THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 2020-68 File No. DSP-19061

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 April 30, 2020, regarding Detailed Site Plan DSP-19061 for Wawa College Park, the Planning Board finds:

1. **Request:** This approval of a detailed site plan (DSP) is for a 4,736-square-foot food and beverage store and a gas station.

2. **Development Data Summary:**

	EXISTING	**APPROVED**
Zone	M-X-T	M-X-T
Use	Vacant/Parking Lot	Food and Beverage store and a gas station
Total Acreage	1.47	1.47
Total Gross Floor Area (GFA) (sq. ft.)	0	4,736

Floor Area Ratio (FAR) in the M-X-T Zone

Base FAR Permitted	0.40 FAR
Total FAR Permitted	8.00 FAR*
Total FAR Proposed	0.07 FAR

Note: *With optional method of development, allowed per Section 27-548.

OTHER DEVELOPMENT DATA

Total Parking Spaces Provided*	248**
Handicap-Accessible Spaces Provided	12
Loading Spaces Required	1
Loading Spaces Provided	1

Notes: *The plans provided do not include a chart that clearly identifies the total number of spaces provided for the proposed uses, including compact and handicap-accessible spaces. A condition has been included in this resolution for this chart to be provided.

**The applicant provided a shared-use parking analysis prepared by The Traffic Group on April 1, 2020 for the proposed food and beverage store, gas station, and the adjacent hotel. See Finding 7c for discussion of the parking requirement.

3. **Location**: The subject property is located on the west side of US 1 (Baltimore Avenue) in the City of College Park, approximately 215 feet west of the intersection of US 1 and IKEA Center Boulevard. The site is in the Walkable Node of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (US 1 Corridor Sector Plan and SMA) and located in Planning Area 66.

4. **Surrounding Uses:** The site is located at the intersection of IKEA Center Boulevard, and IKEA Way, both private roads that serve this and the surrounding uses, all of which are located in the Mixed Use-Transportation Oriented (M-X-T) Zone. To the west of the subject site is the IKEA retail store; to the south, a hotel, with a restaurant and meeting center; to the north is a mixed-use site consisting of retail, eating and drinking establishments, offices, and multifamily residential units. To the east is parking for the hotel, with US 1 beyond.

5. **Previous Approvals:** Conceptual Site Plan CSP-96049 was approved by the Prince George's County District Council for the subject site on February 10, 1997. The CSP was then known as Gateway Park and consisted of a hotel/historic inn, 410,000 square feet of office, and 402,000 square feet of retail uses to be developed in two stages.

   On February 19, 1998, the Prince George's County Planning Board approved a Preliminary Plan of Subdivision (PPS) 4-97121 (PGCPB Resolution No. 98-26), for the subject property, consisting of four lots and one outlot. On June 10, 1998, DSP-97059 was approved by the District Council for the subject property, but it subsequently expired.

   On October 25, 2001, the Planning Board approved DSP-01047 (PGCPB Resolution No. 01-214), which included the subject site, for infrastructure (rough grading only).

   On January 31, 2002, the Planning Board approved an amendment to CSP-96049-01 (PGCPB Resolution No. 02-28) and an amendment to DSP-01047-01, for a proposed 380,000-square-foot IKEA store, 410,000 square feet of office uses, and 22,000 square feet of restaurant uses. With the approval of this amendment, IKEA was required to obtain and record an easement agreement with the owners of the Holiday Inn Property (adjacent to the subject property) to create a secondary access point to the IKEA. However, instead of pursuing the easement agreement, the owners of IKEA and Holiday Inn agreed to a land swap, with IKEA conveying a portion of its parking lot to the Holiday Inn, in exchange for Holiday Inn conveying a portion of its property to IKEA, giving IKEA its desired southern access to US 1. IKEA created Lot 9 through a minor subdivision process, with the final plat recorded in May 2002.

   On July 24, 2002, IKEA received a Director-level approval of DSP-02035, for the area of Lot 9 only. Then in September 2002, Lot 9 was conveyed to Collmar, LLC, the owner of the Holiday Inn property, at the time. In exchange, IKEA received Parcel H from Collmar, LLC, for the

southern access to US 1, and a reciprocal easement and operating agreement was recorded, allowing the various entities cross-access on IKEA Way and IKEA Center Boulevard.

On June 17, 2004, the Planning Board approved the reconsideration of conditions for PPS 4-97121 (PGCPB Resolution No. 98-26(A)), and a second amendment to CSP-96049-02 (PGCPB Resolution No. 04-141) for Summit at North College Park (IKEA Centre), to allow increases in the total permitted retail, office, and residential quantities.

6. **Design Features:** The 1.46-acre site consists entirely of parking and drive aisles. The applicant is proposing to develop this site with a 4,736-square-foot Wawa food and beverage store, to be located near the southwest corner of the lot with a canopy for 10 multi-product fuel dispensers, placed to the north, between the building and IKEA Center Boulevard. The dumpsters and a shed will be located in the southwest corner of the site, on the south side of the retail building.

Architecture
The food and beverage store will follow a typical corporate design with a beige exterior insulation finish system (EIFS) single-story structure, with a double parapet flat roof, the upper parapet being slightly inset with a white and grey trimmed cap. A 5-foot manufactured stone veneer watertable will be provided on all four façades. The front façade will be symmetrically balanced and centered. A pronounced vestibule, with metal pyramid hip roof, will extend approximately 10 feet above the top of the parapet. Red metal canopies will flank either side of the vestibule, and storefront fenestration will be provided across approximately 70 percent of the 90-foot-wide front façade. The applicant is including a rear entrance to the store, where it fronts IKEA Way. This entrance will include focal enhancements with manufactured stone veneer columns on either side of a black anodized aluminum framed glass door, with sidelights and a transom, a metal roof awning, and the Wawa corporate name and logo above the entrance. However, the sidewalk accessing this entrance does not directly connect to the existing sidewalk adjacent to IKEA Way. Therefore, a condition is included herein requiring this connection to be made.

The proposed fuel pumps and canopy are reflective of the retail building, also following the typical corporate design. Elements include a slanted grey, metal-seamed canopy, supported by white metal trusses atop manufactured stone veneer columns, which will be positioned on either side of each of the pumps.

The dumpster and shed enclosure will also be reflective of the building architecture with a 5-foot-high, manufactured stone veneer watertable, 4 feet of beige EIFS, and a precast cap. The two enclosures will be secured by solid, double door gates; however, the building materials were not provided for the gate. A condition to provide this detail has been included in this resolution.

Signage
The applicant is proposing a unified sign package including two 20-foot-high freestanding pylon signs, two neon-illuminated building-mounted signs (on the front and rear elevations), signage on the fueling station canopy, spanner signs affixed to the end columns on each side beneath the canopy, and signs on each of the fuel pumps. The logo is distinctive to the corporate brand with

"Wawa" in red, and the signature goose in flight, centered above. The proposed freestanding signs are reflective of the building and canopy architecture with a manufactured stone podium, two beige rectangular columns, and a solid sign face, capped with similar elements to the building parapet. The proposed signs are double faced, with illuminated, halo-lit logo of brushed aluminum above illuminated face-lit red lettering. The fuel price display will include regular and diesel prices and will be on digital display boards. At the bottom of the sign face, non-illuminated "No Surcharge ATM PNC BANK" lettering is proposed.

The signage information plan includes several material codes and references to the color specification library; however, this information was not included on the plan. In addition, the signs are identified as Signs A–E; however, there is no diagram indicating where on the site these identifiers are located. Conditions for these issues are included herein.

Sections 27-613(f)(1) and 27-614(e)(1) of the Zoning Ordinance state that the design standards for all signs attached to a building and all on-site freestanding signs should be determined by the Planning Board for each individual development in the M-X-T Zone, at the time of DSP review. Each DSP should be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign attachment, and other information deemed necessary. In approving signage, the Planning Board is required to find that the proposed signs are appropriate in size, type, and design, given the proposed location and the use to be served, and the signage should be in keeping with the remainder of the mixed-use zone development. The Planning Board finds that the proposed signage meets the requirements and approves the proposal, with the exception of the southern freestanding sign. This sign is immediately adjacent to the hotel building and is inappropriate in scale and unnecessary given its location internal to the site. Therefore, a condition is included herein requiring the removal of this sign, but allowing an increase in the height to 25 feet for the one remaining freestanding sign and a shift in its location to ensure visibility.

COMPLIANCE WITH EVALUATION CRITERIA:

7. **Prince George's County Zoning Ordinance:** This DSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.

   a. The proposed food and beverage store and gas station uses are permitted in the M-X-T Zone. The required findings of Section 27-546(d) of the Zoning Ordinance for development in the M-X-T Zone are as follows:

      (1) The proposed development is in conformance with the purposes and other provisions of this division;

      This application will provide increased economic activity on an infill site near the US 1 and I-95/I-495 (Capital Beltway) interchange. Given the site's proximity to this major interchange and IKEA, a regional retail destination, the current economic potential of the site is underutilized as surface parking. Moreover, the

addition of a food and beverage retail store with a gas station component on this infill site will serve the current and future residents living in the neighboring multifamily complexes.

(2) **For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

This property was placed in the M-X-T Zone prior to October 1, 2006.

(3) **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed development displays an outward orientation towards US 1, similar to nearby retail uses within the existing development. This orientation is designed to provide retail uses with the maximum visibility possible from US 1. In addition, an entrance to the retail building has been included on the rear, facing IKEA Way.

(4) **The proposed development is compatible with existing and proposed development in the vicinity;**

The type of retail proposed at this site complements the existing retail stores and residential uses in the immediate vicinity. This will not only provide an opportunity to obtain gas for southbound vehicles entering the Capital Beltway, but it will also allow for consumers to conveniently obtain food and/or beverages to go.

(5) **The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The proposed development is compatible with the existing mix of uses, arrangement, and design of other improvements already in the vicinity of the subject property. It serves a sector of the retail market that is missing in the area and will provide an independent environment of continuing quality and stability.

(6) **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

This project will not be phased.

(7) **The pedestrian system is convenient and comprehensively designed to encourage pedestrian activity within the development;**

This use encourages pedestrians to utilize the system of sidewalks and crosswalks that currently exist throughout the development and as approved by the Planning Board. At present, there is little to no impetus for pedestrians in the retail area to the north to walk south across IKEA Center Boulevard. The food and beverage store will provide consumers utilizing the shopping center to the north or the IKEA store to the west, as well as apartment and townhouse residents within this area, with an easily accessible place to purchase food and beverages.

(8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

This proposal incorporates the existing sidewalks, crosswalks, and streetlights into the development to support pedestrian activity. The proposed development includes landscaping that will enhance the existing sidewalks and appearance along the southern portion of IKEA Center Boulevard that will provide a visual enhancement and encourage greater pedestrian activity.

(9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending its finding during its review of subdivision plats.**

The subject application is a DSP; therefore, this requirement is not applicable.

(10) **On a Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed**

public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant. (CB-1-1989; CB-26-1991)

The last approval referenced above is the approval of CSP-96049-02, which occurred on June 17, 2004, which is more than six years ago. Development of the overall site will continue to be governed by the approval of PPS 4-97121 and CSP-96049-02. All transportation conditions of approval contained in those prior plans have either been built or implemented. The development of the convenience store with gas pumps adds a small trip impact to a site that, overall, is well below the approved trip cap. By virtue of having a valid underlying PPS, the Planning Board finds that the requirements of this finding are met.

(11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

The entire project was approved under the regular provisions of the M-X-T Zone, not under the mixed-use planned community provisions.

b. Section 27-274(a)(6) of the Zoning Ordinance establishes the required design guidelines for site and streetscape amenities for CSPs and DSPs. The proposed plan generally meets all of the site design guidelines, by providing safe, efficient, and convenient vehicular and pedestrian circulation, adequate lighting, and landscaping to enhance the enjoyment of the site.

c. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). The applicant has submitted a parking analysis. The following are the major points highlighted in the parking analysis:

(1) The methodology in Section 27-574 requires that parking be computed for each use, in accordance with Section 27-568 of the Zoning Ordinance.

(2) The analysis groups the proposed convenience store with the adjacent hotel. Both sites are in the M-X-T Zone, but it is noted that the adjacent hotel already existed, prior to CSP-96049 and PPS 4-97121. Nevertheless, the hotel has used the subject site for many years as parking.

(3) Using the parking schedule in Section 27-568, the uses included in the analysis generate a base parking requirement of 193 spaces in consideration of the hourly

fluctuation of parking demand, as computed using the methodology in Section 27-574.

(4) In an exhibit, it is shown that the land between US 1 and the subject site contains 64 spaces and the hotel site contains 135 spaces. The DSP shows 49-spaces on-site, for a total of 248 spaces available, including 199 spaces to serve the uses within the hotel.

Therefore, the Planning Board finds that the number of spaces provided exceeds the requirement.

8. **Conceptual Site Plan CSP-96049-02:** The site is subject to CSP-96049-02 (PGCPB Resolution No. 04-141), approved by the Planning Board on June 17, 2004, for increases to the quantities and area of the retail, office, and multifamily, subject to ten conditions. Of these conditions, the following condition is applicable to the review of this DSP:

1. **The applicant shall ensure that the total development within the subject property shall be limited to 441,000 square feet of retail space, 30,000 square feet of office space, 500+ apartments and 25,000 square feet of live/work units; or different uses generating no more than the number of peak hour trips (824 AM peak hour trips, 1,487 PM peak hour trips, and 1,680 Saturday peak hour trips) generated by the above development. This development shall be considered in phases for the purpose of staging transportation improvements in accordance with Preliminary Plan of Subdivision 4-97121, and the required off-site transportation improvements shall be consistent with those which are identified in the resolution approving the same. Phase I is defined to contain 402,000 square feet of retail space, and Phase II is defined to contain 500+ apartment units, 25,000 square feet of live/work units, a 5,000 square foot clubhouse, 25,000-39,000 square feet of retail space, and 10,000-30,000 square feet of office space; or different uses generating no more than the equivalent number of peak-hour trips generated by the above development.**

The table below summarizes the trip generation in each peak hour that will be used to demonstrate conformance to the CSP and PPS trip caps for the site:

Trip Generation Summary: DSP-19061: Wawa College Park								
	Use		AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Metric	In	Out	Tot	In	Out	Tot
*IKEA	380,000	square feet			*			*
Proposed Super Convenience Store with Gas Pumps (Current Proposal)	4,736 10	square feet fueling positions	158	159	317	141	141	282
Less Pass-By (76 percent)			-120	-121	-241	-107	-107	-214
Net Trips for Current Proposal			**38**	**38**	**76**	**34**	**34**	**68**
Multifamily	509	units	**51**	**214**	**265**	**198**	**107**	**305**
Townhouse	12	units	**2**	**6**	**8**	**6**	**4**	**10**
Retail	67,500	square feet	76	47	123	221	239	460
Less Pass-By (40 percent)			-30	-19	-49	-89	-95	-184
Net Trips for Retail			**46**	**28**	**74**	**132**	**144**	**276**
Total Trips for DSP-19061 (all bold numbers)			**137**	**286**	**423**	**370**	**289**	**659**
***Trip Cap: Office Portion of PPS 4-97121**					**820**			**758**
Note: *At the time of review of DSP-01047 it was assumed that the IKEA store subsumed the entire 402,000 square feet of retail space, and the remainder of the site was assigned the entitlements associated with the remaining 410,000 square-feet of office development.								

This proposed development is in conformance with this condition. The subject property has always been part of Phase I of the development. Phase I includes all properties south of IKEA Center Boulevard with the main focus being the IKEA retail store. Throughout the development process, Phase I has consistently permitted a maximum of 402,000 square feet of retail space. Despite this maximum, the IKEA store, which makes up all the retail of Phase I, was constructed with 380,000 square feet of retail space, thereby leaving a deficit of 22,000 square feet. The subject application proposes only an additional 4,736 square feet of retail space, far below the 22,000-square-foot deficit permitted. The proposed retail space falls within the imposed trip caps.

9. **Preliminary Plan of Subdivision 4-97121:** The site is subject to PPS 4-97121 (PGCPB Resolution No. 98-26(A)), approved by the Planning Board for the development of four lots and one outlot, subject to 20 conditions. Of the 20 conditions approved by the Planning Board, the following are applicable to the review of this DSP:

1. **Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan #968007110.**

   With this application, a new Stormwater Management (SWM) Concept Plan was reviewed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The subject application is in accordance with SWM Concept Plan 29763-2019-00, approved on October 15, 2019, or as amended.

4. **A Type II Tree Conservation Plan shall be approved for this site in conjunction with a Detailed Site Plan.**

   A Type II tree conservation plan (TCPII) has been previously approved for this site and the proposed development will not result in any changes to it.

10. **2010 Prince George's County Landscape Manual:** This site is subject to Section 4.3, Parking Lot Interior Requirements, and Section 4.9, Sustainable Landscaping Requirements of the Landscape Manual. The correct schedules are provided on the landscape and lighting plan, demonstrating conformance to these sections with sufficient widths and plantings.

11. **Prince George's County Woodland Conservation and Tree Preservation Ordinance:** The site has a Natural Resources Inventory Equivalency Letter (NRI-085-2018), which was issued on May 23, 2018. The area of proposed construction has previously been entirely developed. The Planning Board finds that the proposed development will not result in any changes to the limits of disturbance of the previously approved TCPII-134-01-01, nor create any additional impacts to any regulated environmental features.

12. **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 propose more than 5,000 square feet of disturbance. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy. The subject site is 1.46 acres in size and requires 0.15 acre of TCC. The schedule provided on the landscape plan demonstrates conformance with this requirement by providing 0.16 acre of TCC.

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

    a. **Archeological Review**—The Planning Board adopted, herein by reference a memorandum dated February 26, 2020 (Stabler to Burke), which determined that there are no historic sites or resources on, or adjacent to, the subject property. This proposal will not impact any historic sites, resources, or known archeological sites and a Phase 1 archeology survey is not required.

    b. **Community Planning**—The Planning Board adopted, herein by reference a memorandum dated March 31, 2020 (Hartsfield to Burke), which provided findings

regarding the Walkable Node character area of US 1 Corridor Sector Plan and SMA. The Planning Board finds that this proposal provides a convenient amenity in walkable distance to the adjacent hotel, and nearby multifamily communities, as well as for vehicles traveling southbound on US 1. However, 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 March 31, 2020 (Masog to Burke), which provided findings regarding development in the M-X-T Zone, and found access and circulation to be acceptable.

d. **Trails**—The Planning Board adopted, herein by reference a memorandum dated March 30, 2020 (Smith to Burke), which provided findings of conformance with the previous conditions of approval, as well as the following summarized findings:

The submitted plans include a 4-foot-wide sidewalk along the frontage of the drive aisle that connects to the existing 6-foot wide sidewalk along IKEA Center Boulevard, further connecting to the 8-foot wide sidewalk on IKEA Way. The applicant has provided crosswalks at the entrance/exit adjacent to IKEA Center Boulevard and within the parking lot, as well as designated space for bicycle and scooter parking on the submitted plans. These improvements will create a convenient pedestrian system that meet the findings pursuant to Section 27-546(d)(7) and the purpose of the M-X-T Zone.

e. **Environmental Planning**—The Planning Board adopted, herein by reference a memorandum dated March 30, 2020 (Juba to Burke), which indicated that the proposed development will not result in any changes to the limits of disturbance of the previously approved TCPII-134-01-01.

f. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not provide any comments on the subject application.

g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**— DPIE did not provide any comments on the subject application.

h. **Prince George's County Police Department**—The Police Department did not provide any comments on the subject application.

i. **Prince George's County Health Department**— The Planning Board adopted, herein by reference a memorandum dated February 27, 2020 (Adepoju to Burke), which included the following summarized findings:

(1) There are more than 15 existing carry-out/convenience store food facilities and one grocery store within 0.5 mile of this site. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a

neighborhood predicts higher fruit and vegetable consumption and reduces prevalence of overweight and obesity. The department acknowledges that Wawa chain facilities are designed as convenience stores; however, they do provide healthy food options, such as an assortment of fresh fruits and vegetables for retail sale.

(2) The food facility is considered a prototype food service facility, in which two or more facilities in the state having uniformed set of plans. The applicant must submit an application for plan review to the Maryland Department of Health's Environmental Health Bureau's Food Protection and Food Licensing program, located at 6 St. Paul Street, Suite 1301, Baltimore, Maryland, 21202.

(3) The applicant must submit plans to the Plan Review department at the Prince George's County Department of Permitting, Inspections and Enforcement for the proposed food facility and apply for a Health Department High HACCP priority, Food Service Facility permit.

(4) The applicant should assure that all sources of air pollution have been registered with the Maryland Department of the Environment, Air and Radiation Management Administration (MDE-ARMA). Such sources include gasoline underground storage tanks, degreasing tanks, and paint spraying operations. Contact MDE-ARMA at 800-633-6101.

(5) Increased traffic volumes in the area can be expected as a result of this project.

In addition, the Health Department provided guidance with regard to controlling noise and dust during the construction phases of the development.

j. **City of College Park**—The Planning Board adopted, herein by reference a memorandum dated April 29, 2020 (Schum to Hewlett), which stated that the City of College Park Council voted to recommend approval of the application subject to two conditions, which have been included herein, where appropriate.

14. As required by Section 27-285(b)(1) of the Zoning Ordinance, this DSP satisfies the site design guidelines as contained in Section 27-274, prevents off-site 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.

15. As required by Section 27-285(b)(2), this DSP is also in general conformance with the approved CSP.

16. As required by Section 27-285(b)(4), 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 in accordance with the requirement of Subtitle 24-130(b)(5).

There are no impacts to regulated environmental features with this application, therefore the Planning Board finds that the requirement of Subtitle 24-130(b)(5) of the Prince George's County Code has been met.

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-19061 for the above described land, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall:

   a. Provide the shared parking analysis on the DSP that clearly shows the parking requirements and spaces provided for this application and for the existing hotel, with which the shared uses study was conducted. Within the table, provide a breakdown of handicap-accessible and compact spaces upon the subject property. Show the number of bicycle spaces provided.

   b. Correct the shared parking analysis reference date in General Note 11, to the most recent analysis provided.

   c. Provide a diagram showing where each of the signs, identified as Signs A–E on the sign plan, will be located.

   d. Define the sign material codes and color specifications indicated on the signage information sheet.

   e. Provide the materials for the dumpster and shed enclosure gates.

   f. Remove the southern proposed pylon sign. The one remaining pylon sign shall be permitted at a height of 25 feet, and its location shall be determined by the applicant with the concurrence of the Planning Board or its designee.

   g. Provide a direct sidewalk connection between the sidewalk that runs along the west side of the building and the sidewalk adjacent to IKEA Way.

   h. Consider revisions to the architectural plans to reduce the use of EIFS to not more than 30% of the total surface area of the building, add manufactured stone pilasters to the façade to match the entrance feature, and utilize colors on the façade that more closely match the colors used for the gasoline pump area and canopy.

i. Revise the E-scooter parking detail to be consistent with the striping detail provided by the City of College Park.

CONSIDERATION

1. The applicant shall consider the installation of electric vehicle charging stations.

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 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, April 30, 2020, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 21st day of May, 2020.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:TB:nz

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department
Date: May 8, 2020