



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

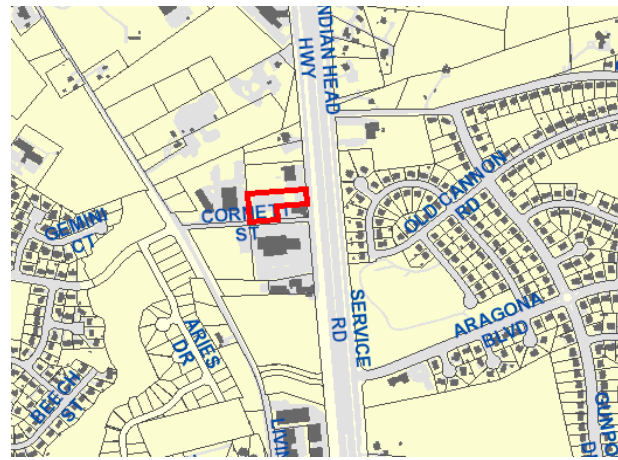
Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

## Detailed Site Plan LIW Ironworks

## DSP-19057

REQUEST	STAFF RECOMMENDATION
To construct a contractor's office, with indoor storage and accessory fabrication.	With the conditions recommended herein: <ul style="list-style-type: none"> <li>•Approval of Detailed Site Plan DSP-19057</li> <li>•Approval of Type 2 Tree Conservation Plan TCP2-010-2017-01</li> <li>•Approval of a Variance to Section 27-471(f)(2)</li> <li>•Approval of a Variance to Section 27-471(f)(3)</li> <li>•Approval of two Variances to Section 27-474(a)(1)(b)</li> </ul>

<b>Location:</b> On the west side of MD 210, at Cornett Street, approximately 1,400 feet north of Aragona Boulevard.	
Gross Acreage:	1.50
Zone:	IE
Prior Zone:	I-3
Reviewed per prior Zoning Ordinance:	Section 27-1704(b)
Dwelling Units:	N/A
Gross Floor Area:	18,850 sq. ft.
Planning Area:	80
Council District:	08
Municipality:	None
<b>Applicant/Address:</b> LIW Ironworks, Inc. 611 Pennsylvania Avenue, Suite 293 Washington, DC 20003	
<b>Staff Reviewer:</b> Andrew Shelly <b>Phone Number:</b> 301-952-4976 <b>Email:</b> Andrew.Shelly@ppd.mncppc.org	



Planning Board Date:	02/02/2023
Planning Board Action Limit:	02/02/2023
Staff Report Date:	01/18/2023
Date Accepted:	07/28/2022
Informational Mailing:	12/31/2020
Acceptance Mailing:	06/23/2022
Sign Posting Deadline:	11/01/2022

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at [http://www.mncppcapps.org/planning/Person\\_of\\_Record/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

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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-19057  
Type 2 Tree Conservation Plan TCP2-010-2017-01  
LIW Ironworks

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

**EVALUATION CRITERIA**

The property is within the Industrial Employment (IE) Zone and was previously zoned Planned Industrial/Employment Park (I-3). However, this application is being reviewed and evaluated in accordance with the prior Prince George's County Zoning Ordinance, as permitted by Section 27-1704(b) of the Zoning Ordinance, which allows for an approved project to continue to be reviewed and decided under the Zoning Ordinance and Subdivision Regulations under which it was approved. The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the prior Prince George's County Zoning Ordinance for the Planned Industrial/Employment Park (I-3) Zone.
- b. The requirements of Preliminary Plan of Subdivision 4-20016;
- c. The requirements of Conceptual Site Plan CSP-19010;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- g. Referral comments.

**FINDINGS**

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

- 1. Request:** This detailed site plan (DSP) requests the development of a contractor’s office, with indoor storage and accessory fabrication. The applicant is requesting variances to the prior Prince George’s County Zoning Ordinance. Specifically, a variance to Section 27-471(f)(2), to provide additional parking spaces within the yard with the front entrance; Section 27-471(f)(3), to permit a loading entrance area on the side of a building facing a street when the lot is bounded by two streets; and two variances to Section 27-474(a)(1)(b), for reduced building and parking setbacks.

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	IE (prior I-3)	IE (prior I-3)
Use(s)	Vacant	Contractor’s office, with indoor storage and accessory fabrication
Gross Acreage*	1.50	1.50
Square Footage/Gross Floor Area	0	18,850 sq. ft.

**Note:** \*Section 27-474(c)1 of the prior Zoning Ordinance requires a minimum lot area of 87,120 square feet in the I-3 Zone. However, a smaller lot area is permitted, if the lot has been classified by a sectional map amendment, and the owner does not own abutting property in the I-3 Zone. The owner does not own abutting property and the subject property was classified in the I-3 zoning category by the 2006 *Approved Henson Creek-South Potomac Master Plan and Sectional Map Amendment* (master plan). Therefore, the lot area of 1.50 acres is permissible.

**Parking and Loading**

<b>USE</b>	<b>NUMBER OF SPACES REQUIRED</b>	<b>NUMBER OF SPACES PROVIDED</b>
Total Parking Spaces	<b>37</b>	<b>39</b> (5 compact spaces, 2 handicapped accessible)
Total Loading	<b>1</b>	<b>1</b>

- 3. Location:** The subject site is located on the west side of MD 210, at Cornett Street, approximately 1,400 feet north of Aragona Boulevard, in Planning Area 80 and Council District 8. The site is zoned Industrial Employment (IE), but is being reviewed under the prior Planning Industrial/Employment Park (I-3) Zone of the prior Zoning Ordinance.

4. **Surrounding Uses:** The subject property is surrounded by other IE-zoned properties. The site is adjacent to an auto repair operation located to the southeast, in the IE Zone, which was previously zoned Light Industrial. A daycare facility is located to the north of the site and an industrial warehouse is located to the west. Properties in the Residential Estate Zone are located across MD 210.
5. **Previous Approvals:** The subject property contains an approved Preliminary Plan of Subdivision (PPS), 4-20016, and an approved Conceptual Site Plan, CSP-19010, both of which were for one parcel for development of 19,000 square feet of industrial/commercial use on the property. This DSP proposes development of 18,850 square feet of industrial and office space, keeping with the PPS and CSP approvals.

There are no prior record plats for the subject property. A final plat of subdivision will be required, following approval of this DSP, before any permits can be approved for the subject site. The final plat is required to be filed within the validity date of the PPS, December 2, 2023.

6. **Design Features:** The subject application proposes to develop an 18,850-square-foot building with a contractor's office, with indoor storage and accessory fabrication. The contractor's office will be within an open, indoor building which will have these dedicated areas: a contractor's office, a machinery and assembly area, and storage. The contractor's office, including storage on the ground floor and mezzanine level will be 10,400 square feet, and the fabrication area will be 8,450 square feet. Based on structural and mechanical requirements, the applicant proposes that 65 feet is the optimum width of the building, and a building length of 250 feet is necessary. The building will have no outside storage.

The proposed building will be two stories and 32.6 feet tall. The building materials will be a combination of light grey and dark blue metal panel, and a light stone wall panel with a brushed slate roof panel. The front narrow section of the building will accommodate the office function of the building. The site will be accessed from two points, with one entrance along a service road adjacent to MD 210, which does not have direct access to the freeway, and one entrance on Cornett Street. An interior loading area, accessed through a 25-foot by 15-foot metal door for the delivery of materials, and employee parking will be accessed on the south side from Cornett Street. There will be a total of 39 parking spaces, including 5 compact spaces, 2 handicap-accessible spaces, and 1 interior 65-foot by 25-foot loading space. The site will have a 6-foot-tall entry gate, a 10-foot by 10-foot dumpster enclosure, and two stormwater management (SWM) ponds. Building-mounted signage is being proposed to include a 22-foot-long channeled lettered sign that reads "LIW Ironworks" along the front elevation and signage related to loading access.

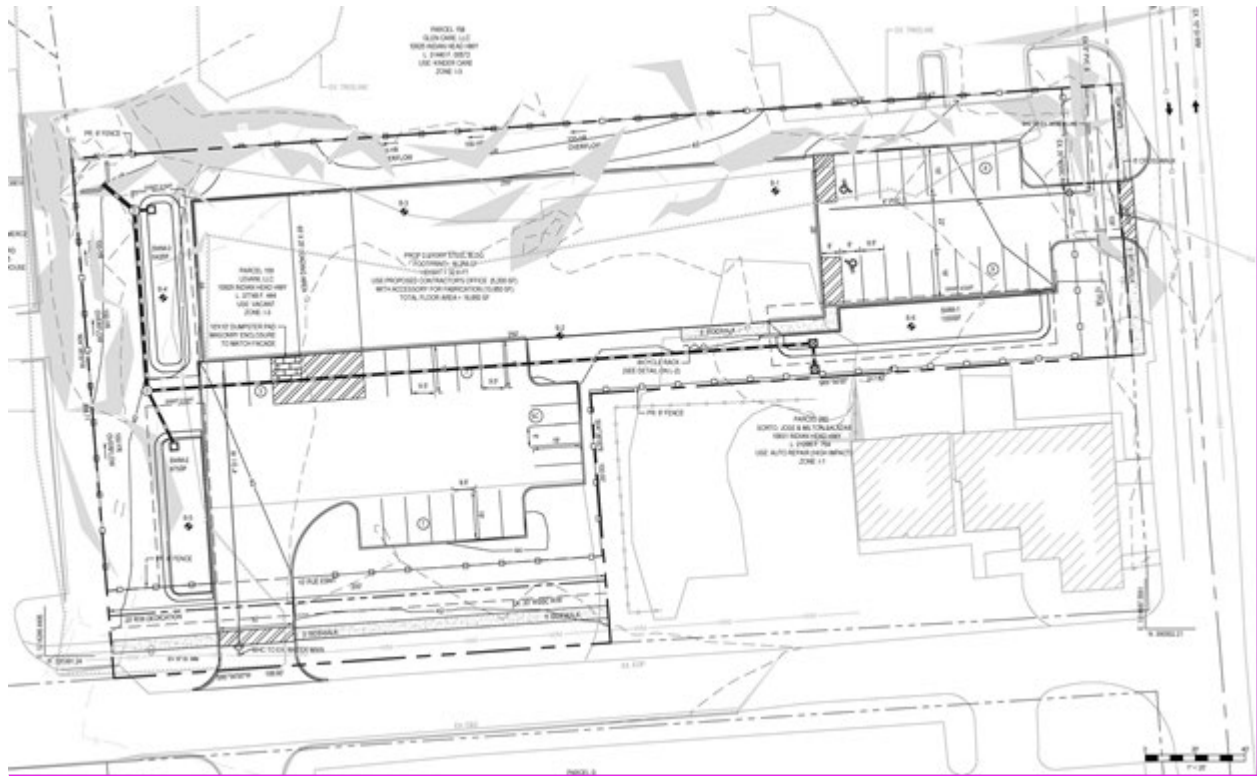
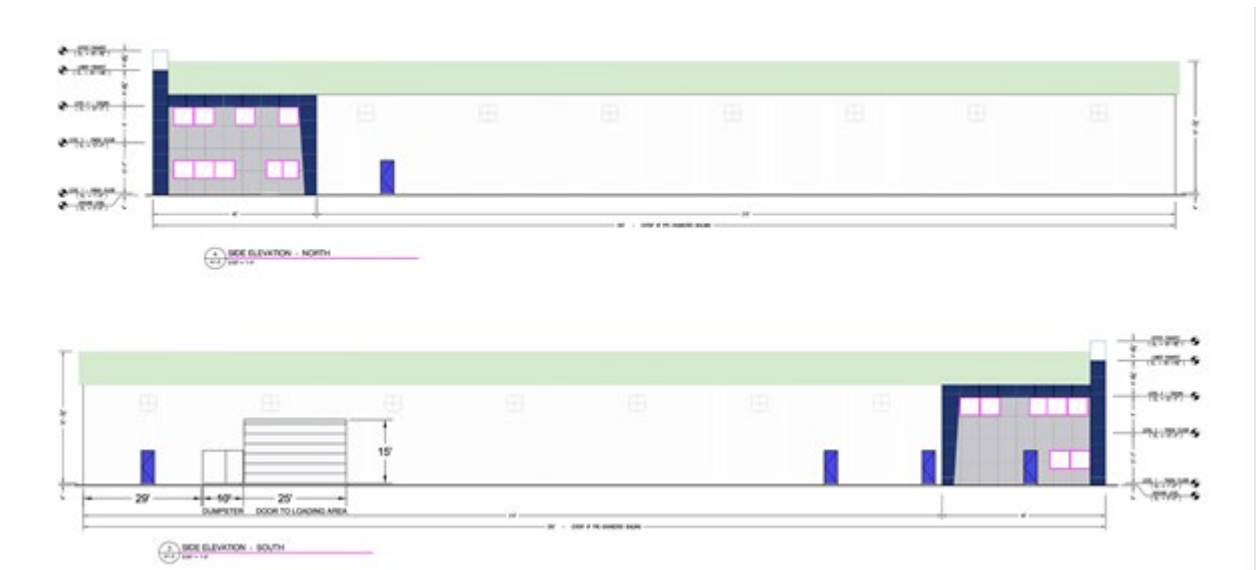
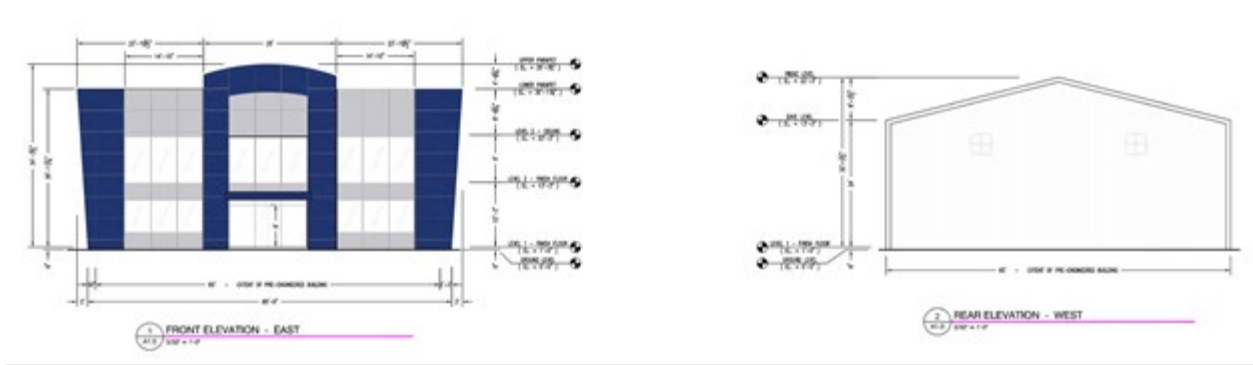


Figure 1: Site Plan





**Figure 2: Architecture Elevations**

**COMPLIANCE WITH EVALUATION CRITERIA**

- 7. **Prince George’s County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the I-3 Zone of the prior Zoning Ordinance.

The subject application is in conformance with the requirements of Sections 27-471, 27-473, and 27-474 of the prior Zoning Ordinance, with the exception of Sections 27-471(f)(2), 27-471(f)(3), and 27-474(a)(1)(b). The applicant has submitted variance requests for those sections, which is discussed below.

**Section 27-471. I-3 Zone (Planned Industrial/Employment Park)**

**(a) Purposes.**

**(1) The purposes of the I-3 Zone are:**

- (A) To provide increased and enhanced employment opportunities for the residents of the County and areas for industries, research facilities, and offices which have common characteristics with respect to site requirements, desired amenities, compatibility of operations, general functional classifications, and access;**
- (B) To provide for a mixture of industrial, research, office, and in certain instances specific retail commercial uses (along with compatible institutional, recreational, and service uses) in a manner which will retain the dominant industrial/employment character of the area, while also providing for the enhanced viability of the zone by providing for the location of certain retail commercial uses on the periphery of the area, specifically when the periphery fronts on, and is adjacent to, arterial roadways;**

- (C) To permit uses which, when compared to the uses permitted in other Industrial Zones, will minimize detrimental effects on uses of adjacent land, especially where adjacent land is being used commercially; and
  - (D) To provide development standards which assure the compatibility of proposed land uses with surrounding land uses, maximize open space so as to create a park-like setting, and improve the overall quality of industrial/employment areas in Prince George's County.
- (b) Landscaping, screening, and buffering of development in the I-3 Zone shall be provided as set forth in the Landscape Manual.
  - (1) Additional buffering and screening may be required to protect the park-like setting of the Planned Industrial/Employment Park from adjoining or interior incompatible land uses.
- (c) Outside uses.
  - (1) With the exception of off-street parking and loading areas, recreational facilities (unless otherwise provided), airports, agricultural uses, sidewalk cafes (as an accessory use), surface mining operations, towers (poles, whips, and antennas), vehicle rental lots, and public utility uses, all uses allowed in the Table of Uses shall be located in wholly enclosed buildings. Outdoor storage is prohibited.
- (d) Site plans.
  - (1) A Conceptual Site Plan and a Detailed Site Plan shall be approved for all uses and improvements, in accordance with Part 3, Division 9, of this Subtitle.
  - (2) In addition to the requirements of Part 3, Division 9, the Detailed Site Plan shall show the design and size of lettering, lighting, and all other features of signs proposed (except those for directional or informational purposes containing not more than four (4) square feet). These signs shall be reviewed and approved or disapproved at the same time the Detailed Site Plan is acted upon.
- (e) Uses.
  - (1) The uses allowed in the I-3 Zone are as provided for in the Table of Uses (Division 3 of this Part).
- (f) Regulations.
  - (1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the I-3 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables



**(Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

- (2) Not more than twenty-five (25%) of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented, except that the Planning Board may approve up to an additional fifteen percent (15%) in its discretion if increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.**
- (3) No loading docks shall be permitted on any side of a building facing a street except where the lot is bounded by three (3) or more streets.**

**(g) Warehousing.**

- (1) Warehousing, wholesaling, distribution, or storage of materials not used, or products not produced, on the premises may be permitted, subject to the following:**
  - (A) Not more than twenty percent (20%) of the net tract area of the entire Planned Industrial/Employment Park shall be devoted to these uses (including accessory uses such as off-street parking and loading areas).**
  - (B) More than twenty percent (20%), but not more than thirty percent (30%), of the net tract area of the entire Planned Industrial/Employment Park may be devoted to these uses if at least five percent (5%) of the net lot area (of the lot on which the use is proposed) is devoted to green area. This green area shall be in addition to any other green area required by this Part. This additional green area shall either serve to preserve irreplaceable natural features, be designed so that the visual impact of the facility will be relieved (either by natural features or changes in grade), or provide distinctive furnishings (such as sculptures, fountains, and sidewalk furniture).**
  - (C) More than thirty percent (30%), but not more than fifty percent (50%), of the net tract area of the entire Planned Industrial/Employment Park may be devoted to these uses if, in addition to meeting the requirements of (B), above, the Planning Board finds:**
    - (i) That the tract is suited for these uses because of its accessibility to railways or highways that readily accommodate warehousing;**
    - (ii) That the traffic generated by the uses is not directed through residential neighborhoods;**

- (iii) That the use is compatible with surrounding existing land uses and those proposed on the Master Plan. In determining compatibility, the Planning Board shall consider architectural or physical features of the facility and may require that these features be compatible with surrounding land uses.
  - (D) The remainder of the park shall be devoted to other uses, in the case of (A), (B), or (C), above.
  - (E) Notwithstanding the provisions of Subsections (g)(1)(A) through (D) of this Section, above, the development restrictions on warehousing, wholesaling, distribution, or storage of materials not used, or products not produced, on the premises shall not apply to property which lies entirely within the I-95/I-495 (Capital Beltway), contains less than 15 acres, is vacant at the time of filing of a Conceptual Site Plan application, and was originally classified in the I-3 Zone pursuant to a Sectional Map Amendment approved before January 1, 1978.
- (h) Required access.
  - (1) Each Planned Industrial/Employment Park (including each property in separate ownership) shall have frontage on, and direct vehicular access to, a street having a right-of-way width of at least seventy (70) feet.
- (i) Minimum area for the development.
  - (1) The minimum area for the development of any Planned Industrial/Employment Park shall be twenty-five (25) gross acres.
  - (2) If the area is less than twenty-five (25) acres but not less than fifteen (15) acres, the property may be classified in the I-3 Zone when the property adjoins property in the C-O Zone, provided that the area of the combined properties is at least twenty-five (25) gross acres.
  - (3) If the area is less than twenty-five (25) acres, the property may be classified in the I-3 Zone when the property adjoins property in the I-3 or E-I-A Zone, provided that the area of the combined properties is at least twenty-five (25) gross acres.
  - (4) If the area is less than twenty-five (25) acres, and the land was classified in the I-3 Zone prior to October 31, 1977, or upon approval of a Sectional Map Amendment, it may be developed in accordance with this Part, provided the owner of record does not own abutting undeveloped land in the I-3, E-I-A, or C-O Zone that could be used to comply with the provisions of paragraph (1), (2), or (3), above.

**Section 27-473. – Uses permitted.**

- (a) No use shall be allowed in the Industrial Zones, except as provided for in the Table of Uses or in Subsection (c) of this Section. In the table, the following applies: (in part)**
  - (4) The letters “PB” indicate that the use is permitted subject to the following:**
    - (A) The use shall be related to, dependent on, and secondary to a primary use on the premises;**
    - (B) The use shall be located on the same record lot as the primary use;**
    - (C) The use shall not be located within a building not occupied by the primary use; and**
    - (D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to forty-five percent (45%) of the gross floor area of the building within which the primary use is located, unless otherwise provided.**

The intent of the I-3 Zone is to provide increased and enhanced employment opportunities for the residents of the County and areas for industries, research facilities, and offices which have common characteristics with respect to site requirements, desired amenities, compatibility of operations, general functional classifications, and access. The I-3 Zone also provides development standards to assure the compatibility of proposed land uses with surrounding land uses, maximize open space to create a park-like setting, and improve the overall quality of industrial/employment areas.

The proposed contractor’s office, as a permanent use, including the indoor storage and accessory indoor fabrication are permitted uses in the I-3 Zone. The application states that the fabrication use will mostly be the cutting of parts to size, such as fencing materials, steel stairs, and railings for off-site jobs and installation with some assembly of the parts and welding, but the welding will be about five percent of the overall fabrication work. According to Section 27-473, under Miscellaneous Industrial, Manufacturing, and Related Uses, a contractor’s office, including indoor storage and accessory indoor fabrication (only within a wholly enclosed building) of plumbing, air conditioning, heating, carpentry (and the like), parts for installation off-site is permitted subject to the following, and the proposed uses are also allowed in this zone, with approval from the Prince George’s County Planning Board.

The subject application meets the specific requirements of Section 27-473(a)(4) listed above. The proposed floor plan and DSP indicate that the fabrication component does not exceed 45 percent of the gross floor area of the building. The proposed area for fabrication is 8,450 square feet and the area for storage of components is 5,200 square feet. The total square footage of the building is 18,850 square feet. The total area of the fabrication area is

44.8 percent of the gross floor area of the building, which complies with the space allocation requirement of this use in this zone.

The proposed development provides appropriate landscaping, screening, and buffering, in conformance with the 2010 *Prince George's County Landscape Manual*. The proposed site access and site layout are adequate, and the proposed development maintains the overall character of the surrounding area. The applicant is requesting variances to regulations for building and parking setbacks, loading space location, and distribution of parking spaces relative to the main entrance for Sections 27-471(f)(2), 27-471(f)(3), and 27-474(a)(1)(b).

The master plan recommends future mixed-use on the subject property and identifies the area as the Broad Creek Transit Village. The subject property is recommended for senior housing or commercial development. However, the Prince George's County District Council has not applied the appropriate zoning to realize this land use recommendation. The property is zoned for industrial use (I-3) and abuts an auto repair facility.

The master plan provides the following guidance for the I-3 zone:

***"Uses that will minimize detrimental effects on residential and other adjacent areas; a mixture of industrial, research, and office uses with compatible institutional, recreational, and service uses in a manner that will retain the dominant industrial/employment character of the zone; standard minimum tract size of 25 adjoining gross acres; standard minimum lot size of two acres; Conceptual and Detailed Site Plan approval required; 25 percent green area required; outdoor uses restricted; warehousing and wholesaling uses limited."***

This under-sized (1.5 acres) subject parcel is part of the larger industrial district extending to the south from Fort Washington Road. The project proposes approximately 30,000 square feet of green area, which is 47 percent of the site, where a minimum of 25 percent is required. The proposed uses are consistent with the dominant industrial/employment character of the zone. No outdoor storage is proposed. The proposal is consistent with the master plan's recommendations for uses in the I-3 zone.

The Planning Board, at the time of its review of the CSP, imposed additional conditions on the proposed use and the current plan satisfies these additional conditions analyzed in Finding 9.

### **Variance Requests**

The applicant has requested four variances to the requirements of Sections 27-471(f)(2), 27-471(f)(3), and 27-474(a)(1)(b), for building and parking setbacks, loading space location, and distribution of parking spaces relative to the main entrance.

Section 27-230(a) of the prior Zoning Ordinance states that a variance may only be granted when the Planning Board finds that:

- (1) A specific parcel of land is physically unique and unusual in a manner different from the nature of surrounding properties with respect to exceptional narrowness, shallowness, shape, exceptional topographic conditions, or other extraordinary conditions peculiar to the specific**

**parcel (such as historical significance or environmentally sensitive features);**

- (2) The particular uniqueness and peculiarity of the specific property causes a zoning provision to impact disproportionately upon that property, such that strict application of the provision will result in peculiar and unusual practical difficulties to the owner of the property;**
- (3) Such variance is the minimum reasonably necessary to overcome the exceptional physical conditions;**
- (4) Such variance can be granted without substantial impairment to the intent, purpose and integrity of the general plan or any area master plan, sector plan, or transit district development plan affecting the subject property; and**
- (5) Such variance will not substantially impair the use and enjoyment of adjacent properties.**
- (6) Notwithstanding any other provision of this Section, a variance may not be granted if the practical difficulty is self-inflicted by the owner of the property.**

**Variance Request 1—Section 27-471(f):**

- (2) Not more than twenty-five (25%) of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented, except that the Planning Board may approve up to an additional fifteen percent (15%) in its discretion if increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.**

The development proposes parking within the yard where the building's main entrance is oriented, which exceeds the 25 percent requirement. The proposal provides 39 total site spaces, which would allow for 13 spaces in this location, if following the 25 percent requirement. The development proposes 17 parking spaces for a total of 43.5 percent of the parking located in this yard. The requirement has the provision that the Planning Board may approve up to an additional 15 percent at their discretion if the increased parking would better serve the efficiency of the use. This approval would allow 40 percent of the parking spaces to be located in this yard where the building's main entrance is oriented and would increase the efficiency of the site. The applicant is requesting that the Planning Board approve the additional 15 percent, and in addition, has requested a variance for an additional 3.5 percent, to allow a total of 17 parking spaces within the yard.

Staff has reviewed the variance request and determined that the very narrow shape of the lot is an exceptional condition and the increased parking in this location will better serve the efficiency of the use. The variance will allow more parking spaces to serve the contractor's office use, which is located close to the main entrance of the building, in the narrow part of the site for optimal use of the building site. Additional parking in this

location will create a more efficient and functional front entrance to the building. Staff recommends that the Planning Board approve the additional 15 percent and the additional 3.5 percent variance requested.

**Variance Request 2—Section 27-471(f):**

- (3) No loading docks shall be permitted on any side of a building facing a street except where the lot is bounded by three (3) or more streets.**

The development proposes a 65-foot by 25-foot interior loading area within the building, with the entrance for trucks on the side of the building facing Cornett Street. The building is bounded by two streets, and as such, the proposed location of the door to the interior loading area is technically not in compliance with Section 27-471(f)(3). The interior loading area will have a 25-foot by 15-foot metal door facing Cornett Street. Interior truck turning plans have been reviewed by Transportation Planning staff and are in conformance with the prior Zoning Ordinance. The interior loading space and exterior door are consistent with the design standards shown in Section 27, Part 11, Division 3 of the prior Zoning Ordinance. The applicant requests that the Planning Board grant a variance to permit a loading area entrance on the side of a building facing a street where the lot is bounded by two streets.

Staff has reviewed the variance request and determined that there are practical difficulties regarding conformance with this regulation due to the exceptional conditions of the property. The proposed location of truck access to the indoor loading area with an exterior loading door is adequate, given the unique shape of the site and the need for optimal efficiency of the space and its proposed use. Due to the unique physical conditions of the property, the exterior loading door needs to face the street, and if the exterior loading door was not permitted in this location, the applicant would be required to redesign the site, including relocation of the parking area which has been strategically placed. The site plan and building design are restricted by the size and narrowness of the site and this is the most efficient use of the site. In addition, accessing the loading area on the south side of the building locates it away from the day care center use on the north side of the building and the loading area will be adequately screened. Staff recommends that the Planning Board approve the variance to Section 27-471(f)(3) and allow an exterior loading area to face a street in a lot bounded by two streets.

**Variance Request 3—Section 27-474 (a)(1)(b). Setback requirement for all yards:**

- Footnote 2 Plus one (1) foot for each foot of building height up to a maximum of seventy-five (75) feet required**

The regulations for setbacks require a minimum of 20 feet within the I-3 Zone, plus an additional foot for each building height, as outlined in Footnote 2. The development proposes a two-story building that is 32.6 feet in height and requires a setback of 52.6 feet. The proposed development does not meet this requirement on the north, west, and a portion of the south sides of the building. The proposed building is set back 20 feet from the property line on the north side, requiring a variance of 32 feet, 6 inches. The building is set back 44 feet, 4 inches from the property line on the west side, requiring a variance of 8 feet, 4 inches. The building is set back 23 feet, 8 inches on a portion of the south side, requiring a variance of 28 feet, 8 inches.

Staff has reviewed this variance and determined that the subject development is located on a significantly smaller site for the zone, which is only 1.5 acres in size, and providing the required 52.6-foot setback within multiple yards would have a significantly negative impact on the building footprint and efficiency of use. If 52 feet, 6-inch setbacks were provided in this portion of the site, the available building envelope would be reduced to 5.5 feet, which would cause practical difficulties.

**Variance Request 4—Section 27-474(a)(1)(b). Surface parking setbacks:**

**Footnote 3 Including surface parking and loading areas, except that fifty percent (50%) of this additional yard (created under Footnote 1 or 2) may be used for surface parking.**

Footnote 3 allows for a 50 percent reduction of the additional required yard that was created by Footnote 2, reducing the setback requirement by 16.3 feet. For this application, the parking and loading must be set back a minimum 52.6 feet, however, with the 16.3-foot reduction, the setback would be 36.3 feet. The parking setbacks on both the east and south property line do not meet this requirement. The proposed parking on-site is set back 28 feet from the east property line and 13 feet from the south property line. The applicant is requesting a variance of 8.3 feet for the parking setback on the east property line and a 23.3-foot parking setback on the south property line.

Staff has reviewed the request and determined that the plan provides for an efficient use of the site, and due to the significantly reduced size of the lot for this zone, providing the parking setback would decrease the number of parking spaces and prevent the site from providing the minimum amount of parking to satisfy the use.

Overall, for all four of the variance requests, staff finds that there is an exceptional condition of the property due to its size and shape and that this condition results in practical difficulties. The variances requested are the minimum reasonably necessary to construct this building and efficiently use the site with its exceptional physical condition. The variances can be granted without impairment to the applicable area plans, including the 2014 *Plan Prince George's 2035 Approved General Plan* and the master plan, or impairment to the use and enjoyment of neighboring properties. Finally, the practical difficulties are not self-inflicted, as they are a result of the unique conditions of the property.

This specific parcel of land is impacted by its narrowness, irregular shape, and the fact that it is considerably smaller than other lots within the subject zone, all factors which meet the extraordinary situation criteria. The subject parcel is an irregularly L-shaped piece of property. The narrow section will be used for visitor and office parking, and adjacent to the front part of the building will be the office space. The subject parcel is only 1.50 acres, and this zone requires a minimum lot area of 87,120 square feet. Though the size of this lot is permissible (see Section 2 above), an extraordinary situation exists, since the site is exceptionally tight and a challenging shape for development and, as such, staff finds it meets the criteria to grant the variances.

In addition, the strict application of these specific zoning regulations would result in practical difficulties. The requirement to meet the building and parking setbacks would significantly reduce the building footprint and number of parking spaces that are needed for the proposed office and warehouse uses. The variances are needed because of the parcel's

substandard size and irregular L-shape, and the building has been designed in response to the irregular configuration of the site. The narrower part of the site is 108.7 feet wide and will be used for visitor and office parking and the front part of the building will be the office, leaving the wider part of the site for the warehouse, which is an efficient layout for the site.

- 8. Preliminary Plan of Subdivision 4-20016:** This DSP proposes development of 18,850 square feet of industrial and office space. The Planning Board approved 4-20016 for the development of 19,000 square feet of industrial/commercial use on the property, subject to six conditions. The relevant conditions are discussed, as follows:

- 1. Prior to approval of a final plat of subdivision, the final plat shall grant 10-foot-wide public utility easements along the public rights-of-way, in accordance with the approved preliminary plan of subdivision.**

The property has frontage along MD 210 and Cornett Street. The required 10-foot-wide public utility easement (PUE) is shown on the DSP, along the public right-of-way of Cornett Street, in accordance with the approved PPS. The PUE along the frontage of MD 210 is also shown, in accordance with the approved PPS. However, the PUE conflicts with an existing Washington Suburban Sanitary Commission (WSSC) easement located adjacent to the right-of-way, along approximately half of the property's frontage. The applicant should confirm with WSSC if the establishment of the PUE, in its location on the PPS, will be approved for colocation within the existing WSSC easement. If the current location of the PUE is not approved by WSSC, the PUE will need to be relocated so that it does not overlap with the existing WSSC easement, and thus, will no longer be parallel, contiguous, and adjacent to MD 210. A variation from the normal requirement of Section 24-122(a) of the prior Prince George's County Subdivision Regulations will be required.

Prior to approval and along with the submittal of the final plat, the applicant shall submit a SOJ, in accordance with Section 24-113 of the prior Subdivision Regulations, for any relocation or omission of the required PUE.

- 2. Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to approval of any permits.**

The subject DSP proposes development, in accordance with the approved PPS, and no residential development is proposed. A new PPS is not required at this time.

- 3. Development of the site shall be in conformance with the approved Stormwater Management Concept Plan 1220-2017-01 and any subsequent revisions.**

A copy of an approved SWM concept plan and letter were submitted with the subject DSP.



4. **Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-008-2020-01). The following note shall be placed on the final plat of subdivision:**

**“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-008-2020-01), or as modified by a future Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”**

This condition will be addressed at the time of final plat review.

5. **Total development within the subject property shall be limited to uses, which generate no more than 22 AM peak-hour trips and 21 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The submitted application is consistent with the land use and density considered in the prior approval and, as such, does not modify the approved trip cap.

6. **In conformance with the 2010 *Approved Countywide Master Plan of Transportation and the 2006 Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*, the applicant, and the applicant’s heirs, successors, and/or assignees shall provide the following on the detailed site plan, prior to its acceptance, for the subject site that depicts:**

- a. **A “bicycles may use full lane” signage assembly and shared-lane markings (sharrows) along the subject property’s frontage of MD 210 (Indian Head Highway), subject to modification by the Maryland State Highway Authority, with written correspondence.**
- b. **A 5-foot-wide sidewalk along the subject property’s frontage of MD 210 (Indian Head Highway).**
- c. **A 5-foot-wide sidewalk along the subject property’s frontage of Cornett Street.**
- d. **A crosswalk crossing the drive aisle at both points of vehicle entry.**
- e. **One bicycle rack at a location convenient to the entrance of the building.**

The site fronts a service road that is adjacent to MD 210 which does not have direct access to the freeway. The road is not a designated shared roadway; therefore, the sidewalk along MD 210, the shared road pavement markings, and signage are not required with this application. Staff finds that the latest site plan submission meets all the applicable conditions of the prior approved PPS.

9. **Conceptual Site Plan CSP-19010:** This DSP proposes development of 18,850 square feet of industrial and office space. The District Council approved CSP-19010 for the development of 19,000 square feet of industrial/commercial use on the property, subject to seven conditions. The relevant conditions are discussed, as follows:

- (c) **At the time of Detailed Site Plan (DSP), Applicant shall provide a detailed evaluation of air and water quality environmental impact to surrounding properties based on a description of materials and substances that will be stored and used for the proposed fabrication facility.**

The applicant has satisfied this condition and provided the information in the backup.

- (d) **At the time of Detailed Site Plan (DSP), Applicant shall be required to provide or obtain approval for placement of adequate road signage at the entrance of the existing and adjacent daycare facility to serve as notice of any and all truck traffic associated with the proposed fabrication facility.**

The applicant has not fulfilled this condition. The applicant has stated in the SOJ that the placement of road signage at the entrance of the existing and adjacent daycare facility is not possible, as MD 210 is a state highway under the jurisdiction of the Maryland State Highway Administration (SHA), which does not allow signage of any kind to be placed in the public right-of-way. A record from SHA has been provided in the backup.

- (e) **At the time of Detailed Site Plan (DSP), Applicant shall be required to provide or obtain approval for placement of adequate road signage on any shared roadways or driveways with adjacent or adjoining property owners to prohibit illegal parking of trucks or automobiles associated with the proposed fabrication facility.**

The applicant has not fulfilled this condition. The applicant has stated that the adjacent street to the south, Cornett Street, is County-owned and the Prince George's County Department of Public Works and Transportation prohibits the applicant from placing any signage of any kind in its public right-of-way.

- (f) **Prince George's County Tree Canopy Coverage Ordinance – Subtitle 25, Division 3, requires minimum percentage of tree canopy coverage (TCC) on projects that need a grading permit. Properties zoned I-3 are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 1.5 acres in size and the TCC is 0.15 acre (6,534 square feet). At the time of Detailed Site Plan, Applicant shall ensure full compliance with the requirements of the Tree Canopy Coverage Ordinance.**

The applicant has fulfilled this condition and provided the required tree canopy coverage (TCC).

10. **2010 Prince George’s County Landscape Manual:** The application is subject to the requirements of Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

The landscape and lighting plan provided with the subject DSP contains the required schedules demonstrating conformance to these requirements, including a Type C Buffer, a 6-foot-high opaque fence, and 251 planting units along the boundary of incompatible uses.

11. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and previously contained more than 10,000 square feet of existing woodland. A Type 2 tree conservation plan (TCP2-010-2017-01) was submitted with the DSP application.

This site was previously cleared of all on-site woodland prior to 2006, without a TCP2 or permit from the previous owner. In 2017, the current owner was required to provide a natural resources inventory equivalence letter and a TCP2 to reflect the current environmental features and to meet the requirement for the previous woodland clearing. This site contained 1.05 acres of woodland, which has all been cleared, resulting in a woodland conservation requirement of 0.66 acre. A fee in-lieu of \$8,624.88 was paid through the approval of the prior TCP2, to meet the requirement for the clearing of all on-site woodlands. The current submitted TCP2 shows that vegetation remains along the northern and western property lines, but these areas do not qualify as forested area.

12. **Prince George’s County Tree Canopy Coverage Ordinance:** The DSP is subject to the requirements of the Prince George’s County Tree Canopy Coverage Ordinance. Section 25-128 of the Prince George’s County Code requires a minimum percentage of TCC on projects that propose more than 5,000 square feet of disturbance. The subject property is located in the I-3 Zone, which requires a minimum of 10 percent TCC, or 0.15 acre. The subject DSP provides the required schedule demonstrating conformance to these requirements through existing trees and the provision of new plantings on the subject property.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and are incorporated herein by reference:

- a. **Subdivision**—In a memorandum dated September 30, 2022 (Gupta to Butler), the Subdivision Section noted that the DSP has been found to be in conformance with the approved PPS.
- b. **Transportation Planning**—In a memorandum dated September 30, 2022 (Smith to Butler), the Transportation Planning Section noted that the plan is acceptable and meets the findings required for a DSP, as described in the Zoning Ordinance.
- c. **Environmental Planning**—In a memorandum dated October 3, 2022 (Schneider to Butler), the Environmental Planning Section noted that the proposed tree conservation plan is acceptable.

- d. **Historic Preservation**—In a memorandum dated September 27, 2022 (Smith to Butler), it was noted that 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.
  - e. **Permit Review**—In a memorandum dated August 12, 2022 (Barlett to Butler), it was noted that the plan was acceptable with the technical conditions regarding dimensions and details for parking, fencing, trash enclosure, and setbacks, as listed in the Recommendation section of this technical staff report.
  - f. **Community Planning**—In a memorandum dated September 28, 2022 (Umeozulu to Butler), it was noted that the plan conforms to the master plan.
14. As required by Section 27-285(b) of the prior Zoning Ordinance, the DSP 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 cost and without detracting substantially from the utility of the proposed development for its intended use.
15. Per Section 27-285(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (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.**

The site does not impact any regulated environmental features.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-19057, and Type 2 Conservation Plan TCP2-010-2017-01, for LIW Ironworks, subject to the following conditions:

- 1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided as follows:
  - a. Revise the 10-foot-wide public utility easement along the public right-of-way of MD 210 to not conflict with the existing Washington Suburban Sanitary Commission easement. Development Review Division staff shall review any necessary revisions and modifications prior to certification.
  - b. Provide side and rear building setback dimensions.
  - c. Include the proposed trash enclosure in the elevations and provide trash enclosure details.
  - d. Add the location, height, and type of the proposed fence.

- e. Provide the correct square footage breakdown for each use on all plans.
  - f. Replace all Type 2 fence material from chain link to black vinyl coated chain link on the landscape plan.
  - g. Show additional evergreen shrubs on the landscape plan to adequately screen the exterior loading door from Cornett Street.
  - h. Add a note on the landscape plan demonstrating conformance with Section 4.4 of the 2010 *Prince George's County Landscape Manual*.
  - i. Revise the parking layout on the landscape, photometric, and sign exhibit plans.
2. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall submit a variation from Section 24-122(a) of the prior Prince George's County Subdivision Regulations, in accordance with Section 24-113 of the prior Subdivision Regulations, for the provision of a nonconforming public utility easement adjacent to the public right-of-way of MD 210, if required.
3. Prior to certification, the Type 2 tree conservation plan (TCP2-010-2017-01) shall be revised, or additional information shall be provided as follows:
- a. Revise the parking layout and building footprint to match the detailed site plan.
  - b. Revise the building setbacks to match the detailed site plan.
  - c. Revise the stormwater layout to match the detailed site plan.
4. Prior to certification of the detailed site plan, the applicant shall revise the stormwater management concept plan, unless communication is provided from the Prince George's County Department of Permitting, Inspections and Enforcement that no revision is needed.

# LIW IRONWORKS

Detailed Site Plan

DSP-19057

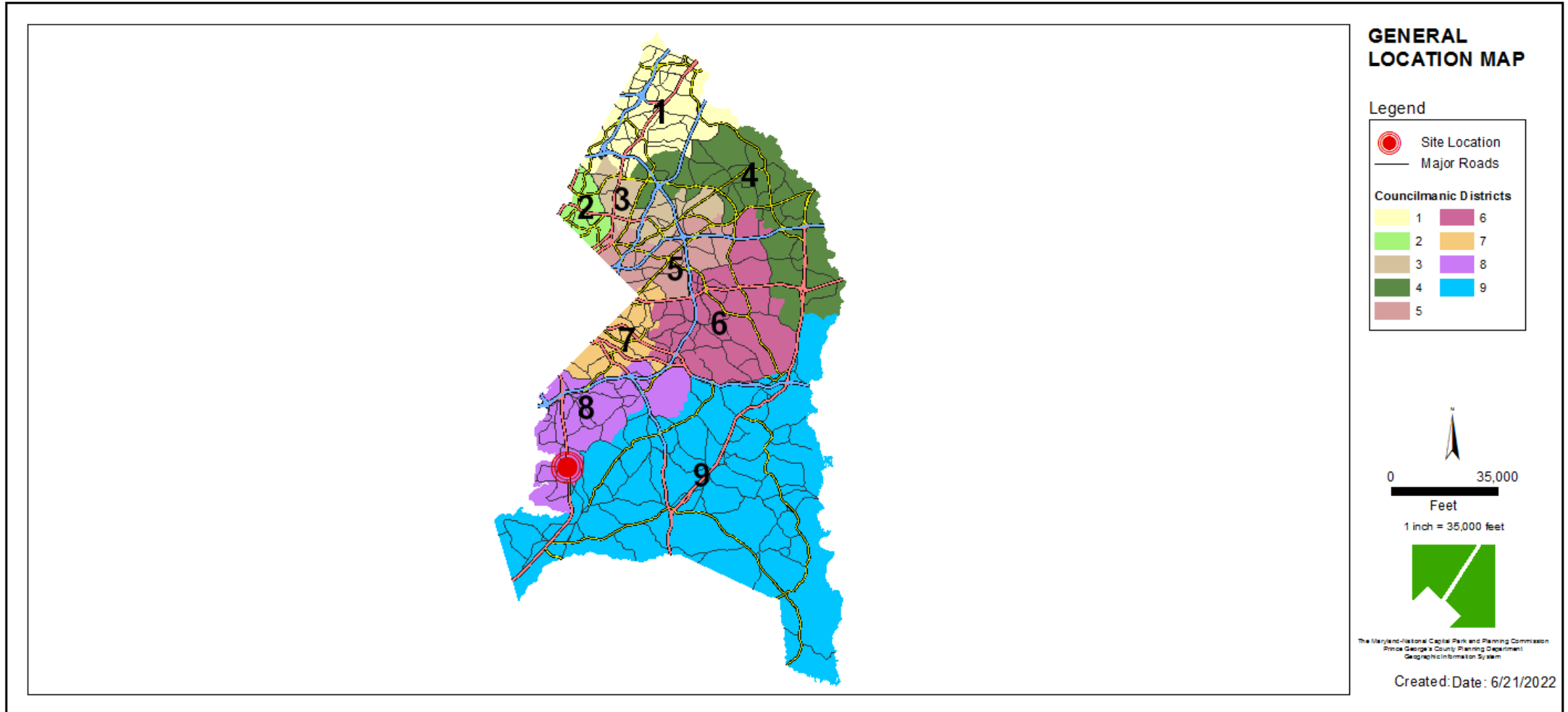
**Staff Recommendation:** Approval with conditions



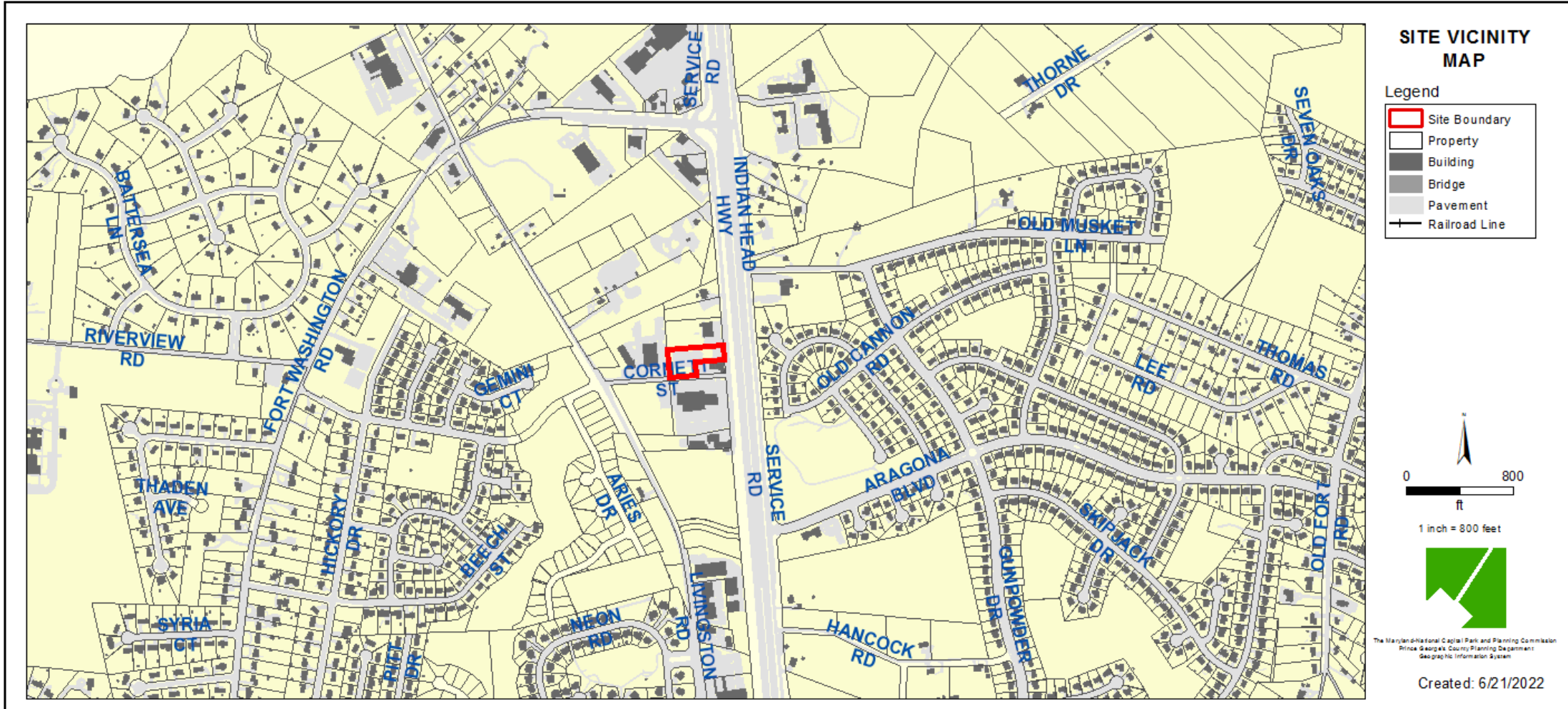
# GENERAL LOCATION MAP

Council District: 8

Planning Area: 80



# SITE VICINITY MAP



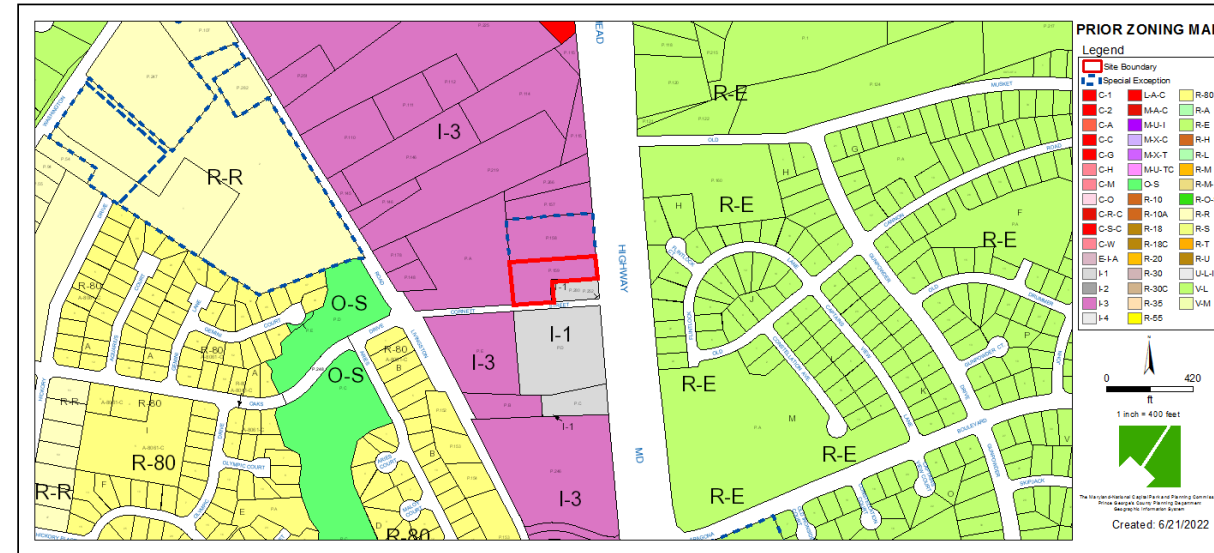
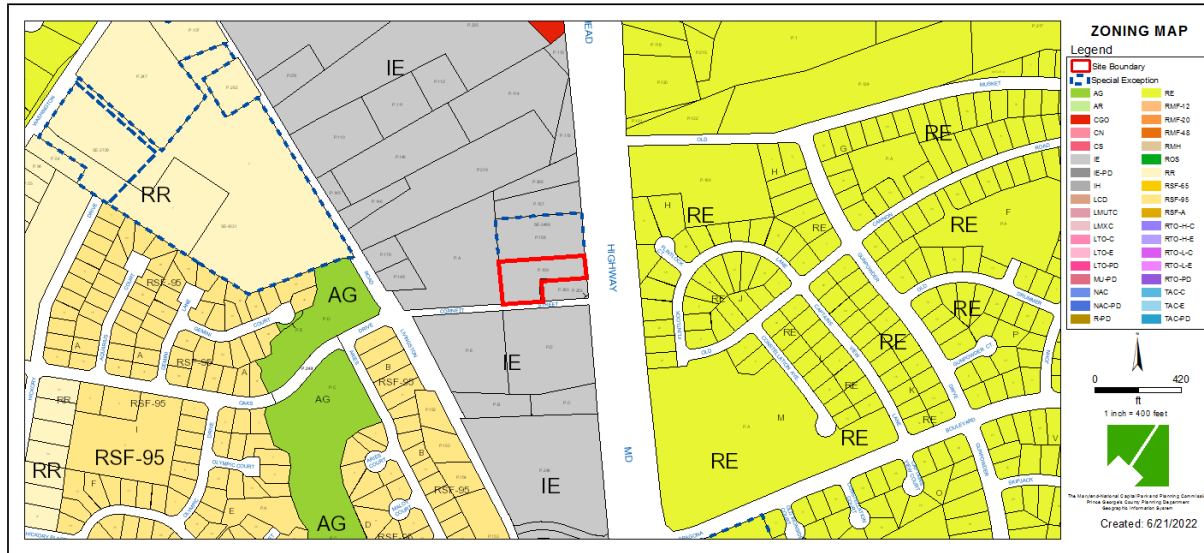


# ZONING MAP (CURRENT & PRIOR)

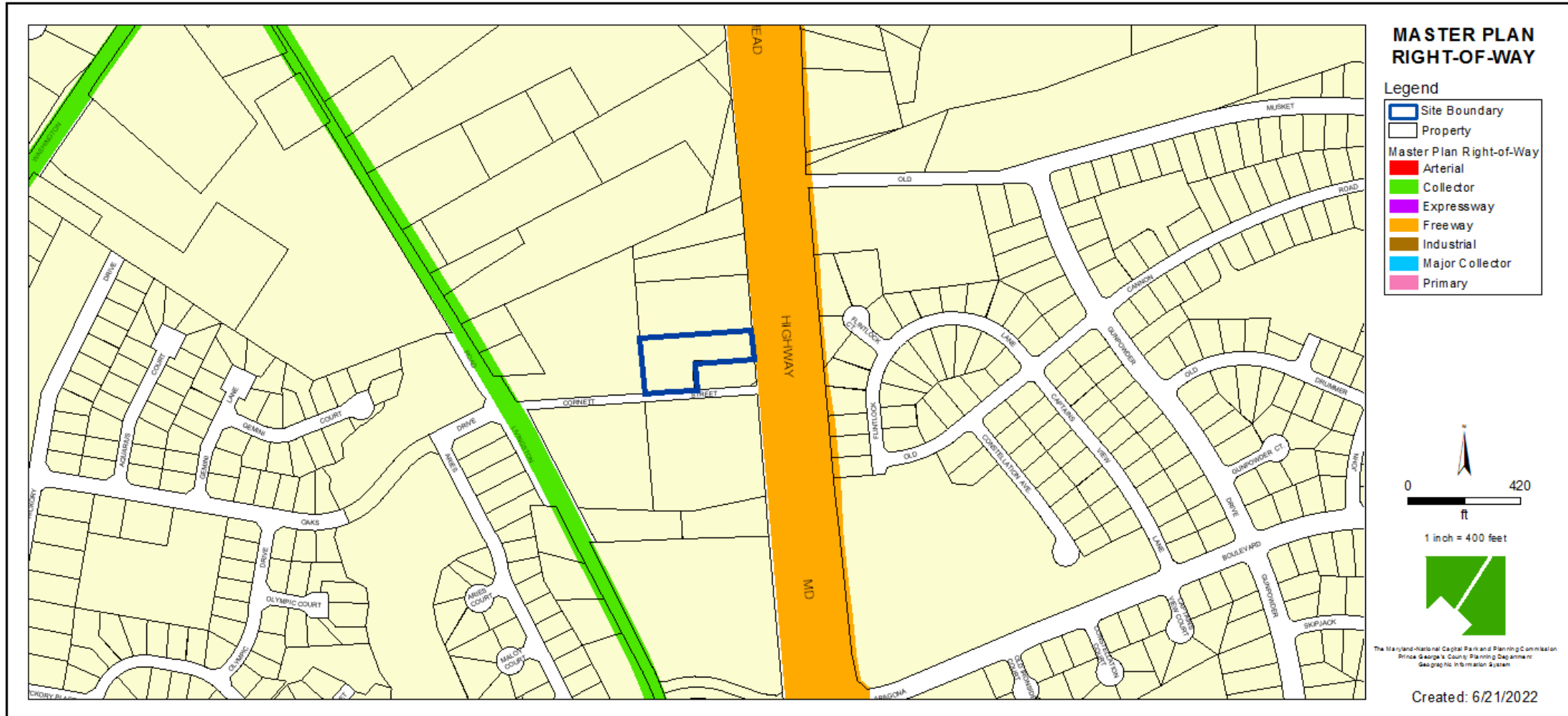
Property Zone: IE & I-3  
 Industrial Employment Park

CURRENT ZONING MAP

PRIOR ZONING MAP



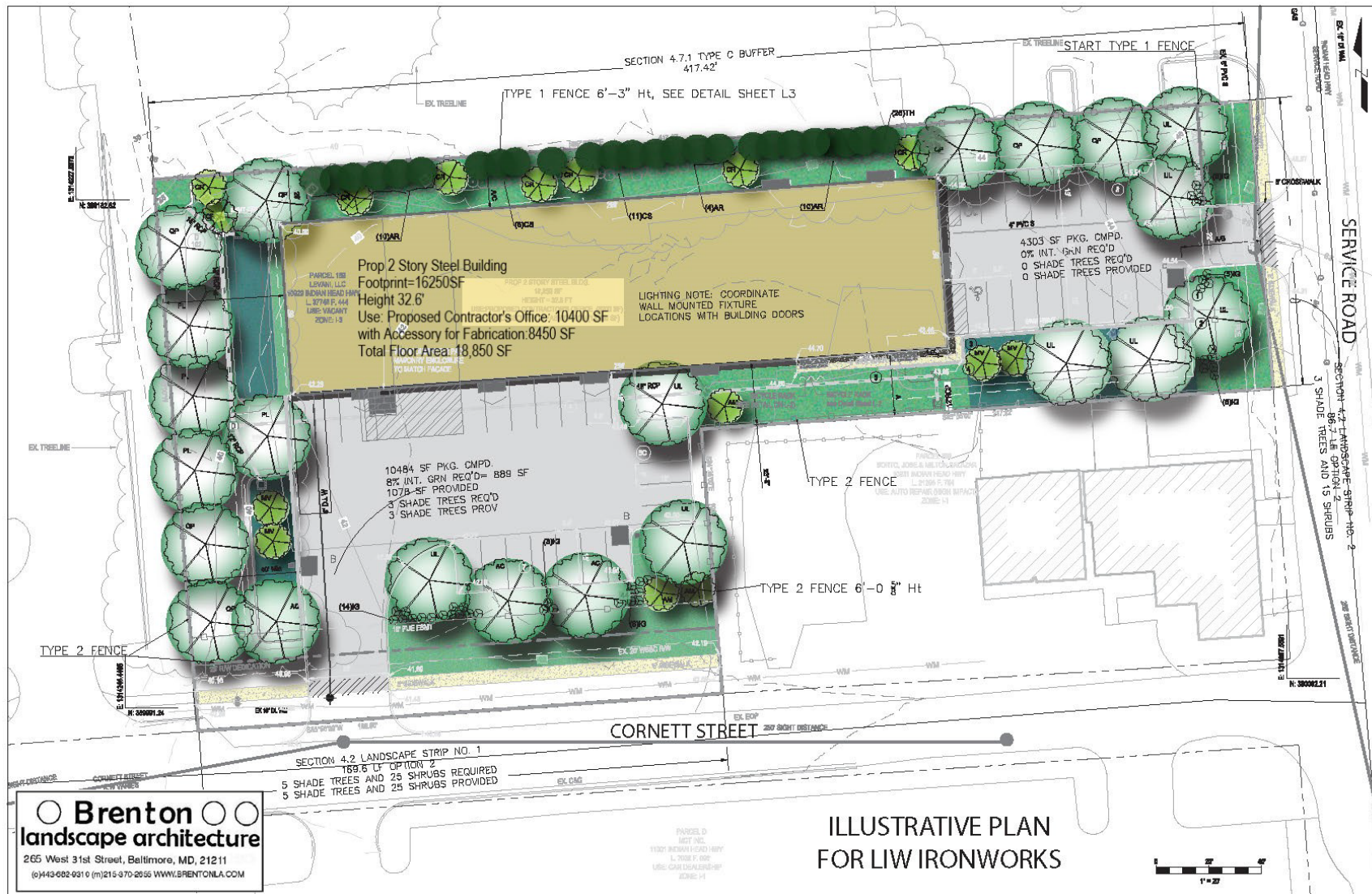
# MASTER PLAN RIGHT-OF-WAY MAP



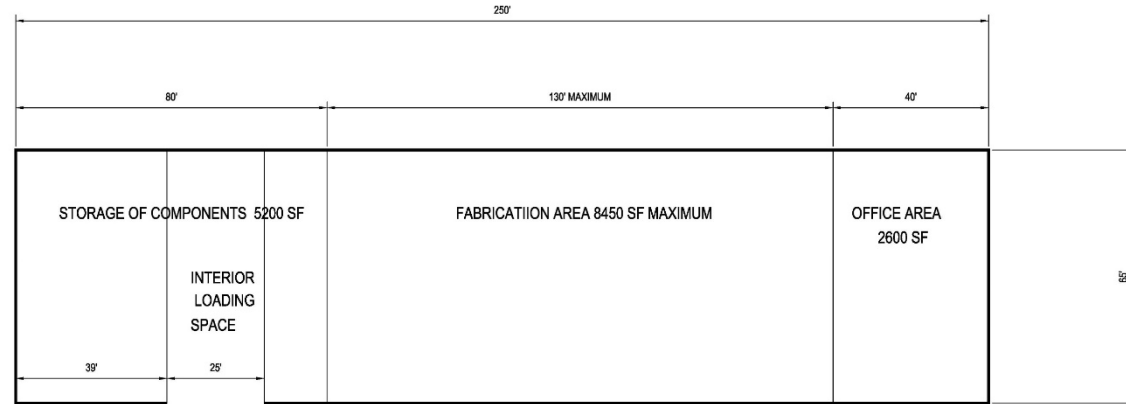
# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



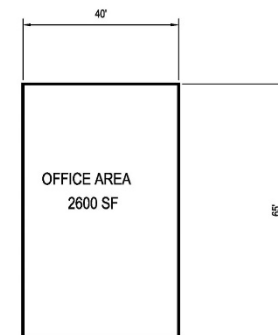
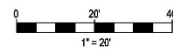
# ILLUSTRATIVE DETAILED SITE PLAN & LANDSCAPE PLAN



# INTERIOR FLOOR PLAN

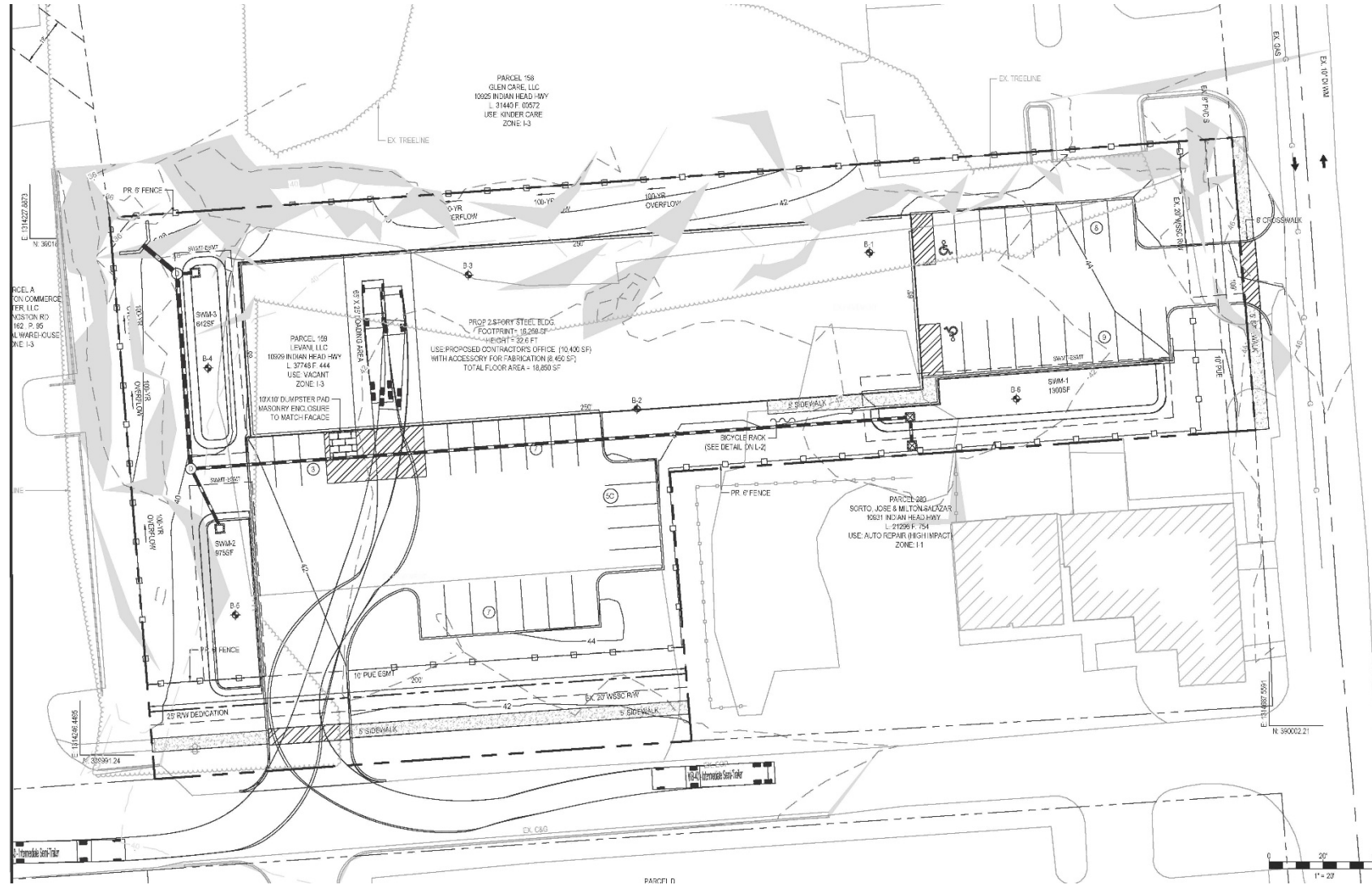


FIRST FLOOR PLAN

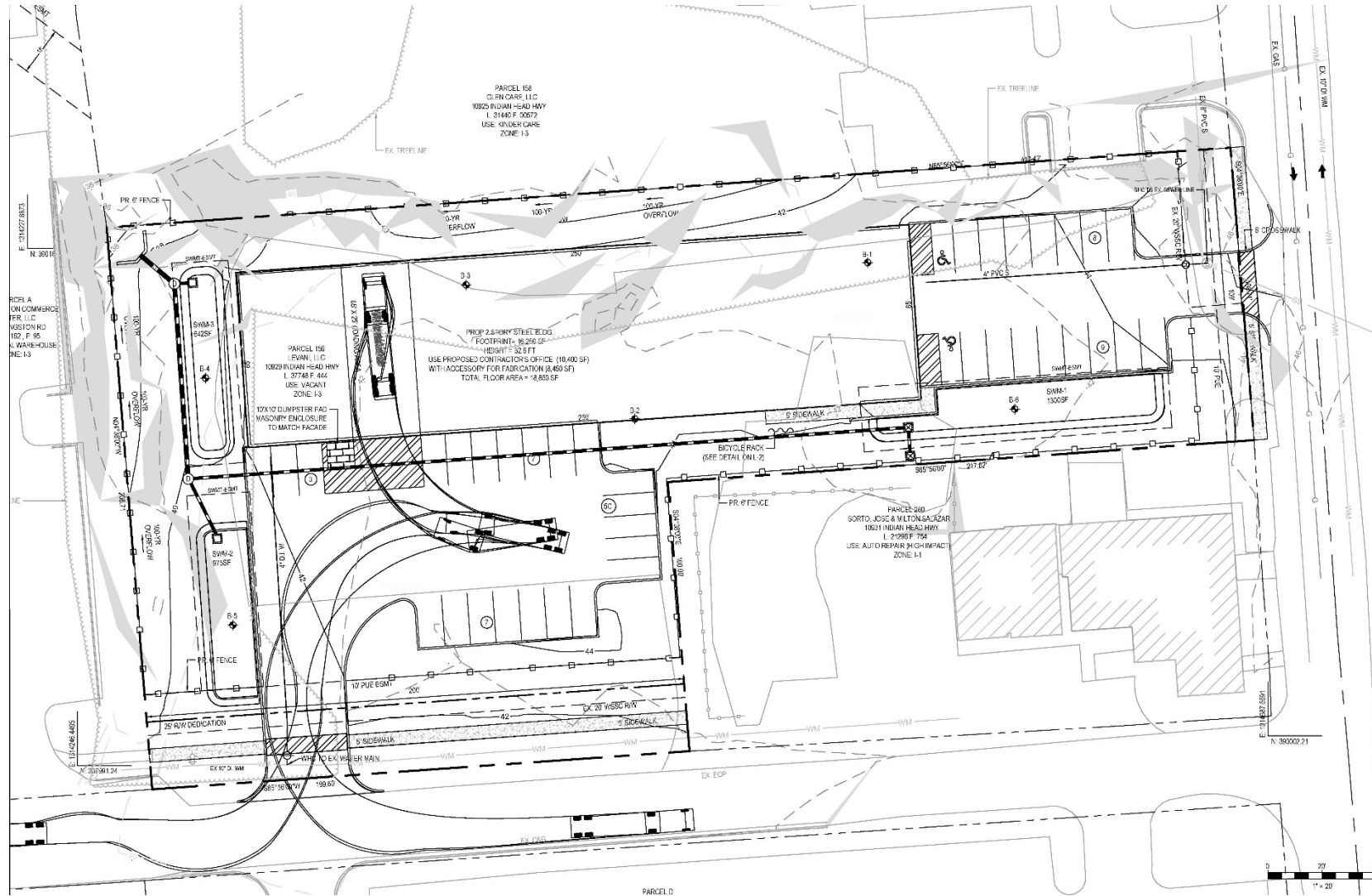


MEZZANINE PLAN

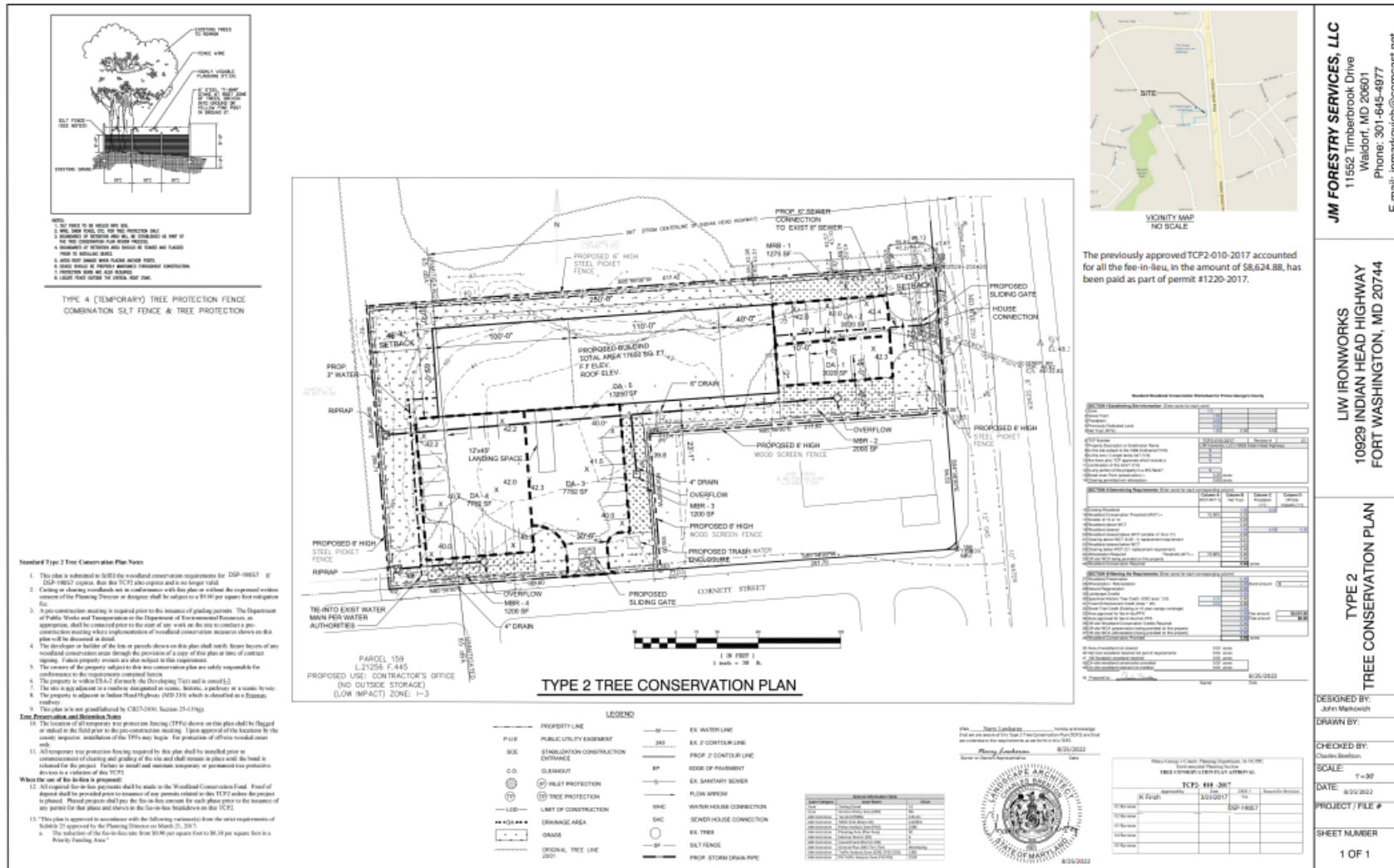
# INTERIOR LOADING TRUCK TURNING PLAN 1



# INTERIOR LOADING TRUCK TURNING PLAN 2

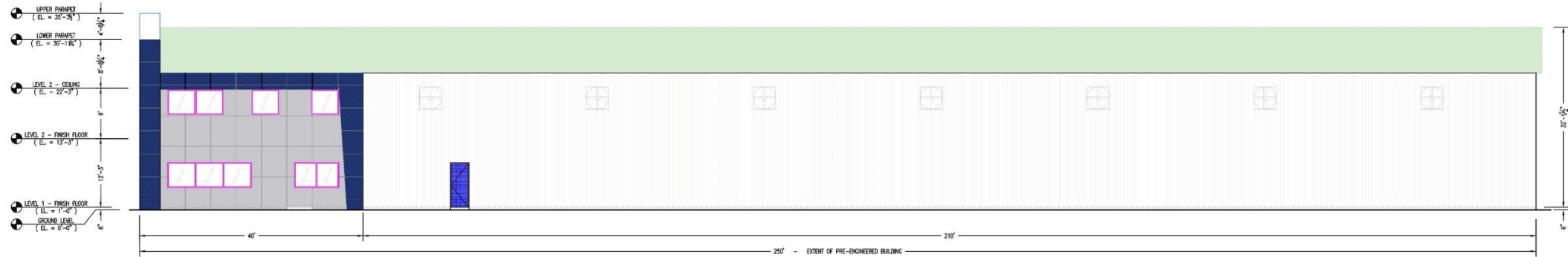


# TYPE II TREE CONSERVATION PLAN





# ELEVATIONS PART 1

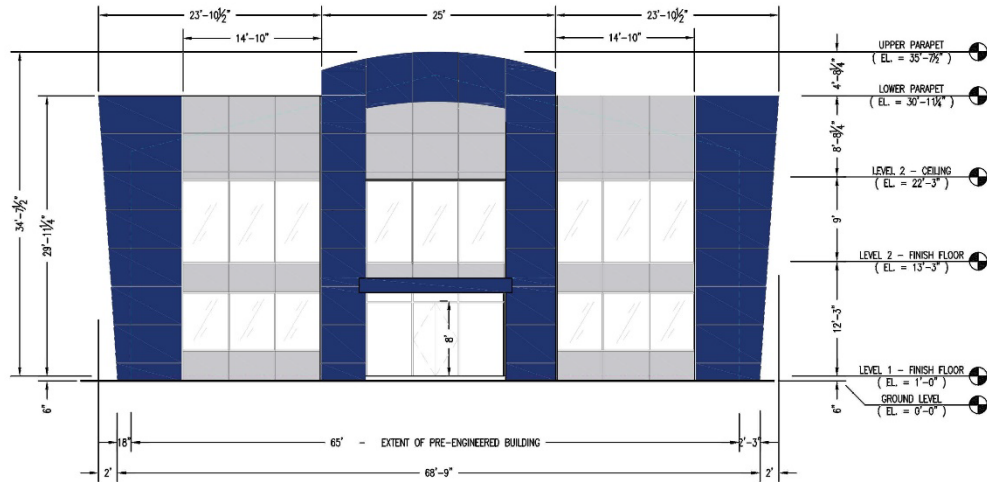


4 SIDE ELEVATION - NORTH  
 A1.0 3/32" = 1'-0"

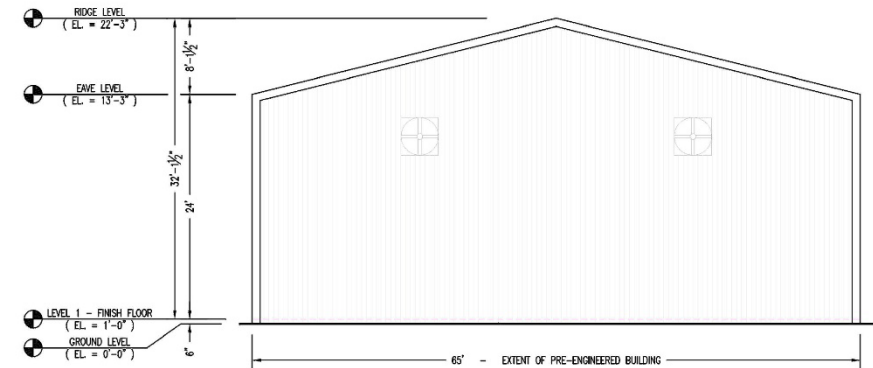


3 SIDE ELEVATION - SOUTH  
 A1.0 3/32" = 1'-0"

# ELEVATIONS PART 2

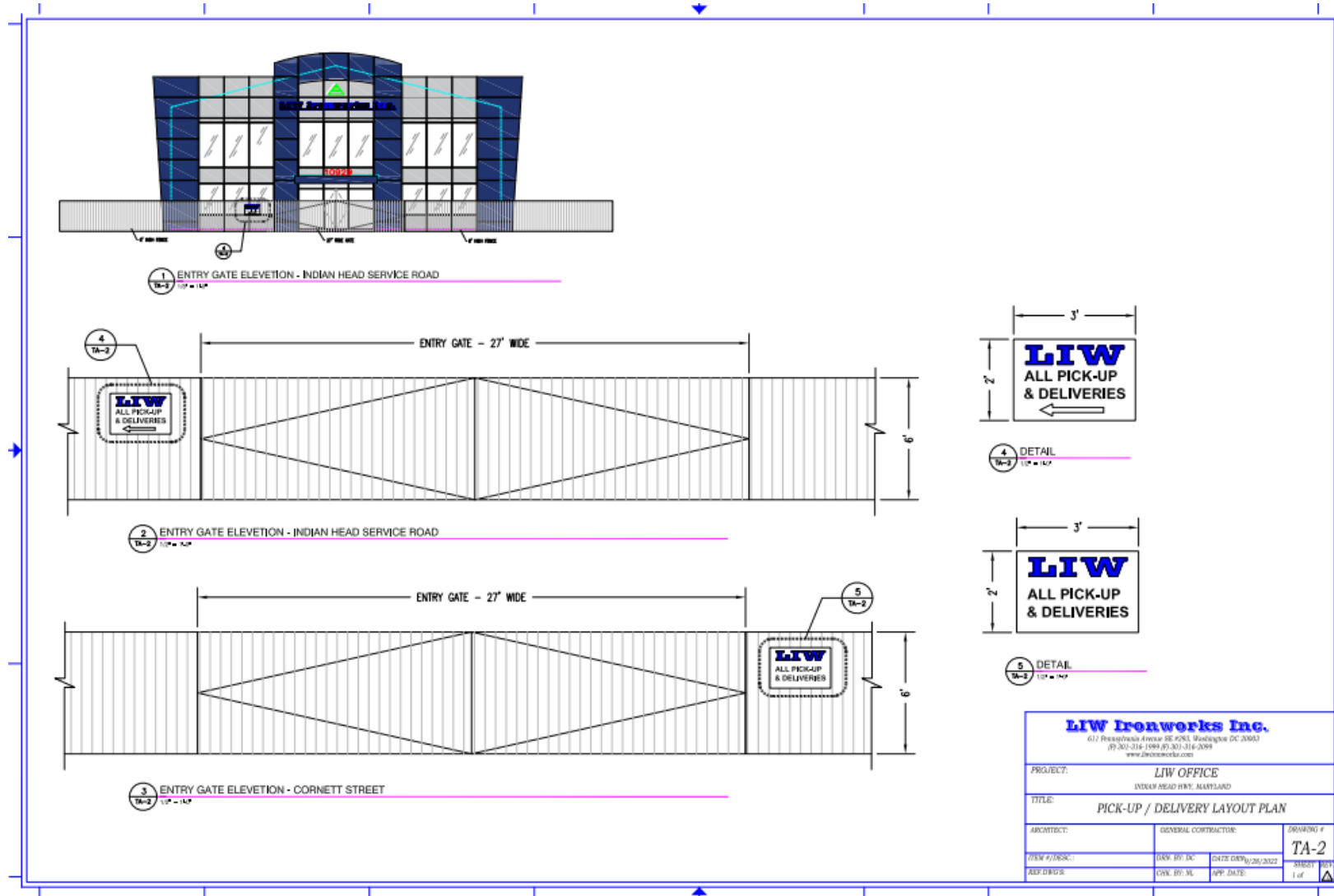


1 FRONT ELEVATION - EAST  
 A1.0 3/32" = 1'-0"

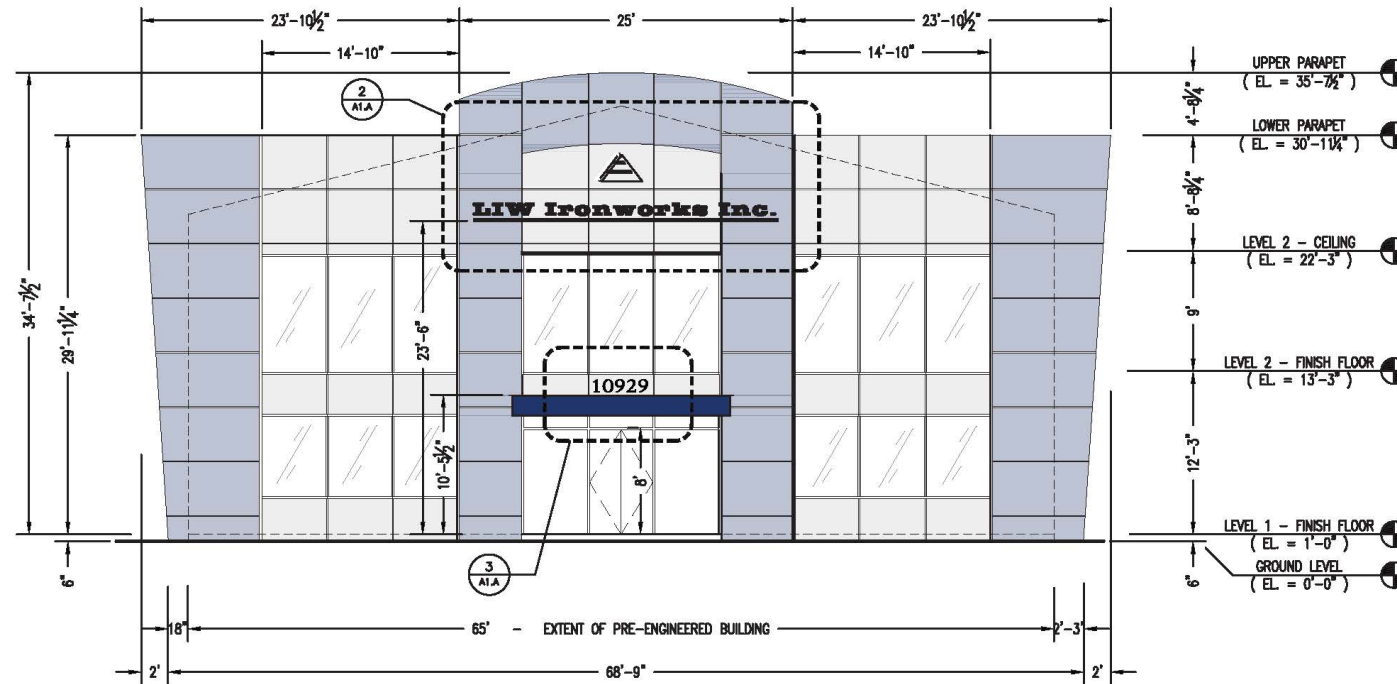


2 REAR ELEVATION - WEST  
 A1.0 3/32" = 1'-0"

# PICKUP/DELIVERY LAYOUT AND SIGNAGE PLAN

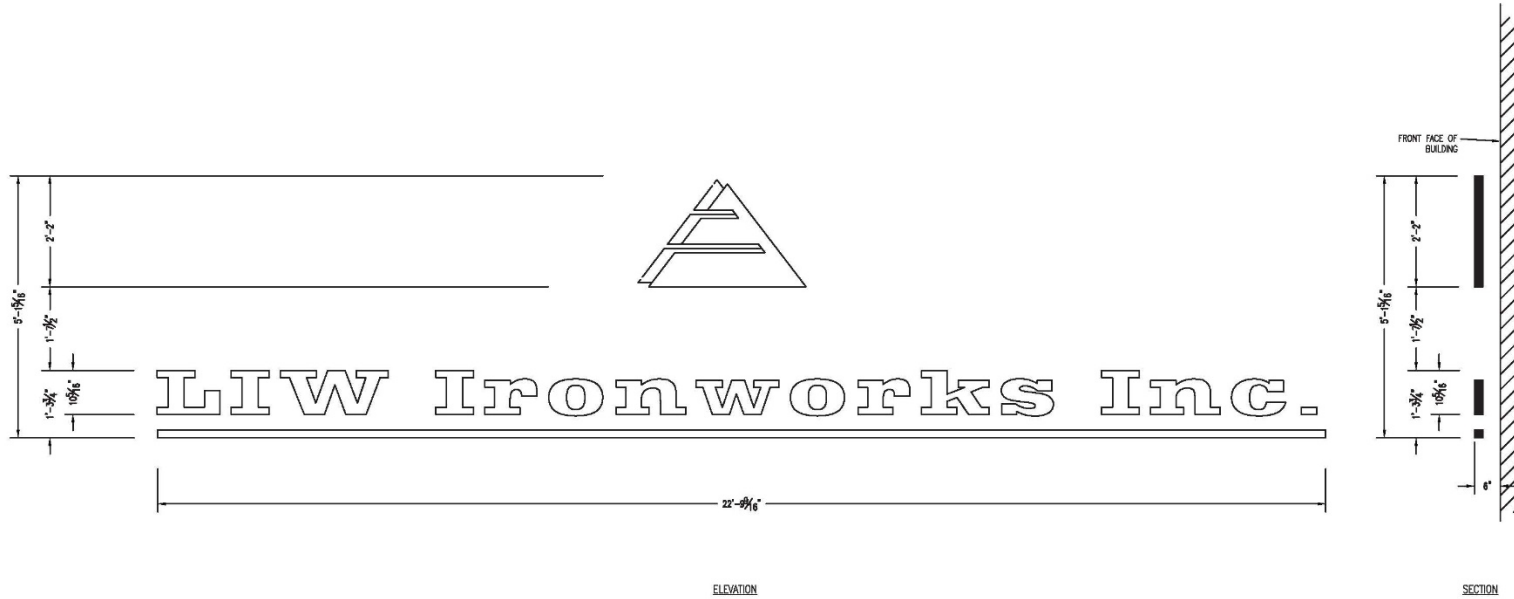


# BUILDING SIGN LAYOUT PART 1

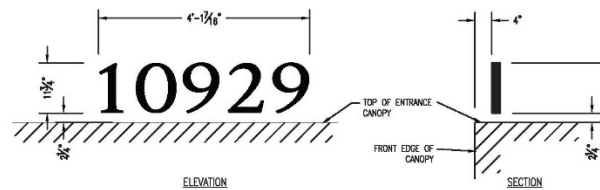


1 SIGN ELEVATION - LAYOUT  
 A1.A 3/32" = 1'-0"

# BUILDING SIGN LAYOUT PART 2



2 BUILDING SIGN DETAIL  
 A1.A 1 1/2" = 1'-0"



3 BUILDING NUMBER DETAIL  
 A1.A 1 1/2" = 1'-0"

# STAFF RECOMMENDATION

**APPROVAL of DSP-19057 with Conditions**

**APPROVAL of TCP2-010-2017-01 with Conditions**

**APPROVAL of a Variance to Section 27-471(f)(2)**

**APPROVAL of a Variance to Section 27-471(f)(3)**

**APPROVAL of two Variances to Section 27-474(a)(1)(b)**

## **Minor Issues:**

- Technical Issues

## **Applicant Required Mailings:**

- Informational: 12-31-2020
- Acceptance: 6-23-2022



**STATEMENT OF JUSTIFICATION  
DETAILED SITE PLAN (DSP-19057)**

OWNER/APPLICANT: LIW IRONWORKS, INC.

SUBJECT PROPERTY: 10929 Indian Head Highway  
Fort Washington, Maryland

ATTORNEY/AGENT: Traci R. Scudder  
Scudder Legal  
137 National Plaza, Suite 300  
National Harbor, MD 20745

Charles Brenton, PLA  
Brenton Landscape Architecture

**I. DESCRIPTION OF PROPOSED USE/ REQUEST**

The Applicant, LIW Ironworks, Inc., is proposing the construction of a new building for a contractor's office with accessory to fabrication on a site in the I-3 zone. The proposed building contains area ground floor in the amount 16,250 square feet. The total square footage of office space is 5,200 square feet. The total square footage of the proposed building is 18,850. Please refer to the enclosed Sheet ARCP-DSP-19057-02 for a breakdown of all the uses in the building. This Sheet shows in detail the allocation of floor area within the building and demonstrates that less than 45% of building floor area will be used for fabrication, and thus, the allocation of square footage within the subject building meets the permitted use requirements of the I-3 Zone.

The company that will be operating on the subject site is LIW Ironworks, which brings in

components of its contracting business, and they work with these components to size them to what is needed for the contractor's jobs. It could be a fence or a gate, in which case the fabrication would consist of ornamental iron work. The fabrication is mostly the cutting of parts to size, such as fencing materials, steel stairs and railings, for off-site jobs and installation. There will also be some assembly of the parts and welding but the welding is only about 5% of the overall fabrication work.

The building will have various dedicated spaces. The contractor's office will occupy the front portion of the building, and the machinery & assembly Area, including storage, will occupy the back portion of the building. The fabrication area has been minimized. Detailed Site Plan approval is required for the construction of this contractor's office.

The footprint of the proposed building for a contractor's office with accessory to fabrication is optimized for the proposed functions. Based on structural and mechanical requirements 65' is the optimum width of the building. In order to achieve the necessary floor area, a building length of 250' is necessary.

We believe that the proposed Detailed Site Plan is an efficient response to the irregular configuration of the site. The site is "L" shaped. The more narrow neck of the 'L' extends from the frontage of the Indian Head Highway Service Road westerly for 217.8'. This neck is only 108.7' wide. The most efficient use of this narrow neck is for visitor and office parking. A portion (96'+/-) of the building extends into this narrow neck. This front part of the building will accommodate the office function of the building. The western portion of the property is wider (208.7'). This portion of the property can be accessed from Cornett Street. A loading dock, delivery of materials and employee parking is accommodated in the southern sector accessed from Cornett Street.

## **II. DESCRIPTION AND LOCATION OF THE SUBJECT PROPERTY**

The property is 1.50 +/- acres in size. The contractor's office will have no outside storage.



The project is located at 10929 Indian Head Highway in Fort Washington, Maryland. The property is on Tax Map 123, A-4, and is known as Parcel 159. Indian Head Highway is a divided highway at this location with a service road. A portion of the property also fronts on Cornett Street. Access drives to the property from both the Indian Head Highway Service Road and Cornett Street are proposed. There is no direct access from Indian Head Highway. An auto repair operation occupies the lot to the southeast of the subject property. It is zoned I-1. A daycare facility occupies the parcel to the north. It is zoned I-3. The parcel to the west is occupied by an industrial warehouse. No additional public utility easements are proposed as the WSSC has existing easements along both property frontages, as well as existing functioning utilities.

Section 27-474(c)1 of the Zoning Ordinance requires a minimum net lot area of 87,120 square feet in the I-3 zone. However, a lesser net lot area is permitted, if the lot has been classified by a Sectional Map Amendment, and the owner does not own abutting property in the I-3 zone. The subject property was classified in the I-3 zoning category by the “Approved Master Plan and Sectional Map Amendment for the Henson Creek- South Potomac Planning Area 76B & 80 dated April, 2006. Therefore, the net lot size of 1.50 acres is permissible.

### **III. CRITERIA FOR APPROVAL OF A DETAILED SITE PLAN**

In accordance with Section 27-1904 (b) of the Prince George’s County Zoning Ordinance, the applicant shall provide a statement of justification which shall explain why the Applicant has elected not to develop a specific property pursuant to the provisions of the current Zoning Ordinance. The Applicant has selected to proceed under the prior Zoning Ordinance because the subject property has the following pending and prior approvals, all of which have been processed under the prior Zoning Ordinance:

## **Pending & Prior Approvals**

50951-2017-CGU

CSP-19010;

PPS-4-20016;

TCP1-008-2020;

TCP2-010-2017;

Revision of Case ACP-150223);

DSP-19057

As such, this application is being filed in accordance with prior Prince George's County Zoning Ordinance Section 27-285(b) which provides the requirements the Applicant must meet with for approval of the subject Detailed Site Plan application. It provides in pertinent part:

### **(b) Required findings. (Section 27-285(b))**

- 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.**

***RESPONSE:*** *In accordance with Division 3- The proposed use which is a Contractor's office with space for fabrication is a permitted use in the I-3 zoning district. The footprint of the proposed building for a Contractor's office with accessory to fabrication is optimized for the proposed functions. The Contractor has determined that a gross floor area of 19,000 square feet is the minimum floor area required for successful operation of the business. Based on structural and mechanical requirements 65' is the optimum width of the building. In order to achieve the necessary floor area, a building length of 250' is necessary.*

*The proposed Detailed Site Plan is an efficient response to the irregular configuration of the site. The site is "L" shaped. The more narrow neck of the 'L' extends from the frontage of the Indian Head Highway Service Road westerly for 217.8'. This neck is only 108.7' wide. The most efficient use of this narrow neck is for visitor and office parking. A portion (96'+/-) of the building extends into this narrow neck. This front part of the building will accommodate the office function of the building. The western portion of the property is wider (208.7'). This portion of the property can be accessed from Cornett Street. A loading dock, delivery of materials and employee parking is accommodated in the southern sector accessed from Cornett Street. The building shields this more active industrial activity from the Day Care Center to the north of the property. The property slopes from east to west. The*

*lowest portion of the site at its western end is reserved for stormwater treatment and tree canopy restoration.*

*We recognize that it is important to screen the Daycare facility to the north of the site from noise and industrial activity. Enhanced landscaping and an opaque fence is provided to diminish these impacts. The proposed sight tight fence and landscaping satisfy the requirements for the Section 4.7 buffer.*

**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).**

**RESPONSE:** *The Detailed Site Plan is in general conformance with the approved Conceptual Site Plan and the specific conditions associated with the approval of that plan. The Conceptual Site Plan for this property has been approved with certain conditions. These conditions include the following:*

- a. Adding notes to the Detailed Site Plan regarding control of noise and dust.*
- b. Re-submission of the Conceptual Stormwater Management Plan; as the previously submitted one has expired.*
- c. A report shall be provided assessing air and water quality impacts to adjacent properties.*
- d. Road signage shall be placed at or adjacent to the existing Day Care facility to serve as notice to truck traffic associated with the proposed fabrication facility.*
- e. Road signage shall be placed to prohibit illegal parking.*
- f. The Detailed Site Plan shall be in compliance with the Tree Canopy Coverage Ordinance.*
- g. The Tree Conservation Plan I has been approved.*

*Plans have already been revised to address conditions a,b,f, and g. A report to satisfy condition “c” and a plan for road signage to fulfill conditions “d” and “e” is included with this submission. We have reached out with certified letters to adjacent property owners about our proposed signage program. We anticipate working with Prince George’s County Department of Permits and Inspections and the State Highway Administration at the permit stage of this project.*

**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.**

*NOT APPLICABLE*

**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).**

**RESPONSE:** *Landscape Manual/ Landscape Plan: Per Section 27-471 of the Zoning*

*Ordinance, “landscaping, screening and buffering of development in the I-3 zone shall be provided as set forth in the Landscape Manual.” Section 4.7 of the Landscape Manual (Buffering Incompatible Uses) applies at the northern boundary of the property. A Type C Buffer is provided. A Type C Buffer requires a 40 foot building setback and 30’ landscaped yard. 120 Planting Units are required per 100 foot of property line. Section 4.7 E2 permits a reduction of 50% in the planting requirement for projects in the developing tier where a 6’ high opaque fence is provided. A 6’ high opaque fence is proposed at this location. The boundary at the southeast property line between the two incompatible uses is 417 feet. The planting unit requirement along this edge is 250 planting units (120 x 4.17 x 0.5). Two hundred and fifty one (251) planting units are proposed along this edge.*

*Prince George’s County Stormwater Management*

*An approved Stormwater Management Concept Plan for this site is being submitted. Environmental site design practices will be applied to the maximum extent possible.*

#### **IV. APPROVED MASTER PLAN**

The 2006 Approved Master Plan for the Henson Creek-South Potomac Planning Area recommends future Mixed-Use on the subject property and identifies the area as the Broad Creek Transit Village. The subject property is recommended for senior housing or commercial development. However, the District Council has not applied the appropriate zoning to realize this land use recommendation. The property is zoned for industrial use (I-3) and abuts an auto repair facility. The proposed use is consistent with the Henson Creek-South Potomac Planning Area’s recommendations for uses in the I- 3 zone.

The Approved Master Plan provides the following guidance for the I-3 zone (Planned Industrial/Employment Park)—“Uses that will minimize detrimental effects on residential and other adjacent areas; a mixture of industrial, research, and office uses with compatible institutional, recreational, and service uses in a manner that will retain the dominant industrial/employment character of the zone; standard minimum tract size of 25 adjoining gross acres; standard minimum lot size of two acres; Conceptual and Detailed Site Plan approval required; 25% green area required; outdoor uses restricted; warehousing and wholesaling uses limited.”

The proposed project makes excellent use of the under-sized (1.5 acre) parcel. This parcel is part of the larger industrial district extending to the south from Fort Washington Road. The project proposes 30,745+/- square feet of green area. This is 47% of the site. A minimum of 25% is required. The Contractor’s office with accessory to fabrication is consistent with the dominant industrial/ employment character of the zone. No outdoor storage is proposed.

This plan designates the Indian Head Highway (MD Rte 210) corridor north of Livingston Road as a limited access highway. The property is already served by a service road foregoing direct access to MD Rte 210. The service road rejoins MD Rte 210 via Fort Washington Road.

**Description of existing regulated features on-site:** A Natural Resource Equivalency Letter has been approved for this site. No regulated environmental features were identified on the site. The site has an approved TCP-1 and a previously approved Tree Conservation Plan-2

and no significant changes to the previously approved limit of disturbance or impacts to regulated environmental features are anticipated.

**Mitigation:** An approved Stormwater Management Concept Plan for this site is being submitted. Stormwater discharges resulting from proposed impervious areas will be treated by Environmental Site Design to the maximum extent possible. The natural flow pattern of the property will remain virtually unchanged. Proposed micro-bioretenment facilities will discharge at the northwest corner of the property. Tree canopy on the site will be restored for one tenth of the site. 0.15 acres of tree canopy coverage will be provided.

## **V. CONFORMANCE WITH THE APPROVED PRELIMINARY PLAN**

The subject Detailed Site Plan application is in conformance with the conditions of the approved Preliminary Plan of Subdivision (4-20016), as follows:

**1. Prior to approval of a final plat of subdivision, the final plat shall grant 10-foot-wide public utility easements along the public rights-of-way, in accordance with the approved preliminary plan of subdivision.**

***RESPONSE:*** *This comment is understood. The final plat currently shows 10-foot-wide public utility easements along the public rights-of-way.*

**2. Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to approval of any permits.**

***RESPONSE:*** *This comment is understood.*

**3. Development of the site shall be in conformance with the approved Stormwater Management Concept Plan 1220-2017-01 and any subsequent revisions.**

***RESPONSE:*** *This comment is understood. The Development of the site will be in conformance with the approved Stormwater Management Concept Plat 1220-2017-01 and any future revisions.*

**4. Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-008-2020-01). The following note shall be placed on the final plat of subdivision:**

**“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-008-2020-01), or as modified by a future Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”**

***RESPONSE:*** *The above note has been placed on the final plat, in accordance with the*

TCPI.

**5. Total development within the subject property shall be limited to uses, which generate no more than 22 AM peak-hour trips and 21 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

**RESPONSE:** *This comment is understood.*

**6. In conformance with the 2010 Approved Countywide Master Plan of Transportation and the 2006 Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area, the applicant, and the applicant's heirs, successors, and/or assignees shall provide the following on the detailed site plan, prior to its acceptance, for the subject site that depicts:**

**a. A "bicycles may use full lane" signage assembly and shared-lane markings (sharrows) along the subject property's frontage of MD 210 (Indian Head Highway), subject to modification by the Maryland State Highway Authority, with written correspondence.**

**RESPONSE:** The Applicant will pursue approval of the above signage with the Maryland State Highway Authority.

**b. A 5-foot-wide sidewalk along the subject property's frontage of MD 210 (Indian Head Highway).**

**RESPONSE:** This is being provided.

**c. A 5-foot-wide sidewalk along the subject property's frontage of Cornett Street.**

**RESPONSE:** This is being provided.

**d. A crosswalk crossing the drive aisle at both points of vehicle entry.**

**RESPONSE:** This is being provided.

**e. One bicycle rack at a location convenient to the entrance of the building.**

**RESPONSE:** One bicycle rack is being provided at a location convenient to the entrance of the building.

## **VI. CONFORMANCE WITH THE APPROVED CONCEPTUAL SITE PLAN**

**1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information shall be provided:**

**a. Provide the site plan notes, as follows:**

“During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.”

**Response:** *This note has been provided on the Conceptual Site Plan.*

**b. Applicant’s Stormwater Management Concept Approval (Case No. 1220-2017-01) that Department of Permitting, Inspections and Enforcement (DPIE) issued August 25, 2017, and expired August 25, 2020, shall be replaced with a new application for stormwater management. DPIE shall review the new application pursuant to the three (3) required plan approvals in the Stormwater Ordinance (Subtitle 32, Division 3) to address surface water drainage to the fullest extent so there are no adverse effects on either the subject property or adjacent properties.**

**Response:** *This condition has been satisfied.*

**c. At the time of Detailed Site Plan (DSP), Applicant shall provide a detailed evaluation of overall air and water quality environmental impact to surrounding properties based on a description of materials and substances that will be stored and used for the proposed fabrication facility.**

**Response:** *The Applicant has provided this information, which is in the current record.*

**d. At the time of Detailed Site Plan (DSP), Applicant shall be required to provide or obtain approval for placement of adequate road signage at the entrance of the existing and adjacent daycare facility to serve as notice of any and all truck traffic associated with the proposed fabrication facility.**

**Response:** *Placement of road signage at the entrance of the existing and adjacent daycare facility is not possible, as Indian Head Highway is a state highway under the jurisdiction of the State Highways Administration, which does not allow signage of any kind to be placed*

*in the public right-of-way. See enclosed email from SHA.*

- e. At the time of Detailed Site Plan (DSP), Applicant shall be required to provide or obtain approval for placement of adequate road signage on any shared roadways or driveways with adjacent or adjoining property owners to prohibit illegal parking of trucks or automobiles associated with the proposed fabrication facility.**

**Response:** *Cornett Street is not a private street. It is a County-owned and maintained street and DPW&T prohibits the Applicant from placing any signage of any kind in its public right-of-way.*

- f. Prince George's County Tree Canopy Coverage Ordinance –Subtitle 25, Division 3, requires minimum percentage of tree canopy coverage (TCC) on projects that need a grading permit. Properties zoned I-3 are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 1.5 acres in size and the required TCC is 0.15 acre (6,534 square feet). At the time of Detailed Site Plan, Applicant shall ensure full compliance with the requirements of the Tree Canopy Coverage Ordinance.

**Response:** *This condition has been satisfied.*

- g. Revise the Type 1 tree conservation plan (TCP1), as follows:
1. Add the updated TCP approval block
  2. Add "TCP1-008-2020" to the approval block and to line 6 of the worksheet.
  3. Add "CSP-19010" to the Development Review Division number column in the approval block.
  4. Revise the woodland conservation worksheet to show the same woodland, clearing, and fee-in-lieu numbers, as approved with the TCP2.
  5. Add a note below the woodland conservation worksheet stating,  
  
"The previously approved TCP2-010-2017 accounted for all the woodland on-site to be cleared and a fee-in-lieu, in the amount of \$8,624.88, has been paid as part of permit #1220-2017"
  6. Have the revised plan signed and dated by the qualified professional who prepared the plan.

**Response:** *All of the above conditions have been satisfied at the time of certification of the CSP.*

**Response:** *This condition has been satisfied.*



**VII. COMPLIANCE WITH SECTION 27-471 AND 27-473 USES PERMITTED IN I-3 ZONE**

**Sec. 27-471. I-3 Zone (Planned Industrial/Employment Park)**

(a) **Purposes.**

(1) The purposes of the I-3 Zone are:

- (A) **To provide increased and enhanced employment opportunities for the residents of the County and areas for industries, research facilities, and offices which have common characteristics with respect to site requirements, desired amenities, compatibility of operations, general functional classifications, and access;**

**RESPONSE:** The proposed use will increase and enhance employment opportunities for the residents of the County. The proposed use will provide employment for both LIW's office staff as well as for skilled workers for the fabrication of components. The office space proposed within the subject building is for the employees of the company and it will serve as desirable and interesting space, as it will span across two levels, including a mezzanine.

- (B) **To provide for a mixture of industrial, research, office, and in certain instances specific retail commercial uses (along with compatible institutional, recreational, and service uses) in a manner which will retain the dominant industrial/employment character of the area, while also providing for the enhanced viability of the zone by providing for the location of certain retail commercial uses on the periphery of the area, specifically when the periphery fronts on, and is adjacent to, arterial roadways;**

**RESPONSE:** This is a remnant parcel created prior to the I-3 zoning. Due to its small area, it is not suitable for a complex mix of uses. Fabrication of ironwork components and office are combined at this location. The proposed use is consistent with the intention of the zone. The site will provide enhanced visibility of the zone because its location on Indian Head Highway.

- (C) **To permit uses which, when compared to the uses permitted in other Industrial Zones, will minimize detrimental effects on uses of adjacent land, especially where adjacent land is being used commercially; and**

**RESPONSE:** The Planning Board, at the time of its review of the Concept Site Plan, imposed additional conditions on our proposed use. The current plan satisfies these additional conditions. This use is not expected to present or cause any effects that would be detrimental in any manner to uses on adjacent land.

**(D) To provide development standards which assure the compatibility of proposed land uses with surrounding land uses, maximize open space so as to create a park-like setting, and improve the overall quality of industrial/employment areas in Prince George's County.**

**RESPONSE:** This standard is being met to the extent possible for such a small site. Twenty major trees and fifteen smaller flowering trees are proposed as well as evergreens that are used to screen the northern boundary. The proposed landscaping is shown on the Applicant's Landscape Plan.

**(b) Landscaping, screening, and buffering** of development in the I-3 Zone shall be provided as set forth in the Landscape Manual.

- (1) Additional buffering and screening may be required to protect the park-like setting of the Planned Industrial/Employment Park from adjoining or interior incompatible land uses.

**RESPONSE:** This comment is understood by the Applicant.

**(c) Outside uses.**

- (1) With the exception of off-street parking and loading areas, recreational facilities (unless otherwise provided), airports, agricultural uses, sidewalk cafes (as an accessory use), surface mining operations, towers (poles, whips, and antennas), vehicle rental lots, and public utility uses, all uses allowed in the Table of Uses shall be located in wholly enclosed buildings. Outdoor storage is prohibited.

**RESPONSE:** The Applicant is not proposing outdoor storage and all allowed uses will be located inside a wholly enclosed building.

**(d) Site plans.**

- (1) A Conceptual Site Plan and a Detailed Site Plan shall be approved for all uses and improvements, in accordance with Part 3, Division 9, of this Subtitle.
- (2) In addition to the requirements of Part 3, Division 9, the Detailed Site Plan shall show the design and size of lettering, lighting, and all other features of signs proposed (except those for directional or informational purposes containing not more than four (4) square feet). These signs shall be reviewed and approved or disapproved at the same time the Detailed Site Plan is acted upon.

**RESPONSE:** The Applicant has an approved CSP (CSP-19010) and the subject Detailed Site Plan application is currently pending and being processed. The DSP shows the design and size of lettering, lighting and all other features of signs proposed.

(e) **Uses.**

- (1) The uses allowed in the I-3 Zone are as provided for in the Table of Uses (Division 3 of this Part).

**RESPONSE:** The proposed Contractor’s office, including the fabrication, and general/professional office space, are all permitted uses in the I-3 Zone. According to Section 27-473, a contractor’s office, including the fabrication (only within a wholly enclosed building) of plumbing, air conditioning, heating, carpentry (and the like) parts for installation off site is permitted by right, and proposed office is also allowed upon Planning Board approval as an accessory to a permitted use, that being the contractor’s office.

**Section 27-473 (a)(4). Uses permitted.**

**(a) No use shall be allowed in the Industrial Zones, except as provided for in the Table of Uses or in Subsection (c) of this Section. In the table, the following applies:**

.....  
 In the below Table of Uses for “Offices” permitted as accessory to a permitted use,

**4.** The letters "PB" indicate that the use is permitted, subject to the following:

- (A) The use shall be related to, dependent on, and secondary to a primary use on the premises;
- (B) The use shall be located on the same record lot as the primary use;
- (C) The use shall not be located within a building not occupied by the primary use; and
- (D) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the use shall not exceed an area equal to forty-five percent (45%) of the gross floor area of the building within which the primary use is located, unless otherwise provided.

**RESPONSE:** The subject application meets all of the above requirements. The Applicant’s enclosed floor plan and detailed site plan demonstrate that the fabrication component does not exceed forty-five percent (45%) of the gross floor area of the building. The proposed area for fabrication is 8,450 square feet and the area for storage of components is 5,200 square feet. The total square footage of the building is 18,850 square feet. Thus, the total area of the fabrication is 44.8%, which complies with the space allocation requirement.

\* \* \* \* \*

(b) **TABLE OF USES.**

USE	ZONE				
	I-1 <sup>33</sup>	I-2 <sup>33</sup>	I-3	I-4	U-L-I

<b>(1) COMMERCIAL:</b>					
* * * * *					
<b>(C) Offices:</b>					
Bank, savings and loan association, or other savings or lending institution:					
(i) With drive through	P	P	P	p <sup>17</sup>	SP
(ii) All others	P	P	P	p <sup>17</sup>	P
Check Cashing Business	SE <sup>53</sup>	SE <sup>53</sup>	SE <sup>53</sup>	X	SE <sup>53</sup>
Other offices:					
(i) Accessory to a permitted use	P	P	P	P	P
(ii) Medical practitioner's office	P	P	p <sup>59</sup>	SE	SP
(iii) Medical practitioner's office less than 3 stories in height and not exceeding 33% of net tract area in a development comprising a gross tract area of at least 25 acres	X	X	p <sup>59</sup>	p <sup>17</sup>	X
(iv) Offices less than 3 stories in height and not exceeding 33% of net tract area in a development comprising a gross tract area of at least 25 acres	X	X	X	p <sup>17</sup>	X
(v) Trailer for office space accessory to an existing industrial use in accordance with Sections 27-260 and 27-261	X	P	X	X	X
(vi) All other offices	P	P	p <sup>59</sup>	SE	SP
Real estate subdivision sales office:					
(i) As a temporary use, in accordance with Sections 27-260 and 27-261	P	P	P	P	X
(ii) All others	P	P	P	SE	X
University Research and Development Park	X	X	P	X	X
* * * * *					
<b>(F) Miscellaneous Industrial, Manufacturing, and Related Uses:</b>					
* * * * *					
Contractor's office (general) as a permanent use, including the businesses of siding, flooring, roofing, plumbing, air conditioning, heating, painting, carpentry, electrical work, landscaping, and the like, with buildings and uses accessory to the business (as well as the office) use:					
(i) With storage of materials or equipment:					
(aa) Indoors	P	P	P	P	P
(bb) Outdoors	P	P	X	P	SP
(ii) Including the fabrication (only within a wholly enclosed building) of plumbing, air conditioning, heating, carpentry (and the like) parts for	P	P	PB	P	P

(f) **Regulations.**

- (1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the I-3 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

**RESPONSE:** Section VII of this Statement of Justification addresses the Applicant's requested variances.

- (2) Not more than twenty-five (25%) of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented, except that the Planning Board may approve up to an additional fifteen percent (15%) in its discretion if increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.

**RESPONSE:** Section VII of this Statement of Justification addresses the Applicant's requested variances.

- (3) No loading docks shall be permitted on any side of a building facing a street except where the lot is bounded by three (3) or more streets.

**RESPONSE:** Section VII of this Statement of Justification addresses the Applicant's requested variances.

(g) **Warehousing.**

**RESPONSE:** The Applicant is not proposing warehousing.

(h) **Required access.**

- (1) Each Planned Industrial/Employment Park (including each property in separate ownership) shall have frontage on, and direct vehicular access to, a street having a right-of-way width of at least seventy (70) feet.

**RESPONSE:** This standard is being met.

(i) **Minimum area for the development.**

- .....  
.....
- (4) If the area is less than twenty-five (25) acres, and the land was classified in the I-3 Zone prior to October 31, 1977, or upon approval of a Sectional Map Amendment, it may be developed in accordance with this Part, provided the owner of record does not own abutting undeveloped land in the I-3, E-I-A, or C-O Zone that could be used to comply with the provisions of paragraph (1), (2), or (3), above.

**RESPONSE:** Section 27-474(c)1 of the Zoning Ordinance requires a minimum net lot area of 87,120 square feet in the I-3 zone. However, a lesser net lot area is permitted, if the lot has been classified by a Sectional Map Amendment, and the owner does not own abutting property in the I-3 zone. The subject property was classified in the I-3 zoning category by the “Approved Master Plan and Sectional Map Amendment for the Henson Creek- South Potomac Planning Area 76B & 80 dated April, 2006. Therefore, the net lot size of 1.50 acres is permissible.

**VIII. REQUESTED VARIANCES (Section 27-471(f)(2) & 27-471(f)(3); and Section 27-474)**

LIW Ironworks, Inc., the Applicant in DSP-19057, which is currently pending, hereby requests variances from the Prince George’s County Zoning Ordinance with regard to building and parking setbacks and distribution of parking spaces relative to the main entrance. The Applicant has identified several constraints imposed by the I-3 zoning which are impossible to meet on this small parcel. As noted above, variances to building and parking setbacks and distribution of parking spaces relative to the main entrance of the building are being requested herein.

In conjunction with the requested variances, DSP-19057 requests approval to construct a Contractor’s office with accessory to fabrication on a site in the I-3 zone. The property is 1.50 acres. The Contractor’s Office will have no outside storage. The project is located at 10929 Indian Head Highway in Fort Washington. The property is on Tax Map 123 A-4, Parcel 159. Indian Head Highway is a divided highway at this location with a service road. A portion of the

property also fronts on Cornett Street. Access drives to the property from both the Indian Head Highway Service Road and Cornett Street are proposed. There is no direct access from Indian Head Highway. An auto repair operation occupies the lot to the southeast of the subject property. It is zoned I-1. A daycare facility occupies the parcel to the north. The parcel to the west is occupied by an industrial warehouse.

**VARIANCE FROM SECTION 27-471 ((f)(2))**

The requirement under Section 27-471 (f)(2) is: “Not more than twenty-five (25%) of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented, except that the Planning Board may approve up to an additional fifteen percent (15%) in its discretion if increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.”

The building’s front entrance is oriented to the east. Seventeen (17) parking spaces are provided on this east side of the building. Twenty-two (22) parking spaces are proposed on the south side of the building. Thus, 53% of the proposed parking spaces are associated with the yard to which the building’s main entrance is oriented. The zoning rule limits the number of parking spaces on the side of the building to which the building’s main entrance is oriented to 40%, subject to Planning Board approval. The maximum parking spaces on the east side of the building is therefore limited to thirteen (13) spaces, whereas seventeen (17) are proposed.

According to Section 27-471 (f)(2), the Planning Board may approve up to an additional 15% in its discretion if increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building. In this instance, a variance

is needed to allow 17 (43.5%) of the parking spaces to be placed in the yard to which the building's main entrance is oriented. The Applicant is requesting a variance for an additional 3.5% to allow a total of 22 parking spaces in the subject yard.

The increased parking will better serve the efficiency of the particular use. The distribution of the parking spaces is optimized relative to the placement of the building on the lot. The office function is oriented towards Indian Head Highway, and the industrial function toward Cornet Street. Given the very narrow shape of the lot, our best effort to comply with restrictive building setbacks, and the necessary footprint of the building for operational purposes, there are no other reasonable options.

Approval of this request would improve views from major arteries or interstate highways. The front parking lot consists of a single-double loaded bay with its axis perpendicular to Indian head Highway. The parking bay occupies only 60' of the property's Indian Head Highway frontage. The visual impact will be much less than the Kinder Care Center to the north, or the Jack Winegardener Chevrolet to the south.

Granting this variance request would also complement the architectural design of the building. The building as oriented presents its most attractive and well-proportioned façade to Indian Head Highway. The Applicant requests that the Planning Board approve a variance for an additional 13%.

**VARIANCE FROM SECTION 27-474 (SETBACK REQUIREMENT FOR ALL YARDS)**

The Applicant is requesting a variance from Section 27-474 Table (B)(1) Setback Requirement for All Yards, footnote 2, which requires a minimum 20' "Plus one (1) foot for each foot of building height up to a maximum of seventy-five (75) feet required." The proposed building is 32.6 feet high. Therefore, all yard setbacks must be a minimum of 52.6 feet.



The proposed location of the building on the site does not comply with the required 52.6-foot setback on the north, west and a portion of the east sides of the building. The building is setback 20' from the property line on its north side. The building is setback 44'-4" on its west side. The building is setback 23'-8" on a portion of the south side. As such, the Applicant is requesting the following variances:

1. North side - Building is setback 20' from the property line. Variance of 32'-6"
2. West side - Building is setback 44'-4" from the property line. Variance of 8'-4"
3. South side- Building is setback 23'-8" on portion of south side. Variance of 28'-8"

A hardship is imposed for development of this parcel by the fact that it is located in a zone that is specifically intended for the development of "Planned Industrial Employment Park(s)". The normal minimum area for development in this zone is 25 acres. The subject parcel is 1.50 acres. The parcel is further constrained by the fact that parcel 280 is carved out of the southeast corner of the site. The eastern portion of the site is only 108.7 feet wide. If 52.6' setbacks were provided in this portion of the site, the available building envelope would be reduced to 5.5'.

**VARIANCE FROM SECTION 27-474 (SURFACE PARKING SETBACKS)**

Section 27-474 Table (B)(1) Setback Requirements for ALL Yards, footnote 3, prescribes: "Including surface parking and loading areas, except that fifty percent (50%) of this additional required yard (created under Footnote 1 or 2) may be used for surface parking." Footnote 3 applies this minimum setback to parking and loading areas, "except that fifty percent (50%) of this additional required yard (created under Footnote 1 or 2) may be used for surface parking. Since the building setback is increased by 32.6 feet because of the building height, a 50% reduction would be 16.3 feet, and therefore the parking and loading must be setback a minimum of 20 feet plus 32.6 feet equals 52.6 feet minus 16.3 feet equals 36.3 feet.

Parking is setback 28 feet from the east property line, and parking is setback 13 feet from the south property line. The parking setbacks from the east and south property lines are inadequate. The Applicant is therefore requesting a variance of 8.3 feet with respect to the east property line and 23.3 feet with respect to the south property line. The same hardship rationale applies for the variances to parking setback as it does for the building setback constraints.

Section 27-230 of the County Zoning Ordinance states that a variance may only be granted when the Board of Zoning Appeals finds that:

- 1. A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situation or conditions;**

Parcel 59 is an irregularly-shaped piece of property. The site is “L” shaped. The more narrow neck of the ‘L’ extends from the frontage of the Indian Head Highway Service Road westerly for 217.8’. This neck is only 108.7’ wide. The most efficient use of this narrow neck is for visitor and office parking. A portion (96’+/-) of the building extends into this narrow neck. This front part of the building will accommodate the office function of the building. The western portion of the property is wider (208.7’). This portion of the property can be accessed from Cornett Street.

Additionally, the normal minimum area for development in this zone is 25 acres. The subject parcel is 1.50 acres. Section 27-474(c)1 of the Zoning Ordinance requires a minimum net lot area of 87,120 square feet in the I-3 zone. However, a lesser net lot area is permitted, if the lot has been classified by a Sectional Map Amendment, and the owner does not own abutting property in the I-3 zone. The subject property was classified in the I-3 zoning category by the “Approved Master Plan and Sectional Map Amendment for the Henson Creek- South Potomac

Planning Area 76B & 80 dated April, 2006. Therefore, the net lot size of 1.50 acres is permissible.

Though the size of this lot is permissible, an extraordinary situation exists for the Applicant, as the site is extremely tight for development. The Applicant has been able to resolve a number of conflicts with the I-3 regulations and has also resolved a number of site development challenges. One such challenge related to providing one required loading space, per Section 27-582. This loading area will be accommodated on the inside of the building. This interior delivery of materials and employee parking is accommodated in the southern sector accessed from Cornett Street. Thus, conflict with 27-471(f)(3) is resolved by placement of the loading area within the building interior. The proposed plan provides a loading space, but eliminates the need for a loading dock.

However, not all conflicts could be worked out on such a small site, and the extraordinary condition of developing the proposed use within the boundaries of a 1.5-acre, I-3 zoned site necessitates the variances that are being requested herein. It is important to note that the subject parcel is also constrained by the fact that Parcel 280 is carved out of the southeast corner of the site. The eastern portion of the site is only 108.7 feet wide. If 52.6' setbacks were provided in this portion of the site, the available building envelope would be reduced to 5.5'. This is the extraordinary situation that we believe warrants the granting of a variance.

- 2. The particular uniqueness and peculiarity of the specific property causes a zoning provision to impact disproportionately upon that property, such that strict application of the provision will result in peculiar and unusual practical difficulties to the owner of the property; and**

Strict application of Subtitle 27-230 would result in the Applicant experiencing an undue hardship should the requested variance not be granted. As discussed above, a hardship is imposed for development of this parcel by the fact that it is located in a zone that is specifically intended for the development of “Planned Industrial Employment Park(s)” and that the standard minimum area for development in this zone is typically 25 acres. But, as explained above, this site meets Section 27-474(c)(1), which allows for the net lot size of 1.50 acres.

The variances to building and parking setbacks and distribution of parking spaces relative to the main entrance of the building that are being requested herein are a direct result of the site’s irregular L-shape and the small size of the site. The footprint of the proposed building for a Contractor’s office with accessory to fabrication is optimized for the proposed functions. The Owner has determined that the proposed building that includes 16,250 square feet, plus a mezzanine, for a total of 18,850 square feet is the minimum footprint area required for successful operation of the business. Based on structural and mechanical requirements 65’ is the optimum width of the building. In order to achieve the necessary floor area, a building length of 250’ is necessary. The proposed Detailed Site Plan is an efficient response to the irregular configuration of the site. The site is “L” shaped. The more narrow neck of the ‘L’ extends from the frontage of the Indian Head Highway Service Road westerly for 217.8’. This neck is only 108.7’ wide. The most efficient use of this narrow neck is for visitor and office parking. A portion (96’+/-) of the building extends into this narrow neck. This front part of the building will accommodate the office function of the building. The western portion of the property is wider (208.7’). This portion of the property can be accessed from Cornett Street.

The requested variances would not deviate from the existing character or development of varying lots within the neighborhood but failure to grant the requested relief would result in the

Applicant experiencing unusual practical difficulties and exceptional hardship. The newly constructed building will add to the aesthetic appeal of the area and is consistent with the existing character of the community.

**3. Such variance is the minimum reasonably necessary to overcome the exceptional physical conditions;**

The above-described variances are the minimum reasonably necessary to overcome the exceptional physical conditions. As previously noted above, the footprint of the proposed building for a contractor's office with accessory to fabrication is optimized for the proposed functions. Based on structural and mechanical requirements 65' is the optimum width of the building. In order to achieve the necessary floor area, a building length of 250' is necessary. We believe that the proposed Detailed Site Plan is an efficient response to the irregular configuration of the site, and thus, the variances requested are the minimum reasonably necessary to overcome the exception physical condition on the site.

The site is "L" shaped. The more narrow neck of the 'L' extends from the frontage of the Indian Head Highway Service Road westerly for 217.8'. This neck is only 108.7' wide. The most efficient use of this narrow neck is for visitor and office parking. A portion (96'+/-) of the building extends into this narrow neck. This front part of the building will accommodate the office function of the building. The western portion of the property is wider (208.7'). This portion of the property can be accessed from Cornett Street. A loading dock, delivery of materials and employee parking is accommodated in the southern sector accessed from Cornett Street.

**4. The variance will not substantially impair the intent, purpose and integrity of the General Plan or Master Plan.**

The requested variances will not substantially impair the intent, purpose and integrity of the Prince George's Plan 2035 or Master Plan. The 2006 Approved Master Plan for the Henson Creek-South Potomac Planning Area recommends future Mixed-Use on the subject property and identifies the area as the Broad Creek Transit Village. The subject property is recommended for senior housing or commercial development. However, the District Council has not applied the appropriate zoning to realize this land use recommendation. The property is zoned for industrial use (I-3) and abuts an auto repair facility. The proposed use is consistent with the Henson Creek-South Potomac Planning Area's recommendations for uses in the I-3 zone.

Further, as previously mentioned, the subject property was classified in the I-3 zoning category by the "Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area 76B & 80 dated April, 2006. Therefore, the net lot size of 1.50 acres is permissible.

The proposed use is compatible and permissible at the subject location. Thus, as stated above, granting the proposed use would not impair the integrity of any approved Prince George's County Master Plan or General Plan. Conversely, denying the request would result in a peculiar and unusual practical difficulties as described above, as well as undue hardship for the Applicant.

**5. Such variance will not substantially impair the use and enjoyment of adjacent properties.**

Said variance requests will not substantially impair the use and enjoyment of adjacent properties. An auto repair operation occupies the lot to the southeast of the subject property. It is zoned I-1. A daycare facility occupies the parcel to the north. It is zoned I-3. The parcel to the west is occupied by an industrial warehouse. There will be no impairment to the use and

enjoyment of adjacent properties. It should be noted that the CSP-19010 included various conditions that were designed to minimize impacts to adjacent properties. In additions to said conditions, the Applicant is providing a dense landscape buffer between the site and the day care center to the north.

- c. Notwithstanding any other provision of this Section, a variance may not be granted if the practical difficulty is self-inflicted by the owner of the property.**

The requested variances are in no way self-inflicted by the owner of the property. The Applicant's variance requests result from an oddly configured piece of land.

For all of the above stated reasons, the Applicant hereby respectfully requests approval of the requested variances.

Respectfully submitted,

By: Traci R. Scudder January 13, 2023  
Traci R. Scudder

**SCUDDER LEGAL**  
4200 Parliament Place, Suite 220  
Lanham, Maryland 20706

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137 National Plaza, Suite 300  
National Harbor, Maryland 20745  
Office: 240-273-3294  
Cell: 240-397-3625

**From:** [Kwesi Woodroffe](#)  
**To:** [charles@brentonla.com](mailto:charles@brentonla.com)  
**Cc:** [Traci R Scudder](#); [Ivan Zapata](#); [narry@liwironworks.com](mailto:narry@liwironworks.com)  
**Subject:** RE: Project at 10929 Indian Head Highway Fort Washington  
**Date:** Monday, September 19, 2022 3:27:23 PM  
**Attachments:** [image002.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)

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Mr. Brenton,

Yes, you are correct. The sign in question will not be permitted in the State's right of way.

Thanks, Kwesi

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**From:** [charles@brentonla.com](mailto:charles@brentonla.com) <[charles@brentonla.com](mailto:charles@brentonla.com)>  
**Sent:** Monday, September 19, 2022 3:12 PM  
**To:** Kwesi Woodroffe <[KWoodroffe@mdot.maryland.gov](mailto:KWoodroffe@mdot.maryland.gov)>  
**Cc:** [Traci R Scudder](mailto:traci@scudderlegal.com) <[traci@scudderlegal.com](mailto:traci@scudderlegal.com)>; [Ivan Zapata](mailto:izapata@dmvcivil.com) <[izapata@dmvcivil.com](mailto:izapata@dmvcivil.com)>;  
[narry@liwironworks.com](mailto:narry@liwironworks.com)  
**Subject:** RE: Project at 10929 Indian Head Highway Fort Washington

Good afternoon, Kwesi

Thank you for your response. Mr. Zapata, the project engineer will be submitting the Access Permit application. Am I correct in my understanding from our previous communication that wayfinding or directional signage will not be permitted within the SHA right-of-way for this project.

Best regards,

Charles Brenton, PLA

The logo for Brenton landscape architecture features the word "Brenton" in a bold, black, sans-serif font. Above the letter "B" is a yellow circle, above the "e" is a green circle, and above the "n" is a blue circle. Below "Brenton" is the phrase "landscape architecture" in a smaller, black, sans-serif font.

t: 443-682-9310

[www.BrentonLA.com](http://www.BrentonLA.com)

---

**From:** Kwesi Woodroffe <[KWoodroffe@mdot.maryland.gov](mailto:KWoodroffe@mdot.maryland.gov)>  
**Sent:** Monday, September 19, 2022 3:07 PM  
**To:** [charles@brentonla.com](mailto:charles@brentonla.com)  
**Cc:** [ELshaday Asrat](mailto:ELshaday.Asrat@mdot.maryland.gov) <[ELshaday.Asrat@mdot.maryland.gov](mailto:ELshaday.Asrat@mdot.maryland.gov)>  
**Subject:** RE: Project at 10929 Indian Head Highway Fort Washington



**Importance:** High

Good afternoon Mr. Brenton.

Please advise when you have a full set of detailed engineering drawings and supporting documentation that is ready to be submitted for review. You may upload the materials using the link found at the top of the page in this

(<https://www.roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=57>) link.

Thanks, Kwesi

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**From:** SHA D3 Permits <[shad3permits@mdot.maryland.gov](mailto:shad3permits@mdot.maryland.gov)>

**Sent:** Monday, September 19, 2022 2:44 PM

**To:** Kwesi Woodroffe <[KWoodroffe@mdot.maryland.gov](mailto:KWoodroffe@mdot.maryland.gov)>

**Cc:** [charles@brentonla.com](mailto:charles@brentonla.com)

**Subject:** FW: Project at 10929 Indian Head Highway Fort Washington

Good Afternoon Kwesi,

I believe the subject project needs AMD Permit.

Please reply back to Charles email.

With Regards,



**Elshaday Asrat**

State Highway Administration  
District 3 Utilities Area Engineer  
9300 Kenilworth Avenue  
Greenbelt, MD 20770  
301-513-7489 Office  
240-604-1446 Mobile  
[eamrat@mdot.maryland.gov](mailto:eamrat@mdot.maryland.gov)  
<http://www.roads.maryland.gov>



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**From:** [charles@brentonla.com](mailto:charles@brentonla.com) <[charles@brentonla.com](mailto:charles@brentonla.com)>  
**Sent:** Thursday, September 15, 2022 11:09 AM  
**To:** Mark Loeffler <[MLoeffler@mdot.maryland.gov](mailto:MLoeffler@mdot.maryland.gov)>; SHA D3 Permits <[shad3permits@mdot.maryland.gov](mailto:shad3permits@mdot.maryland.gov)>  
**Cc:** [laurastella@brentonla.com](mailto:laurastella@brentonla.com)  
**Subject:** FW: Project at 10929 Indian Head Highway Fort Washington

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**From:** [charles@brentonla.com](mailto:charles@brentonla.com) <[charles@brentonla.com](mailto:charles@brentonla.com)>  
**Sent:** Wednesday, September 14, 2022 9:38 AM  
**To:** [SHADistrict3@mdot.maryland.gov](mailto:SHADistrict3@mdot.maryland.gov)  
**Cc:** Traci R Scudder <[traci@scudderlegal.com](mailto:traci@scudderlegal.com)>; Ivan Zapata <[izapata@dmvcivil.com](mailto:izapata@dmvcivil.com)>  
**Subject:** Project at 10929 Indian Head Highway Fort Washington

Greetings,

We are proposing to develop an 18130 square foot commercial office building with accessory for fabrication at the above address. This will be the office of an ironworks contractor. Some components for the ironworks business will be fabricated within the proposed building. This building is located at the intersection of Indian Head Highway and Cornett Street. The building will have two entrances; one from the Indian Head Highway (MD Rte 210) service road and one from Cornett Street. All deliveries for the ironworks shop are to be directed to the Cornett Street entrance. In order to direct truck traffic to the Cornett Street entrance, we are requesting permission to place signage within the right-of-way of the MD Route 210 service road. The provision of suitable signage within the right-of-way is a condition of the MNCPPC resolution, as well as a desire of our client.

We are attaching a Site Plan for your review.

Please advise us regarding the process for adding the signage along the MD Route 210 service road. Could these signs be reviewed as part of the access permit, or is there a separate process? Any guidance would be helpful in addressing MNCPPC concerns.

Best regards,

Charles Brenton, PLA



t: 215-370-2655

[www.BrentonLA.com](http://www.BrentonLA.com)

RESOLUTION

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George’s County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on May 28, 2020, regarding Conceptual Site Plan CSP-19010 for LIW Ironworks, the Planning Board finds:

1. **Request:** The subject application proposes a conceptual site plan (CSP) for development of up to 19,000 square feet of a contractor’s office and warehouse with fabrication.
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b>
Zone	I-3	I-3
Use	Vacant	Contractor’s Office and Warehouse
Acreage	1.5	1.5
Total Gross Floor Area (GFA) (sq. ft.)	0	19,000

3. **Location:** The subject property is located on the north side of Cornett Street, approximately 475 feet east of its intersection with Livingston Road, at 10929 Indian Head Highway (MD 210), Fort Washington, in Planning Area 80, Council District 8.
4. **Surrounding Uses:** The subject site is an L-shaped parcel, which is sandwiched between developed properties in the Light Industrial (I-1) and Planned Industrial/Employment Park (I-3) Zones. To the north of the site is an existing day care facility in the I-3 Zone; to the southeast of the site, at the intersection of MD 210 and Cornett Street, is an existing automobile repair facility in the I-1 Zone; and to the west is an industrial warehouse in the I-3 Zone. Further across Cornett Street to the south are developed properties in both the I-1 and I-3 Zones.
5. **Previous Approvals:** The subject property was retained in the I-3 Zone by the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*. A Stormwater Management (SWM) Concept Plan (1220-2017-00) was submitted with the application for this site, which the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) approved on August 25, 2017.
6. **Design Features:** The subject site is in an L shape with frontages on both MD 210 to the east and Cornett Street to the south. The site will have accesses from both the service road of MD 210 and Cornett Street. One contractor’s office and warehouse building is proposed on the subject site.

Site related details and building information will be provided and reviewed at time of detailed site plan (DSP).

## COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject CSP has been reviewed for compliance with the requirements of the I-3 Zone and the site design guidelines of the Zoning Ordinance.
- a. The proposed contractor's office and warehouse with fabrication is a permitted use per Section 27-473(b), Uses Permitted, of the Zoning Ordinance. This section has additional requirements for this use, as follows:
- (1) The storage of materials and equipment, and the fabrication for installation off-site can only be allowed within a wholly enclosed building.
  - (2) The fabrication use shall be related to, dependent on, and secondary to the primary use on the premises, which is the contractor's office.
  - (3) The fabrication use shall be located on the same record lot as the primary use.
  - (4) The fabrication use shall not be located within a building not occupied by the primary use; and,
  - (5) The floor area of any building (and the land area occupied by any structure other than a building) devoted to the fabrication use shall not exceed an area equal to 45 percent of the gross floor area of the building within which the primary use is located, unless otherwise provided.
- Since the subject application is a CSP, the building and site details required for review for conformance with the above requirements will not be available until at time of DSP review. The requirements have been provided for information only, at this time.
- b. In accordance with Section 27-471(d), a CSP and a DSP are required for all uses and improvements in the I-3 Zone, in accordance with Part 3, Division 9, of the Zoning Ordinance. This CSP has been filed in fulfillment of this requirement.
- c. Section 27-471, I-3 Zone, contains additional regulations for site features such as parking, warehousing, required access, etc. that will be reviewed for conformance at time of DSP when the proposed information is available. Furthermore, Section 27-471(i)(4) reads, as follows:
- (4) **If the area is less than twenty-five (25) acres, and the land was classified in the I-3 Zone prior to October 31, 1977, or upon approval of a Sectional**

**Map Amendment, it may be developed in accordance with this Part, provided the owner of record does not own abutting undeveloped land in the I-3, E-I-A, or C-O Zone that could be used to comply with the provisions of paragraph (1), (2), or (3), above.**

The subject site is less than 25 acres, with only 1.5 acres, the land was rezoned to the I-3 Zone through the 1984 *Subregion VII Sectional Map Amendment*, and the owner of this site does not own any abutting undeveloped property. Thus, the proposed development meets this requirement and is permitted.

- d. The CSP is in general conformance with the applicable site design guidelines, as contained in Section 27-274 of the Zoning Ordinance. Given the nature of this review and the small size of the property, detailed design of the building, site infrastructure, features, and amenities, as required in the site design guidelines will be further reviewed at the time of DSP.

**8. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and previously contained more than 10,000 square feet of existing woodland. As required by Section 25-119(a)(2)(A) of the WCO, a Type 1 Tree Conservation Plan, TCP1-008-2020, was submitted with the CSP.

- a. A Natural Resources Inventory Equivalence Letter, NRI-087-2017, was approved on September 3, 2019, and provided with this application. The site contains no regulated environmental features, specimen trees, or woodland areas. The TCP1 and the CSP show all the required information correctly, in conformance with the NRI.
- b. This site was previously cleared of all the on-site woodland, prior to 2006 without a TCP2 or permit from the previous owner. In 2017, the current owner was required to provide an NRI equivalence letter and a TCP2 to reflect the current environmental features and to meet the requirement for the previous woodland clearing. This site contained 1.05 acres of woodland and all was cleared for a woodland conservation requirement of 0.66 acre. A fee-in-lieu of \$8,624.88 was paid to meet the clearing of all on-site woodlands.

The current submitted TCP1 shows vegetation along the northern and western property lines, but these areas do not qualify as forested areas. Through the approved TCP2, a fee was paid for the removal of all the on-site woodlands.

**9. Other site-related regulations:** Additional regulations are applicable to site plan review that require detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only.

- a. **2010 Prince George’s County Landscape Manual**—This development in the I-3 Zone will be subject to the requirements of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual) at the time of DSP. Specifically, the site 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 Landscape Manual.
- b. **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 need a grading permit. Properties zoned I-3 are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 1.5 acres in size and the required TCC is 0.15 acre (6,534 square feet). Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of DSP.

**10. Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Community Planning**— The Planning Board adopted, herein by reference, a memorandum dated April 24, 2020 (Umeozulu to Zhang), which noted the following:

The 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* recommends mixed-use future land use designation on the subject property. It is part of the recommended Broad Creek Transit Village. Page 32 shows the land use and development pattern for the village and conceptually shows the property for senior housing or commercial development. However, the Master Plan retained the subject property in the I-3 Zone.
- b. **Transportation Planning**— The Planning Board adopted, herein by reference, a memorandum dated March 29, 2020 (Masog to Zhang), which offered a discussion of adequacy and right-of-way issues that will be reviewed at the time of preliminary plan of subdivision and stated that, from the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a CSP, as described in the Zoning Ordinance.
- c. **Trails**—The Planning Board adopted, herein by reference, a memorandum dated April 27, 2020 (Smith to Zhang), which provided a comprehensive review of this application and concluded that the submitted plans meet the necessary findings and criteria for a CSP from the perspective of pedestrian and bicyclist transportation. Due to the nature of this application, there are no trail-related conditions of approval. Details regarding pedestrian and bicyclist improvements will be addressed at the time of future development applications.

- d. **Environmental Planning**—The Planning Board adopted, herein by reference, a memorandum dated April 27, 2020 (Schneider to Zhang), which provided the following summarized comments on the subject application:

**Stormwater Management**

A SWM Concept Plan (1220-2017-00) was submitted with the application for this site. DPIE approved the associated SWM plans on August 25, 2017. The plan proposes to use three micro-bioretenion basins. A SWM fee of \$4,655.00 is in lieu of on-site attenuation/quality control measures. No further action regarding SWM is required with this CSP review.

The Planning Board approved CSP-19010 and TCP1-008-2020 with one environmental condition that has been included in this resolution.

- e. **Prince George's County Fire/EMS Department**—In a memorandum dated March 24, 2020 (Reilly to Bush), the Fire/EMS Department provided two comments regarding hydrant location, and the building's location related to fire access road, which have been sent to the applicant. The comments will be reviewed for conformance at the time of DSP review when the required specific site and building information are available.
- f. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**— DPIE did not offer comments on the subject application.
- g. **Prince George's County Police Department**— The Police Department did not offer comments on the subject application.
- h. **Prince George's County Health Department**—In a memorandum dated April 13, 2020 (Adepoju to Bush), the Health Department provided two comments on this proposal regarding dust and noise control during construction. The comments have been transmitted to the applicant and will be enforced at time of construction. The two comments will be required to be noted on the site plan, prior to certification of this CSP.
- i. **Maryland State Highway Administration (SHA)**— SHA did not offer comments on the subject application.
11. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, if approved with the conditions below, the CSP 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.
12. Section 27-276(b)(4) for approval of a CSP, requires that the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations. The

subject property contains no regulated environmental features and, therefore, this finding is not applicable to this application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 1 Tree Conservation Plan TCP1-008-2020, and further APPROVED Conceptual Site Plan CSP-19010 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information shall be provided:

a. Provide site plan notes, as follows:

“During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.”

b. Revise the Type 1 tree conservation plan (TCP1), as follows:

(1) Add the updated TCP approval block.

(2) Add “TCP1-008-2020” to the approval block and to line 6 of the worksheet.

(3) Add “CSP-19010” to the Development Review Division number column in the approval block.

(4) Revise the woodland conservation worksheet to show the same woodland, clearing, and fee-in-lieu numbers, as approved with the TCP2.

(5) Add a note below the woodland conservation worksheet stating,

“The previously approved TCP2-010-2017 accounted for all the woodland on-site to be cleared and a fee-in-lieu, in the amount of \$8,624.88, has been paid as part of permit #1220-2017.”

(6) Have the revised plan signed and dated by the qualified professional who prepared the plan.



BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, May 28, 2020, in Upper Marlboro, Maryland.

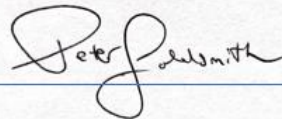
Adopted by the Prince George's County Planning Board this 18th day of June 2020.

Elizabeth M. Hewlett  
Chairman

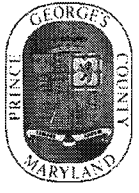
By Jessica Jones  
Planning Board Administrator

EMH:JJ:HZ:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department  
Date: June 1, 2020



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council  
301-952-3600

October 30, 2020

**RE: CSP-19010 LIW Ironworks  
LIW Ironworks, Inc., Applicant**

## ***NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL***

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in this case on October 26, 2020.

### ***CERTIFICATE OF SERVICE***

This is to certify that on October 30, 2020, this notice and attached Council Order was mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script that reads "Donna J. Brown".

---

Donna J. Brown  
Clerk of the Council

Case No.: CSP-19010  
LIW Ironworks

Applicant: LIW Ironworks, Inc.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,  
SITTING AS THE DISTRICT COUNCIL

FINAL DECISION — ORDER OF APPROVAL WITH CONDITIONS

IT IS HEREBY ORDERED, after review of the administrative record, Conceptual Site Plan 19010 (CSP-19010), for development of up to 19,000 square feet of a contractor's office and warehouse with fabrication, on property located on the north side of Cornett Street, approximately 475 feet east of its intersection with Livingston Road, 10929 Indian Head Highway (MD 210), Fort Washington, Planning Area 80, Council District 8, is hereby conditionally APPROVED.

As the basis for this final decision, the District Council adopts, except as otherwise stated herein, the findings and conclusions in Planning Board's Resolution PGCPB No. 2020-92, which APPROVED Type 1 Tree Conservation Plan TCP1-008-2020, and further APPROVED Conceptual Site Plan CSP-19010 for the above-described land.

Approval of CSP-19010 and Type 1 Tree Conservation Plan TCP1-008-2020, is subject to the following conditions:

- I. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information shall be provided:
  - a. Provide site plan notes, as follows:

"During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

"During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise"

control requirements as specified in Subtitle 19 of the Prince George's County Code."

- b. Applicant's Stormwater Management Concept Approval (Case No. 1220-2017-01) that Department of Permitting, Inspections and Enforcement (DPIE) issued August 25, 2017, and expired August 25, 2020, shall be replaced with a new application for stormwater management. DPIE shall review the new application pursuant to the three (3) required plan approvals in the Stormwater Ordinance (Subtitle 32, Division 3) to address surface water drainage to the fullest extent so there are no adverse effects on either the subject property or adjacent properties.
- c. At the time of Detailed Site Plan (DSP), Applicant shall provide a detailed evaluation of overall air and water quality environmental impact to surrounding properties based on a description of materials and substances that will be stored and used for the proposed fabrication facility.
- d. At the time of Detailed Site Plan (DSP), Applicant shall be required to provide or obtain approval for placement of adequate road signage at the entrance of the existing and adjacent daycare facility to serve as notice of any and all truck traffic associated with the proposed fabrication facility.
- e. At the time of Detailed Site Plan (DSP), Applicant shall be required to provide or obtain approval for placement of adequate road signage on any shared roadways or driveways with adjacent or adjoining property owners to prohibit illegal parking of trucks or automobiles associated with the proposed fabrication facility.
- f. Prince George's County Tree Canopy Coverage Ordinance—Subtitle 25, Division 3, requires a minimum percentage of tree canopy coverage (TCC) on projects that need a grading permit. Properties zoned I-3 are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 1.5 acres in size and the required TCC is 0.15 acre (6,534 square feet). At time of Detailed Site Plan, Applicant shall ensure full compliance with the requirements of the Tree Canopy Coverage Ordinance.
- g. Revise the Type 1 tree conservation plan (TCP1), as follows:
  - (1) Add the updated TCP approval block.
  - (2) Add "TCP1-008-2020" to the approval block and to line 6 of the worksheet.

- (3) Add "CSP-19010" to the Development Review Division number column in the approval block.
- (4) Revise the woodland conservation worksheet to show the same woodland, clearing, and fee-in-lieu numbers, as approved with the TCP2.
- (5) Add a note below the woodland conservation worksheet stating,  

"The previously approved TCP2-010-2017 accounted for all the woodland on-site to be cleared and a fee-in-lieu, in the amount of \$8,624.88, has been paid as part of permit #1220-2017."
- (6) Have the revised plan signed and dated by the qualified professional who prepared the plan.

Ordered this 26<sup>th</sup> day of October, 2020, by the following vote:

In Favor: Council Members Aderson-Walker, Davis, Franklin, Glaros, Harrison, Hawkins, Ivey, Streeter, Taveras, and Turner.

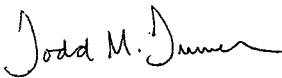
Opposed:

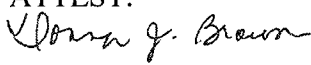
Abstained:

Absent: Council Member Dernoga.

Vote: 10-0.

COUNTY COUNCIL OF PRINCE GEORGE'S  
COUNTY, MARYLAND, SITTING AS THE  
DISTRICT COUNCIL FOR THAT PART OF  
THE MARYLAND-WASHINGTON  
REGIONAL DISTRICT IN PRINCE GEORGE'S  
COUNTY, MARYLAND

By:   
\_\_\_\_\_  
Todd M. Turner, Council Chair

ATTEST:  
  
\_\_\_\_\_  
Donna J. Brown  
Clerk of the Council

RESOLUTION

WHEREAS, Narry Lawkaran is the owner of a 1.50-acre parcel of land known as Parcel 159, said property being in the 5th Election District of Prince George's County, Maryland, and being zoned Planned Industrial/Employment Park (I-3); and

WHEREAS, on August 13, 2021, Narry Lawkaran filed an application for approval of a Preliminary Plan of Subdivision for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-20016 for LIW Iron Works, was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on November 4, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on November 4, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-008-2020-01, and further APPROVED Preliminary Plan of Subdivision 4-20016 for 1 parcel with the following conditions:

1. Prior to approval of a final plat of subdivision, the final plat shall grant 10-foot-wide public utility easements along the public rights-of-way, in accordance with the approved preliminary plan of subdivision.
2. Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to approval of any permits.
3. Development of the site shall be in conformance with the approved Stormwater Management Concept Plan 1220-2017-01 and any subsequent revisions.
4. Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-008-2020-01). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-008-2020-01), or as modified by a future Type 2 tree

conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”

5. Total development within the subject property shall be limited to uses, which generate no more than 22 AM peak-hour trips and 21 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
6. In conformance with the 2010 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*, the applicant, and the applicant’s heirs, successors, and/or assignees shall provide the following on the detailed site plan, prior to its acceptance, for the subject site that depicts:
  - a. A “bicycles may use full lane” signage assembly and shared-lane markings (sharrows) along the subject property’s frontage of MD 210 (Indian Head Highway), subject to modification by the Maryland State Highway Authority, with written correspondence.
  - b. A 5-foot-wide sidewalk along the subject property’s frontage of MD 210 (Indian Head Highway).
  - c. A 5-foot-wide sidewalk along the subject property’s frontage of Cornett Street.
  - d. A crosswalk crossing the drive aisle at both points of vehicle entry.
  - e. One bicycle rack at a location convenient to the entrance of the building.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George’s County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George’s County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located at the northwest quadrant of the Cornett Street and MD 210 (Indian Head Highway) service road intersection, and consists of one 1.5-acre parcel known as Parcel 159 recorded in the Prince George’s County Land Records in Liber 37748 folio 444. The subject property is located within the Planned Industrial/Employment Park (I-3) Zone, and is subject to the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* (Henson Creek-South Potomac Master Plan). This preliminary plan of subdivision (PPS) proposes one parcel for 14,250 square feet of industrial, and 4,750 square feet of commercial development, for a total of 19,000 square feet.

The proposed development is subject to a PPS, in accordance with Section 24-107 of the Prince George’s County Subdivision Regulations.

3. **Setting**—The property is located on Tax Map 123 in Grids A1 and B4 in Planning Area 80 and is zoned I-3. The subject property will be accessed from Cornett Street to the south and the MD 210 service road to the east. The abutting properties to the north and west consist of commercial and industrial development, also in the I-3 Zone. The property abutting the site to the southeast consists of commercial development within the Light Industrial (I-1) Zone. The adjacent properties beyond Cornett Street to the south consist of both vacant land and commercial development within both the I-3 and I-1 Zones. The adjacent properties beyond MD 210 consist of single-family detached dwellings within the Residential-Estate Zone.
4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	<b>EXISTING</b>	<b>APPROVED</b>
Zone	I-3	I-2/I-3
Use(s)	Vacant	Industrial/Commercial (warehouses/office)
Acreage	1.5	1.5
Lots	0	0
Parcels	1	1
Outparcel	0	0
Dwelling Units	N/A	N/A
Gross Floor Area	0	19,000 sq. ft.
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee meeting on September 3, 2021.

5. **Previous Approvals**—Conceptual Site Plan CSP-19010 was approved by the Prince George’s County Planning Board on May 28, 2020 (PGCPB Resolution No. 2020-92). This CSP approved 19,000 square feet of office and warehouse uses with a fabrication component. None of the conditions of approval associated with the CSP apply to the review of this PPS.
6. **Community Planning**—The subject site is within the area of the Henson Creek-South Potomac Master Plan. The accompanying sectional map amendment retained the property in the I-3 Zone. The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the Henson Creek-South Potomac Master Plan are evaluated, as follows:



**Plan 2035**

Plan 2035 classifies this site in the Established Communities Growth Policy Area. Established communities are most appropriate for context-sensitive infill and low- to medium-density development (page 20).

**Master Plan Land Use Recommendation**

The Henson Creek-South Potomac Master Plan recommends mixed-use development on the subject property.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application conforms to Henson Creek-South Potomac Master Plan.

- 7. Stormwater Management**—An approved Stormwater Management (SWM) Concept Plan (1220-2017-01), reviewed by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE), was submitted with the subject application. The plan proposes to use three micro-bioretenion basins. A SWM fee of \$4,160.00 is approved as part of that plan in lieu of on-site attenuation/quality control measures.

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the approved SWM concept plan and any subsequent revisions, to ensure no on-site or downstream flooding occurs.

- 8. Parks**—In accordance with Section 24-134(a) of the Subdivision Regulations, the subject PPS is exempt from the mandatory dedication of parkland requirement because it consists of nonresidential development.
- 9. Bicycle and Pedestrian**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Henson Creek-South Potomac Master Plan to provide the appropriate pedestrian and bicycle transportation facilities.

**Existing Conditions, Sidewalks and Bike Infrastructure**

The subject site is an unimproved lot, bound by MD 210 to the east and Cornett Street to the south. The applicant’s submission does not include any bicycle or pedestrian facilities. The subject site is not within a 2002 General Plan corridor or a Plan 2035 center and is therefore not subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2.”

**Previous Approvals**

In regard to the previously approved CSP-19010, there are no binding prior conditions of approval on the subject property specific to pedestrian or bicycle improvements that are relevant to this subject application.

### **Review of Conformance with the MPOT**

This development case is subject to the MPOT, which provides policy guidance regarding multimodal transportation. The Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling (MPOT, pages 9–10), and recommends the following facilities:

**Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**

**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*.**

**Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The subject application does not feature any new road construction. The applicant shall update the plans to provide 5-foot-wide sidewalks along the subject property's frontage of MD 210 and Cornett Street. Consistent with Policy 4, the applicant shall also provide a crosswalk crossing the drive aisle at both points of vehicle entry, as well a bicycle rack, inverted-U style or a similar model that provides two points of contact for a parked bicycle, at a location convenient to the entrance of the building.

### **Review of Master Plan Conformance**

One master plan facility impacts the subject site, which is the planned side path along MD 210. Since the subject property fronts only on a portion of MD 210, along an access road, a side path along this frontage may not be effective for facilitating bike transportation along the access road. The applicant shall provide a "share the road with a bike" signage assembly and shared-lane markings (sharrows) along the subject property's frontage of MD 210, subject to modification by the Maryland State Highway Authority (SHA), with written correspondence.

Based on the preceding findings, adequate pedestrian and bicycle transportation facilities will exist to serve the subdivision, as required in accordance with the Subdivision Regulations, the MPOT, and the Henson Creek-South Potomac Master Plan.

- 10. Transportation**—The PPS approval is for the purpose of creating one parcel for development of 19,000 square feet of industrial and commercial development. Transportation-related findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout.

The subject property is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

**Links and Signalized Intersections:** Level of Service D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

**Unsignalized Intersections:** The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections:

For two-way stop-controlled intersections, a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections, a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

**Analysis of Traffic Impacts**

Pursuant to the 2012 “Transportation Review Guidelines, Part 1” (Guidelines), any development that is projected to generate 50 or more trips in either peak hour must submit a traffic impact study (TIS) as part of the application documents. Since this proposed development is projected to generate fewer than 50 net new trips, a TIS was not required. The applicant provided turning movement counts for the intersections deemed critical for the subject application. Those counts were collected in February 2021. The findings outlined below are based upon a review of these counts and analyses conducted, consistent with the Guidelines. The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions.

<b>EXISTING CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
Fort Washington Road and Service Road*	12.6 seconds	14.8 seconds
Fort Washington Road and MD 210 (signalized)	B/1003	D/1368
*Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

Using the trip rates from the Guidelines, the subject application represents the following trip generation:

<b>Table 1 - Trip Generation</b>							
		<b>AM Peak</b>			<b>PM Peak</b>		
		In	Out	Total	In	Out	Total
Light Industrial	14,250 sq. ft.	10	2	12	2	10	12
Office	4,750 sq. ft.	9	1	10	2	7	9
<b>Total new trips</b>		<b>19</b>	<b>3</b>	<b>22</b>	<b>4</b>	<b>17</b>	<b>21</b>

The table above indicates that the proposed development will be adding 22 (19 in; 3 out) AM peak-hour trips, 21 (4 in; 17 out) PM peak-hour trips. A second analysis depicting total traffic conditions was done including growth in traffic, and background developments that affected one or both intersections.

<b>TOTAL CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
Fort Washington Road and MD 210 Service Road*	13.3 seconds	15.1 seconds
Fort Washington Road and MD 210 (signalized)	B/1004	D/1377
Site Access and MD 210 Service Road*	9.0 seconds	9.1 seconds
*Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

The results under total traffic conditions show that all intersections will operate adequately.

**Master Plan, MPOT, and Site Access**

The property is in an area where the development policies are governed by the Henson Creek-South Potomac Master Plan, as well as the MPOT. The property fronts on the MD 210 service road, currently a two-lane road within the MD 210 right-of-way. One of the recommendations of the master plans is to upgrade MD 210 to a freeway (F-11) within its current right-of-way. No additional right-of-way will be required along the service road. The property also has frontage on Cornett Street, a two-lane road with a variable width right-of-way. The applicant is proposing a dedication of 35 feet from the centerline of Cornett Street. All other aspects of the site regarding access and layout are in accordance with the Subdivision Regulations.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required, in accordance with Section 24-124.

11. **Schools**—Pursuant to Section 24-122.02 of the Subdivision Regulations, this PPS is exempt from review for impact on school facilities because the proposal consists of nonresidential development.
12. **Public Facilities**—In accordance with Section 24-122.01, water and sewer, fire and rescue, and police facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated August 26, 2021 (Perry to Heath), incorporated by reference herein.
13. **Public Utility Easement**—Section 24-122(a) requires that, when utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the Prince George’s County Land Records in Liber 3703 at folio 748.”

The standard requirement for public utility easements (PUEs) is 10 feet wide along both sides of all public rights-of-way. The required PUEs are delineated along the site’s frontage of both the Cornett Street and MD 210 service road public rights-of-way.

14. **Historic**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources. A Phase I archeology survey is not required.
15. **Environmental**—The following applications and associated plans have been reviewed for the subject site:

**Background**

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-087-2017 (EL)	N/A	Staff	Approved	4/24/2017	N/A
Woodland Conservation Enforcement	TCP2-010-2017	Staff	Approved	3/13/2017	N/A
CSP-19010	TCP1-008-2020	District Council	Approved	10/26/2020	2020-92
NRI-087-2017-01	N/A	Staff	Approved	9/22/2021	N/A
4-20016	TCP1-008-2020-01	Planning Board	Approved	11/04/2021	2021-135

### **Proposed Activity**

The applicant requested approval of a PPS and a Type 1 Tree Conservation Plan (TCP1-008-2020-01) for one parcel for industrial and commercial use.

### **Grandfathering**

This project is not grandfathered with respect to the environmental regulations contained in Subtitles 24 and 27 that came into effect on September 1, 2010, because the application is for a new PPS.

### **Site Description**

This 1.50-acre site is zoned I-3 and is located on the northwest corner of a MD 210 service road and Cornett Street in Fort Washington. A review of the available information indicates that no regulated environmental features are present on-site. The soil types found on-site, according to the United States Department of Agriculture, Natural Resources Conservation Services, Web Soil Survey, are Piccowaxen-Liverpool complex and Piccowaxen-Urban land complex soils. Marlboro and Christiana clays do not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area map received from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or near this property. The site is fairly level, draining from MD 210 to the west toward the northwest corner of the property then to an off-site drainage swale. This site is in the Broad Creek watershed, which flows into the Potomac River. The site has frontage on MD 210, which is identified as a master plan freeway. No scenic or historic roadways are adjacent to the site.

### **Master Plan Conformance**

The site is located within Environmental Strategy Area (ESA) 2 of the Regulated Environmental Protection Areas Map and within the Established Communities of the Growth Policy Map, as designated by Plan 2035.

The Henson Creek-South Potomac Master Plan contains environmental policies that should be addressed during the review of developments within the plan area. The specific language of the Henson Creek-South Potomac Master Plan is shown in **BOLD** text and the plain text provides comments on plan conformance.

#### **Policy 1: Protect, preserve and enhance the green infrastructure network within the Henson Creek planning area.**

The 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* indicates that there are two regulated areas on-site along the northern and western property lines. Currently, the site has impervious parking areas with fallow vegetation throughout the site and woody vegetation that does not meet the definition of woodland, located along the northern and western property lines. All the on-site woodlands were previously removed and accounted for with an approved TCP2.

**Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.**

Preservation of water quality in this area should be provided through the application of best SWM practices. A SWM Concept Approval Letter (1220-2017-01) and associated plan were submitted with the application for this site. The approval was issued on August 20, 2021, by DPIE. The plan proposes to use three micro-bioretenion basins. A SWM fee of \$4,160.00 is in lieu of on-site attenuation/quality control measures.

**Policy 3: Reduce overall energy consumption and implement more environmentally sensitive building techniques.**

The applicant should consider environmentally sensitive building techniques to reduce overall energy consumption.

**Policy 4: Reduce light pollution and intrusion into residential, rural and environmentally sensitive areas.**

The applicant should consider the use of full cut-off optics for outside building and streetlights to minimize off-site light intrusion.

**Policy 6: Reduce adverse noise impacts to meet State of Maryland noise standards.**

The proposed development is not expected to be a noise generator. The site is adjacent to MD 210, which is classified as a Freeway (F-11) in the MPOT and expected to be a source of noise impacts, but because the site is not residential, evaluation for noise impacts is not required.

**Countywide Green Infrastructure Plan**

There are two areas of the site within the Green Infrastructure network containing regulated areas. The regulated areas are just within the locations on-site containing woody vegetation that does not meet the definition of woodland. The following policies support the stated measurable objectives of the Green Infrastructure Plan:

**Policy 1: Preserve, protect, enhance or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the 2002 General Plan.**

Note that the 2002 General Plan was superseded by Plan 2035 in 2014. Currently, the site has impervious parking areas with fallow vegetation throughout the site, with trees located along the northern and western property lines. All of the on-site woodlands were previously removed and accounted for with an approved TCP2.

**Policy 2: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.**

The current project has been reviewed by DPIE for SWM and a SWM concept plan was approved under the current stormwater regulations.

**Policy 3: Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern of the 2002 General Plan.**

Plan 2035 designates the site within ESA 2. The previously approved TCP2 showed the removal of all of the 1.05 acres of existing woodlands. As part of the woodland requirement, a fee-in-lieu was paid for the removal of all the on-site woodlands. This fee has been paid as part of Permit No. 1220-2017.

## **ENVIRONMENTAL REVIEW**

### **Natural Resources Inventory Plan/Existing Features**

A Natural Resources Inventory, NRI-087-2017-01, was approved on September 22, 2021, and provided with this application. The site contains no regulated environmental features, specimen trees, or woodland areas. The TCP1 and the PPS show all the required information correctly, in conformance with the NRI.

### **Woodland Conservation**

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and previously contained more than 10,000 square feet of existing woodland. TCP1-008-2020-01 was submitted with the PPS application.

This site was previously cleared of all of the on-site woodland prior to 2006 without a TCP2 or permit from the previous owner. In 2017, the current owner was required to provide a NRI equivalence letter and a TCP2 to reflect the current environmental features and to meet the requirement for the previous woodland clearing. This site contained 1.05 acres of woodland, and all was cleared for a woodland conservation requirement of 0.66 acre. A fee-in-lieu of \$8,624.88 was paid to meet the clearing of all on-site woodlands.

The current submitted TCP1 shows vegetation along the northern and western property lines, but these areas do not qualify as forested areas. Through the approved TCP2, a fee was paid for the removal of all the on-site woodlands.

### **Specimen Trees**

The subject property does not contain any on-site specimen trees.

### **Regulated Environmental Features**

The subject property does not contain any on-site regulated environmental features or primary management areas.



**16. Urban Design**—Conformance with the Prince George’s County Zoning Ordinance (Subtitle 27) is evaluated, as follows:

**Conformance with the Zoning Requirements**

The subject PPS includes one parcel for future construction of up to 19,000 square feet of contractor's office and warehouse with fabrication. The proposed use is permitted on the property, in accordance with Sections 27-471(g) and 27-473(b) of the Zoning Ordinance, which notes that the use is permitted in the I-3 Zone, subject to specific criteria. Conformance with these criteria and other guidelines for building massing, materials, architecture, landscaping, and other design elements will be reviewed with a future detailed site plan application.

In addition, conformance with the following Zoning Ordinance regulations is required for the proposed development and will be reviewed at the time of DSP, including but not limited to the following:

- Section 27-471, regarding the Table of Uses for the I-3 Zone
- Section 27-473, regarding uses permitted in the I-3 Zone
- Section 27-474, regarding regulations in the I-3 Zone
- Part 11, Off-Street Parking and Loading
- Part 12, Signs

**Conformance with the 2010 Prince George’s County Landscape Manual**

The proposed development is subject to the 2010 *Prince George’s County Landscape Manual*. Specifically, 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 Landscape Requirements apply to this site. Conformance with the applicable landscaping requirements will be determined at the time of DSP review.

**Conformance with the Tree Canopy Coverage Ordinance**

Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. Properties in the I-3 Zone are required to provide a minimum of 10 percent of the gross tract area in tree canopy coverage. Compliance with this requirement will be evaluated at the time of DSP review.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

\* \* \* \* \*

PGCPB No. 2021-135  
File No. 4-20016  
Page 13

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, November 4, 2021, in Upper Marlboro, Maryland.

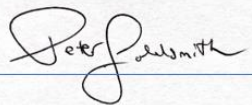
Adopted by the Prince George's County Planning Board this 2nd day of December 2021.

Elizabeth M. Hewlett  
Chairman

By Jessica Jones  
Planning Board Administrator

EMH:JJ:AH:nz

APPROVED AS TO LEGAL SUFFICIENCY



A handwritten signature in black ink, reading "Peter Feldsmith", is written over a horizontal line. The signature is cursive and includes a large initial "P".

M-NCPPC Legal Department  
Date: November 10, 2021

September 30, 2022

## MEMORANDUM

**TO:** Tierre Butler, Planner II, Urban Design Section  
**VIA:** Sherri Conner, Planning Supervisor, Subdivision Section *SC*  
**FROM:** Mridula Gupta, Planner III, Subdivision Section *MG*  
**SUBJECT:** DSP-19057; LIW Ironworks

The property subject to this detailed site plan (DSP-19057) consists of one 1.5-acre parcel known as Parcel 159 recorded in the Prince George's County Land Records in Liber 37748 folio 444. The subject property is located within the Industrial, Employment (IE) Zone, and is subject to the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*. The DSP was submitted for review reviewed pursuant to the prior Planned Industrial/ Employment Park (I-3) zoning of the subject property and pursuant to the prior Zoning Ordinance and Subdivision Regulations.

The site is the subject to Preliminary Plan of Subdivision (PPS) 4-20016. This PPS approved one parcel for the development of 19,000 square feet of industrial/commercial use on the property. This DSP proposes development of 18,130 square feet of industrial and office space.

There are no prior record plats for the subject property. A final plat of subdivision will be required following approval of this DSP before any permits can be approved for the subject site. The final plat is required to be filed within the validity date of the PPS, December 2, 2023.

PPS 4-20016 (PGCPB Resolution No. 2021-135) was approved subject to six conditions. The conditions relevant to this DSP review are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

- 1. Prior to approval of a final plat of subdivision, the final plat shall grant 10-foot-wide public utility easements along the public rights-of-way, in accordance with the approved preliminary plan of subdivision.**

The property has frontage along MD 210 and Cornett Street. The required 10-foot-wide public utility easement (PUE) is shown on the DSP along the public right-of-way (ROW) of Cornett Street in accordance with the approved PPS. The PUE along the frontage of MD 210 is also shown in accordance with the approved PPS. However, the PUE is in conflict with an existing WSSC easement located adjacent to the ROW along approximately half of the property's frontage. The applicant should confirm with WSSC if the establishment of the PUE in its location on the PPS will be approved for colocation within the existing WSSC

easement. If the current location of the PUE is not approved by WSSC, the PUE will need to be relocated so that it does not overlap with the existing WSSC easement, and will thus be no longer parallel, contiguous, and adjacent to MD 210. A variation from the normal requirement of Section 24-122(a) of the prior Subdivision Regulations will be required. Prior to approval and along with the submittal of the final plat, the applicant shall submit a justification in accordance with Section 24-113 of the prior Subdivision Regulations for any relocation or omission of the required PUE.

- 2. Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to approval of any permits.**

The subject DSP proposes development in accordance with the approved PPS, and no residential development is proposed. A new PPS is not required at this time.

- 3. Development of the site shall be in conformance with the approved Stormwater Management Concept Plan 1220-2017-01 and any subsequent revisions.**

A copy of an approved Stormwater Management (SWM) Concept Plan and letter were submitted with the subject DSP. The Environmental Planning Section should further review the SWM concept plan and the subject DSP for consistency.

- 4. Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-008-2020-01). The following note shall be placed on the final plat of subdivision:**

**“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-008-2020-01), or as modified by a future Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”**

The Environmental Planning Section should further review the TCP1 and the DSP for conformance to this condition.

- 5. Total development within the subject property shall be limited to uses, which generate no more than 22 AM peak-hour trips and 21 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The development shown with the DSP is consistent with the approved PPS. The proposed development should be further reviewed by the Transportation Planning Section for conformance to this condition.

- 6. In conformance with the 2010 *Approved Countywide Master Plan of Transportation and the 2006 Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*, the applicant, and the applicant’s heirs, successors, and/or assignees shall provide the following on the detailed site plan, prior to its acceptance, for the subject site that depicts:**

- a. **A “bicycles may use full lane” signage assembly and shared-lane markings (sharrows) along the subject property’s frontage of MD 210 (Indian Head Highway), subject to modification by the Maryland State Highway Authority, with written correspondence.**
- b. **A 5-foot-wide sidewalk along the subject property’s frontage of MD 210 (Indian Head Highway).**
- c. **A 5-foot-wide sidewalk along the subject property’s frontage of Cornett Street.**
- d. **A crosswalk crossing the drive aisle at both points of vehicle entry.**
- e. **One bicycle rack at a location convenient to the entrance of the building.**

The Transportation Planning Section should further evaluate the application for conformance to Condition 6.

**Additional Comments:**

1. In the Development Program and Notes on Sheet 2 of the DSP, the building footprint area is listed as 16,250 square feet. The site plan and the parking calculation, however, lists the building footprint area to be 18,130 square feet. The building gross floor area should be correctly listed as 18,130 square feet in the Development Program and Notes.

**Recommended Conditions:**

1. Prior to signature approval of the detailed site plan, the following revisions shall be made:
  - a. Revise the Development Program and Notes on Sheet 2 of the DSP to correctly listed the building gross floor area as 18,130 square feet.
  - b. Revise the 10-foot-wide public utility easement along the public right-of-way of MD 210 to not be in conflict with an existing Washington Suburban Sanitary Commission (WSSC) easement, unless approved in its current location by WSSC with written correspondence.
2. Prior to approval of the final plat, the applicant and the applicant’s heirs, successors, and/or assignees shall submit a variation from Section 24-122(a) of the prior Subdivision regulations, in accordance with Section 24-113 of the prior Subdivision Regulations, for provision of a nonconforming public utility easement adjacent to the public right-of-way of MD 210, if required.

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



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

Countywide Planning Division  
Transportation Planning Section

301-952-3680

September 30, 2022

**MEMORANDUM**

TO: Tierre Butler, Urban Design Review Section, Development Review Division

FROM: *NS* Noelle Smith, AICP Transportation Planning Section, Countywide Planning Division

VIA: *WJC* Will Capers III, PTP Transportation Planning Section, Countywide Planning Division

**SUBJECT: Case #: DSP-19057, LIW Ironworks**

**Proposal:**

The subject application proposes the construction of a 19,000 square feet contractor's office and warehouse with accessory to fabrication on a site in the I-3 zone located along Cornett Street and an MD 210 Service Road. The transportation planning section's review of the referenced Detailed Site Plan (DSP) application was evaluated under the prior Section 27, Zoning Ordinance.

**Prior Conditions of Approval:**

The site is subject to the prior approved conceptual site plan (CSP), CSP-19010, and preliminary plan of subdivision (PPS) 4-20016. The PPS includes the following conditions related to transportation:

**4-20016:**

5. Total development within the subject property shall be limited to uses, which generate no more than 22 AM peak-hour trips and 21 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
6. In conformance with the 2010 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*, the applicant, and the applicant's heirs, successors, and/or assignees shall provide the following on the detailed site plan, prior its acceptance, for the subject site that depicts:
  - a. A "bicycle may use full lane" signage assembly and shared-lane markings (sharrows) along the subject property's frontage of MD 210 (Indian Head Highway), subject to modification by the Maryland State Highway Authority, with written correspondence.

- b. A 5-foot-wide sidewalk along the subject property's frontage of MD 210 (Indian Head Highway).
- c. A 5-foot-wide sidewalk along the subject property's frontage of Cornett Street.
- d. A crosswalk crossing the drive aisle at both points of vehicle entry.
- e. One bicycle rack at a location convenient to the entrance of the building.

**Comment:** The submitted application is consistent with the land use and density considered in the prior approval and as such, does not modify the approved trip cap. The site fronts a service road adjacent to MD 210 and does not have direct access to the freeway and is not the designated shared roadway facility. Therefore, the sidewalk along MD 210 and shared road pavement markings, and signage are not required with this application. Staff finds that the latest site plan submission meets all applicable conditions with the prior approved PPS.

#### **Master Plan Compliance**

The site is not subject to any master plan roadway requirements nor master planned bicycle and pedestrian facilities.

#### **Transportation Planning Review**

The site must comply with Section 27-283, which provides requirements regarding parking, loading, and circulation. These requirements include safe and efficient circulation for both pedestrians and vehicles, loading areas that do not impede overall circulation and surface parking that is convenient to the building. The site plan includes two access points along Cornett Street and the MD 210 Service Road respectively. The site includes a five-foot-wide sidewalk along all the property frontages and associated crosswalks crossing both access points. Designated space for bicycle parking is also provided near the building entrance to accommodate nine bicycles. The site requires 37 parking spaces, to which the requirement has been met by 32 standard spaces, 5 compact spaces and 2 handicap accessible spaces for a total of 39 parking spaces on site. Staff finds that this application meets the findings pursuant to Subtitle 27.

#### **Conclusion**

Based on the findings presented above, staff concludes that the vehicular and pedestrian, and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Section 27-283 and meets the findings for pedestrian and bicycle transportation purposes.

## Shelly, Andrew

---

**From:** Capers, William  
**Sent:** Thursday, January 19, 2023 10:40 AM  
**To:** Fothergill, Anne; Shelly, Andrew  
**Subject:** RE: DSP-19057 LIW IRONWORKS SDRC RESPONSE

Good morning Anne:

Thank you for pointing out the second sheet which shows outbound truck movements from the loading area as well as outbound movements out of the site. Staff has reviewed the latest submission which indicates that truck loading operations will be limited to direct truck maneuvers into the loading area which will require trucks to back into the surface parking facility to exit the site. Staff finds that the current design of the site is sufficient to support the truck maneuvers and operations onsite.

### **William Capers III., PTP**

*Planning Supervisor | Countywide Planning Division | Transportation Planning Section*



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

Office 301-952-4325 | Teams Mobile 240-545-8962

[William.Capers@ppd.mncppc.org](mailto:William.Capers@ppd.mncppc.org)





**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

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Countywide Planning Division  
 Environmental Planning Section

301-952-3650

October 3, 2022

**MEMORANDUM**

**TO:** Tierre Butler, Planner II, Subdivision Section, DRD

**VIA:** Tom Burke, Supervisor, Environmental Planning Section, CWPD *TB*

**FROM:** Chuck Schneider, Planner III, Environmental Planning Section, CWPD CS

**SUBJECT:** **LIW Ironworks (10929 MD 210); DSP-19057 and TCP2-010-2017-01**

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan (DSP-19057) and a Type 2 Tree Conservation Plan (TCP2-010-2017-01) accepted on July 28, 2022. Comments were provided in a Subdivision and Development Review Committee meeting on August 5, 2022. Revised plans were submitted on September 29, 2022. The EPS recommends approval of DSP-19057 and TCP2-010-2017-01, based on the findings listed at the end of this memorandum.

**BACKGROUND**

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-087-2017 (EL)	N/A	Staff	Approved	4/24/2017	N/A
Woodland Conservation Enforcement	TCP2-010-2017	Staff	Approved	3/13/2017	N/A
CSP-19010	TCP1-008-2020	District Council	Approved	10/26/2020	2020-92
NRI-087-2017-01	N/A	Staff	Approved	9/22/2021	N/A
4-20016	TCP1-008-2020-01	Planning Board	Approved	11/4/2021	2021-135
DSP-19057	TCP2-010-2017-01	Planning Board	Pending	Pending	Pending

**PROPOSED ACTIVITY**

The applicant is requesting approval of a DSP and a revised TCP2 for the construction of an office and accessory warehouse.

**GRANDFATHERING**

The project is subject to the environmental regulations contained in Subtitle 25 and prior Subtitles 24 and 27 because the application is subject to a new preliminary plan of subdivision (PPS).

**SITE DESCRIPTION**

This 1.50-acre site is located on the northwest corner of MD 210 and Cornett Street in Fort Washington. The current zoning for the site is Industrial, Employment (IE); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Planned Industrial/Employment Park (I-3) Zone. A review of the available information indicates that no regulated environmental features (REF) are present on-site. According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no rare, threatened, or endangered (RTE) species found to occur on or near this property. The site is fairly level, draining from MD 210 to the west then toward the northwest corner of the property, which flows to an off-site drainage swale. This site is in the Broad Creek watershed, which flows into the Potomac River. The site has frontage on MD 210, which is identified as a Master Plan Freeway Roadway. No scenic or historic roadways are adjacent to the site. The site is located within Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map and within the Established Communities of the Growth Policy Map, as designated by *Plan Prince George's 2035 Approved General Plan*.

**REVIEW OF PREVIOUSLY APPROVED CONDITIONS**

The following text addresses previously approved environmental conditions related to the subject application. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

**Conceptual Site Plan CSP-19010, approved by the Planning Board on October 26, 2020:** The environmental conditions of approval found in PGCPB No. 2020-92 have been addressed.

**1. g. Revise the Type 1 tree conservation plan (TCP1), as follows:**

- (1) Add the updated TCP approval block.**
- (2) Add "TCP1-008-2020" to the approval block and to line 6 of the worksheet.**
- (3) Add "CSP-19010" to the Development Review Division number column in the approval block.**
- (4) Revise the woodland conservation worksheet to show the same woodland, clearing, and fee-in-lieu numbers, as approved with the TCP2.**
- (5) Add a note below the woodland conservation worksheet stating,**  
**"The previously approved TCP2-010-2017 accounted for all the woodland on-site to be cleared and a fee-in-lieu, in the amount of \$8,624.88, has been paid as part of permit #1220-2017."**
- (6) Have the revised plan signed and dated by the qualified professional who prepared the plan.**

This condition was met prior to the certification of the CSP and TCP1.

**Preliminary Plan of Subdivision 4-20016, approved by the Planning Board on November 4, 2021:** The environmental conditions of approval can be found in PGCPB No. 2021-135.

4. **Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-008-2020-01). The following note shall be placed on the final plat of subdivision:**

**“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-008-2020-01), or as modified by a future Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”**

This condition will be addressed at the time of final plat review.

## **ENVIRONMENTAL REVIEW**

### **Natural Resource Inventory Plan**

A full Natural Resource Inventory (NRI-087-2017-01) was recently approved on September 22, 2021, and provided with this application. The site contains no REF, specimen trees, or woodland areas. The TCP2 and the DSP show all the required information correctly in conformance with the NRI.

### **Woodland Conservation**

This property is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and previously contained more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan (TCP2-010-2017-01) was submitted with the DSP application.

This site was previously cleared of all the on-site woodland prior to 2006 without a TCP2 or permit from the previous owner. In 2017, the current owner was required to provide a Natural Resource Inventory Equivalence Letter and a TCP2 to reflect the current environmental features and to meet the requirement for the previous woodland clearing. This site contained 1.05 acres of woodland, which has all been cleared, resulting in a woodland conservation requirement of 0.66 acres. A fee-in-lieu of \$8,624.88 was paid through the approval of the prior TCP2 to meet the requirement for clearing of all on-site woodlands. The current submitted TCP2 shows vegetation remains along the northern and western property lines, but these areas do not qualify as forested areas.

### **Specimen Trees**

The proposed application does not contain any on-site specimen trees.

### **Preservation of Regulated Environmental Features/Primary Management Area**

The proposed application does not contain any on-site REF or primary management areas (PMA).

### **Soils**

The soil types found on-site, according to the United States Department of Agriculture, Natural Resources Conservation Services (USDA NRCS) Web Soil Survey (WSS), are Piccowaxen-Liverpool complex and Piccowaxen-Urban land complex soils. Marlboro and Christiana clays do not occur on or in the vicinity of this site.

### **Stormwater Management**

A Stormwater Management (SWM) Concept plan (No. 1220-2017-01) was submitted with the application for this site. The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) approved the associated stormwater plans on September 21, 2022. The plan proposes to use three micro-bioretenion basins. No SWM fee is required for on-site attenuation/quality control measures.

No further action regarding SWM is required with this DSP review.

### **SUMMARY OF RECOMMENDED FINDINGS**

The Environmental Planning Section recommends approval of DSP-19057 and TCP2-010-2017-01, subject to the following findings.

#### **Recommended Findings:**

1. No regulated environmental features are located on the subject property.
2. No specimen trees are located on the subject property.

August 12, 2022

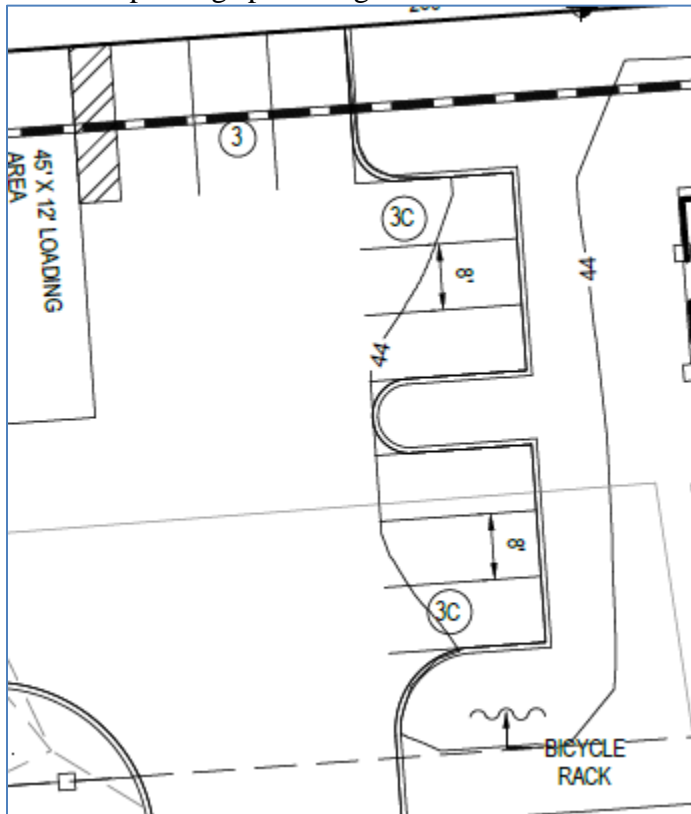
**MEMORANDUM**

TO: Tierre Butler, Urban Design

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

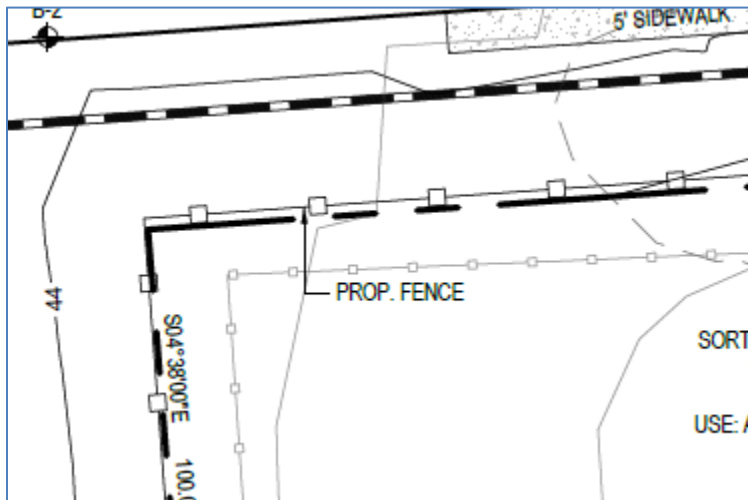
SUBJECT: Referral Comments for DSP-19057 – LIW Ironworks

1. Include a parking space length dimension within the spot dimensions provided:



2. Provide side and rear building setback dimension on plan.
3. Include Trash Enclosure in the elevations.
4. Include a Trash Enclosure detail.

5. Add fence height and type on plan where it is called out as proposed:




6. End comments.

September 28, 2022

**MEMORANDUM**

**TO:** Tierre Butler, Senior Planner, Urban Design Section, Development Review Division

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

**FROM:** Chidy Umeozulu, Planner Coordinator, Neighborhood Revitalization Section,  
Community Planning Division *CU*

**SUBJECT: DSP - 19057 LIW Ironworks**

**FINDINGS**

Community Planning Division staff finds that the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* recommends Mixed-Use Area future land use for the subject property, however, it retains the I-3 Zone classification that allows the proposed use by right on the subject property.

**BACKGROUND**

**Application Type:** Detailed Site Plan outside a Development District Overlay Zone

**Location:** Northwest corner of the intersection of Indian Head Highway and Cornett Street (10929 Indian Head Highway, Fort Washington, MD 20744)

**Size:** 1.5 acres

**Existing Uses:** Undeveloped

**Proposal:** Contractor's office with an accessory for fabrication

**GENERAL PLAN, MASTER PLAN, AND ZONING**

**General Plan:** This application is in the Established Communities. The vision for the Established Communities is context sensitive infill and low- to medium-density development.

**Master Plan:** The 2006 Approved Henson Creek-South Potomac Master Plan recommends Mixed-Use Area future land use for the subject property and identifies the area as the Broad Creek Transit Village. Land use concept identified the property for senior housing or commercial development

**Planning Area:** 80

**Community:** South Potomac

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

**SMA/Zoning:** The 2006 Approved Henson Creek-South Potomac Sectional Map Amendment retained the I-3 (Planned Industrial/Employment Park) Zone on the property. On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment ("CMA") which reclassified the subject property from the I-3 Zone to IE (Industrial, Employment) Zone effective April 1, 2022

c: Long-range Agenda Notebook

Frederick Stachura, Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division



# ENVIRONMENTAL IMPACT EVALUATION



LIW IRON WORKS

10929 INDIAN HEAD HIGHWAY  
FORT WASHINGTON, MARYLAND 20744

ECS PROJECT NO. 47:13564

FOR: LAVANI LLC

DECEMBER 8, 2021





December 8, 2021

Narry Lawkaran  
Lavani LLC  
611 Pennsylvania, Ave. SE  
Washington, DC 20003

ECS Project No. 47: 13564

Reference: Environmental Impact Evaluation Report, LIW Iron Works, 10929 Indian Head Highway, Fort Washington, Prince George's, Maryland 20744

Dear Mr. Lawkaran:

ECS Mid-Atlantic, LLC (ECS) is pleased to provide you with the results of our Environmental Impact Evaluation for the referenced site. ECS services were provided in general accordance with ECS Proposal No. 47:20473-EP authorized on November 17, 2021. ECS recommends LIW Iron Works commit to good housekeeping programs and monitoring of air emissions to limit impacts to the environment from business operations.

If there are questions regarding this report, or a need for further information, please contact the undersigned.

Sincerely,

ECS Mid-Atlantic, LLC

Jeff Wojtala  
Environmental Senior Project Manager  
jwojtala@ecslimited.com  
703.471.8400

Steve Geraci, P.E., CHMM  
Principal Engineer  
sgeraci@ecslimited.com  
703.471.8400

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Appendix I: Figures

Appendix II: Correspondence and User Questionnaire

## 1.0 EXECUTIVE SUMMARY

ECS Mid-Atlantic, LLC (ECS) was contracted by Lavani LLC to perform an Environmental Impact Evaluation (EIE) of the LIW Iron Works property to be located at 10929 Indian Head Highway in Fort Washington, Prince George's, Maryland (i.e. subject property).

The subject property is identified by Prince George's County as Project Number DSP-19057 and Case Number CSP-19010 and is owned by LIW Iron Works. The approximately 1.5-acre subject property is to be occupied by a 17,650 square feet (SF) contractor's office and warehouse with steel fabrication activities and vehicle parking.

The subject property is located in a commercial and light industrial area of Fort Washington, Maryland. The subject property is immediately bound on the north by Fort Washington KinderCare on the east by a service road that parallels Rte. 210 Indian Head Highway, on the south by Reyes Motors and J&M Sounds and on the west by The Fort Washington Commerce Center.

Proposed activities at the facility will consist of steel fabrication and painting of miscellaneous and ornamental products including rails, bollards, bicycle racks, gates and metal art. Based on the described activities at the facility, potential stormwater and air emissions and solid waste activities it has been determined the facility would not clearly impact the surrounding properties or the environment.

## 2.0 INTRODUCTION

### 2.1 Purpose and Reason for Performing Environmental Impact Evaluation (EIE)

The reason for conducting this EIE is to address comments from Prince George's County Government to "provide an evaluation of overall air and water quality environmental impact to surrounding properties based on description of materials and substances that will be stored and used for the proposed fabrication facility".

### 2.2 Property Description and Activities

LIW Iron Works is a steel fabrication company that "offers a full line of structural, miscellaneous and ornamental fabrication services". The proposed facility will consist of a contractor office with warehousing which will involve steel storage, steel fabrication, and painting. Fabrication will include drilling, cutting with torches and welding activities. Materials to be stationed at the facility will include raw metals, welding gases (oxygen, acetylene, carbon dioxide and argon), propane and water-based paints. LIW Iron Works anticipates only municipal solid waste and sanitary wastewater will be generated from the subject property. "Waste" steel will be placed in dedicated containers for recycling.

The subject property is currently undeveloped and has been described as "located on the north side of Cornett Street, approximately 475 feet east of the its intersection with Livingston Road". The subject property has been identified as not located within a flood zone per FEMA Flood Map Services. Adjacent properties have been identified as:

- North - Fort Washington Kindercare, a daycare facility with limited vehicle parking and play areas behind the building;
- East - Indian Head Highway Route 210;
- South - Reyes Motor Sales and J & M Sounds car alarms and audio systems installations, both with vehicle parking. Jack Winegardner Chevrolet is a further 170 feet south of the subject property; and,
- West - Fort Washington Commerce Center. Various warehouses and offices within a I-3 zoned area.

### 2.3 Air Impact Review

ECS reviewed the proposed subject property activities and reviewed documents submitted by LeVani, LLC regarding air quality impact. Predominant winds in the area are generally from the northwest, or, away from the Commerce Center and the Kindercare facility.

According to documents provided to ECS for review, the subject property will install exhaust fans, including permanent extractor fans in the warehouse for air circulation. Fabrication and painting with water-based materials will occur in dedicated areas of the warehouse. Exhaust from these areas will be monitored and excessive odors and visual opacity will be controlled by filters at the exhaust points. Fugitive emissions will be limited by use of the dedicated work areas and housekeeping

activities. Forklifts and other material handling equipment will either be fueled by propane or manually operated. Vehicles will not be allowed to idle when loading or off-loading materials at the subject property.

## 2.4 Water Quality Review

The subject property will connect to a private water supply and wastewater system. Industrial processes within the facility do not involve water usage except for cleaning activities, therefore, industrial wastewater is not anticipated to be discharged. There are no floor drains planned for installation within the process areas. Sanitary wastewater from contractor and warehouse break and restrooms will be discharged to the private wastewater system.

Currently there are no stormwater structures installed at or in areas surrounding the subject property. A natural drainage channel has been indicated along the west side of the property. Down spouts are to be located on the north, south, and west sides of the building and would flow to a vegetative cover prior to being discharged to adjacent properties and the natural drainage channel. Based on our review, no industrial activities will take place outdoors.

Loading of materials will occur at the loading platform at the southwest side of the warehouse. The property in this area will be paved and graded towards Cornett Street. To reduce the potential for stormwater pollution, all chemicals are proposed to be off-loaded within the warehouse at the loading platform. The subject property will ensure chemicals are stored in neat order in areas of use, away from doors or discharge points.

A solid waste enclosure is designed to be installed on the south most portion of the property along Cornett Street. Waste and recycling receptacles outdoors will be kept closed or covered to limit stormwater pollution. No chemicals or oils will be stored outdoors unless stored on pallets and protected from precipitation.

### 3.0 FINDINGS AND CONCLUSIONS

LIW Iron Works is proposing to construct a steel fabrication facility for the construction of miscellaneous and ornamental products at the subject property. Raw materials and metals, welding gases and water-based paints will be used and stored onsite. Sanitary wastewater will be discharged from the subject property by a private water supply and wastewater system. Air ventilation and exhaust structures will be installed on the warehouse as well as stormwater down spouts. Solid and recyclable waste will be stored in closed containers until removal from the property

Based on the chemicals and activities proposed for the subject property it is expected LIW Iron Works will have limited environmental impact to air, water, and stormwater to the surrounding properties.



# Appendix I: Figures

**PURPOSE STATEMENT:** THE PROJECT INVOLVES CONSTRUCTION OF A 1-STORY COMMERCIAL INDUSTRIAL BUILDING.

**GENERAL NOTES**

- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITIONS OF PRINCE GEORGES COUNTY DEPARTMENT OF PUBLIC WORKS REQUIREMENTS AND SPECIFICATIONS UNLESS OTHERWISE DETAILED OR SPECIFIED IN THIS PLAN.
- THE EXISTING UTILITIES AND OBSTRUCTIONS SHOWN ARE FROM THE BEST AVAILABLE RECORDS AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR TO HIS OWN SATISFACTION PRIOR TO ANY CONSTRUCTION. ANY UTILITIES DAMAGED DUE TO CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL CALL MISS UTILITY (1-800-257-7777) A MINIMUM OF 5 DAYS IN ADVANCE OF ANY EXCAVATION, BORING, PILE DRIVING, AND/OR DIGGING FOR THE LOCATIONS OF GAS, ELECTRIC, WATER, SEWER, AND TELEPHONE/CABLE LINES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY FENCE, DRIVEWAY, LANDSCAPING, ETC., DAMAGED OR REMOVED BY HIM DURING CONSTRUCTION. ALL DISTURBED AREAS OUTSIDE THE RIGHT OF WAY LINES SHALL BE RETURNED TO THEIR ORIGINAL CONDITION UNLESS OTHERWISE INDICATED OR SPECIFIED.
- IT SHALL BE DISTINCTLY UNDERSTOOD THAT FAILURE TO MENTION SPECIFICALLY ANY WORK THAT WOULD NATURALLY BE REQUIRED TO COMPLETE THE PROJECT SHALL NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITY TO PERFORM SUCH WORK.
- THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. ALL CONSTRUCTION MUST BE DONE IN COMPLIANCE WITH THE LATEST VERSION OF OSHA STANDARDS AND OR REGULATIONS.

**NOTE:**  
 THE MAXIMUM BUILDING HEIGHT - 30 FT  
 TOTAL LOT COVERAGE = 27.00%  
 TOTAL IMPERVIOUS AREA = 38,020 SF  
 TOTAL DISTURBED AREA = 65,340 SF (SITE)

- NOTE:**
- THE SITE IS NOT LOCATED WITHIN 100-YR FLOOD BOUNDARY.
  - THE SITE IS NOT LOCATED WITHIN WETLAND AREA.

- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE OWNER OF ANY DEVIATION TO THIS PLAN PRIOR TO ANY CHANGE BEING MADE. ANY CHANGE TO THIS PLAN WITHOUT THE WRITTEN AUTHORIZATION FOR SAID CHANGE FROM THE ENGINEER SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR OR SUBCONTRACTOR. SAID CHANGES MAY WARRANT COUNTY REVIEW AND APPROVAL.
- THE CONTRACTOR SHALL NOTE THAT IN CASE OF A DISCREPANCY BETWEEN THE SCALED AND THE FIGURED DIMENSIONS SHOWN ON THESE PLANS, FIGURED DIMENSION SHALL GOVERN.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF HIS CONSTRUCTION WITH THE CONSTRUCTION BY OTHER CONTRACTORS AND SUBCONTRACTORS.
- ALL UTILITIES, IF AVAILABLE, (I.E. ELECTRIC, WATER, SEWER, GAS, AND COMMUNICATIONS) SHALL BE PROVIDED FROM EXISTING ADJACENT FACILITIES AND IN ACCORDANCE WITH THE UTILITY COMPANY REQUIREMENTS.
- THE CONTRACTOR IS CAUTIONED THAT UNDERGROUND CABLES EXIST IN THE RIGHT OF WAY AND BEYOND. WORK IN AND OUT OF THE RIGHT OF WAY SHOULD NOT BEGIN UNTIL THE CONTRACTOR IS FAMILIAR WITH THE LOCATION AND DEPTH OF CABLES. ANY DAMAGE TO EXISTING UTILITY SERVICES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S COST.
- JOB SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR, SUBCONTRACTOR, AND VENDORS.
- THE SITE IS SERVED BY PRIVATE WATER AND SEWER. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF THE EXISTING SERVICE CONNECTIONS.

**DESCRIPTIONS**

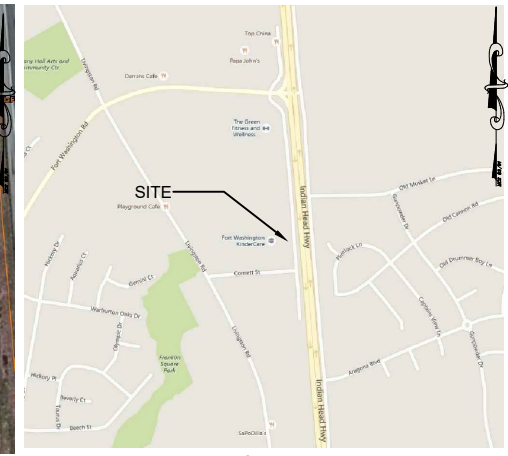
	PRE-DEV	POST DEV	OWNER/APPLICANT:
BUILDINGS	-	17,650 SF	LWI IRONWORKS, INC. 611 PENNSYLVANIA AVE. S.E. #293 WASHINGTON, D.C. 20744 PHONE NO. (703) 987-4103
DRIVEWAYS AND PARKING	-	2,160 SF	
TOTAL	-	20,370 SF	
TOTAL LOT AREA = 65,340 SF OR 1.5 ACRE INCREASE IN IMPERVIOUSNESS = 38,020 SF			

**OWNER/APPLICANT:**

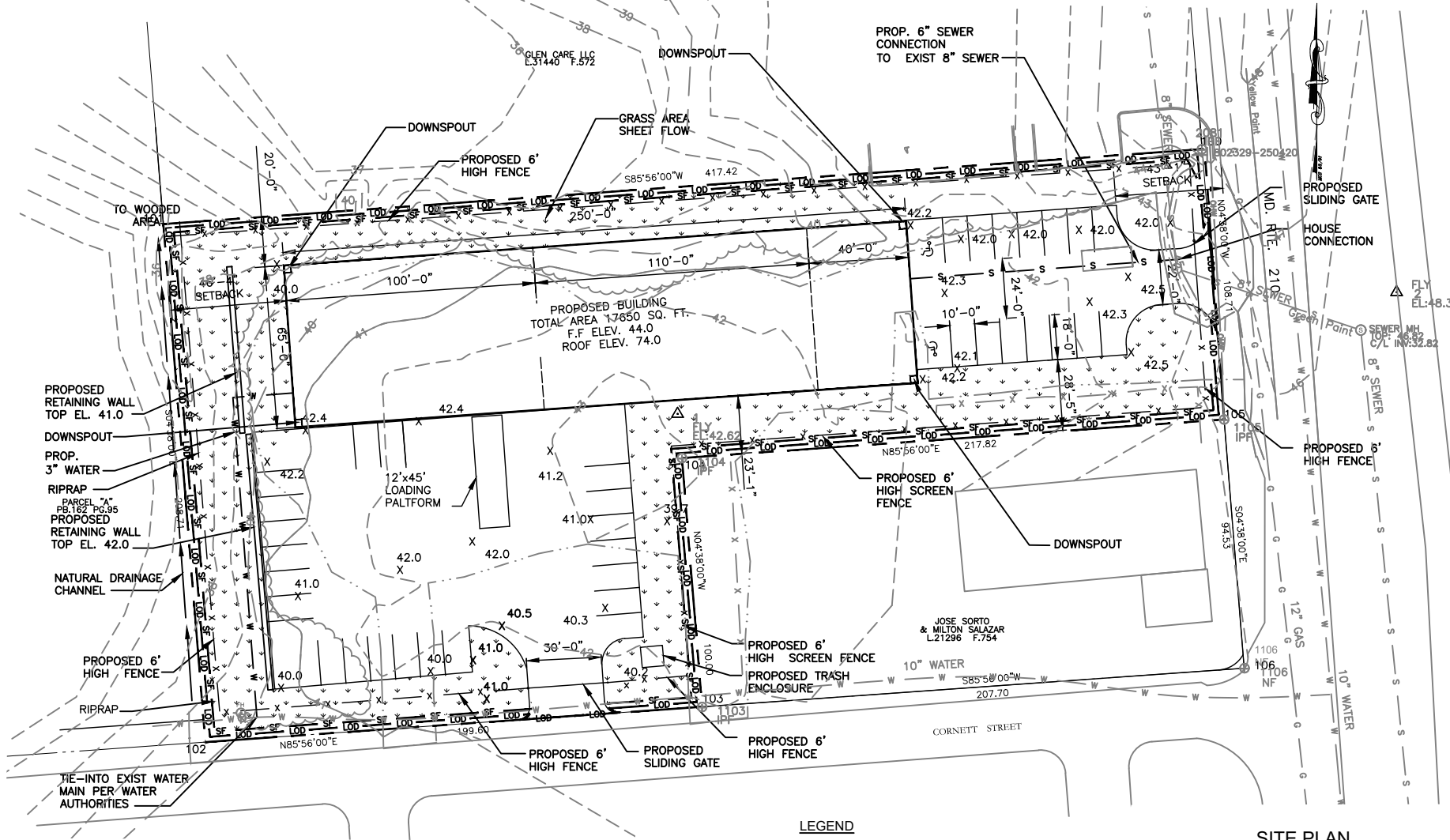
LWI IRONWORKS, INC.  
 611 PENNSYLVANIA AVE. S.E. #293  
 WASHINGTON, D.C. 20744  
 PHONE NO. (703) 987-4103



**SOIL MAP**  
NO SCALE



**VICINITY MAP**  
SCALE: 1" = 1000'-0"



**LEGEND**

---	PROPERTY LINE	---	EX. WATER LINE
SCE	STABILIZATION CONSTRUCTION ENTRANCE	---	PROPOSED WATER LINE
C.O.	CLEANOUT	---	EX. CONTOUR LINE
IP	INLET PROTECTION	---	PROP. CONTOUR LINE
TP	TREE PROTECTION	EP	EDGE OF PAVEMENT
LOD	LIMIT OF CONSTRUCTION	S	EX. SANITARY SEWER
DA	DRAINAGE AREA	S	PROP. SEWER
G	GRASS	→	FLOW ARROW
MBR	MICROBIORETENTION	WHC	WATER HOUSE CONNECTION
AF	AREA OF FILTER	SHC	SEWER HOUSE CONNECTION
X	FENCE	○	EX. TREE
		---	SILT FENCE
		---	PROP. STORM DRAIN PIPE

**SITE PLAN**

SCALE: 1" = 30'-0"



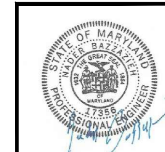
SCALE: 1" = 30'-0"

**ENGINEER'S CERTIFICATION:**

I HEREBY CERTIFY THAT THE GRADING SHOWN ON THIS PLAN CONFORMS WITH SUBTITLE FOUR, DIVISION THREE OF THE PRINCE GEORGE'S COUNTY CODE, AND THAT I HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM THE OTHER UPHILL PROPERTIES INTO THIS SITE AND FROM THIS SITE INTO OTHER DOWNHILL PROPERTIES HAVE BEEN ADDRESSED IN SUBSTANTIAL COMPLIANCE WITH APPLICABLE CODES.

NADER BAZZAZIEH, P.E.  
 MARYLAND REGISTERED PROFESSIONAL ENGINEER #17356

DATE



I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE COMMONWEALTH OF VIRGINIA LICENSE NO. 0402024532 EXPIRATION DATE: 5/21/2019

SEAL  
 NADER BAZZAZIEH

**ENVIRODESIGN, INC**  
 Civil-Environmental Engineering Services  
 5228 Pine Bark Ct, Columbia, MD 21045  
 Phone: 301-509-3803  
 www.civil-environmental.com

LWI IRONWORKS  
 10929 INDIAN HEAD HIGHWAY  
 FORT WASHINGTON, MD 20744

**SITE DEVELOPMENT CONCEPT PLAN**

DESIGNED BY:  
 N. Bazzazieh

DRAWN BY:  
 H Peterson

CHECKED BY:  
 N. Bazzazieh

SCALE: 1" = 30'

DATE: March 29, 2017

PROJECT /FILE #  
 ASP-15023

SHEET NUMBER

DSP-1905\_Backup of 76 of 78

# **Appendix II: Correspondence and User Questionnaire**

**From:** [narry@levanillc.com](mailto:narry@levanillc.com)  
**To:** [Jeff Wojtala, CHMM](#)  
**Subject:** RE: [EXTERNAL] RE: Proposal for services - Environmental Impact Evaluation - LIW Ironworks  
**Date:** Wednesday, November 17, 2021 6:34:01 AM

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Narry Lawkaran  
P. 703-987-4103 | F. 703-256-4089



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**From:** Jeff Wojtala, CHMM <[JWojtala@ecslimited.com](mailto:JWojtala@ecslimited.com)>  
**Sent:** Friday, October 15, 2021 11:06 AM  
**To:** [narry@levanillc.com](mailto:narry@levanillc.com)  
**Subject:** RE: [EXTERNAL] RE: Proposal for services - Environmental Impact Evaluation - LIW Ironworks

As a reminder from our proposal, this is the information we will require to complete the report:

To expedite the preparation of the Environmental Impact Evaluation, please provide ECS with the following:

1. A description of activities/processes/manufacturing that will occur at the subject property; **Contractor office with warehouse which will involve steel storage, steel fabrication, minimal painting. Steel fabrication will include drilling cutting with torches, welding.**
2. A list of chemicals and copies of Safety Data Sheets (SDSs) for the chemicals to be used at the subject property (including fuels and oils); **Chemicals involved Oxygen, acetylene, carbon dioxide, argon, propane used for welding and forklifts.**
3. A description of wastes generated and how they will be disposed; **standard trash via dumpster, steel via dumpster.**
4. A description of any fugitive/waste effluent and control technologies to be used at the subject property; **fans and exhaust**
5. A description of stacks or fans used to exhaust the building; **permanent extractor fans installed at warehouse for air circulation.**
6. A description of stormwater control devices planned for the subject property; and, **permanent stormwater management is in place**
7. Copies of previous environmental reports that have been prepared for the property, if available. **Not available. ECS have all records regarding this project.**

**JEFF WOJTALA, CHMM** | Environmental Senior Project Manager  
**ECS MID-ATLANTIC, LLC** | T 703.471.8400 | D [571.376.4437](tel:571.376.4437) | C [571.442.9250](tel:571.442.9250)  
[www.ecslimited.com](http://www.ecslimited.com)

*Confidential/proprietary message/attachments. Delete message/attachments if not intended recipient.*

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