG ARDWICK PLACE	457 L.F.
LINEAR FEET ALONG ARDMORE-ARDWICK ROAD	257 L.F.
TOTAL LINEAR FEET OF STREET FRONTAGE	1138 L.F.
2. TOTAL ALLOWABLE SIGN AREA (1 SF / 4')	285 S.F.
3. PROPOSED PYLON SIGN AREA	162 S.F.
"ROYAL FARMS" SIGN	50 S.F.
PRICE SIGN (28 S.F. X 4)	112 S.F.
4. MAX ALLOWABLE SIGN HEIGHT	25'
5. PROPOSED SIGN HEIGHT (PER DSDS-704)	27'

9. Show length and width dimensions of dumpster enclosure on site plan.
10. Show length and width dimensions of convenience store entrance bump out on site plan, as it is part of the SF calculation.
11. Add the height and length dimension of the fuel price sign to the pylon sign detail No. 7 where indicated below:



12. Add label for pylon signs on landscape plan.
13. Add label for loading space on landscape plan.



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14. Applicant has provided a single 4.2-1 landscape schedule for landscape strip along streets that combines all three street frontages of the property. Please sperate out into three 4.2-1 schedules with the street name being included in the respective schedules, as exemplmed below:

Planting Schedule for Section 4.2-1
Requirements for Landscape Strips Along Streets
PENSSY DRIVE

Planting Schedule for Section 4.2-1
Requirements for Landscape Strips Along Streets
ARDWICK-ARDMORE ROAD

Planting Schedule for Section 4.2-1
Requirements for Landscape Strips Along Streets
ARDWICK PLACE

15. Provide dumpster enclosure swing-gate detail
16. Though applicant has met screening requirements for the dumpster via the dumpster enclosure, the screening requirement for the loading space does not appear to have been demonstrated. Please add a Section 4.4 box to your landscape schedules to demonstrate conformance to the screening requirements of the Landscape Manual, as exemplmed below:

(Example taken from certified DSP-17057 for Royal Farms Store #326 - Forks of the Road)

<p style="text-align: center;">SECTION 4.4 SCREENING REQUIREMENTS</p> <ol style="list-style-type: none">The loading area is required to be screened from adjacent residential properties and streets.<ul style="list-style-type: none">There are no adjacent residential properties.The loading area is screened from the roadways by plantings of a dense row of shrubs.Any freestanding dumpsters are to be enclosed and screened by sight tight fence or masonry wall.<ul style="list-style-type: none">The proposed dumpster is enclosed by a masonry wall.

***** END OF COMMENTS *****

February 20, 2020

MEMORANDUM

TO: Jonathan Bush, Urban Design Section, Development Review Division

VIA: Tom Masog, Transportation Section, Countywide Planning Division

FROM: Glen Burton, Transportation Section, Countywide Planning Division

SUBJECT: DSP-19043, Royal Farms, Ardwick Ardmore Road

The Transportation Planning Section has reviewed the detailed site plan (DSP) application referenced above. The 2.9-acre, I-1 Zoned property is located at southern quadrant of the Pennsy Drive-Ardwick Ardmore intersection. This application proposes the construction of a gas station and a food and beverage store with a gross floor area of approximately 4,649 square feet.

Master Plan, Site access Review

A DSP review from the standpoint of transportation, is usually focused on site access and on-site vehicular circulation. The property is currently improved with a few buildings and general outdoor storage. The current proposal is to construct a gas station with eight multi-product dispensers (MPD) for a total of 16 gasoline fueling positions. Additionally, six MPD's for diesel fuel are being proposed towards the southern side of the site. Both gas and diesels fuel MPD's will have separate canopies. The main building for the food and beverage use will have 4,649 square-foot of gross floor area. Parking is being proposed for three sides of the building as well as throughout the confines of the site. 63 parking spaces are being provided against a code-requirement of 46 spaces.

The property is in an area where the development policies are governed by the 2010 *Approved Subregion 4 Master Plan* and Sectional Map Amendment, as well as the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*. Two of the recommendations from the master plan is the upgrade of Pennsy Drive to a two-lane collector, (C-402) within 70 feet of right-of-way. Ardwick Ardmore Road is also planned as a two-four-lane Industrial Road (I-400) also within 70 feet of right-of-way. Both roads are currently built to their ultimate master plan cross-section, and consequently, no additional right-of-way is being required.

Regarding site circulation and access, staff has no issues.

Transportation Staff Conclusions

Overall from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan. Additionally, this plan meets the findings required for a departure from parking and loading standards to provide fewer parking spaces.

**Memorandum's
from**

**OUTSIDE
AGENCIES**

HEALTH DEPARTMENT

Prince George's County
Office of the Health Officer

Date: January 21, 2020

To: Jonathan Bush, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-19043, (DSDS-704) Royal Farms #356

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for Royal Farms # 356 and has the following comments / recommendations:

1. There are two existing carry-out/convenience stores food facilities and no grocery stores markets within a ½ mile radius of this site. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity. The department acknowledges that Royal Farms chain facilities are designed as convenient stores; however, they do provide healthy food options such as an assortment of fresh fruits and vegetables for retail sale.
2. ***The food facility is considered a prototype food service facility in which two or more facilities in the state having uniformed set of plans.*** The applicant must submit an application for plan review to the Maryland Department of Health's Environmental Health Bureau's Food protection and Food Licensing program located at 6 St. Paul Street, Suite 1301, Baltimore, Maryland. 21202.
3. The applicant must submit plans to the Plan Review department at the Department of Permitting, Inspection Enforcement located at 9400 Peppercorn Place in Largo Maryland. 20774 for the proposed food facility and apply for a Health Department High HACCP priority, Food Service Facility permit.
4. The applicant should assure that all sources of air pollution have been registered with the Maryland Department of the Environment, Air and Radiation Management Administration. Such sources include gasoline underground storage tanks, degreasing tanks and paint spraying operations. Contact MDE – ARMA at 800-633-6101.
5. Increased traffic volumes in the area can be expected as a result of this project.



Angela D. Alsobrooks
County Executive

Headquarters Building
1701 McCormick Drive, Suite 200, Largo, MD 20774
Office 301-883-7834, Fax: 301-883-7896, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

6. During the 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.
7. 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.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.



**INTER-OFFICE MEMORANDUM
PRINCE GEORGE'S COUNTY
POLICE DEPARTMENT**



M E M O R A N D U M

DATE: January 23, 2020
TO: Planning Coordinator, Urban Design Application Section
Development Review Division
FROM: Major Steve Yuen, Planning/Research Division
Prince George's County Police
SUBJECT: DSP-19043 Royal Farms

Upon review of these site plans, I only saw one proposed light near the parking spots in between the diesel canopy area and the passenger vehicle gas pumps.

Lighting in these areas will discourage illicit and unwanted activity.

This is an example of the Natural Surveillance aspect of CPTED (Crime Prevention Through Environmental Design).



DSP-19043 Royal Farms #356

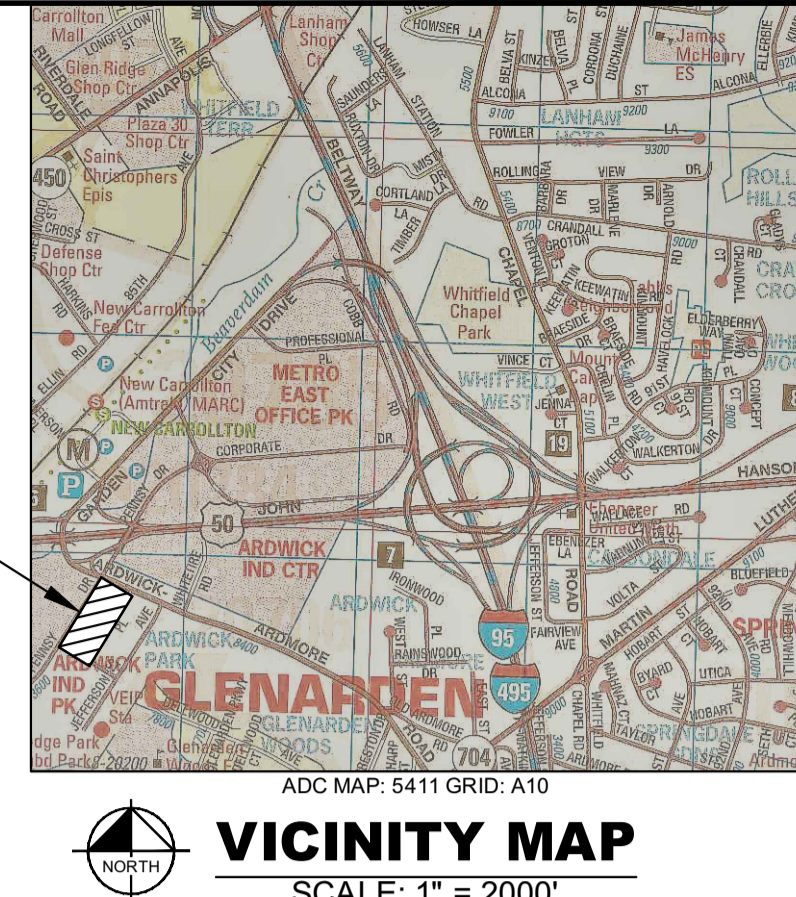
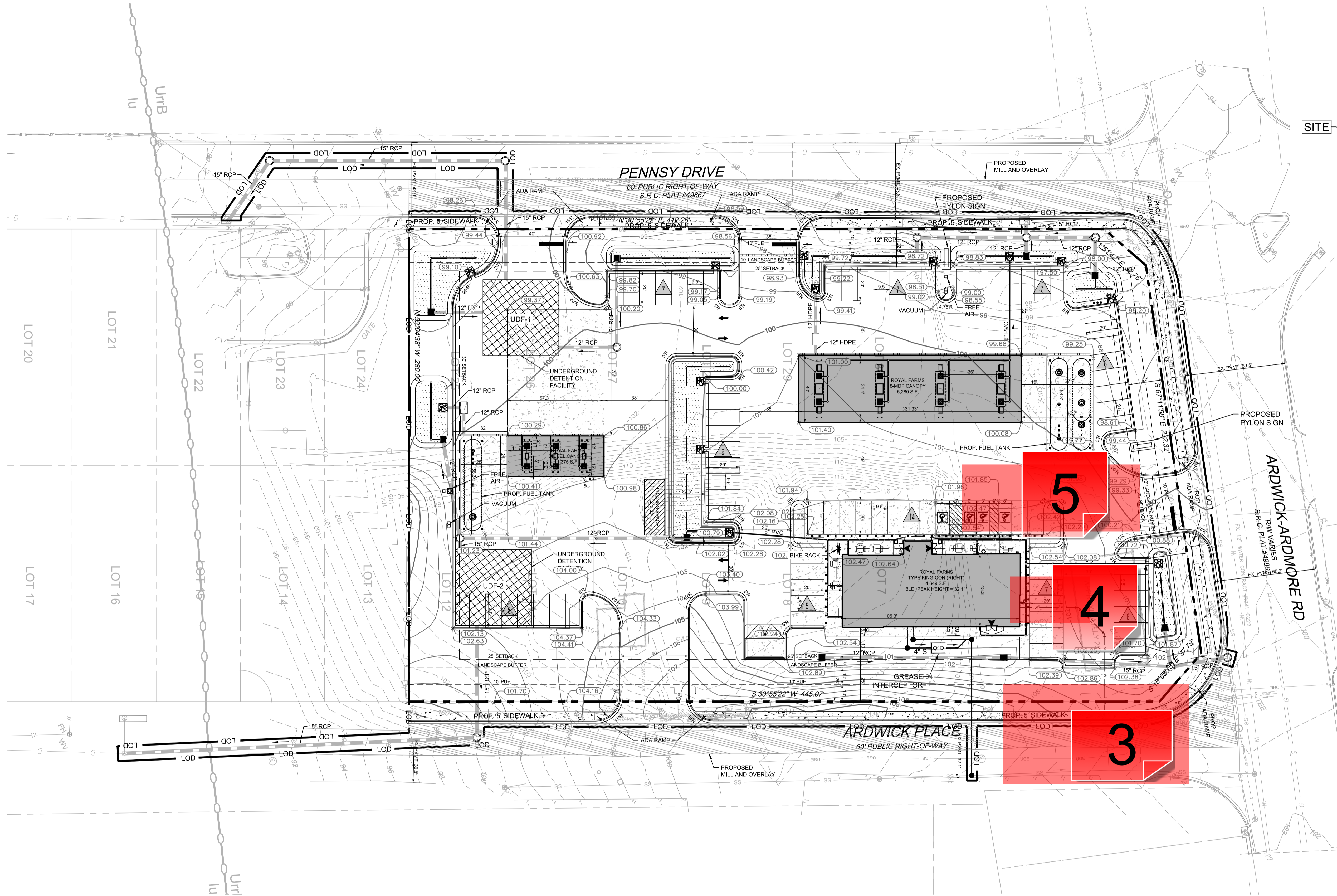
Jonathan,

Thank you for the opportunity to review the subject referral request. After review, I have no comments as there is no access to a state road, nor is there any work proposed in state right of way.

Thanks, Kwesi

Kwesi Woodroffe
Regional Engineer
District 3 Access Management
MDOT State Highway Administration
KWoodroffe@mdot.maryland.gov
301-513-7347 (Direct)
1-888-228-5003 - toll free
9300 Kenilworth Avenue,
Greenbelt, MD 20770
<http://www.roads.maryland.gov>

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NO.	REVISIONS	DATE	BY

Kimley»Horn
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 1801 PORTER ST., SUITE 401, BALTIMORE, MD 21230
 PHONE: 443-743-3470
 WWW.KIMLEY-HORN.COM



KHA PROJECT	114-068001
DATE	08/20/2019
SCALE	JCL
DESIGNED BY	JCL
DRAWN BY	DJA
CHECKED BY	NJA/JCL

ROYAL FARMS #356
 PREPARED FOR
8211 ARDWICK ARDMORE RD
 MARYLAND

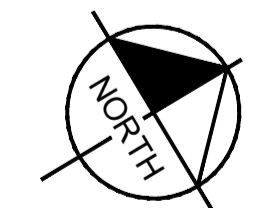
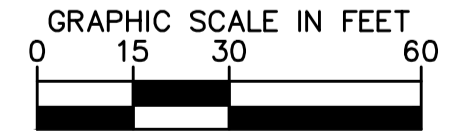
DETAILED SITE PLAN

SITE PLAN LEGEND

- PROPERTY LINE
- EX. ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- EX. CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- EX. GAS LINE
- EX. WATER LINE
- EX. STORM DRAIN
- EX. SANITARY LINE
- UGE
- EX. FENCE LINE
- PROP. STORM PIPE
- PROP. SEWER CONNECTION
- PROP. WATER CONNECTION
- LIMITS OF DISTURBANCE
- PUBLIC UTILITY EASEMENT
- LANDSCAPE SETBACK
- BUILDING SETBACK
- POWER POLE
- LIGHT POLE
- TREE
- SANITARY MANHOLE
- STORM MH
- WATER VALVE
- WATER MANHOLE
- HYDRANT
- PROPOSED PYLON SIGN
- PROPOSED SIGN
- PROPOSED DIRECTIONAL SIGN
- PARKING COUNT
- PARKING STRIPING
- PROPOSED CONCRETE
- EX. STRUCTURE
- PROPOSED STRUCTURE
- PROPOSED GAS PUMPS
- PROPOSED SWM FACILITY

DETAILED SITE PLAN

SCALE: 1" = 30'



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

PARKING AND LOADING SCHEDULE				
Description	Rate	Required	Provided	
Parking	Retail - 4,649 SQ. FT. Gross Floor Area	Normal parking generation group: 1 space / 150 SQ. FT. of the first 3,000 SF	20	
	Gas Station	+1.0 space / 200 SQ. FT. (above the first 3,000 SQ. FT.) *1649 SF	8	74
Accessible	Eating or drinking establishments (not including drive thru service)	1 Space / 3 seats: 18 outdoor seats 11 indoor seats	10	
		51-75 spaces	3	4
Total number of parking spaces:			46	78
Loading	4,649 SQ. FT. gross lease area	One loading space for 2,000-10,000 SF. Gross lease area (12' X 33' loading space)	1	1
Bicycle	Non-residential development	6 spaces for 20-100 vehicle parking spaces	2	2 (1 racks)

NOTE
 FOR LOCATION OF UTILITIES CALL 8-1-1 OR 1-800-257-7777 OR LOG ON TO www.call811.com
 http://www.missutility.net
 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY
 INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF THE MAINS BY DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS WELL IN ADVANCE OF THE START OF EXCAVATION

THIS BLOCK IS FOR OFFICIAL USE ONLY
 OR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council
 M-NCPPC APPROVAL
 PROJECT NAME:
 PROJECT NUMBER:
 For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
 Revision Numbers must be included in the Project Number

1 - -WSSC Plan Review Comments

Created by: Dave Margolis
On: 02/19/2020 02:02 PM

Plan #DSP-19043
Royal Farms #356

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

2 - -WSSC Standard Comments for All Plans

Created by: Dave Margolis
On: 02/19/2020 02:03 PM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
 - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
 - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
 - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
 - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSC pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
 - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
 - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
 - g. Upon completion of the site construction, utilities that are found to be located within WSSC's rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSC's system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Permit Services Section at (301-206-8650) or visit our website at <https://www.wsscwater.com/business--construction/developmentconstruction-services.html> for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

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

3 - DESIGN COMMENTS

Created by: Jonathan Madagu
On: 02/25/2020 09:47 AM

- 1). Add the proposed pipeline alignments with water and sewer house connections 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.
- 2). Existing water and sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
- 3). Show and label easement limits on plan for all existing and proposed water and sewer mains.
- 4). A single water/sewer service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.
- 5). 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.
- 6). 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.

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

4 - SITE UTILITY, EASEMENTS AND ENVIRONMENTAL

Created by: Jonathan Madagu
On: 02/25/2020 11:26 AM

- 1). OUTSIDE METERS - 3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2019 Plumbing & Fuel Gas Code 111.5.7 & 603.4.1
- 2). 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.
- 3). 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.
- 4). 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. Review of plan submitted does not meet these requirements.
- 5). Delineate and show on plan the proposed (ingress/egress) easement for proposed road access to proposed (water storage tank or pumping station) facility.

ENVIRONMENTAL:

6). 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

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

GENERAL NOTE:

8). 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.

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

10). 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 -----

5 - HYDRAULICS COMMENTS:

Created by: Jonathan Madagu
On: 02/25/2020 11:47 AM

GENERAL:

- 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.

WATER:

4). A 8-inch water main ON ARDWICK PLACE is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

SEWER:

5). A 6-inch gravity sewer main ON ARDWICK PLACE is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

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

Applicant's Additional Back-up

For

Detailed Site Plan DSP-19043

Royal Farms #356

**ROYAL FARMS #356
DSP-19043**

Applicant's Proposed Amended Conditions:

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Prince George's County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-19043 for Royal Farms #356, subject to the following conditions:

1. Prior to certification of the detailed site plan, the following revisions shall be made to the plan:
 - a. Provide striped crosswalks for the sidewalk from the Ardwick-Ardmore Road frontage.
 - ~~b. Provide a striped crosswalk from the loading space to the building's entrance.~~
 - c. Revise the architectural elevations to properly label the rear elevation.
 - ~~d. Revise the doors along the Ardwick Place frontage to integrate Crime Prevention Through Environmental Design principles to ensure employee safety.~~
 - e. Revise the dumpster enclosure detail to specify the proposed dimensions for the height, length and width, and provide a detail of the gate.
 - f. Provide trash ~~receptables~~ receptacles for refuse purposes along with a detail of the receptacles. ~~The design of trash receptables shall take into consideration the color, pattern, texture, and scale of the structures on site.~~
 - g. Provide green area calculations (required and provided), per Section 27-474(c) of the Prince George's County Zoning Ordinance on cover sheet.
 - h. ~~Clarify the interpretation of~~ Revise the asterisk ~~as noted~~ in the Parking Schedule to an "x" to indicate it is a multiplier.
 - i. Revise ~~plans to reflect the accurate number of~~ the required parking schedule spaces for the 4,649 square feet of retail space to require 29 parking spaces, per Section 27-569 of the Prince George's County Zoning Ordinance.
 - ~~j. Revise plans to reflect the accurate number of provided parking calculations spaces to 83, as currently reflected on plans, to include quantity of handicap-accessible spaces.~~
 - k. Revise parking schedule to reflect the accurate Americans with Disabilities Act range to 76-100 and provide 4 handicap-accessible parking spaces, one of which is van-accessible, demonstrating conformance to the requirement.

- l. Provide the proposed ~~poly~~ pylon sign setback dimension on the site plan.
 - ~~m. Provide length dimension of diesel fuel canopy on plan.~~
 - n. Clearly label three proposed fuel tanks underground by labeling as prop. "underground" fuel tank.
 - o. Provide drive aisle dimension width between the loading space and the diesel fuel canopy ~~on plan.~~
 - ~~p. Show length and width dimensions of dumpster enclosure on plan.~~
 - q. ~~Show~~ Provide the length and width dimensions of ~~convenience store~~ the entrance ~~bump out vestibule on site plan, as it is part of the square footage calculation.~~
 - r. Clearly label pylon signs and loading space on landscape plan.
 - ~~s. Provide dumpster enclosure swing gate detail.~~
2. Prior to issuance of any building permit, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$420.00 to the Prince George's County Department of Public Works and Transportation for the placement of one bikeway signage assembly along Ardwick-Ardmore Road. ~~A note shall be placed on the final plat for payment to be received prior to issuance of the first building permit.~~

KEY:

Underscoring indicates language added to conditions.

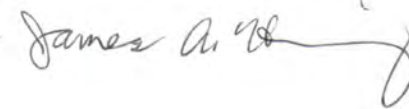
~~Strikethrough~~ indicates language deleted from conditions.

Additional Back-up

For

Detailed Site Plan DSP-19043
Royal Farms #356

TO: Betty Hewlett and the Prince George's County Planning Board of The Maryland National Capital Park and Planning Commission

FROM: James A. Herring - 

DATE: March 26, 2020

RE: **Approval - Royal Farms #356 Ardwick Ardmere (DSP-19043)**

This memo serves as my support for the development of Royal Farms #356 (Ardwick Ardmere) and the **approval of case number DSP-19043** for the following reasons.

- We welcome new, modern, Royal Farms that will offer competitively priced gas and more convenient accessibility to food and beverage needs in our community;
- Once built, this store will create approximately 30 (or more) new jobs and increase the commercial tax base for the County, which is definitely needed given our county's current economic climate;
- The proposed location will provide modern and convenient gas stations that offer a verity of products and choices for our local community and local business areas;
- The proposed layout will provide visibility that adheres to the CPTED (Crime Prevention Through Environmental Design) standards;
- The proposed architectural design is very attractive and high quality and will further enhance the views Royal Farms is proposing to include stone around the outermost gas canopy poles;
- We are very supportive of this project, as the majority of materials are purchased locally, and over 85% of all waste from construction is recycled or repurposed. These efforts are reflected in the fact that recently the U.S. Green Building Council (USGBC) named Royal Farms in USGBC's country wide list of Top Ten LEED Retail Stores.

March 26, 2020

Betty Hewlett
Prince George's County Board of Planning
14741 Governor Oden Bowie Dr.
Upper Marlboro, MD 20772

Dear Ms. Hewlett:

I am in support of the development of a new Royal Farms in the Ardwick Ardmore area in Prince George's County.

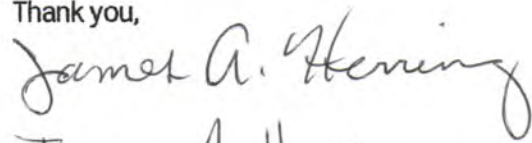
Royal Farm's new location will provide competitive gas prices and a convenient store that would offer more food and beverage choices. The store's existence will bring an attractive more modern facility and enhance the current landscaping in the area that is currently surrounded by unattractive industrial footprint.

We like the fact that majority of materials used to build the store are purchased locally, and over 85% of all waste from construction is recycled or repurposed.

In addition, we are also excited about the new jobs this project will create – employing people to build the store to employing about 30 people needed to run the store, which is definitely needed given our country's current economic climate.

Please approve this project for our community and for our economy.

Thank you,


James A. Herring

March 26, 2020

Betty Hewlett
Prince George's County Board of Planning
14741 Governor Oden Bowie Dr.
Upper Marlboro, MD 20772

Dear Ms. Hewlett:

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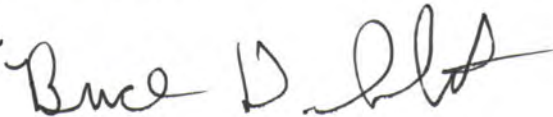
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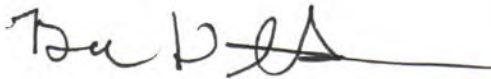
In addition, we are also excited about the new jobs this project will create – employing people to build the store to employing about 30 people needed to run the store, which is definitely needed given our country's current economic climate.

Please approve this project for our community and for our economy.

Thank you,


Bruce Shorts

TO: Betty Hewlett and the Prince George's County Planning Board of The Maryland National Capital Park and Planning Commission

FROM: Bruce Shords, 

DATE: March 26, 2020

RE: *Approval - Royal Farms #356 Ardwick Ardmore (DSP-19043)*

This memo serves as my support for the development of Royal Farms #356 (Ardwick Ardmore) and the **approval of case number DSP-19043** for the following reasons.

- We welcome new, modern, Royal Farms that will offer competitively priced gas and more convenient accessibility to food and beverage needs in our community;
- Once built, this store will create approximately 30 (or more) new jobs and increase the commercial tax base for the County, which is definitely needed given our county's current economic climate;
- The proposed location will provide modern and convenient gas stations that offer a verity of products and choices for our local community and local business areas;
- The proposed layout will provide visibility that adheres to the CPTED (Crime Prevention Through Environmental Design) standards;
- The proposed architectural design is very attractive and high quality and will further enhance the views Royal Farms is proposing to include stone around the outermost gas canopy poles;
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EXHIBIT'S LIST

Regular Planning Board Meeting

MARCH 26, 2020 (for March 19, 2020 Agenda Items)

Exhibits Transmitted to Development Review Division

AGENDA ITEM #5 – DETAIELD SITE PLAN

DSP-19043 ROYAL FARMS #356

The following exhibits were accepted and entered into the record:

Applicant's Exhibit #1	Proposed Amended Revisions to Conditions	2-pages
Letter of Support	James Herring	1-page

MARIE PROCTOR

Marie Proctor

SIGN AND DATE

MARCH 26, 2020

Applicant's Proposed Amended Conditions:

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Prince George's County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-19043 for Royal Farms #356, subject to the following conditions:

1. Prior to certification of the detailed site plan, the following revisions shall be made to the plan:
 - a. Provide striped crosswalks for the sidewalk from the Ardwick-Ardmore Road frontage.
 - ~~b. Provide a striped crosswalk from the loading space to the building's entrance.~~
 - c. Revise the architectural elevations to properly label the rear elevation.
 - ~~d. Revise the doors along the Ardwick Place frontage to integrate Crime Prevention Through Environmental Design principles to ensure employee safety.~~
 - e. Revise the dumpster enclosure detail to specify the proposed dimensions for the height, length and width, and provide a detail of the gate.
 - f. Provide trash ~~receptables~~ receptacles for refuse purposes along with a detail of the receptacles. ~~The design of trash receptables shall take into consideration the color, pattern, texture, and scale of the structures on site.~~
 - g. Provide green area calculations (required and provided), per Section 27-474(c) of the Prince George's County Zoning Ordinance on cover sheet.
 - h. Clarify the interpretation of Revise the asterisk ~~as noted~~ in the Parking Schedule to an "x" to indicate it is a multiplier.
 - i. Revise ~~plans to reflect the accurate number of the required~~ parking schedule spaces for ~~the~~ 4,649 square feet of retail space to require 29 parking spaces, per Section 27-569 of the Prince George's County Zoning Ordinance.
 - ~~j. Revise plans to reflect the accurate number of provided parking calculations spaces to 83, as currently reflected on plans, to include quantity of handicap-accessible spaces.~~
 - k. Revise parking schedule to reflect the accurate Americans with Disabilities Act range to 76-100 and provide 4 handicap-accessible parking spaces, one of which is van-accessible, demonstrating conformance to the requirement.

- l. Provide the proposed poly pylon sign setback dimension on the site plan.
 - ~~m. Provide length dimension of diesel fuel canopy on plan.~~
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