



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

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Detailed Site Plan DSP-18055

Ardwick Ardmore Consolidated Self Storage

REQUEST	STAFF RECOMMENDATION
Construction of a 114,000-square-foot consolidated storage facility.	APPROVAL with conditions

Location: On the south side of Ardwick-Ardmore Road, approximately 280 feet west of Preston Drive.	
Gross Acreage:	2.36
Zone:	I-1
Dwelling Units:	N/A
Gross Floor Area:	114,000 sq. ft.
Planning Area:	72
Council District:	05
Election District:	20
Municipality:	N/A
200-Scale Base Map:	205NE07
Applicant/Address: Ardwick Development II, LLC. 5101 Wisconsin Avenue, NW Washington, DC, 20016	
Staff Reviewer: Andrew Bishop Phone Number: 301-952-4897 Email: Andrew.Bishop@ppd.mncppc.org	



Planning Board Date:	05/28/2020
Planning Board Action Limit:	05/29/2020
Staff Report Date:	05/12/2020
Date Accepted:	03/20/2020
Informational Mailing:	11/26/2018
Acceptance Mailing:	03/18/2020
Sign Posting Deadline:	04/28/2020

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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-18055
Ardwick Ardmore Consolidated Self Storage

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance for the Light Industrial (I-1) Zone and 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 Section recommends the following findings:

1. **Request:** The subject application is for approval of a detailed site plan (DSP) to raze the existing 16,613-square-foot building and construct a 3-story, 114,000-square-foot, 1,051-unit consolidated storage facility on Parcels A and D. The two parcels will be combined to form a single record lot.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	I-1	I-1
Use	Contractor services with outdoor storage	Consolidated Storage
Total Acreage	2.36	2.36
Green Area (10 percent required)		21,910 sq. ft./21 percent
Parcels	2	1
Gross Floor Area (sq. ft.)	16,613 (to be razed)	114,000
Number of Storage Units		1,051

OTHER DEVELOPMENT DATA

Use	Number of Spaces Required	Number of Spaces Provided
Office Space – 1,150 sq. ft. @ 4/1,000 sq. ft.	5	5
Storage Units – 998 @ 1/50 units accessed internally	20	21
Resident Manager	2	2
Total Parking Spaces	27	28
Handicap-Accessible	2	1
Van Accessible		1
Standard Spaces		19
Compact		7
Total Loading Spaces	5	5
Up to 10,000 sq. ft.	2	2
1 space/each 40,000 sq. ft. over	3	3

3. **Location:** The subject property is located on the south side of Ardwick-Ardmore Road, approximately 280 feet west of Preston Drive, in Planning Area 72, Council District 5. The subject DSP includes two parcels, which are located on Tax Map 52 in Grid B3, and are known as Parcels A and D, as recorded in Plat Book WWW 62-29 and NLP 139-79, respectively. More specifically, the site is located at 8419 and 8501 Ardwick-Ardmore Road.
4. **Surrounding Uses:** The site is located in a fully developed industrial area, and bounded to the north by Ardwick-Ardmore Road with industrial uses in the Light Industrial (I-1) Zone beyond; and to the south, east, and west by industrial uses in the I-1 Zone.
5. **Previous Approvals:** There are no previous Prince George’s County Planning Board approvals for the subject property, which has long been zoned and used for industrial purposes. The improvements on Parcel A date back to 1960 and have been used for distribution and contractor services since then. Parcel D was originally owned and used by

Hess Oil for parking fuel tankers and fuel distribution services, but is now owned by the UA Mechanical Trade School, Inc. and used to train plumbers and pipe fitters.

Parcel D was recorded on July 12, 1988 and Parcel A was recorded in December 1966. The DSP application proposes to combine the two parcels to form a single record lot. A condition requiring recordation of a new final plat has been included herein to reflect this new lotting pattern.

Section 24-111 of the Prince George's County Subdivision Regulations provides that a final plat of subdivision recorded prior to September 27, 1970 shall be resubdivided, prior to issuance of a building permit, unless one of four exemptions is satisfied. The subject property satisfies the provisions of Section 24-111(c)(4), which applies to property on which more than 5,000 square feet of development (constituting at least 10 percent of the total site) was constructed prior to January 1, 1991. As noted above, Parcel A is improved with a building containing in excess of 16,000 square feet, which was constructed in 1960. Since the total area of the subject property is 102,766 square feet, the noted exemption applies, and no additional subdivision application is required, in order to redevelop the site.

The property is also the subject of Stormwater Management (SWM) Concept Plan 41979-2018-00, which was approved on May 2, 2019 and is valid until May 2, 2022.

6. **Design Features:** The site is accessed from Ardwick-Ardmore Road and proposes a two-way drive on the western side of the site and a one-way, egress-only, drive on the eastern side of the site. A two-way traffic pattern continues on the western side of the consolidated storage building, with a total of four standard parking spaces, and one handicap-accessible parking space near the northwest corner of the building. The consolidated storage facility is secured by a 6-foot-high, estate-style, black metal fence with security mesh on the back of the fence to prevent visibility into the site from Ardwick-Ardmore Road. Keyed entry and gates are proposed on the eastern and western sides of the site. A 6-foot-high, sight-tight, vinyl fence is proposed on the remaining western, southern, and eastern boundaries of the site, bordering the adjacent industrial and institutional uses. A one-way vehicular traffic pattern continues on the south and east side of the property, circling the building. At the southern end of the building, the 18-foot-wide, one-way, drive aisle passes through the building. Clear zones are provided on either side, as there are individual storage unit access doors off of this drive aisle.

Architecture

The 36-foot-high building is generally square and includes a flat roof with some variation in the parapet height. The building proposes a slightly raised roof accenting the office entrance on the northern and western façades. Multiple additional building entrances are shown on the other building façades, with the loading areas for the site located on the west side of the building. The rear of the building faces Parcel C, and proposes a one-way drive aisle through the building with a 15-foot-high clearance above the drive aisle. The building elevations include windows, horizontal banding, and color changes to break up the long expanses of the façades and create visual interest. In addition, 15 units will be accessed externally via roll-up doors, painted to match the building, on the eastern and western elevations.

The 3-story building incorporates a variety of building materials, such as metal panels, glass, and masonry blocks, creating a clean and contemporary design, which will complement the surrounding uses. The building is generally constructed in light and dark

gray masonry block, with green accents, and proposes horizontal bands around the base of the building. A dark gray masonry block base, with the upper stories composed of glass windows, accents the corner of the building at the office entrance. This entrance is further accented by green metal canopies over the doorway creating architectural interest.

The facilities proposed with this consolidated storage use include an 1,150-square-foot office and space for a resident manager on-site; however, floorplans demonstrating the size and location of these internal facilities were not provided. Therefore, a condition has been included in the Recommendation section of this report requiring the applicant to provide the floorplans associated with the proposed consolidated storage facility to clearly demonstrate the location of these internal facilities.



Figure 1: Proposed North Elevation



Figure 2: Proposed South Elevation

Lighting

This DSP proposes light-emitting diode lighting on the building and within the parking area to illuminate the building, parking areas, pedestrian walkways, and loading spaces on the site. The site plans show pole-mounted lighting in the parking area and a variety of building-mounted lighting to provide a balanced lighting pattern on the property. Lighting has been placed to highlight building entrances and to provide patrons with a bright and safe atmosphere, while not causing a glare onto adjoining properties, as referenced in the photometric plan that was submitted with this application. It is noted that the details of the lighting types and models have been shown, but the application does not specify the height or detail for the proposed pole. Therefore, a condition has been included herein to require that details be provided of the light pole.

Signage

Two building-mounted signs are proposed, which are in conformance with Section 27-613 of the Prince George's County Zoning Ordinance. The building-mounted signs include channel letters in green and white and are proposed to be internally illuminated,

advertising the name of the consolidated storage facility. These building-mounted signs are located on the north façade, facing Ardwick-Ardmore Road, and on the west elevation above the main office entrance.

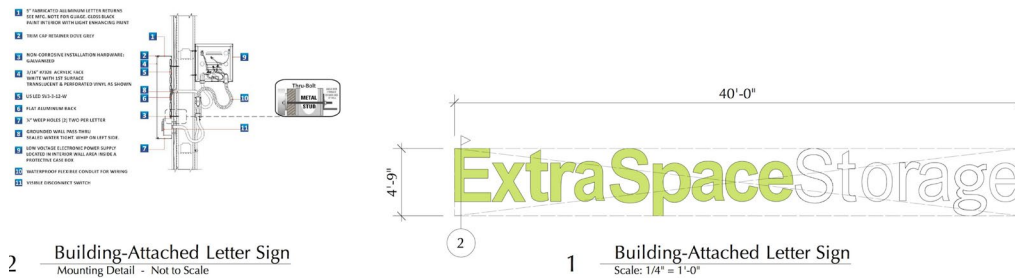


Figure 3: Proposed Building-mounted signage

Loading and trash facilities

Five loading spaces are proposed, as required for the consolidated storage facility, and are located adjacent to the western side of the building, directly behind the security gate. Dumpster facilities are proposed in the southwest portion of the site. These facilities are adequately screened, and details of the enclosure have been provided, as required. The dumpsters are enclosed with a black, vinyl-coated, chain-link fence, including screening fabric to limit the visibility of the containers.

COMPLIANCE WITH EVALUATION CRITERIA

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

- a. This DSP is in general conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in industrial zones.
- b. The DSP is consistent with those regulations in the I-1 Zone, including Section 27-470(a) of the Zoning Ordinance, regarding purposes; Section 27-470(b) regarding landscaping, screening, the required amount of greenspace on-site; and Section 27-474, of the Zoning Ordinance, regarding regulations in the industrial zones.
- c. The proposed consolidated storage facility is a permitted use in the I-1 Zone, in accordance with Section 27-475.04 of the Zoning Ordinance. Specific requirements of Section 27-475.04(a) are as follows:

(1) Requirements.

- (A) No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan**

for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).

- (B) Entrances to individual consolidated storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.**

The property does not abut any residentially or commercially zoned land and all entrances to individual consolidated storage units are either internal to the proposed building or accessed externally, but screened by a sight-tight fence, in conformance with requirements (A) and (B).

- (C) The maximum height shall be thirty-six (36) feet.**

The architectural plans provided with the application show the proposed building is 36 feet in height.

- (D) Notwithstanding any other requirement of this Section, the expansion of an existing consolidated storage use within a building in the I-1 Zone after November 30, 2016, shall be limited to a maximum of fifty (50) additional individual units and may not be less than one-half mile from another consolidated storage use in the I-1 Zone. However, this Section shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan, final plat, and detailed site plan, where the consolidated storage use is adequately buffered from view from any public right-of-way.**

This DSP is not an expansion of an existing consolidated storage use. Therefore, the limitation to 50 additional individual units does not apply.

Section 27-475.04(c) includes additional applicable requirements, as follows:

- (c) Unless otherwise exempted from the prescriptions of this Section, consolidated storage shall be a permitted use in the I-1 Zone, subject to the following additional requirements:**
 - (i) A detailed site plan is approved for the proposed development of the use, in accordance with Part 3, Division 9 of this Subtitle.**
 - (ii) The required technical staff report prepared and submitted to the administrative record for the detailed site plan application shall include a current, countywide inventory of the locations, dates of approval, and any conditions of approval for consolidated storage uses located on property within one-half mile of the boundaries of the property on which the proposed consolidated storage use will be located**

- (iii) **The Planning Board and/or the District Council shall consider, in its review of a detailed site plan application pursuant to this Section, the inventory submitted to the administrative record in accordance with Subsection (b) of this Section, above, for purposes of finding conformance with the required findings of approval set forth in Part 3, Division 9 of this Subtitle.**

The subject DSP was submitted, in fulfillment of this requirement. Regarding the current, countywide inventory of consolidated storage uses, it is noted that there is one other consolidated storage facility located within one-half mile of the property. The U-Haul Moving and Storage is located at 3900 Whitetire Road, in Landover, Maryland and was constructed in approximately 1967. There is no record of a development application associated with this use or any conditions of approval. In addition, it is noted that there are no other consolidated storage facilities within one-half mile of this property.

- d. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance. For example, the subject development provides vehicular and pedestrian access to the site from the public right-of-way; adequate lighting is proposed on-site; and the architecture proposed includes a variety of features, such as window and door treatments, projections, colors, and materials.
- 8. **2010 Prince George’s County Landscape Manual:** The application is subject to Section 4.2, Requirements for 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 of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual). The required plantings and schedules are provided, in conformance with the Landscape Manual, with the exception of the note to indicate how the application is showing conformance to Section 4.4 for screening that is conditioned herein to be provided.
 - 9. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This property is exempt from the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because, even though the gross tract area is more than 40,000 square feet, it contains less than 10,000 square feet of woodland and does not have a previously approved tree conservation plan. A Standard Letter of Exemption (S-049-2018) was issued for the property, which has expired, and it is noted that the application will require a new standard letter of exemption, prior to certification and is conditioned to be provided herein.
 - 10. **Prince George’s County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are within the I-1 Zone are required to provide a minimum of 10 percent of the gross tract area in TCC. This project has 2.36 acres that results in a required TCC of 0.24 acre for the site, or 10,280 square feet. Staff notes that the plans propose more than what is required and meet the requirements of the Tree Canopy Coverage Ordinance.

11. Referral Comments: The subject application was referred to the appropriate County agencies and divisions. The referral comments are summarized, as follows:

- a. **Historic Preservation**—In a memorandum dated April 7, 2020 (Stabler to Bishop), incorporated herein by reference, the Historic Preservation Section noted that in 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.
- b. **Community Planning**—In a memorandum dated April 4, 2020 (Tariq to Bishop), 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 DSP.
- c. **Transportation and Trails Planning**—In a memorandum dated April 24, 2020 (Ryan to Bishop), incorporated herein by reference, the Transportation Planning Section noted that the site was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and/or the appropriate area master/sector plan, in order to implement planned trails, bikeways, and pedestrian improvements.

The site access and circulation was also reviewed, and it was noted that this project proposes to reduce the vehicular access points on Ardwick-Ardmore Road and relocate the eastern access point farther to the east. As proposed, it was determined that the site access and circulation are designed, in accordance with Section 27-283, and the parking and loading spaces proposed meet the minimum requirements, per Section 27-568 of the Zoning Ordinance, for a consolidated storage use of this size.

In conclusion, it was noted that there are no applicable previous conditions of approval and the trail and transportation issues on the property have either been addressed through revisions to the plans or are included as conditions in the Recommendation section of this report.

- d. **Environmental Planning**—In an email dated March 31, 2020 (Schneider to Bishop), incorporated herein by reference, the Environmental Planning Section provided an analysis of the application and noted the site has been issued a Natural Resources Inventory Equivalency Letter (NRI-EL)-050-2018. The site is the subject of an approved SWM Concept Plan 41979-2018-00 that shows the use of two rain gardens for on-site attenuation/quality control measures.
- e. **Permit Review Section**—In a memorandum dated April 2, 2020 (Bartlett to Bishop), the Permit Review Section provided a review and analysis of this application and the permit review comments have been either addressed or included as conditions in the Recommendation section of this report.
- f. **Prince George’s County Fire/EMS Department**—In an email dated March 23, 2020 (Reilly to Bishop), the Prince George’s County Fire/EMS Department

provided comments regarding facilities on-site that have been addressed through revisions to the plans.

- g. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated April 24, 2020 (Giles to Bishop), incorporated herein by reference, DPIE provided a number of comments. These have been provided to the applicant and will be addressed through DPIE’s separate permitting process.
 - h. **Prince George’s County Police Department**—In a memorandum dated April 2, 2020 (Contic to Bishop), incorporated herein by reference, the Police Department indicated that upon review of these site plans, they have no comments at this time.
 - i. **Prince George’s County Health Department**—As of the writing of this staff report, the Health Department did not offer any comments; however, standard conditions have been included in the Recommendation section of this report to require noise and dust control during the demolition and construction phases of the development.
 - j. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated March 31, 2018, WSSC offered numerous comments regarding the provision of water and sewer to the development. These comments have been provided to the applicant and will be addressed through WSSC’s separate permitting process.
12. As required by Section 27-285(b)(1) of the Zoning Ordinance, this DSP, if approved with the recommended conditions, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code without requiring unreasonable costs, and without detracting substantially from the utility of the proposed development for its intended use.
13. As required by Section 27-285(b)(4), the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in as natural a state as possible, in accordance with the requirements of Subtitle 24-130(b)(5). The site does not contain any regulated environmental features that are required to be protected. Therefore, this finding is not applicable to this DSP.

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-18055 for Ardwick Ardmore Consolidated Self Storage, subject to the following conditions:

- 1. Prior to certification of the detailed site plan, the following revisions shall be made to the plans:
 - a. Provide details of the light pole to be used on-site.

- b. Provide inverted U-style bicycle racks to accommodate four bicycles, replacing the “wave” style bicycle rack.
 - c. Revise General Note 30 to include the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance Equivalency Letter and Natural Resources Inventory Equivalency Letter application numbers.
 - d. Provide building width dimensions on the architectural elevations that are consistent with those on the site plan to clearly demonstrate conformance to Section 27-613 of the Zoning Ordinance.
 - e. Provide a valid, approved Standard Letter of Exemption from the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance.
 - f. Provide a general note indicating that the requirements of Section 4.4 of the 2010 *Prince George’s County Landscape Manual* are being met through adequate landscaping and screening techniques.
 - g. Label the height of the clearance provided in the drive-through opening on the architectural elevations.
 - h. Provide screening or landscaping to adequately screen the electrical transformer facing Ardwick-Ardmore Road.
 - i. Provide the floorplans for the proposed consolidated storage facility.
 - j. Add the following general notes:
 - (1) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Conformance to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, is required.
 - (2) During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Conformance to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George’s County Code, is required.
2. Prior to approval of a building permit, the applicant shall obtain approval of a final plat that consolidates the entirety of the land areas that comprise Parcels A and D. The plat shall be filed, in accordance with Section 24-108 of the Prince George’s County Subdivision Regulations. Notes shall be added to the final plat that clearly delineate the underlying approvals and their applicability to each of the land areas.

ITEM: 7

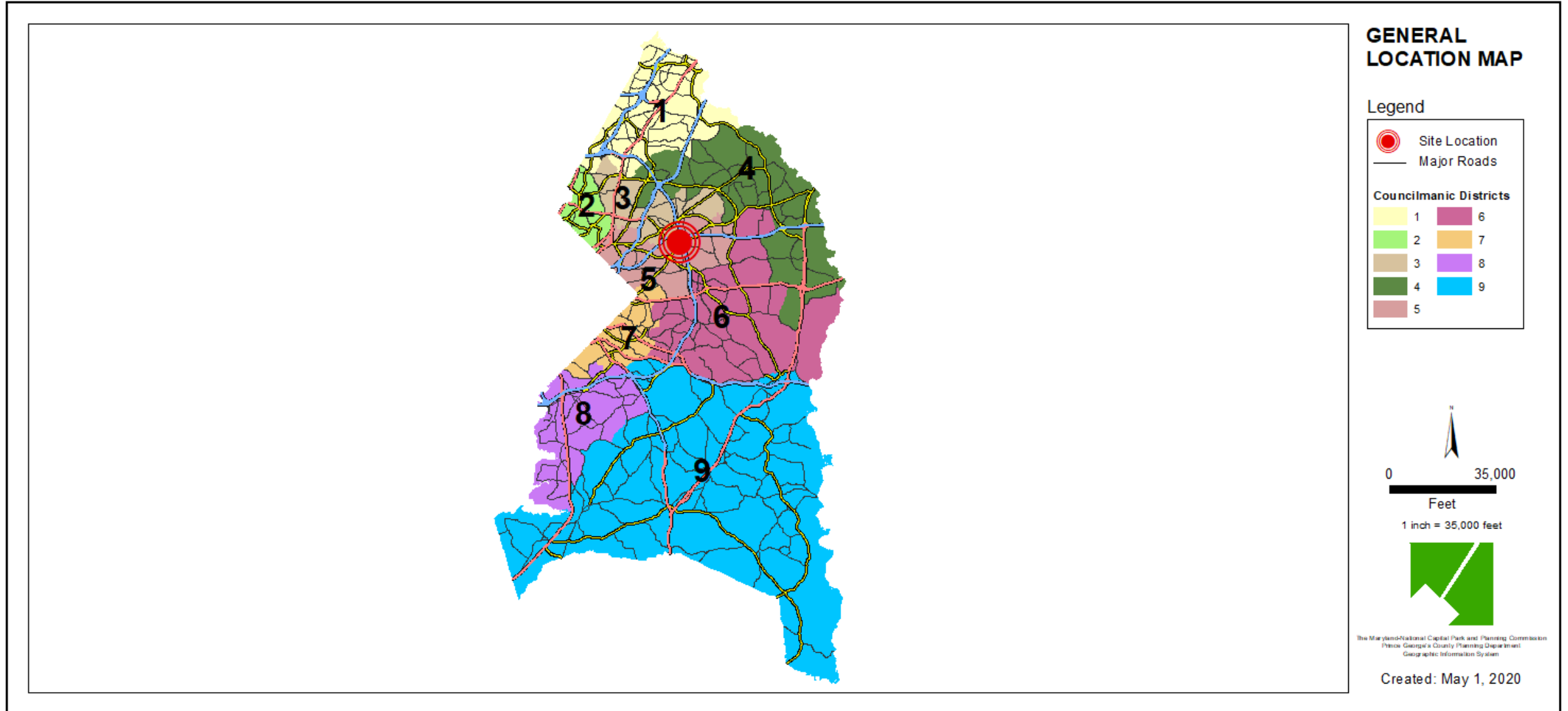
CASE: DSP-18055

ARDWICK ARDMORE CONSOLIDATED SELF STORAGE

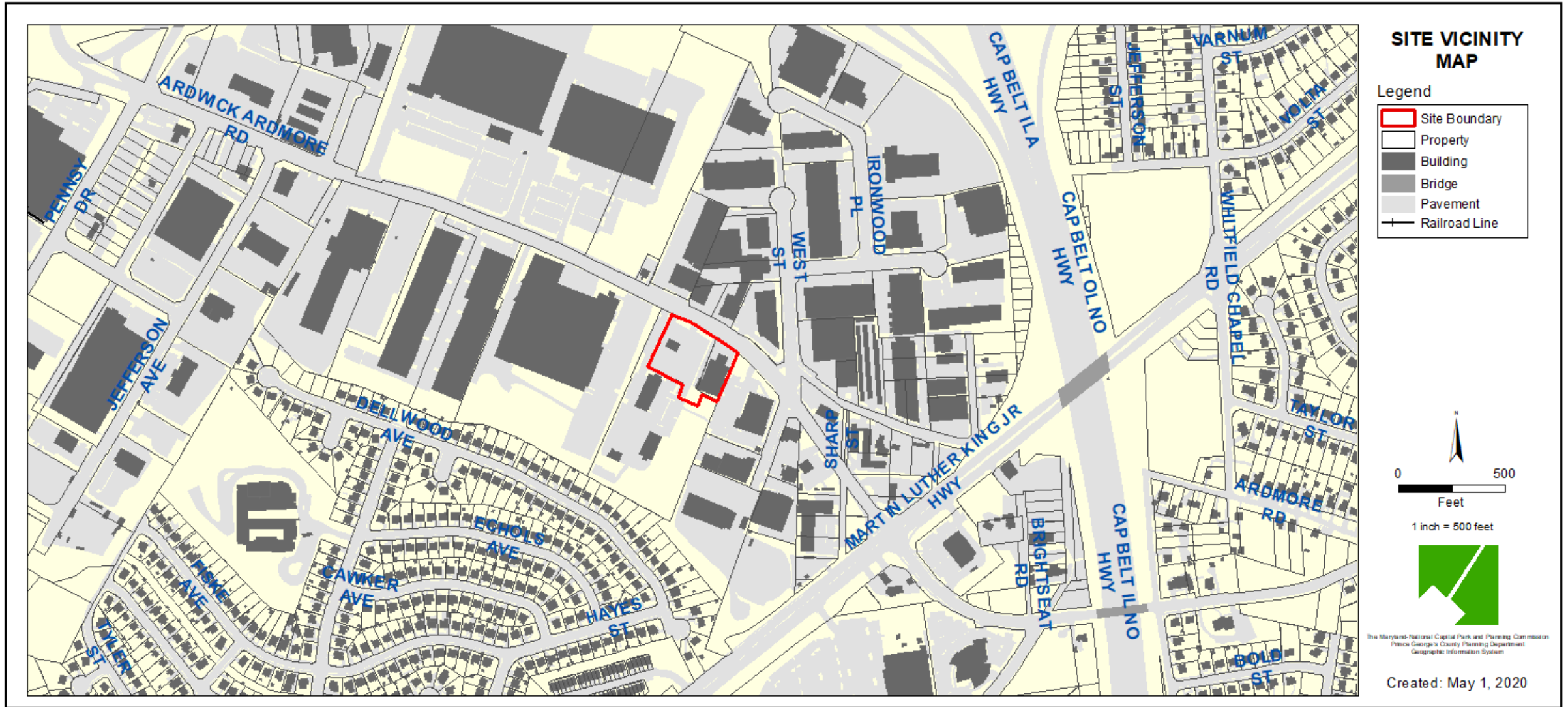
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



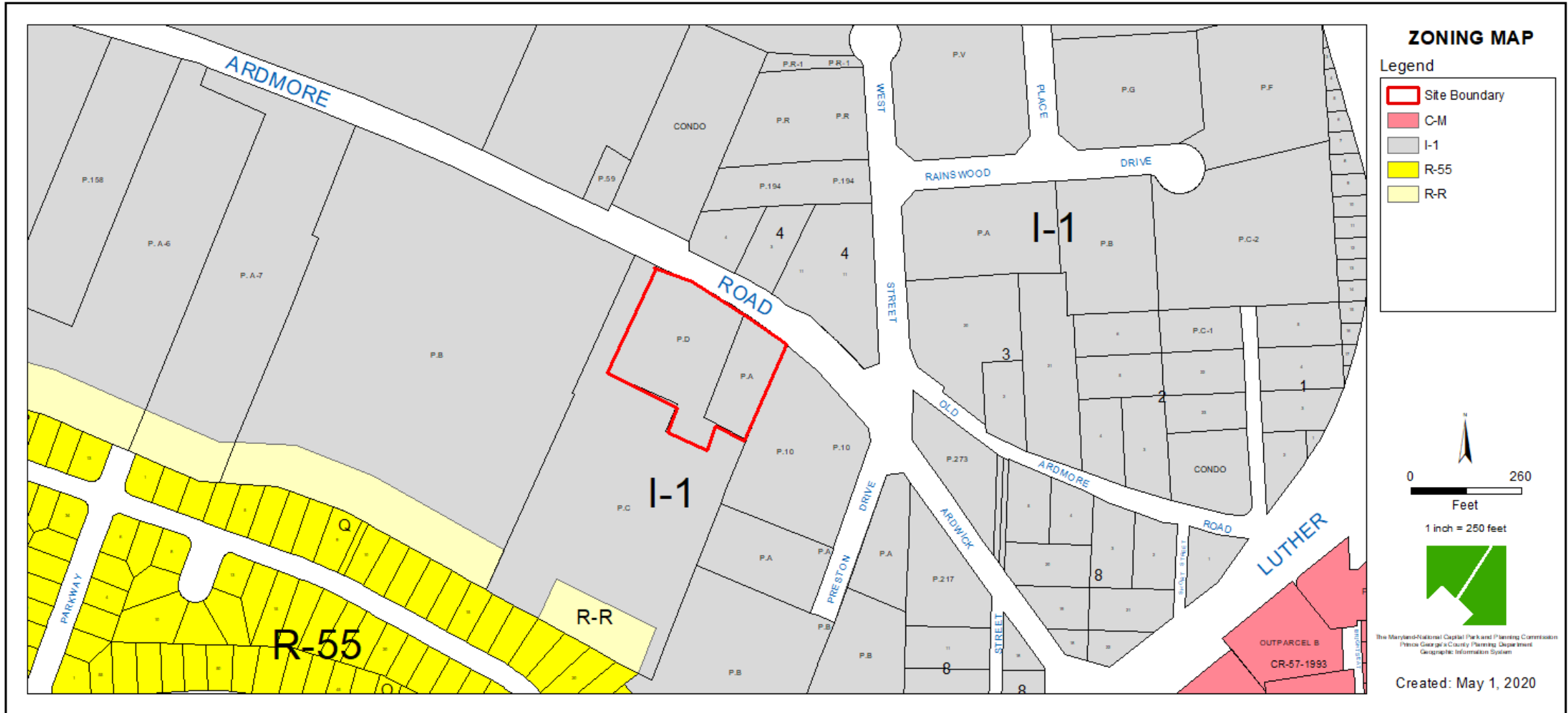
GENERAL LOCATION MAP



SITE VICINITY



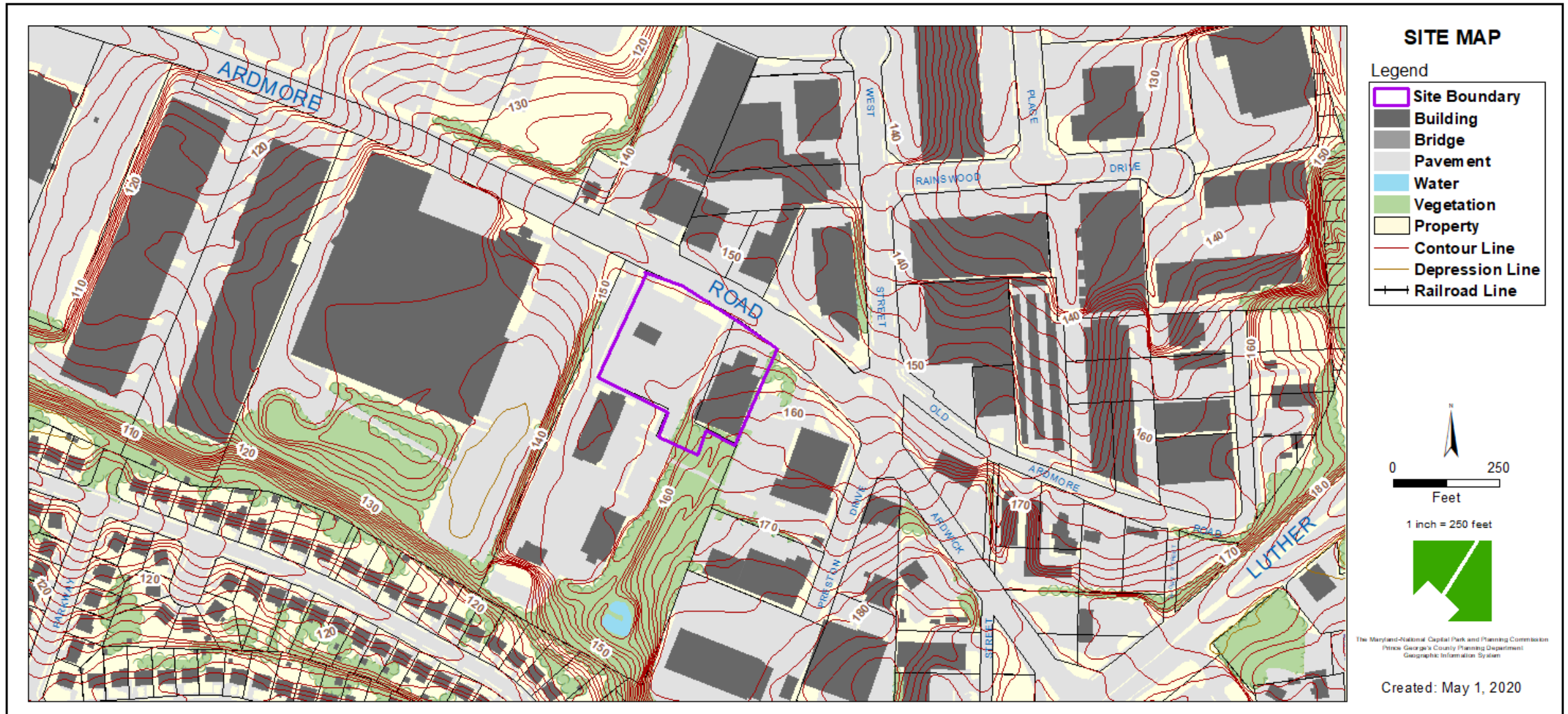
ZONING MAP



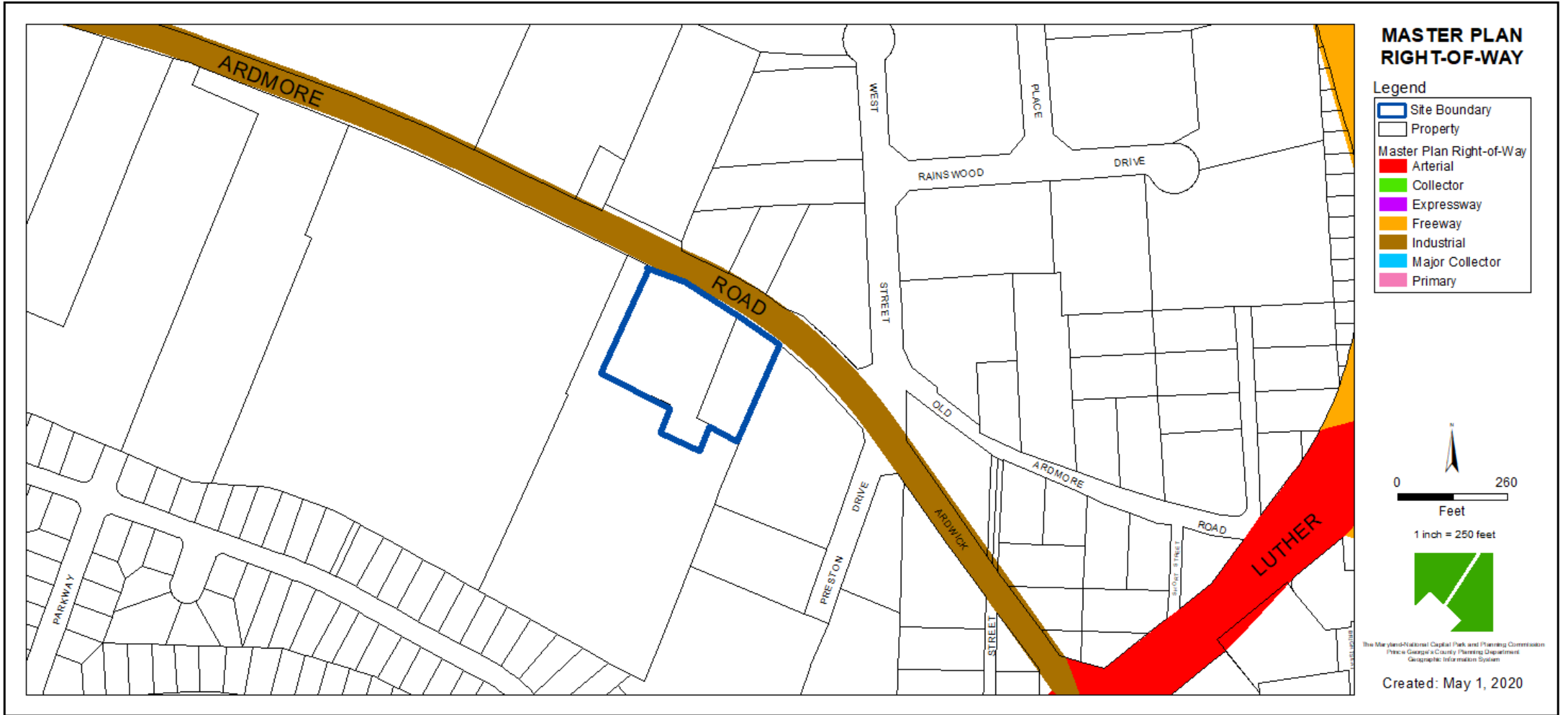
AERIAL MAP



SITE MAP



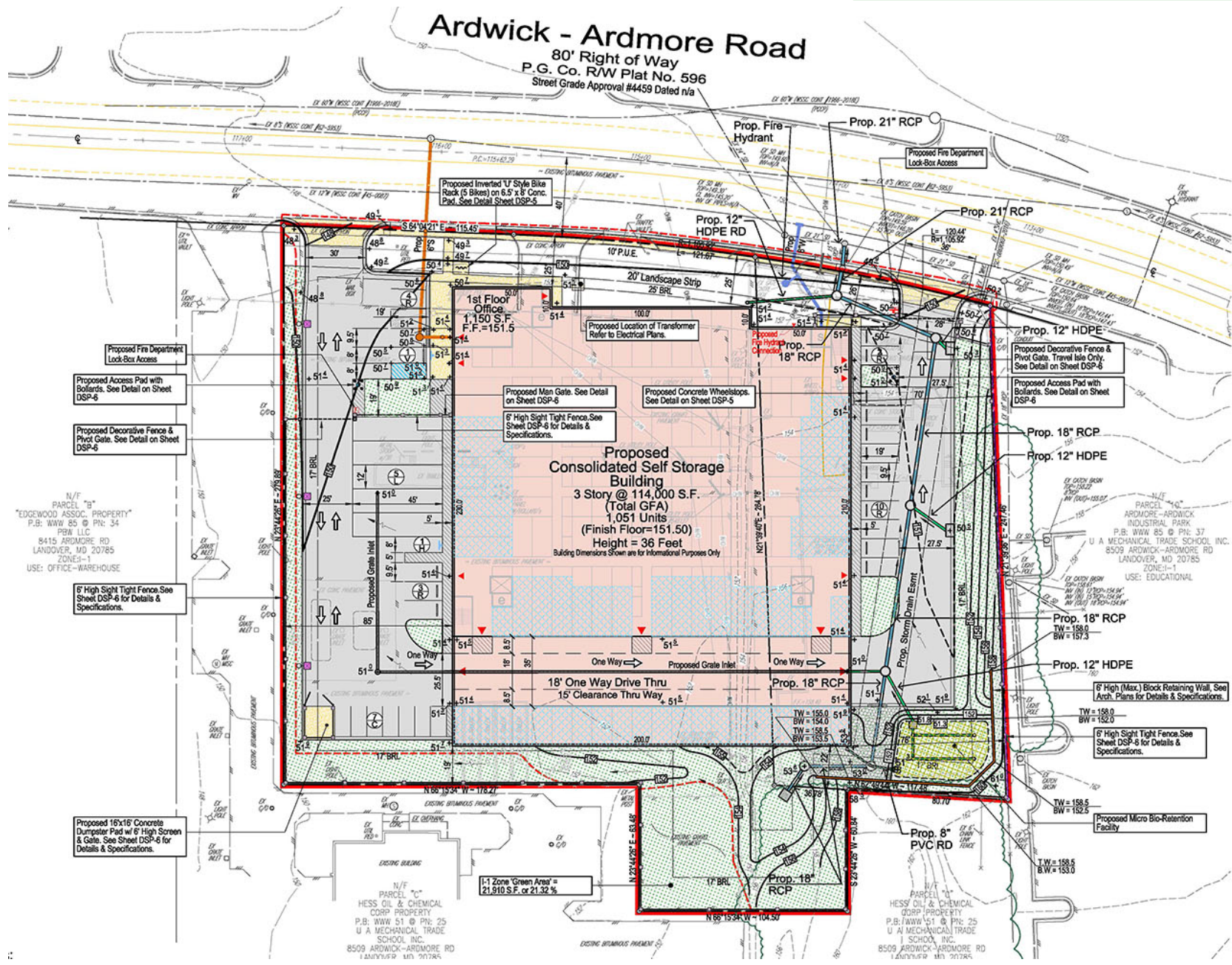
MASTER PLAN RIGHT-OF-WAY MAP



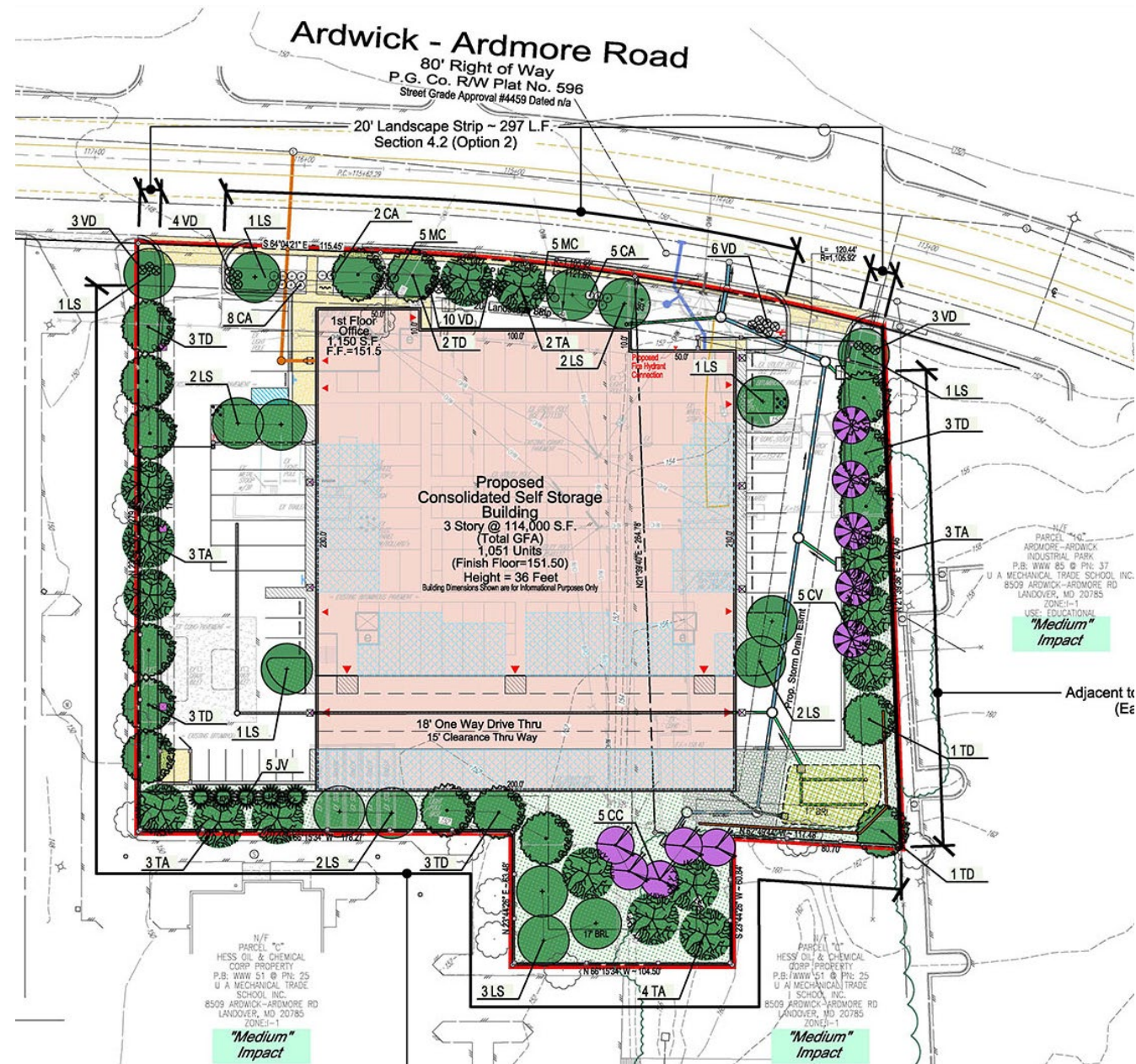
BIRD'S-EYE VIEW



SITE PLAN



LANDSCAPE PLAN



NORTH & SOUTH ELEVATIONS



North Elevation (Street Frontage)

Scale = 1"=5' * 200.00' Overall Building Frontage along Street Frontage for Building Mounted Sign Calculations as provided on Sheet DSP-5.



South Elevation

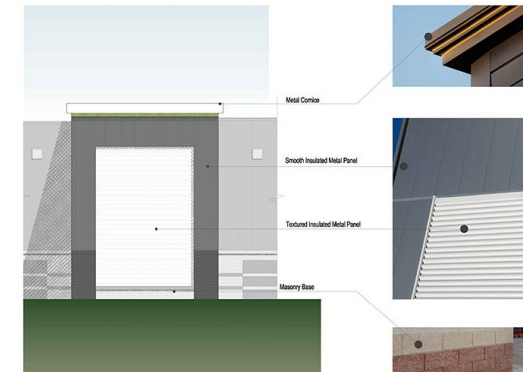
Scale = 1"=5'

EAST & WEST ELEVATIONS AND CORNER FEATURE



East Elevation

Scale = 1"=5'



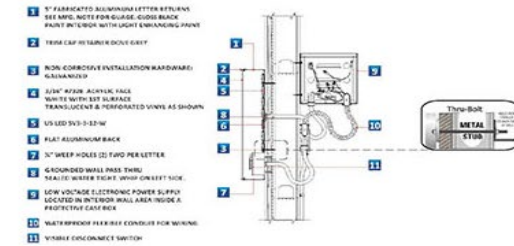
Typical Elevation Details at Front Corner Feature
Not to Scale



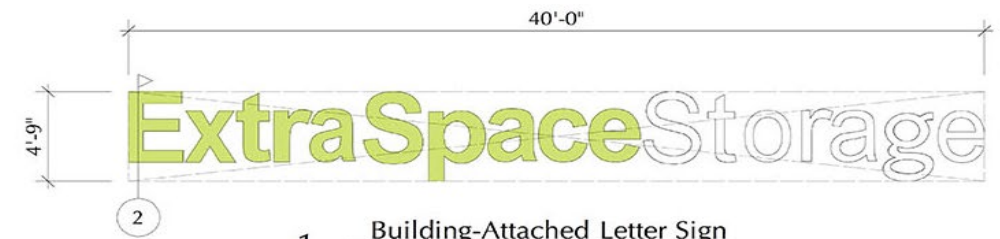
West Elevation

Scale = 1"=5' • 200.00' Overall Building Frontage along Street Frontage for Building Mounted Sign Calculations as provided on Sheet DSP-5 (See North Building Elevation Above.)

SIGN AND RETAINING WALL DETAILS



2 Building-Attached Letter Sign
Mounting Detail - Not to Scale



1 Building-Attached Letter Sign
Scale: 1/4" = 1'-0"

6' High Retaining Wall Material Specifications

TECHNICAL DATA

BRICK/BLOCK 3/16" DEEP 8"x16" SPLIT-FACE BLOCK STACKED 1526

TECHNICAL DATA		
Brick / Block 1525 HPS		
HIGH IMPACT POLYPROPYLENE PLASTIC		
Properties	Rating	ASTM
2000 Impact, 1/4 in. Ft.	2.0	D344
Impact, 1/2 in. Ft.	1.0	D344
Tensile Strength	3,700 psi	D638
Flexural Modulus	158	D638
Visual Clarity	212	D1535
Min. Depth	1/16	
1/8 in. #	3.07	
1/4 in. #	3.05	
3/8 in. #	3.05	
1/2 in. #	3.05	

Brick / Block 1526 ABS

2000 Impact, 1/4 in. Ft.	1.0	D344
Impact, 1/2 in. Ft.	1.0	D344
Tensile Strength	3,300	D638
Flexural Modulus	150,000	D638
Visual Clarity	212	D1535
Min. Depth	1/16	
1/8 in. #	3.07	
1/4 in. #	3.05	
3/8 in. #	3.05	
1/2 in. #	3.05	

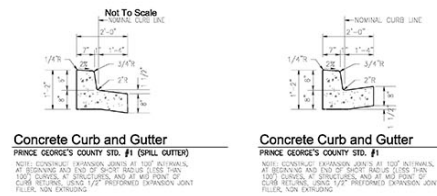
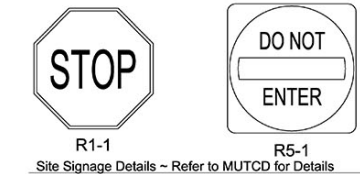
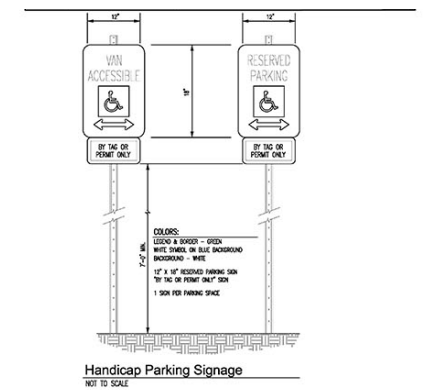
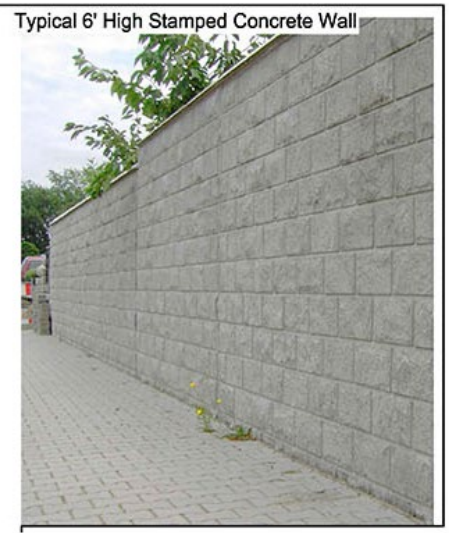
Attachment to Formwork
Thermaxform Formliner can be used in precast, tilt-up or cast-in-place applications. Single-use HIF is most frequently used for tilt-up applications and can be installed using Tiek drywall screws or pneumatic staples. Spacing should be approximately 12" to 15" on center around the perimeter and 18" to 24" through the center. Double Sided Tape, Formica Top adhesive, Heavy Duty Taps or Silicone Caulk are all the common ways to attach Formliner. Make sure all surfaces are clean, dry and free of dust and debris. Formliner PE & PPE liners are attached from the back with 3/8" bolts when optional Formliners are installed.

Form Placement
It is important that forms for architectural concrete be aligned and in common planes. A "Stack up" of manufacturing tolerances can result in forms being in different planes, even when properly aligned. This creates a noticeable "step" in the finished surface, particularly with shallow Formliner patterns.

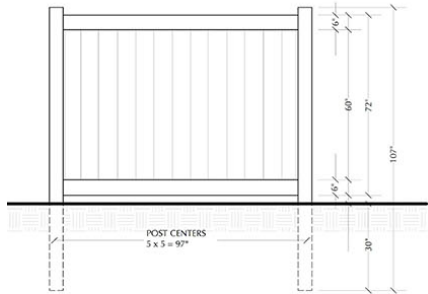
Rustication
Nicks and rustications are recommended at butt joints so it will allow the features of the line to appear continuous. All buttled joints should be tapered and/or caulked to reduce joint leakage.

Form Release
Formliners should be sprayed with high end form release agent before each use and within the same day that concrete is placed. Apply with low flow, wide angle, full spray nozzle and wipe with a cloth to ensure a complete even coat to the entire formliner surface.

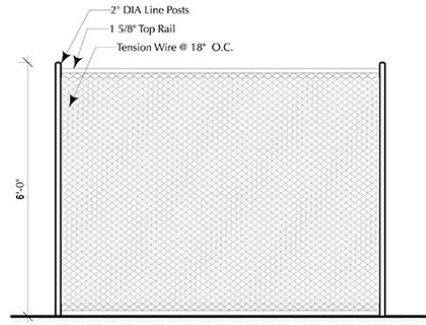
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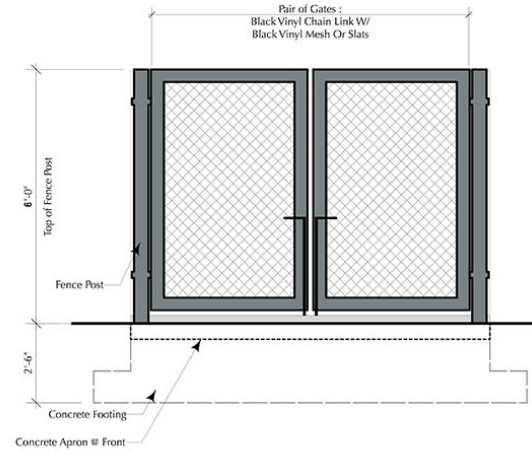
FENCE/GATE DETAILS



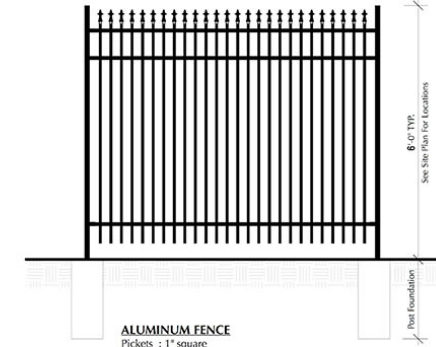
SYNTHETIC WOOD FENCE
 Basis of Design : CertainTeed Chesterfield with Certagrain Texture, 6' Fence
 Material : Vinyl
 Pickets : 7/8" Deep x 7" Wide Vinyl Pickets
 Horizontal Rails : 2x6"
 Posts : 4" sq. , 6' @ Corner Points
 Post Spacing : 8'-0" O.C.
 Height : 6'
 Finish : Sierra Blend Color, Woodgrain Texture
 Note : See Site plan for Fence Locations



VINYL DIPPED CHAIN LINK FENCE @ DUMPSTER
 Line Posts: 2" vinyl coated structural pipe 2.20lbs. per foot, black, with cap.
 Terminal Posts: 2-1/2" vinyl coated structural pipe, 2.78 lbs. per foot
 Bracing: Terminal posts shall be braced to the nearest line post with 1-5/8" O.D. vinyl coated structural pipe.
 Tension Wire: 9ga. Smooth wire vinyl coated tension wire attached to the bottom of the fence fabric with 9ga. aluminum hog ring spaced 18" on center.
 Fittings: Vinyl coated in all areas
 Post Spacing 10' on center
 Height - 72"
 Color - Black
 Slats - Black Vinyl Slats, Typ.



3 Dumpster Enclosure Section/Elevation
 Scale: 1/2" = 1'-0"

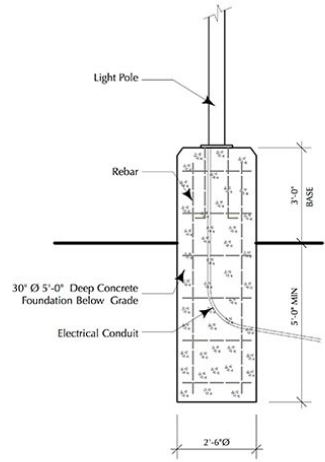


ALUMINUM FENCE
 Pickets : 1" square
 Spacing Between Pickets : 4"
 Horizontal Rails : 1 5/8" square
 Posts : 4" sq.
 Post Spacing : 7 1/2' on center
 Height - 96"
 Color - Black, Mfr. prefinished.
 Weight Supported : 1,000+ lbs. per section

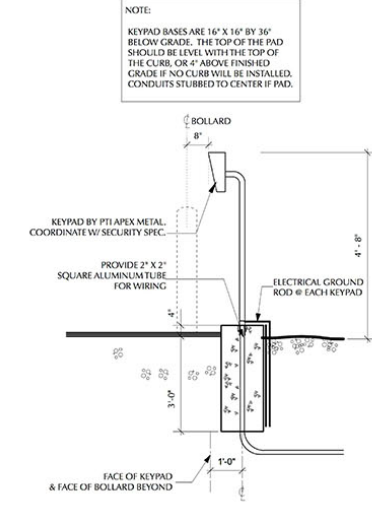
4 Decorative Fence & Automatic Gate Elevation
 Scale: 1/2" = 1'-0"

1 Board-on-Board Fencing
 Scale: 1/2" = 1'-0"

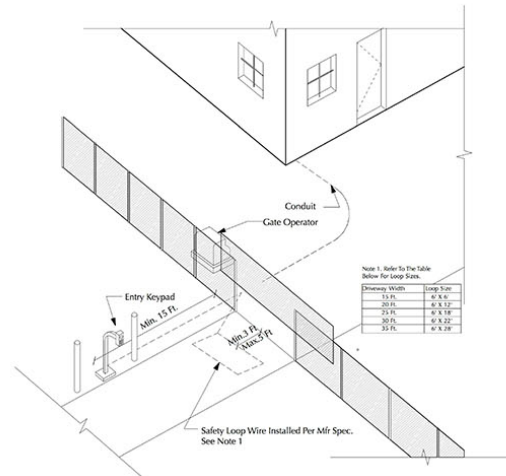
2 Vinyl-Dipped Chain Link Fence
 Scale: 1/2" = 1'-0"



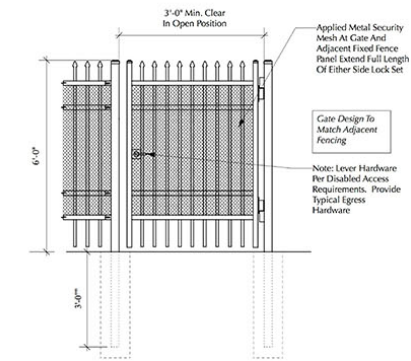
5 Light Pole Foundation Detail
 Scale: 1/2" = 1'-0"



6 Entry Keypad Detail
 Scale: 1/2" = 1'-0"



7 Gate Operations Wiring Diagram
 Scale: 1/2" = 1'-0"



8 Front Man-Gate & Site Tight Fence Section/Elevation
 Scale: 1/2" = 1'-0"

STATEMENT OF JUSTIFICATION
DSP-18055
CONSOLIDATED STORAGE

The applicant for this detailed site plan revision is Ardwick Development II, LLC ("Ardwick"). Ardwick is also the owner of the property forming the subject matter of this application. This application seeks approval to raze an existing 16,613 square foot building used as a contractor services use with outdoor storage and to construct a consolidated storage facility.

The property forming the subject matter of this application consists of two subdivided parcels and comprises approximately 2.359± acres (102,766 square feet). The first parcel is known as Parcel A, Willis Investments Property Subdivision, as per plat thereof recorded among the Land Records of Prince George's County, Maryland in Plat Book WWW 62 at Plat No. 29 (the "Willis Investments Property").

The Willis Investments Property contains 1.6686 acres and bears a street address of 8501 Ardwick Ardmore Road, Landover, Maryland.

The second parcel is known as Parcel D, Hess Oil & Chemical Corporation Property Subdivision, as per plat thereof recorded among the Land Records of Prince George's County, Maryland in Plat Book NLP 139 at Plat No. 79 (the "Hess Oil Property"). The Hess Oil Property contains 0.6905 acres and bears a street address of 8419 Ardwick Ardmore Road, Landover, Maryland. The property is zoned I-1 (Light Industrial). Both parcels may also be found depicted

on Tax Map 52, Grid B-3. The parcels will be collectively referred to as the "Subject Property".

PROPERTY HISTORY

The Subject Property has long been zoned industrial and used for industrial purposes. The improvements on the Willis Investments Property date back to 1960 and the property has been used for distribution and contractor services uses since that time. The Hess Oil Property was originally owned and used by Hess Oil, primarily for the parking of tankers associated with the delivery of fuel. It has been most recently used for the storage of large vehicles.

The main building constructed and used by Hess Oil is now owned by the UA Mechanical Trade School, Inc, and has been used to train plumbers and pipe fitters since 1988. Both properties are substantially developed with existing pavement and industrial structures.

Both the Willis Investments Property and the Hess Oil Property are record lots. The final plat of subdivision for the Hess Oil Property was recorded on July 12, 1988. The final plat of subdivision for the Willis Investments Property was recorded in December, 1966.

The two parcels will be combined to form a single record lot. Section 24-111 provides that a final plat of subdivision recorded prior to September 27, 1970 shall be resubdivided prior to the issuance of a building permit unless one of four exemptions is satisfied. The Subject Property satisfies the provisions of Section

24-111(c)(4), which applies to property on which more than 5,000 square feet of development (constituting at least 10% of the total site are, was constructed prior to January 1, 1991. As noted above, the Hess Oil Property is improved with a building containing in excess of 16,000 square feet which was constructed in 1960. Since the total area of the Subject Property is 102,000 square feet, the noted exemption applies and no additional subdivision application is required in order to redevelop the site.

Other than applications associated with the proposed development (NRI-EQ 124-2015) and Site Development Concept Plan 41979-2018, no prior development applications have been approved for the Subject Property.

DEVELOPMENT PROPOSAL

As noted, Ardwick proposes to raze the existing building and construct a consolidated storage facility on the Subject Property.

The facility will consist of a single building containing 114,000 square feet. The vast majority of the storage units will be accessible from within the building and be climate controlled. The remaining storage units will be accessed from the exterior of the unit and not climate controlled. However, the doors to these units will also be screened, as described in greater detail below.

The building will be three stories (36 feet) tall. The building includes unique design features. For example, the building is designed with a driveway constructed through the building extending

from west to east. This driveway will provide access to units with exterior access doors. The building above these units will provide shelter from the elements. The driveway will be one way, moving from west to east through the building. The driveway will be 22 feet wide, with six foot wide "shoulders" to allow moving vehicles to safely and efficiently pass a vehicle parked adjacent to an individual consolidated storage unit. There will be a 15 foot clearance to the second story of the building above the driveway.

There are several additional units which are also accessed from the exterior of the building. These units are integrated into the building along the western and eastern facades and are accessed from parking and loading spaces lining these facades. The doors to these units will be screened from view from the street, as described in greater detail below.

There will be two points of access to the facility from Ardwick Ardmore Road. The existing site currently has three driveways on Ardwick Ardmore Road. As such, the proposed redevelopment will actually reduce the number of access driveways. The primary entrance is on the western end of the property. This entrance will access a small parking area of five parking spaces which will provide parking to the building office area, located in the northwestern corner of the building. Beyond this small parking area will be a sight tight fence and gate which will control access to the rear of the site where the storage units are located. There is also a six foot tall sight tight fence to be constructed along the western and eastern

property lines. The western entrance is a two way entrance, and vehicles exclusively utilizing the west side of the building or the storage units on the west side of the building can enter or exit the facility from the western driveway.

The second driveway to the site is on the eastern end of the Subject Property. This driveway will function solely as an exit.

Once a vehicle enters the one way driveway through the building, it must exit the eastern driveway, which will also be gated with a sight tight gate and fence. The gate will open automatically to allow a vehicle to exit, but vehicles will not be able to enter the site from the eastern driveway. Vehicles needing to access units on the eastern side of the building will enter the western driveway, pass through the building, and park in the eastern parking lot. They will then exit the building through the east driveway. As referenced above, the doors to units accessible from the exterior will be screened from view of Ardwick Ardmore Road. The combination of sight tight fencing along the western and eastern property lines, as well as along the gates parallel to Ardwick Ardmore Road will ensure that the doors to the exterior storage units will not be visible from the street.

As noted on the architectural renderings, the building will have a four sided architectural treatment. The base of the building will include gray split faced block with the upper levels of the facades constructed of vertical metal panels with a contrasting lighter gray color than the base. The northwest corner of the building

will include the primary architectural feature where the customer entrance to the facility will be located. This feature will extend out approximately 10 feet from the main wall, and is 50 feet in width (25% of the total width of the building). This feature is defined by three stories of glass with a retail storefront that wraps around the west side of the building, where the main entrance will be located.

This feature will include a metal cornice which rises above the roofline to provide additional architectural interest. The vertical metal panels will be a darker shade than those used for the main wall of the building to provide even more diversity. Also designed into the front facade is a feature corner where the building steps back 10 feet, 50 feet from the eastern corner of the front facade.

This feature includes a mixture of flat vertical panels and a textured metal panel which mimics an older outdoor consolidated storage door. This provides brand recognition while at the same time providing architectural diversity in the form of a raised cornice as well as a variety of materials and colors. The combination of these features provides substantial visual interest along the front facade facing Ardwick Ardmore Road. The architectural variations continue along the eastern and western facades to enhance the views of these facades, to the extent that they are visible from Ardwick Ardmore Road above the fencing and gates.

SURROUNDING AREA AND USES

The property is situated on the south side of Ardwick Ardmore Road in a fully developed industrial area. All of the properties to the north, south, east and west are zoned and developed in the I-1 Zone. To the north, across Ardwick Ardmore Road are auto repair facilities and an appliance store. Immediately to the east is a building occupied by the UA Mechanical Trade School. Located to the south is another building owned and occupied by the UA Mechanical Trade School. Finally, to the west, across the driveway to the UA Mechanical Trade School property, is AW Industries, a mattress manufacturer and distributor. Every property on Ardwick Ardmore Road between Martin Luther King Highway and MD 50 is zoned I-1 and utilized for industrial purposes, including the property.

MASTER PLAN

The Subject Property is located within the Subregion 4 Planning Area and is subject to The Adopted and Approved Master Plan for Subregion 4 which was approved by the Prince George's County Council, sitting as the District Council, in 2010. The Master Plan separately identifies several industrial areas within the boundaries of the plan, including the Ardwick Ardmore Industrial Area. This area is located between Living Area A and MD Route 50, and several policies are set forth intended to preserve and enhance the industrial character of this area.

As noted in the Master Plan, one of the goals of the Master Plan was to "Reinforce Subregion 4 as an Industrial and Employment

Center for the Region.” (P.51) As some of the existing industrial areas were developed prior to current zoning regulations, the Master Plan recommends that “Application of appropriate zoning tools, development standards, and guidelines direct development to meet the plan vision for viable, attractive and healthy industrial and employment centers.” (P. 51). The proposed development is design to satisfy all current development standards and the Detailed Site Plan process is the appropriate zoning tool to implement these standards.

With specific regard to the Ardwick Ardmore industrial area, the Master Plan notes that it is categorized as a “Type 5 area”, meaning a “healthy industrial area” where the vacancy rate is low. (P. 120) There are six policies listed in the Master Plan which are applicable to the industrial areas (pp 123-124).

Policy 1: Preserve and enhance existing industrial uses wherever possible along the northern and eastern perimeter of the subregion.

COMMENT: The Ardwick-Ardmore industrial areas (Zone 1) is one of the industrial areas where this policy is to be enacted. The construction of new development under current standards will enhance the existing industrial uses.

Policy 2. Improve the relationship between viable industrial and nonindustrial areas by enhancing buffers.

COMMENT: This policy is also applicable to the Ardwick-Ardmore industrial area. However, the Subject Property does not abut any nonindustrial areas where enhanced buffers would be applicable.

Policy 3 Work with existing industrial users within the growth centers to find suitable relocation sites within Prince George's County.

COMMENT: This policy is not applicable in the Ardwick-Ardmore industrial area, as it is not a designated growth center.

Policy 4 Rezone blighted, vacant, or underutilized properties adjacent to existing industrial areas to expand the local industrial base and reduce inconsistent development patterns.

COMMENT: This policy is not applicable to the subject property as it is already zoned industrial. Notwithstanding, the proposed redevelopment will replace older industrial uses and improve the streetscape in the area.

Policy 5 Reassign industrial parcels adjacent to residential areas if industrial is impactful, blighted, or underutilized.

COMMENT: This policy is not applicable to the Ardwick-Ardmore industrial area or the Subject Property.

Policy 6 Mitigate the impacts on residential areas of heavy truck traffic from offending industrial uses.

COMMENT: This policy is applicable to the Ardwick-Ardmore industrial area. The proposed use is located on Ardwick-Ardmore Road and traffic does not pass through any residential areas. Excellent access is provided to MD 50 as well as Martin Luther King Highway, the main transportation corridors in this area.

In conclusion, the Subregion 4 Master Plan recognizes the importance of the industrial areas in the Planning Area to the

economic vitality of the County and the need to preserve and enhance these areas. The Subject Property is located in one of the health industrial areas. The improvement of the property to current standards will enhance the surrounding industrial area and is harmony with the recommendations of the Master Plan.

The proposed development is also in harmony with Plan Prince George's 2035, adopted in May 2014. The Ardwick-Ardmore industrial area is identified on the Generalized Future Land Use Map (P. 101) as an Industrial/Employment Area, consistent with the exiting zoning.

This area is also located in the Established Community, formerly the Developed Tier, where development is served by existing infrastructure. Thus, the proposed development is consistent with the goals of the General Plan as well as the applicable Master Plan.

CONFORMANCE WITH ZONING

ORDINANCE PROVISIONS

The Industrial Table of Uses is found in Section 27-473 of the Zoning Ordinance. There, consolidated storage uses are permitted in the I-1 Zone as a matter of right subject to the review and approval of a detailed site plan. In addition to the normal detailed site plan criteria, the Zoning Ordinance contains specific criteria relating to consolidated storage uses. Within the Ordinance, at Section 27-475.04(a)(1), the following design criteria are set forth:

(1) Requirements.

- A. No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).
- B. Entrances to individual consolidated storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.
- C. The maximum height shall be thirty-six (36) feet. Structures exceeding this height and approved before January 1, 2000, shall not be considered nonconforming.
- D. Notwithstanding any other requirement of this Section, the expansion of an existing consolidated storage use within a building in the I-1 Zone after November 30, 2016, shall be limited to a maximum of fifty (50) additional individual units and may not be less than one-half mile from another consolidated storage use in the I-1 Zone. However, this Section shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan, final plat, and detailed site plan, where the consolidated storage use is adequately buffered from view from any public right-of-way.

The site plan submitted with this application conforms to these criteria. Specifically, the Subject Property does not abut any residentially zoned land or land proposed to be used for residential or commercial purposes, and thus none of the units could be visible from such property. This first design criterion is satisfied.

Regarding visibility from abutting streets, all of the proposed storage units are incorporated into the one building to be constructed. While most of the storage units are accessed from the interior of the building, several units are also accessed from the exterior of the building. These units are found in three specific location, the western side of the building, the eastern side of the

building and along the covered driveway which extends through the southern end of the building. The entrances to the individual storage units are all screened from view such that they will not be visible from Ardwick Ardmore Road. The units on the east and west facades of the building are screened by a site tight fence along the western and eastern property lines, and by fencing and a gate which limit access to the storage units to customers. The units along the covered driveway are essentially internal to the building and will not be visible from outside the property. Thus, the second criterion is satisfied.

Further, as noted on the Site Plan and architectural renderings, the building is 36 feet in height, which conforms with the height requirement. The final requirement as set forth in Subparagraph (D) is inapplicable in that this Detailed Site Plan is not an expansion of an existing consolidated storage use. Therefore, the limitation to 50 additional individual units does not apply.

Section 27-475.04(c) also contains additional requirements. These are as follows:

- (c) Unless otherwise exempted from the prescriptions of this Section, consolidated storage shall be a permitted use in the I-1 Zone, subject to the following additional requirements:**
 - (I) A detailed site plan is approved for the proposed development of the use, in accordance with Part 3, Division 9 of this Subtitle;**
 - (ii) The required technical staff report prepared and submitted to the administrative record for the detailed site plan application shall include**

a current, countywide inventory of the locations, dates of approval, and any conditions of approval for consolidated storage uses located on property within one-half mile of the boundaries of the property on which the proposed consolidated storage use will be located; and

- (iii) The Planning Board and/or the District Council shall consider, in its review of a detailed site plan application pursuant to this Section, the inventory submitted to the administrative record in accordance with Subsection (b) of this Section, above, for purposes of finding conformance with the required findings of approval set forth in Part 3, Division 9 of this Subtitle.

This detailed site plan is filed to conform to the requirement of subsection (i). The Applicant understands that an inventory of other similar facilities will be prepared and presented to the Council as part of the Technical Staff Report. It is noted that there is one other consolidated storage facility located within one half mile of the property. The U-Haul Moving and Storage of Landover is located at 3900 Whitetire Road, Landover, Maryland. According to SDAT records, this facility was constructed in 1967. There is no record of any development application associated with this use and there are no known conditions of approval.

In addition to the specific criteria applicable to a consolidated storage use, there are regulations generally applicable to development in the I-1 Zone which are set forth in Section 27-469 and Section 27-474. Section 27-469(a) sets forth the purposes of the I-1 Zone, which are addressed below. Section 27-469(b) addresses landscaping, screening and buffering and requires that development

in the I-1 zone conform with the provisions of the Landscape Manual.

As shown on the Landscape Plan, the proposed development conforms with all applicable provisions of the Landscape Manual. In addition, at least 10 of the net lot area of the site must be maintained as green area and the landscape strip adjacent to a public right of way shall not be considered part of the required green area. The site plan shows that 21% of the site is proposed to be maintained as green area and does not include the landscape strip adjacent to Ardwick Ardmore Road. Finally, outdoor storage cannot be visible from a street. The Applicant is not proposing outdoor storage in conjunction with the proposed use.

Section 27-474 sets forth the regulations applicable to development in the I-1 Zone and addresses setbacks, net lot area, lot frontage, building coverage and green area. The site plan demonstrates that all of these regulations, to the extent applicable to the proposed development, have been complied with.

In addition to the criteria applicable to the zone and the proposed use, there are also criteria applicable to the approval of any detailed site plan, as discussed below.

Section 27-281(b)(1) of the Zoning Ordinance sets forth the General Purposes of a detailed site plan. These are:

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical**

development contained in the General Plan, Master Plan or other approved plans.

Conformance with the principles, goals and strategies of both the Master Plan and the General Plan have been discussed in detail hereinabove. Suffice it to reiterate that development of this property provides an opportunity to implement Master Plan strategies to retain and improve industrial properties in the Ardwick Ardmore Road Industrial Area. This proposal is in conformance with the recommendations of the Master Plan and the General Plan.

(B) To help fulfill the Purposes of the Zone in which the land is located.

This property is zoned I-1. Consolidated storage uses are permitted as a matter of right in the I-1 Zone subject to the approval of a detailed site plan.

The purposes of the I-1 Zone are set forth in Section 27-469(a) as follows:

(a) Purposes.

(1) The purposes of the I-1 Zone are:

- (A) To attract a variety of labor-intensive light industrial uses;**
- (B) To create site development standards which will result in an attractive, conventional light industrial environment;**
- (C) To create a distinctive light industrial character, setting it apart from both the more intense Industrial Zones and the high-traffic-generating Commercial Zones; and**
- (D) To provide for a land use mix which is designed to sustain a light industrial character.**

The proposed development will replace development constructed over 50 years ago. The building will be attractive and will result in an attractive, conventional light industrial development. The use fits within an existing industrial park will be part of a land use mix in the surrounding area which will sustain a light industrial character.

In addition to the purposes of the I-1 zone, the purposes of the Zoning Ordinance (Subtitle 27) are set forth in Section 27-102 of the Zoning Ordinance as follows:

Sec. 27-102. - Purposes.

(a) The purposes of the Zoning Ordinance are:

- (1) To protect and promote the health, safety, morals comfort, convenience, and welfare of the present and future inhabitants of the County;**
- (2) To implement the General Plan, Area Master Plans, and Functional Master Plans;**
- (3) To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;**
- (4) To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;**
- (5) To provide adequate light, air, and privacy.**
- (6) To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;**
- (7) To protect the County from fire, flood, panic, and other dangers;**
- (8) To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;**
- (9) To encourage economic development activities that provide desirable employment and a broad, protected tax base;**
- (10) To prevent the overcrowding of land;**
- (11) To lessen the danger and congestion of traffic on the streets, and to insure the continued**

- usefulness of all elements of the transportation system for their planned functions;
- (12) To insure the social and economic stability of all parts of the County;
 - (13) To protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features;
 - (14) To provide open space to protect scenic beauty and natural features of the County, as well as to provide recreational space; and
 - (15) To protect and conserve the agricultural industry and natural resources.

This application is in conformance with all applicable Purposes of the Zoning Ordinance. Since the proposed development is in conformance with the provisions of the I-1 Zone, and since the development of the site will be in conformance with all development regulations of the I-1 Zone, the use will certainly promote the health, safety, morals, comfort, convenience and welfare of inhabitants of the County. As has been discussed above, the proposed use is in conformance with both the General Plan and Master Plan recommendations, as applicable. Since the site will have adequate access onto Ardwick Ardmore Road and since the property is already the subject of an approved and recorded final plat of subdivision, adequate public facilities and services will be provided. Further, since the proposed use is located in an area recommended for industrial development, development of the consolidated storage use will help guide orderly growth and development within the County and fulfill a recognized need for industrial uses within the Ardwick

Ardmore Road Corridor. Further, since all required parking, setbacks, and landscaping will be provided, the development of the site as proposed will not create an adverse impact on adjoining development and will not result in an overcrowding of land. As noted above, the Master Plan specifically recommends development of industrial uses in this industrial area. Certainly, the proposed uses will fulfill this recommendation of the Master Plan and satisfy this purpose of the Zoning Ordinance. Development of the site will also therefore have the effect of promoting economic stability within the County. In view of the above, the applicant submits that all of the applicable purposes of the Zoning Ordinance as set forth in Section 27-102 are met and satisfied in this instance.

(C) To provide for development in accordance with the Site Design Guidelines established in this Division; and

As can be seen from a review of the Detailed Site Plan, all proposed improvements will be constructed in accord with Site Design Guidelines as contained in the Zoning Ordinance. Further, these findings were already made at the time of the approval of the original Detailed Site Plan.

(D) To provide approval procedures that are easy to understand and consistent for all types of detailed site plans

The procedures as set forth in the Ordinance are in fact clear and consistent relating to approval of detailed site plans. The plan itself as originally approved, and the amendment as being proposed,

depict a development which is clearly set forth on the Plan itself.

Section 27-281(c) also provides for specific purposes of detailed site plans. These are as follows:

- (A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;**

All proposed buildings and structures including parking, green areas and internal access are shown on the proposed amended detailed site plan.

- (B) To show specific grading, planting, sediment control, woodland conservation areas, regulated environmental features and storm water management features proposed for the site;**

All grading, planting and conservation areas as well as regulated environmental features are shown on the Plan.

- (C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and**

This provision is inapplicable in that there are no recreational facilities proposed.

- (D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.**

This provision is inapplicable as there are no such documents which affect this proposal.

Detailed site plans may be approved provided that certain required findings are made as set forth in Section 27-285(b) of the Zoning Ordinance.

Section 27-285(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. If it cannot make these findings, the Planning Board may disapprove the Plan.**

The design guidelines are set forth in Sections 27-283 and 27-274 of the Zoning Ordinance. Section 27-283 applies to Detailed Site Plans, and states that the site design guidelines are the same as those required for a Conceptual Site Plan, which are contained in Section 27-274. However, the guidelines shall only be used in keeping with the character and purpose of the proposed type of development.

The Site Design Guidelines address General Matters, Parking, Loading and Circulation, Lighting, Views, Green Area, Site and Streetscape Amenities, Grading, Service Areas, Public Spaces, Architecture and Townhouses. Those that are relevant are addressed below.

Section 27-274(a)(1) General. The proposed plan should promote the purposes of the Conceptual Site Plan. The purposes of Conceptual Site Plans are listed in Section 27-272. The General Purposes include providing for development in accordance with the Master Plan

and helping fulfill the purposes of the zone in which the land is located. As noted above, the proposed development is in accordance with the Master Plan recommendations and the purposes of the existing I-1 zone.

The Specific Purposes of set forth in Section 27-274 are addressed below.

Section 27-274(a)(2) Parking, Loading and circulation. General guidance is given regarding the location of parking and loading facilities. Parking lots should generally be located to the rear or sides of structures, but should be located as near as possible to the uses they serve. The parking should also be oriented to minimize the number of parking lanes crossed by pedestrians. The site plan reflects that all of these guidelines have been implemented.

All of the parking is proposed to be located along the sides of the building. There are five parking spaces located close to building office, and no parking is located so as to require pedestrians to cross a parking lane or driveway aisle.

Loading areas should be located where they are visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. All of the proposed loading spaces are behind the gate that separates the office parking from the area which provides access to the storage units. Thus, the loading is screened and located so as to minimize conflicts with vehicles or pedestrians.

Section 27-274(a)(3) Lighting. A photometric plan is included with the DSP and ensures that the lighting provided will illuminate important on-site elements.

Section 27-274(a)(4) Views. The guidelines encourage creating scenic views from public areas. There are no public areas proposed as part of this plan or visible from this site.

Section 27-274(a)(5) Green Area. Green area should be appropriate for the intended use. The I-1 zone requires that 10% green area be provided. The existing uses provide very little green area. The proposed redevelopment will provide over 21% green area. For the intended use, conformance with the green area requirements of the zone address this site design guideline.

Section 27-274(a)(6) Site and streetscape amenities. As an industrial development, there are limited site amenities proposed. The streetscape will be improved to satisfy current Zoning Ordinance and DPIE standards regarding landscaping and site entrances.

Section 27-274(a)(7) Grading. The site was graded at the time of initial development and the site is relatively level. Any new grading will not impact environmental features.

Section 27-274(a)(8) Service areas. Service areas should be accessible, but unobtrusive. A single trash dumpster is proposed for the southwest corner of the site. It is fenced and easily accessible for the removal of trash. The location is away from the primary road and is adequately screened.

Section 27-274(a)(9) Public spaces. This guideline is targeted at large-scale commercial, mixed-use or multifamily development. As such, it does not apply to the proposed development.

Section 27-274(a)(10) Architecture. Architectural considerations are set forth in Section 27-475.04, and have been address above. In addition to these specific considerations, the proposed architecture provides a variety of building forms and is in keeping with the character and purpose of the proposed type of development and the zone in which the building is to be located.

Section 27-274(a)(11) Townhouses and three family dwellings. This consideration is inapplicable to the proposed DSP as there are no townhouses or three family dwellings proposed.

(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).

This finding is inapplicable in that there was no required conceptual site plan.

(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.

This provision is inapplicable.

(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).

The site has been previously developed is virtually all impervious area. No regulated environmental features are impacted by the proposed redevelopment of the Subject Property. CONCLUSION

In view of all of the above, the applicant submits that this amendment to DSP-18055 should be approved as requested as all applicable provisions of the Zoning Ordinance are met and satisfied.

Respectfully submitted,

Thomas H. Haller
GIBBS AND HALLER
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301) 306-0033

S:\Wilkes\Ardwick Ardmore Road\Statement of Justification DSP.doc



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org
301-952-3680

April 7, 2020

MEMORANDUM

TO: Andrew Bishop, 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-18055 Ardwick Ardmore Consolidated Self Storage

The subject property comprises 2.36 acres at 8419 and 8501 Ardwick Ardmore Road on the south side of Ardwick Ardmore Road, approximately 280 feet west of Preston Drive. The subject application proposes the construction of a 114,000 square-foot consolidated storage facility. 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-18055 Ardwick Ardmore Consolidated Self Storage with no conditions.

301-952-3972

April 4, 2020

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Development Review Division

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

FROM: Maha Tariq, Senior Planner, Neighborhood Revitalization Section, Community Planning Division *mt*

SUBJECT: DSP-18055 Ardwick Ardmore Road, Landover, MD 20785

FINDINGS

Community Planning Division staff finds that this application conforms to Plan Prince George's 2035 and conforms to the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*.

BACKGROUND

Application Type: Detailed Site Plan

Location: 8501 and 8419 Ardwick Ardmore Road, Landover, MD 20785

Size: 2.36 acres

Existing Uses: Industrial (8501 Ardwick Ardmore; 16,613 sq. Ft. build structure); and Transportation and Utilities (8419 Ardwick Ardmore; corner lot; vacant)

Proposal: Approval to raze an existing 16,613 square feet building used as a contractor services use with outdoor storage and to construct a 114,000 sq. Ft. consolidated storage facility (Height:36 feet, 3 stories)

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in an Established Communities Growth Policy area. “Established Communities are most appropriate for context-sensitive infill and low-to-medium density development,” (p. 20). The General Plan Generalized Future Land Use is Employment/Industrial.

Master Plan: The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* recommends Industrial land use on the subject property. The property is located within Ardwick Ardmore Industrial Area.

Planning Area/Community: 72/Landover and 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 Sectional Map Amendment* retained the subject property into the I-1 (Light Industrial) zone.

MASTER PLAN CONFORMANCE ISSUES:

None. The proposal is in conformance with the land use in 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*.

c: Long-range Agenda Notebook
Fred Stachura, Supervisor, Neighborhood Revitalization Section.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-4366
 www.mncppc.org/pgco

April 24, 2020

MEMORANDUM

TO: Andrew Bishop, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division

SUBJECT: **Detailed Site Plan Review for Multimodal Transportation, DSP-18055, Ardwick Ardmore Consolidated Self Storage**

The following detailed site plan (DSP) was reviewed for conformance with the zoning ordinance, the *Approved Countywide Master Plan of Transportation (MPOT)*, and the *2010 Approved Subregion 4 Master Plan* and sectional map amendment to provide the appropriate multimodal transportation recommendations.

Detailed Site Plan Number: DSP-18055

Development Case Name: Ardwick Ardmore Consolidated Self Storage

Type of Master Plan Bikeway or Trail

Municipal R.O.W.	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.	<u> </u>	Nature Trails	<u> </u>
SHA R.O.W.	<u> X </u>	M-NCPPC - Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

Preliminary Plan Background	
Building Square Footage (non-residential)	114,000 SF Consolidated Storage
Number of Units (residential)	N/A
Abutting Roadways	Ardwick Ardmore Road
Abutting or Nearby Master Plan Roadways	Ardwick Ardmore Road, Martin Luther King Jr. Highway, US-50, I-495 / I-95, Pennsy Drive
Abutting or Nearby Master Plan Trails	Planned Side Path: Martin Luther King Jr. Highway Planned Bike Lane: Ardwick-Ardmore Road, Martin Luther King Jr. Highway
Proposed Use(s)	Consolidated Storage
Zoning	I-1
Centers and/or Corridors	N/A
Prior Approvals on Subject Site	N/A

Background

The 2.359-acre, I-1 Zoned property is located approximately 0.2 miles northwest of the intersection of Ardwick Ardmore Road and Martin Luther King Jr. Highway. This application proposes to raze the current contractor services building and replace it with a 114,000 square-foot consolidated storage facility.

Previous Conditions of Approval

This development case does not have any binding prior approvals germane to multimodal transportation.

Existing Conditions and proposed sidewalk and bicycle infrastructure

The subject property fronts Ardwick Ardmore Road. A five-foot wide sidewalk along Ardwick Ardmore Road is currently in place and will be reconstructed with this development. An internal sidewalk network connecting the roadway with the building has been submitted and sufficiently serves the development. There are no dedicated bike lanes in the immediate vicinity of the subject property.

Review of Master Plan Compliance

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* which recommend the following facilities:

Planned Bike Lane: Ardwick Ardmore Road

Comment: As a detailed site plan, bicycle transportation recommendations within the roadway are beyond the scope of this application. The required right-of-way along Ardwick Ardmore Road has been fully dedicated and the implementation of the recommended master plan street section, including the bicycle facility, will be required by the Maryland State Highway Administration (SHA) as appropriate or can be installed as part of a future road repaving or capital improvement project.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommend how to accommodate infrastructure for people walking and bicycling:

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.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Comment: The applicant's submission features an existing sidewalk along Ardwick-Ardmore Road and a sidewalk originating at the northwest corner of the facility leading to Ardwick-Ardmore Road. Designated space for bicycle parking using a "wave" style bicycle rack is shown on the plans at a location convenient to the entrance of the building. While staff support the location of the proposed bike rack, staff recommend the "wave" style bicycle rack be replaced with the "Inverted-U" style bicycle rack or a similar style that would provide two point of contact for supporting and securing the bicycle. The site plan labels the bicycle racks as "Inverted-U" but the detail sheet shows a "wave" style rack.

The MPOT and the area master plan classify Ardwick Ardmore Road as a four-lane industrial road. The current roadway section in front of the subject site is a four-lane road with a center-turn lane; it is built to its ultimate master plan cross-section.

The Transportation Recommendations Section of the *2010 Approved Subregion 4 Master Plan and sectional map amendment* makes the following recommendations:

Identify priority sidewalk corridors to parks, schools, Metro stations, and other activity centers where sidewalk construction is necessary to meet existing pedestrian needs. (p.233)

Improve bicycle facilities around Metro stations in Subregion 4. Facilities needed include bicycle racks, lockers, and striping for designated bike lanes. (p.233)

Comment: The New Carrollton Metro Station is approximately 0.75 miles northwest of the project site and the Landover Metro Station is approximately 1.5 miles southwest of the project site. The subject's use of existing sidewalks, and the recommended bicycle parking support further multimodal transportation in the area.

Site Access and Circulation

The property is currently improved with a contractor's services building with outdoor storage and three separate vehicle entrance points along Ardwick Ardmore Road. This project proposes to remove the middle vehicle access point on Ardwick Ardmore Road, and relocate the eastern access point further to the east. Parking is being proposed on both sides of the building which aligns with the reconfigured vehicle entrance points.

The proposed layout proposes a motor vehicle entrance and exit on the west side of the property and a motor vehicle exit on the east side. As proposed, motor vehicles are able to enter the subject site on the west side drive behind the building and exit on the east side. Along the drive aisle are parking and loading spaces and access to exterior storage units.

Comment: Staff conclude that proposed site access and circulation are designed in accordance with Section 27-283.

The subject application proposes 28 parking spaces and five loading spaces. The minimum requirements, per Section 27-568 for a consolidated storage use of this size is 27 parking spaces and five loading spaces.

Comment: Staff conclude that the proposed number of parking spaces are in accordance with Section 27-568.

Conclusion:

Based on the findings presented above, staff conclude that the multimodal transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Section 27-283, and meets the findings required by Section 27-285(b) for a detailed site plan for transportation purposes if the following condition is met:

1. Prior to certification of the detailed site plan, the applicant, or the applicant's heirs, successors, and/or assigns shall revise the plans to provide:
 - a. Inverted-U style bike racks to accommodate four bicycles, replacing the "wave" style bicycle rack.

April 2, 2020

MEMORANDUM

TO: Andrew Bishop, Urban Design

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

SUBJECT: Referral Comments for DSP-18055, Ardwick Ardmore Cons. Self-Storage

1. Show monument sign setback on DSP, Sheet DSP-4, to demonstrate conformance to Zoning Ordinance.
2. Revise General Note 7, Parking, as shown below:

7. <u>Parking Data:</u>	
Parking Required:	
Resident Manager:	2 Spaces 1 @ 2 Spaces/Resident Manger= 2 Spaces
Rental Office:	1,150 GFA; 4 Spaces per 1,000 G.FA. of Office Space= 5 Spaces
Interior Storage Units:	Number of Units having direct access only from within the building: 998 Units / 50= 20 Spaces
<hr/>	
Total Required Parking=	27 Spaces

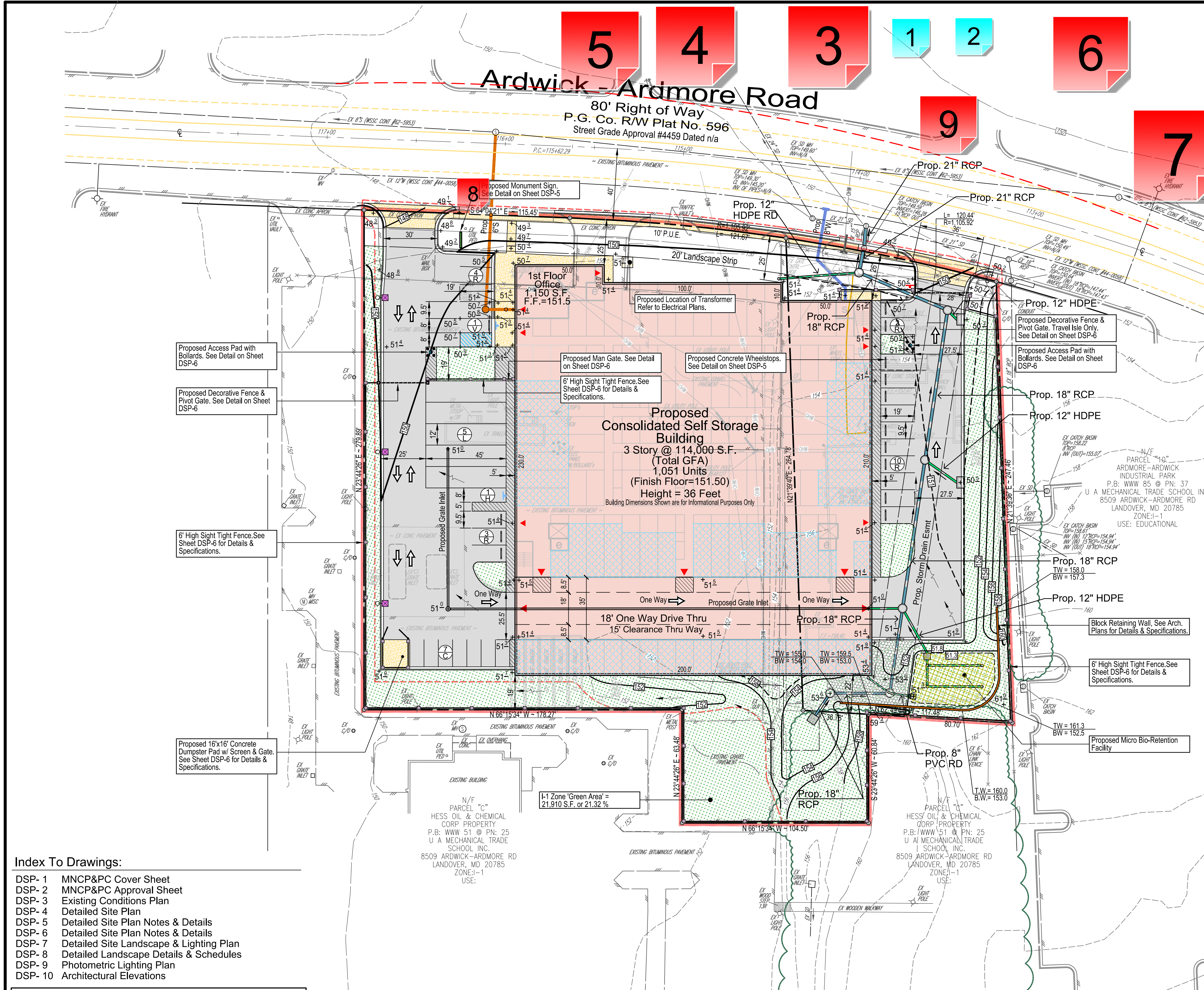
3. Revise General Note 30 to switch the words indicated below and add the WCO-EL number and NRI Equivalency Letter number shown below:

30. The MNCP&PC approved a Standard 'Letter of Exemption' from the Prince George's County Woodland Conservation Ordinance. In addition, a Natural Inventory ~~Resources~~ (NRI) Equivalency Letter was Approved.

, NRI No. 050-2018, , WCO-EL No. S-049-18 Resource

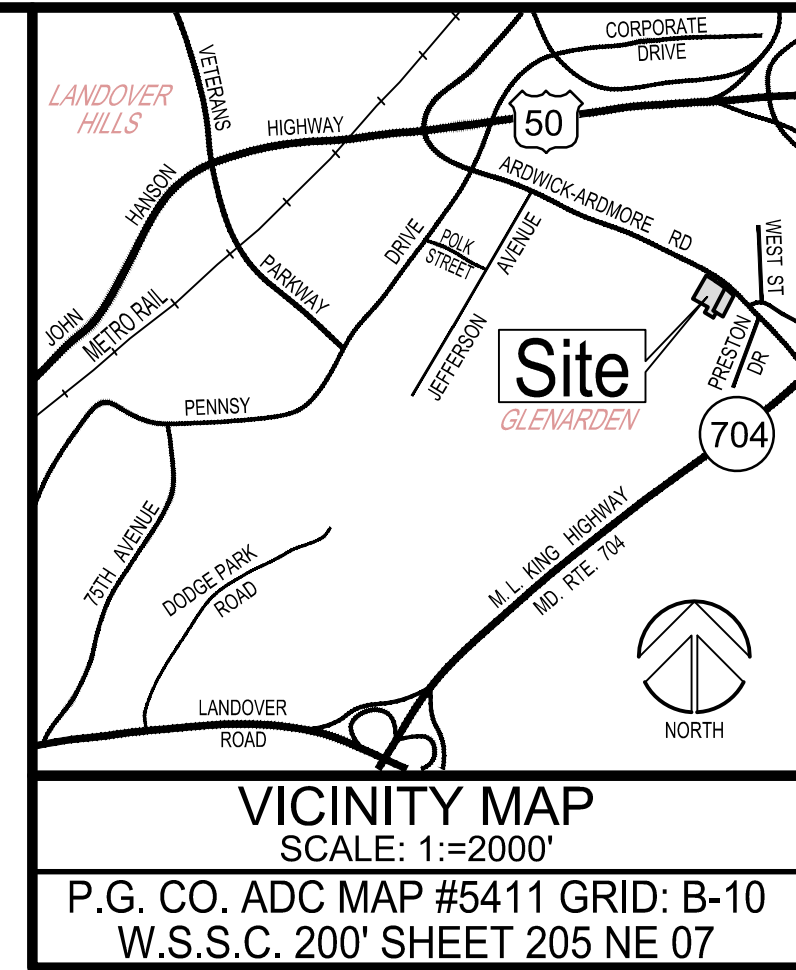
4. It would be helpful to further demonstrate conformance to Sec. 27-613 for signs attached to buildings & canopies, if the applicant provided building width dimensions on the architectural elevations, Sheet DSP-10, North and West Elevations.

***** end comments *****



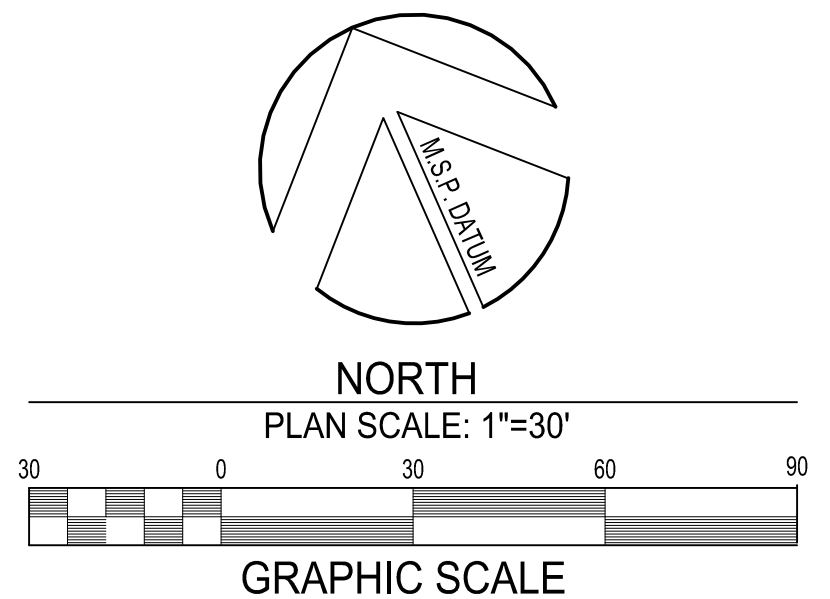
General Site Development Notes

- Owner: Ardwick Development II, LLC
c/o The Wilkes Company
5101 Wisconsin Avenue, Suite 200
Washington, D.C. 20016
Attn: Mr. Berkeley M. Shervin
Phone: 202-464-1288
- Property Description:
Parcel 'A'
Tax ID No. 20-2278646
Wilks Investments Property
Plat Book: WWW 62 - Plat: 29
72,895 S.F. or 1.6686 Acres
Tax Map: 52, Grid: B-3 - Liber: 40538 @ Folio: 489
8501 Ardwick-Ardmore Road
Landover, Maryland 20785
Parcel 'D'
Tax ID No. 20-2212041
Hess Oil & Chemical Corporation Property
Plat Book: NLP 139 - Plat: 79
30,080 S.F. or 0.6905 Acres
Tax Map: 52, Grid: B-3 - Liber: 7026 Folio: 810
8419 Ardwick-Ardmore Road
Landover, Maryland 20785
- Zoning: I-1 (Industrial)
- Current Use: Contractor Services with Outdoor Storage
- Proposed Use: 3 Story 114,000 S.F. Consolidated Storage Building, Maximum Height = 36 feet.
- Gross Tract Area: 102,766 S.F. or 2.3591 Acres
- Parking Data:
Parking Required:
Resident Manager: 2 Spaces
Rental Office: 1,150 GFA: 4 Spaces per 1,000 G.F.A. of Office Space = 5 Spaces
Interior Storage Units: Number of Units having direct access only from within the building: 998 Units / 50 = 20 Spaces
Total Required Parking = 27 Spaces
Parking Provided:
Regular (R): 19 Spaces
Compact (C) (25% < 33%): 7 Spaces
Handicap Spaces (H): 1 Space
Handicap Van Spaces (HV): 1 Space
Total Provided Parking = 28 Spaces
Loading Required: 2 Spaces per 10,000 GFA + 1 Space for Each 40,000 GFA = 5 Spaces
Loading (L) Provided: (12x45) = 5 Spaces
- Total Green Area Required= 10.00% or 11,400 S.F.
Total Green Area Provided= 21.32% or 21,910 S.F.
- If parking lot is to be used at night adequate lighting shall be provided. See Landscape & Lighting Plan, Architectural plans, and Photometric Plans.
- All concrete curb & gutter shall be Prince George's County DPE Standard Detail No. 300.01.
All depressed curb & gutter is shown thus:
- The subject property is not located within the limits of a 100 year flood plain per Flood Plain Insurance Rate Map Number 24033C0155E Dated September 16, 2016.
- The proposed building shall be provided with sufficient fire hydrants located such that no exterior portion of the building is located more than five hundred (500) feet from a fire hydrant. The distance shall be measured as a hose line would be laid along paved streets, through parking lot entrances, around obstructions, etc., in accordance with the determination of the authority having jurisdiction.
- All face of curb radii are 5', unless otherwise noted.
- For sidewalk materials, score patterns and details, see Architectural plans.
- An automatic fire suppression system shall be provided in all proposed buildings as required.
- An approved Site Development Concept Plan (SDCP) / Letter has been issued for this project. SDCP No. 00000-2018. Approved on 00-00-2018. Furthermore, all storm drain inlets shall / will have the words "Do Not Dump, Chesapeake Bay Drainage" stenciled on the face.
- Setbacks:
Front: From Streets= 25 Feet
Side: From adjoining land in any Non-Residential Zone= 30' total + one third foot for every one foot of building height above 30 feet.
Maximum Building Height= 36 feet (additional side setback= 2.00 feet)
Total Side Setback Required= 32 Feet
Total Side Setback Provided= 32 Feet
Rear: 20 Feet
- All Compact & Handicap Car Spaces indicated on the plan shall be Identified by Signage on Site.
- All Handicap Accessible Routes, including Ramps, Landings, or Railings shall comply with Section 4.6 thru 4.85 of the American National Standard Institute (ANSI) Manual as it pertains to A.D.A.
- Topographic and Boundary Survey Information was prepared by Joyce Engineering Corporation, Dated March 2017.
- Subject Property is not located within an Aviation Policy Area
- Subject Property is currently in the Category WSSC S-3 & W-3.
- Subject Property does not have any cemeteries on site.
- Subject Property does not have any Historic Site on site or in the vicinity.
- Subject Property does not have any streams on site.
- Subject Property does not have any wetlands on site.
- No 100 Year Flood Plain Exists on the Subject Property per DPE Floodplain Information Request Response dated 04/05/2018.
- Subject Property is not located within an Chesapeake Bay Critical Area.
- The MNC&PC approved a Standard 'Letter of Exemption' from the Prince George's County Woodland Conservation Ordinance. In addition, a Natural Inventory Resources (NRI) Equivalency Letter was Approved.
- Environmental Strategy Area: 1
- General Planned Tier (Archived): Developed



Site Legend:

- Proposed Sign "Handicap"
- Proposed Sign "Do Not Enter"
- Proposed Parking Lighting
- Proposed Wall Pack Lighting
- Ingress/Egress Access Points
- Proposed Concrete Pavement
- Proposed Bituminous Pavement
- Proposed Boat/RV Storage Area
- Proposed Exterior Storage Units
- Proposed ADA Access Route
- Proposed Green Area Provided
- Proposed Micro Bio-retention Facility
- Proposed Storm Drain
- Proposed Water Line
- Proposed Sewer Line
- Proposed Sight-Tight Fence
- Proposed Decorative Fence
- Proposed Gate with Remote Access Pad
- Limit of Grading & Disturbance



- Index To Drawings:**
- DSP- 1 MNC&PC Cover Sheet
 - DSP- 2 MNC&PC Approval Sheet
 - DSP- 3 Existing Conditions Plan
 - DSP- 4 Detailed Site Plan
 - DSP- 5 Detailed Site Plan Notes & Details
 - DSP- 6 Detailed Site Plan Notes & Details
 - DSP- 7 Detailed Site Landscape & Lighting Plan
 - DSP- 8 Detailed Landscape Details & Schedules
 - DSP- 9 Photometric Lighting Plan
 - DSP- 10 Architectural Elevations

Attention:
THIS PLAN SHALL BE USED ONLY FOR ITS INTENDED PURPOSE AS NOTED IN THE TITLE BLOCK.

48 Hours Before You Dig Call

"MISS UTILITY" Service Protection Center

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CALL TOLL FREE 1-800-257-7777
www.missutility.net/tics

Area Statement:

Total Lot Area: 2,3591 Ac. or 102,766 S.F.
Total Disturbed Area: 2,3591 Ac. or 102,766 S.F.
Limit of Clearing: None
Total Working Days: 215 Days
Property Zoned: I-1

Developer/Applicant:
Ardwick Development II, LLC
Attn: Ms. Sara Grant
5101 Wisconsin Avenue, NW, Suite 200
Washington, DC 20016
Phone: 202-882-1101 ext 103

Engineer's Certificate
I hereby certify that, to the best of my knowledge, and belief this plan was prepared in accordance with the minimum standards of Subtitle 32, Division 2, of the Prince George's County Code, and further certify that I have inspected this site and that drainage onto this site from other upgrade properties, and from this site onto downgrade properties has been addressed in substantial accordance with applicable codes.

William A. Joyce, MD P.E. #12243 Date

I hereby certify that these documents were prepared and approved by me and that I am a duly licensed Professional Engineer under the laws of the State of Maryland.

SIGNATURE: William A. Joyce
12/23/2020
12/17/2020
License No. 12243 Exp. Date

DESIGN: WAJ	DATE: May 2018	JOB No.: 018012	TCF No.: S-048-18
DRAFT: HAL	COMP: JEC	SCALE: 1"=30'	SCD No.: PENDING
CHECK: JEC	SURVEY: CWJ/JLC	SHEET: 4 OF 10	SDCP No.: 41979-2018-00

Detailed Site Development & Grading Plan
Parcel "A"
Willis Investments Property
Plat Book: WWW 62 @ Plat No: 29
and
Parcel "D"
Hess Oil & Chemical Corporation Property
Plat Book: NLP 139 @ Plat No: 79
Ardwick Ardmore Consolidated Self Storage
Lanham Election District Number 20
Prince George's County, Maryland

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: Ardwick Ardmore Consolidated Self Storage
PROJECT NUMBER: DSP-18055

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

JOYCE ENGINEERING CORPORATION
CIVIL ENGINEERING LAND SURVEYING LAND PLANNING CONSTRUCTION MANAGEMENT
1101 195-431 FAX: (301) 795-8000 www.joyceeng.com
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DSP-4

1 - WSSC Plan Review Comments

Created by: Chrystal Jones
On: 03/31/2020 09:13 AM

1. WSSC Plan Review Comments - DSP-18055 - Ardwick Ardmore Consolidated Self Storage

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

2 - WSSC Standard Comments

Created by: Chrystal Jones
On: 03/31/2020 09:15 AM

WSSC Standard Comments

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 WSSCs 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 WSSCs 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 WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Development Services Intake Group at (301-206-8650) or visit our website at [www.wsscwater.com/Development Services](http://www.wsscwater.com/Development%20Services) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

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

3 - Water

Created by: Bryan Hall
On: 03/31/2020 10:47 AM

1. This site is currently being served by existing and active water connection(s).
2. Existing water mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
3. There is a 60 - inch diameter water main located on Ardwick Ardmore Road across from this property. WSSC records indicate that the pipe material is Prestressed Concrete Cylinder Pipe (PCCP). Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.
4. Notes for Special Construction Requirements within the Vicinity of Existing PCCP water mains shall be added to all design plans, including the Erosion and Sediment Control Plans.
5. Some construction activities may require the shutdown of these larger diameter PCCP water Mains. The shutdown schedule will be determined solely by WSSC and is dependent on the time of year and the coordination of the shutdown with other repairs and maintenance. The Applicant is encouraged to coordinate the timing of the shutdown with WSSC as early as possible and plan accordingly.
6. Notes for Special Construction Requirements shall be added to all design plans. See WSSC 2017 Pipeline Design Manual, Part Three, Section 3.i. - Working in the Vicinity of Existing PCCP 30-inch and Larger Water Mains. (add note for all PCCP mains not just 30" and larger).

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

4 - Sewer

Created by: Bryan Hall
On: 03/31/2020 11:06 AM

1. This site is currently being served by existing and active sewer connection(s).
2. Existing sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
- 3.

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

5 - Site Utility

Created by: Bryan Hall
On: 03/31/2020 11:18 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 (FYI: Outside Meter Vault Applies for any commercial 3-inch meter settings or larger, for short lengths this requirement may be waived, talk to your DM).
2. 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.

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

6 - Easements

Created by: Bryan Hall
On: 03/31/2020 11:23 AM

1. WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

2. 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 -----

7 - General

Created by: Bryan Hall
On: 03/31/2020 11:25 AM

1. Follow WSSC Demolition/Abandonment procedures to obtain a County Raze Permit. Note: Failure to obtain an SDC fixture credit permit inspection prior to the removal of existing fixtures will result in the issuance of Basic Credit Only. To obtain System Development Charge (SDC) credits for existing plumbing fixtures, an SDC Fixture Count Inspection MUST be completed by a WSSC Regulatory Inspector BEFORE REMOVAL OF FIXTURES OR DEMOLITION of the structure. The inspection requires a permit which can only be obtained through a WSSC Registered Master Plumber. SDC Fixture Credit Procedures are available at the WSSC Permit Services website.

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

3. 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 -----

8 - water main

Created by: Bryan Hall
On: 03/31/2020 11:47 AM

contract number should be 45-0087 and the material is clay pipe.

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

9 - Ex. 60" PCCP Water main.

Created by: Bryan Hall
On: 03/31/2020 11:52 AM

show and label the existing 60" PCCP water main on the north side of Ardwick Ardmore Road.

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



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



M E M O R A N D U M

DATE: April 2, 2020
TO: Planning Coordinator, Urban Design Application Section
Development Review Division
FROM: Captain Wendy Contic, Assistant Commander, Planning & Research Division
SUBJECT: DSP-18055 Ardwick Ardmore Self Storage

Upon review of these site plans, there are no comments at this time.

Additional Back-up

For

DSP-18055

Ardwick Ardmore Consolidated

Self Storage

APPLICANT'S PROPOSED REVISIONS TO CONDITIONS
ARDWICK ARDMORE CONSOLIDATED SELF STORAGE
DETAILED SITE PLAN DSP-18055
MAY 28, 2020

REVISE Finding 5 at the top of Page 5 to read as follows:

Parcel D was recorded on July 12, 1988 and Parcel A was recorded in December 1966. The DSP application proposes to ~~combine~~ **develop** the two parcels to form as **a** single record lot. A ~~condition requiring recordation of a new final plat has been included herein to reflect this new lotting pattern.~~

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-18055 for Ardwick Ardmore Consolidated Self Storage, subject to the following conditions:

1. Prior to certification of the detailed site plan, the following revisions shall be made to the plans:
 - a. Provide details of the light pole to be used on-site.
 - b. Provide inverted U-style bicycle racks to accommodate four bicycles, replacing the "wave" style bicycle rack.
 - c. Revise General Note 30 to include the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance Equivalency Letter and Natural Resources Inventory Equivalency Letter application numbers.
 - d. Provide building width dimensions on the architectural elevations that are consistent with those on the site plan to clearly demonstrate conformance to Section 27-613 of the Zoning Ordinance.
 - e. Provide a valid, approved Standard Letter of Exemption from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
 - f. Provide a general note indicating that the requirements of Section 4.4 of the 2010 Prince George's County Landscape Manual are being met through adequate landscaping and screening techniques.
 - g. Label the height of the clearance provided in the drive-through opening on the architectural elevations **and site plan as 16 feet.**
 - h. Provide screening or landscaping to adequately screen the electrical transformer facing Ardwick-Ardmore Road.

- i. Provide the floorplans for the proposed consolidated storage facility.
- j. Add the following general notes:
 - (1) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Conformance to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, is required.
 - (2) During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Conformance to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code, is required.

k. Revise the parking schedule to remove the reference to a "Resident Manager".

- ~~2. Prior to approval of a building permit, the applicant shall obtain approval of a final plat that consolidates the entirety of the land areas that comprise Parcels A and D. The plat shall be filed, in accordance with Section 24-108 of the Prince George's County Subdivision Regulations. Notes shall be added to the final plat that clearly delineate the underlying approvals and their applicability to each of the land areas.~~