



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 2020-05

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-4366
 www.mncppc.org/pgco
 File No. DSP-18054

CORRECTED RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed 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 January 16, 2020, regarding Detailed Site Plan DSP-18054 for PMG 8600 Ardwick-Ardmore Road, the Planning Board finds:

- Request:** The subject detailed site plan (DSP) proposes to raze the existing gas station and construct a proposed gas station and a 2,400-square-foot food and beverage store on a 1.04-acre lot.

In conjunction with this DSP, the Planning Board disapproved a Departure from Parking and Loading Spaces, DPLS-464 (PGCPB Resolution No. 2020-06), for the reduction of one loading space.

2. Development Data Summary:

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

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

Notes: *A Departure from Parking and Loading Spaces (DPLS-464) was disapproved and therefore, the required loading space must be provided.

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

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

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

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

3. **Location:** The subject property is located in Planning Area 72, and Council District 5. More specifically, it is located at 8600 Ardwick-Ardmore Road, at the northeast corner of its intersection with MD 704 (Martin Luther King Jr Highway). The property is described as part of Lots 18, 19, 21, and 22, as shown on Tax Map 52 in Grid C-3.
4. **Surrounding Uses:** The subject property is generally triangular and bounded to the north by a consolidated storage facility and towing service in the Light Industrial (I-1) Zone; to the

southwest by the public right-of-way of Ardwick-Ardmore Road; to the east by the unimproved right-of-way of Short Street; and to the southeast by MD 704.

5. **Previous Approvals:** The subject property is recorded in Plat Book 139, was recorded on State Roads Commission of Maryland right-of-way Plat 21430, and is further reflected in a 1961 deed recorded among the Prince George's County Land Records in Liber 2752 Folio 102. The site is currently developed with a gas station and associated kiosk and was constructed on the property in approximately 1970. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) retained the subject property in the I-1 Zone. The site has never been the subject of a preliminary plan of subdivision (PPS), and one is not required now because the development proposed is less than 5,000 square feet of gross floor area.

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

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

Parking for the facility is featured along the front and side of the building which includes 16 standard surface parking spaces and one handicap-accessible space. Two diesel gasoline pumps are located on the western side of the site, on either side of a 15-foot, one-way drive aisle that runs to the north of the building. The northeastern portion of the site includes two additional parking spaces, an air/vacuum machine, and an enclosed trash facility with two dumpsters. A departure from parking and loading spaces (DPLS-464) was processed concurrently with this application for a reduction in the required number of loading spaces, and was disapproved by the Planning Board as embodied in PGCPB Resolution No. 2020-06.

Architecture

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

Signage

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

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

Lighting

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

Dumpster Enclosure

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

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the I-1 Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. This DSP is in general conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in the I-1 Zone. The proposed gas station and food and beverage store are permitted uses in the I-1 Zone, subject to Footnote 65, which permits each use if approved with a DSP.
 - b. Section 27-474 of the Zoning Ordinance provides additional regulations for development in industrial zones, including requirements for setbacks, net lot area, lot frontage, building coverage,

and green area. The subject DSP meets all of these requirements, as shown on the submitted plans.

- c. **Site Design Guidelines**—Section 27-283 of the Zoning Ordinance provides that a DSP should be designed in accordance with the same design guidelines for a conceptual site plan (Section 27-274 of the Zoning Ordinance), and provides design guidelines regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service areas; public spaces; and architecture. Section 27-274 further requires the applicant to demonstrate the following as summarized:

(2) Parking, loading, and circulation

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**
- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**
- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

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

(3) Lighting.

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

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

(4) **Views.**

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

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

(5) **Green Area.**

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

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

(6) **Site and streetscape amenities.**

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

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

(7) **Grading.**

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

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

(8) Service Areas.

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

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

(10) Architecture.

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

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

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

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

- 8. 2010 Prince George's County Landscape Manual:** The application is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) for Section 4.2, Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. The Planning Board noted that it is unclear where the location of some of the required buffers and landscape strips are located on the plan. Therefore, a condition requiring revisions to the DSP to clearly show these locations has been included in this approval.

The required plantings and schedules are provided in conformance with the Landscape Manual, with the exception of the requirements for Section 4.2. The applicant has filed a request for Alternative Compliance, AC-19020, which is being processed with this DSP, and is seeking relief from the requirements for Section 4.2 (c)(3)(A)(ii)-Option 2, Requirements for Landscape Strips

Along Streets, of the Landscape Manual. Specifically, relief is requested for the site's frontages on MD 704 and Ardwick-Ardmore Road, as follows:

Section 4.2 Requirements for Landscape Strips Along Streets

Ardwick-Ardmore Road

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

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

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

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

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

MD 704 (Martin Luther King Jr Highway)

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

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

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

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

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

Justification

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

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

MD 704: The landscape strip along MD 704 is 165 linear feet, with an average width of 15 feet provided along most of this length, with one exception. Directly east of the proposed fuel canopy, the proposed drive aisle limits the width of the landscape strip to as little as 4 feet along approximately 35 linear feet of frontage. A total of 74 plant units, consisting of 5 shade trees and 24 shrubs, is required in the landscape strip. As proposed, 1 shade tree, 8 ornamental trees, and 30 shrubs, totaling 80 plant units, has been provided. The total number of plant units provided exceeds the minimum requirement by 8 percent. In order to demonstrate the alternative proposed

landscape strip can be equally effective as normal compliance, the quantity of proposed plantings should be increased to at least 10 percent more than the minimum number of plant units required. To meet these criteria in the landscape strip along MD 704, a minimum of two additional plant units should be provided, which equates to an additional two shrubs, or a single ornamental or shade tree.

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

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

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

9. **2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The subject DSP is exempt from the Woodland and Wildlife Habitat Conservation Ordinance because the site has less than 10,000 square feet of existing woodlands on the site, and the property has no previous tree conservation plan approvals. In addition, a Standard Letter of Exemption (S-149-2018) was issued for the property and expires on October 18, 2020.
10. **Prince George's County Tree Canopy Coverage Ordinance:** Section 25-128 of the County Code requires a minimum percentage of tree canopy coverage (TCC) on projects, such as this DSP, that propose more than 5,000 square feet of disturbance. The requirement for the 1.04-acre site is 10 percent of the gross tract area, or 0.10 acre (4,530 square feet), based on the I-1 zoning. The subject DSP includes the required schedule demonstrating conformance by providing 5,400 square feet of TCC through the provision of new plantings on the subject property.
11. **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. **Historic Preservation and Archeological Review—**The Planning Board adopted, herein by reference, a memorandum dated December 11, 2019 (Stabler to Bishop), which stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicate that the probability of

archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources, or known archeological sites.

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

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

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

The existing sidewalk along the site's frontage of Ardwick-Ardmore Road does not meet current Prince George's County Department of Public Works and Transportation (DPW&T) standards and specifications due to its narrow width and placement immediately behind the curb. It is conditioned that this sidewalk be reconstructed to meet current specifications, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and DPW&T. In addition, it was noted

that bike parking is required on the property, and trail issues have either been addressed through revisions to the plans or have been included in this approval.

- f. **Permits**—The Planning Board adopted, herein by reference, a memorandum dated September 27, 2019 (Bartlett to Bishop), which offered numerous permit related comments, that have been addressed through revisions to the plans or have been included as conditions in this approval.
 - g. **Environmental Planning**—The Planning Board adopted, herein by reference, a memorandum dated October 15, 2019 (Schneider to Bishop), which noted that the site has a Natural Resources Inventory Equivalency Letter (NRI-165-2018) and a Woodland Conservation Exemption Letter (S-149-2018), which were issued on October 18, 2018. The Planning Board approved the applications, with no conditions.
 - h. **Prince George’s County Fire/EMS Department**—The Fire/EMS Department did not offer comments on the subject application.
 - i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not offer comments on the subject application.
 - j. **Prince George’s County Police Department**—The Police Department did not offer comments on the subject application.
 - k. **Prince George’s County Health Department**—The Planning Board adopted, herein by reference, a memorandum dated December 16, 2019 (Adepoju to Bishop), in which the Environmental Engineering and Policy Program of the Health Department completed a health impact assessment review of the DSP and made comments that have been transmitted to the applicant and conditioned herein, where appropriate.
 - l. **Maryland State Highway Administration (SHA)**—SHA did not offer comments on the subject application.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—The Planning Board adopted, herein by reference, a memorandum dated October 3, 2019 (Madagu to Bishop), in which WSSC offered numerous comments that have been provided to the applicant and will have to be addressed before sewer and water connection.
 - n. **Verizon**—Verizon did not offer comments on the subject application.
 - o. **Potomac Electric Power Company (PEPCO)**—PEPCO did not offer comments on the subject application.
12. As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3,

Division 9, of the County Code without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

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

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 Alternative Compliance AC-19020, and further APPROVED Detailed Site Plan DSP-18054 for the above described land, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made to the plans:
 - a. Revise General Note 3 to reference Liber 2752 Folio 102.
 - b. Delete General Note 6.
 - c. Include the details and specifications for the pole used for the pole-mounted lighting on the site.
 - d. Provide a signage schedule for the individual building-mounted and freestanding signs proposed showing the dimension, type, and method of illumination of each sign, in conformance with Sections 27-613 and 27-614 of the Prince George's County Zoning Ordinance.
 - e. Clearly label on the elevation the type of building-mounted signs that are being used on the food and beverage building.
 - f. Provide one additional architectural treatment on each side elevation and one additional architectural treatment on the rear elevation of the building, including the use of faux windows, brick insets, service doors, and/or vertical banding.
 - g. Provide a bicycle rack accommodating a minimum of three bicycles at a location convenient to the building entrance.
 - h. Revise the sidewalk along the site's entire frontage of Ardwick-Ardmore Road to meet current Prince George's County Department of Public Works and Transportation (DPW&T)/Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) standards and specifications, unless modified by DPW&T/DPIE.

- i. Clearly label the location of the required landscape buffers and strips on the landscape plan.
 - j. Add the following note to the plan:

“During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”
 - k. Revise the parking and loading schedule to clearly show the required and proposed spaces for the site for each use demonstrating conformance to Section 27-568 and 27-582 of the Prince George’s County Zoning Ordinance, and correct the zoning section reference for the joint-use of the parking lot.
 - l. Redesign the site layout to provide a loading space, in conformance with Section 27-582 of the Prince George’s County Zoning Ordinance.
 - m. Remove the temporary loading space sign restricting loading hours.
 - n. Provide additional length and width dimensions for parking spaces throughout the site demonstrating conformance to Section 27-558 of the Prince George’s County Zoning Ordinance.
 - o. Provide an additional minimum four plant units in the Section 4.2 landscape strip along Ardwick-Ardmore Road, proximate to the proposed pylon sign. Update the planting schedule accordingly.
 - p. Provide an additional minimum two plant units in the Section 4.2 landscape strip along MD 704 (Martin Luther King Jr Highway), proximate to the proposed pylon sign. Update the planting schedule accordingly.
2. Prior to approval of the first building permit, provide a financial contribution of \$420 to the Prince George’s County Department of Public Works and Transportation for placement of one "Share the Road with a Bike" sign along Ardwick-Ardmore Road.

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 Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, January 16, 2020 in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 6th day of February 2020.

Elizabeth M. Hewlett
Chairman



By Jessica Jones
Planning Board Administrator

EMH:JJ:AB:nz

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPPC Legal Department

Date 3/3/2020