THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2020-37 File No. DSP-19043

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 March 26, 2020, regarding Detailed Site Plan DSP-19043 for Royal Farms #356, the Planning Board finds:

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

2. **Land Use Summary:**

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

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

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

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

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

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

4. **Surrounding Uses:** The subject property is bounded to the north by the public right-of-way of Ardwick-Ardmore Road with industrial uses in the Light Industrial (I-1) Zone beyond; to the east by Ardwick Place with I-1-zoned property developed with industrial uses beyond; to the south by industrially used properties in the I-1 Zone; and to the west by Pennsy Drive, with property in the I-1 Zone, owned by the Washington Metro Area Transportation Agency (WMATA) beyond.

5. **Previous Approvals:** The site has an approved Stormwater Management (SWM) Concept Plan 24099-2019-00 and associated letter, which is valid until December 11, 2022. The approved concept plan is consistent with the DSP.

6. **Design Features:** The subject DSP proposes to construct a 4,649-square-foot food and beverage store and a gas station with 8 standard and 3 diesel fuel dispensers. The application also includes associated site improvements including landscaping and 8 stormwater management (SWM) facilities. The subject property is rectangular in shape and constrained by Ardwick-Ardmore Road on its northern boundary, Pennsy Drive on its western boundary, and Ardwick Place on its eastern boundary.

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

The proposed site design places all structures to include the primary gas station canopy with eight dispensers, diesel gas canopy with three dispensers, and the food and beverage store parallel to both Pennsy Drive and Ardwick Place, but perpendicular to Ardwick-Ardmore Road. Surface parking is proposed immediately around the building with additional parking along the western and southern parts of the property for efficient on-site vehicular circulation. The loading space is integrated into the diesel fueling area at the southern end of the property. The applicant is providing five outdoor tables for dining, along with six bike racks, near the building's entrance. The Planning Board identified that the plan was deficient in providing trash receptacles on site, therefore a condition has been provided in this approval to show trash receptacles on the plan and provide a detail.

Architecture

The applicant introduces a high-quality building typology in varied materials, which include stone, brick, and composite siding. The pumps and canopy are reflective of the architecture and materials of the main building. The applicant has chosen to use materials that are used in other Royal Farms in prominent locations throughout the County, further cementing their presence. The applicant also incorporates Leadership in Energy and Environmental Design sustainable building design elements. The proposed retail building achieves a building height of approximately 21 feet and is designed to reflect a rural aesthetic and incorporates a band of composite siding at the top portion of the building in a copper red hue. Brick and stone veneer is integrated into the design scheme and unites all four elevations. The main entrance projects from the rest of the building and features two side entry points. The front elevation features white metal trim in a horizontal and vertical fashion with oversized windows, which breaks up the horizontal massing and allows natural light to permeate the interior of the building. A shed-style roof over the main entrance is topped with a cupola that is characteristic of Royal Farms. The variety in building materials provides a harmonious appearance from public roadways and the subject application presents an opportunity to reimagine this site and set new design standards to future proposed developments in the vicinity. Faux windows are introduced with canvas awnings in a fern green hue along other elevations. The Planning Board acknowledged that the proposed application has no true rear elevation, but notes that Ardwick Place is treated as the rear elevation. The revised package is deficient in clearly identifying the Ardwick Place elevation of the architectural package. Therefore, a condition has been included in this approval to revise the architectural elevations to properly label the rear elevation. The Planning Board encouraged the applicant to provide a second patron entrance along the Ardwick Place frontage. The applicant advised that although other locations in the County provide a second patron entrance, there are topographical constraints unique to this site. There is an emergency exit incorporated along this elevation.

Signage

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

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

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

COMPLIANCE WITH EVALUATION CRITERIA

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

   a. This DSP is in general conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in the I-1 Zone. The proposed gas station and food and beverage store are permitted uses in the I-1 Zone, subject to Footnote 65, which permits each use if approved with a DSP.

   b. Section 27-474 of the Zoning Ordinance provides additional regulations for development in industrial zones, including requirements for setbacks, net lot area, lot frontage, building coverage, and green area. The subject DSP meets all these requirements, as shown on the submitted plans.

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

      (2) Parking, loading, and circulation

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

be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

The DSP is in general conformance with the site design guidelines contained in Section 27-274, regarding provisions for safe and efficient on-site pedestrian and vehicular circulation, as well as provisions for adequate illumination. Specifically, the site proposes a full-movement vehicular access point from each of its three road frontages, and an additional one-way entrance from Pennsy Drive. Access and circulation have been designed to mitigate the commingling of trucks using the diesel pumps and the automobile and pedestrian users of the site. The site includes 82 parking spaces that are placed in convenient locations to provide access to the gas station and food and beverage uses on the property.

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

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

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

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

(3) Lighting.

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

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

(4) Views.

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

The proposed building has been designed to provide a modern, clean, and appealing street presence along the road. This plan is designed to preserve, create, and emphasize views from the public roads that adjoin the property.

(5) Green Area.

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

This DSP complies with the design guidelines outlined above. The required green area for this project is 10 percent, and the DSP proposes approximately 46.17 percent.

(6) Site and streetscape amenities.

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

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

(7) Grading.

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

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

(8) Service Areas.

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

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

(10) Architecture.

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

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

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

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

8. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of the Landscape Manual for Section 4.2, Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. The required schedules have been provided demonstrating conformance to the requirements.

However, the Planning Board noted that the landscape plan is deficient in clearly labeling the location of pylon signs and the loading space. Therefore, a condition has been included in this approval to clearly label these on the landscape plan.

9. **2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance**: The subject DSP is exempt from the Woodland and Wildlife Habitat Conservation Ordinance because the site contains less than 10,000 square feet of woodland and has no previous tree conservation plan approvals. A Standard Letter of Exemption (S-091-2018) was approved for the property on July 3, 2018. In addition, the property has a Natural Resources Inventory Equivalency Letter (NRI-098-2018), which was approved on July 3, 2018.

10. **Prince George's County Tree Canopy Coverage Ordinance:** Section 25-128 of the Prince George's County Code requires a minimum percentage of tree canopy coverage on projects, such as this DSP, that propose more than 5,000 square feet of disturbance. The requirement for the 2.90-acre site is 10 percent of the gross tract area based on the I-1 zoning. The subject DSP includes the required schedule demonstrating conformance by providing 0.30 acre (13,260 square feet) through the provision of new plantings on the subject property.

11. **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**— The Planning Board reviewed a memorandum dated January 13, 2020 (Stabler and Smith to Bush), incorporated herein by reference, which evaluated the site and locations of currently known archeological sites indicated the probability of archeological sites within the subject property is low. The Planning Board noted that the subject application will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended for this site.

    b. **Community Planning**— The Planning Board reviewed a memorandum dated February 19, 2020 (Li to Bush), incorporated herein by reference, which indicated that, pursuant to Part 3, Division 9, Subdivision 3, of the Zoning Ordinance, master plan conformance is not required for this application.

    c. **Permits**— The Planning Board reviewed a memorandum dated January 30, 2020, (Bartlett to Bush), incorporated herein by reference, which evaluated the DSP and offered comments that have either been addressed through revisions to the plans or are conditioned herein.

    d. **Transportation Planning**— The Planning Board reviewed a memorandum dated February 20, 2020 (Burton to Bush), incorporated herein by reference, which reviewed the application and evaluated development policies governing the site including the 2010 *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment* (Subregion 4 Master Plan and SMA), as well as the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). Two of the recommendations from the master plan is the

upgrade of Pennsy Drive to a two-lane collector, (C-402) within 70 feet of right-of-way. Ardwick-Ardmore Road is also planned as a two- to four-lane Industrial Road (I-400) also within 70 feet of right-of-way. The Planning Board concluded that both roads are currently built to their ultimate master plan cross section, and consequently, no additional right-of-way is required. The Planning Board concluded that the plan is acceptable and meets the findings required for a DSP.

e. **Trails**— The Planning Board reviewed a memorandum dated February 10, 2020 (Smith to Bush), incorporated herein by reference, which reviewed the DSP for conformance with the MPOT and Subregion 4 Master Plan and SMA to provide the appropriate pedestrian and bicycle transportation recommendations. The policies set forth in the plans reinforce the need for adequate sidewalk and bikeway construction. The site is impacted by three master plan trails, including a side path along Pennsy Drive and a bike lane/shared-use roadway along Ardwick-Ardmore Road. The revised DSP shows a proposed 8-foot-wide sidewalk along Pennsy Drive, which is sufficient for the master plan side path. The Planning Board required bike signage along Ardwick-Ardmore Road, as conditioned herein. Therefore a condition has been provided in this approval that prior to issuance of any building permit, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of $420.00 to the Prince George's County Department of Public Works and Transportation (DPW&T) for the placement of one bikeway signage assembly along Ardwick-Ardmore Road. A note shall be placed on the final plat for payment to be received, prior to issuance of the first building permit.

f. **Environmental Planning**— The Planning Board reviewed a memorandum dated January 27, 2020 (Schneider to Bush), incorporated herein by reference, which noted no additional environmental issues for the property.

g. **Prince George's County Fire/EMS Department**— At the time of this approval, no comments were received from the Fire/EMS Department.

h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated November 12, 2019 (Giles to Bush), incorporated herein by reference, DPIE concluded that the final site layout and exact impervious area locations as reflected on the plans are deemed sufficient.

i. **Prince George's County Police Department**— At the time of this approval, no comments were received from the, the Police Department.

j. **Prince George's County Health Department**— The Planning Board reviewed a memorandum dated January 21, 2020 (Adepoju to Bush), incorporated herein by reference, in which the Environmental Engineering/Policy Program of the Health Department completed a health impact assessment and identified that there are two existing carry-out convenience stores and no grocery stores within a 0.5 mile radius of the site. The Health Department acknowledged that Royal Farms provides healthy food options, such as an assortment of fresh fruits and vegetables for sale. The agency also

provided additional comments to the applicant that will be addressed during their permitting process.

k. **Washington Suburban Sanitary Commission (WSSC)**— At the time of this approval, no comments were received from WSSC.

15. As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

16. As required by Section 27-285(b)(4), for approval of a DSP, the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations, as this property contains no regulated environmental features.

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 Detailed Site Plan DSP-19043 for the above described land, subject to the following conditions:

1. Prior to certification of the detailed site plan, the following revisions shall be made to the plan:

   a. Provide striped crosswalks for the sidewalk from the Ardwick-Ardmore Road frontage.

   b. Revise the architectural elevations to properly label the rear elevation.

   c. Revise the dumpster enclosure detail to specify the proposed dimensions for the height, length, and width, and provide a detail of the gate.

   d. Provide trash receptacles for refuse purposes along with a detail of the receptacles.

   e. Provide green area calculations (required and provided), per Section 27-474(c) of the Prince George's County Zoning Ordinance on cover sheet.

   f. Revise the asterisk in the Parking Schedule to an "x" to indicate it is a multiplier.

   g. Revise the parking schedule for the 4,649 square feet of retail space to require 29 parking spaces, per Section 27-569 of the Prince George's County Zoning Ordinance.

   h. Revise parking schedule to reflect the accurate Americans with Disabilities Act range to 76–100 and provide 4 handicap-accessible parking spaces, one of which is van-accessible, demonstrating conformance to the requirement.

   i. Provide the proposed pylon sign setback dimension on the site plan.

j. Clearly label three proposed fuel tanks underground by labeling as prop. underground fuel tank.

k. Provide drive aisle dimension width between the loading space and the diesel fuel canopy.

l. Provide the length and width dimensions of the entrance vestibule.

m. Clearly label pylon signs and loading space on landscape plan.

2. Prior to issuance of any building permit, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of $420.00 to the Prince George's County Department of Public Works and Transportation for the placement of one bikeway signage assembly along Ardwick-Ardmore Road.

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.

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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, March 26, 2020, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of April 2020.

Elizabeth M. Hewlett
Chairman

Jessica Jones

By Jessica Jones
Planning Board Administrator

EMH:JJ:JB:nz

APPROVED AS TO LEGAL SUFFICIENCY
David S. Warner /s/
M-NCPPC Legal Department
Date: March 31, 2020