



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

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

Detailed Site Plan

DSP-16009-02

Departure from Sign Design Standards

DSDS-714

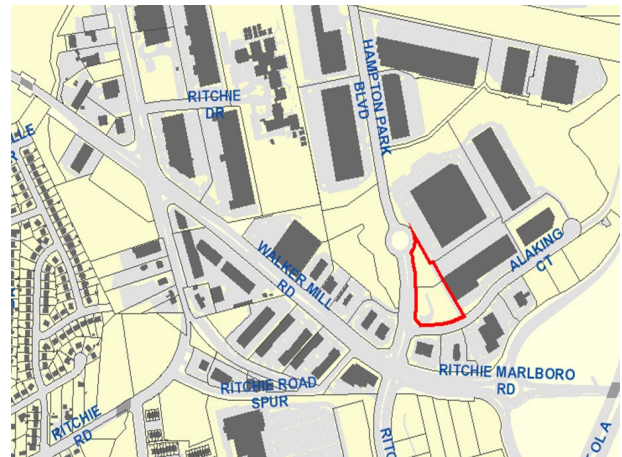
Departure from Parking and Loading Standards

DPLS-494

Steeplechase Business Park, Parcels 65 and 66

REQUEST	STAFF RECOMMENDATION
DSP: To construct a 5,200-square-foot multitenant commercial building on Parcel 66.	APPROVAL with conditions
DSDS: Departure from sign design standards for an additional 137 square feet of building-mounted signage and one additional freestanding sign.	APPROVAL
DPLS: Departure from parking and loading standards for the reduction of 33 parking spaces and one loading space.	APPROVAL

Location: In the northeastern quadrant of the intersection of Hampton Park Boulevard and Alaking Court.	
Gross Acreage:	2.70
Zone:	I-1/M-I-O
Dwelling Units:	N/A
Gross Floor Area:	5,200 sq. ft.
Planning Area:	75A
Council District:	06
Election District:	13
Municipality:	N/A
200-Scale Base Map:	202SE08
Applicant/Address: Atapco Richie Interchange, Inc. 1 South Street, Suite 2800 Baltimore, MD 21202	
Staff Reviewer: Tierre Butler Phone Number: 301-952-2548 Email: Tierre.Butler@ppd.mncppc.org	



Planning Board Date:	01/06/2022
Planning Board Action Limit:	01/07/2022
Staff Report Date:	12/21/2021
Date Accepted:	10/14/2021
Informational Mailing:	05/17/2021
Acceptance Mailing:	10/12/2021
Sign Posting Deadline:	12/07/2021

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

Table of Contents

EVALUATION.....	3
FINDINGS.....	3
1. Request	3
2. Development Data Summary	4
3. Location	5
4. Surrounding Uses	5
5. Previous Approvals.....	5
6. Design Features	5
COMPLIANCE WITH EVALUATION CRITERIA	8
7. Prince George’s County Zoning Ordinance.....	8
8. Preliminary Plan of Subdivision 4-03113	8
9. Departure from Sign Design Standards DSDS-714	9
10. Departure from Parking and Loading Standards DPLS-494.....	11
11. 2010 Prince George’s County Landscape Manual	12
12. 1993 Prince George’s County Woodland Conservation and Tree Preservation Ordinance	12
13. Prince George’s County Tree Canopy Coverage Ordinance.....	13
14. Referral Comments	13
RECOMMENDATION	15

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-16009-02
Type 2 Tree Conservation Plan TCP2-128-90-12
Departure from Sign Design Standards DSDS-714
Departure from Parking and Loading Standards DPLS-494
Steeplechase Business Park, Parcels 65 and 66

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

EVALUATION

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

- a. The requirements of the Prince George's County Zoning Ordinance in the Light Industrial (I-1) Zone and Military Installation Overlay (M-I-O) Zones.
- b. The requirements of the 2010 *Prince George's County Landscape Manual*.
- c. The requirements of the 1993 Prince George's County Woodland Conservation and Tree Preservation Ordinance.
- d. The requirements of the Prince George's County Tree Canopy Coverage Ordinance.
- e. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject detailed site plan, the departure from sign design standards, and the departure from parking and loading standards, the Urban Design staff recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) requests approval for the construction of a 5,200-square-foot multitenant commercial building for retail, service, and restaurant uses within the Light Industrial (I-1) and Military Installation Overlay (M-I-O) Zone.

The applicant also requests a departure from sign design standards (DSDS) for an additional 137 square feet of building-mounted signage and one additional freestanding sign.

The applicant also requests a departure from parking and loading standards (DPLS) for the reduction of 33 parking spaces and one loading space.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone	I-1/M-I-O	I-1/M-I-O
Use(s) (Parcel 66)	Vacant	Retail, service, and restaurant uses
Gross Acreage (Parcels 65 and 66)	2.70	2.70
Total Gross Floor Area (Parcel 66)	0 sq. ft.	5,200 sq. ft.

OTHER DEVELOPMENT DATA

Parking Spaces

Eating and Drinking Establishments	Required	Provided
Tenant #1: 1 space for every 3 seats (50 seats) 1 space for every 50 sq. ft. of gross floor area excluding storage and seating (450 sq. ft.)	26	13
Tenant #2: 1 space for every 3 seats (32 seats) 1 space for every 50 sq. ft. of gross floor area excluding storage and seating (450 sq. ft.)	20	10
Tenant #3: 1 space for every 3 seats (32 seats) 1 space for every 50 sq. ft. of gross floor area excluding storage and seating (450 sq. ft.)	20	10
Total	66*	33*

Note: *Total required and provided parking includes accessible and van-accessible spaces.

Loading Spaces

Retail Sales and Service (Parcel 66)	Required	Provided
1 space for 2,000 to 10,000 sq. ft. of gross floor area (5,200 sq. ft.)	1	0
Total	1	0*

Note: *The applicant proposes that tenants on Parcel 66 will share the existing loading space on Parcel 65, as part of their DPLS-494 request.

Sign Design Data—Building-Mounted Signage Area

Lineal feet of width at front of the building	Maximum Area	Area Requested	Departure Requested
80 feet	160 sq. ft.	297 sq. ft.*	137 sq. ft.

Note: *DSDS-714, for an additional 137 square feet of building-mounted signage, has been requested with this DSP.

3. **Location:** The subject property is known as Parcels 65 and 66, located in the northeastern quadrant of the intersection of Hampton Park Boulevard and Alaking Court, in Planning Area 75A and Council District 6.
4. **Surrounding Uses:** The subject property is bounded to the north by Parcel 54 of the Steeplechase Business Park developed with a warehouse in the I-1 Zone; to the east by a warehouse on Parcel 53 in the I-1 Zone; to the south by Alaking Court with two multitenant retail buildings and a Chick-fil-A beyond (Parcels 36, 50, and 63 of the Steeplechase Business Park) in the I-1 Zone; and to the west by Hampton Park Boulevard with commercial retail uses on Parcels K, 60, and 24 of the Steeplechase Business Park beyond in the I-1 Zone.
5. **Previous Approvals:** The property was originally subdivided pursuant to a plat of subdivision recorded in Plat Book SJH 244-45. On March 4, 2004, the Prince George’s County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-03113, for Steeplechase Business Park (PGCPB Resolution No. 04-49). On July 11, 2006, the Prince George’s County District Council approved DSP-05044, for the retail portion of the development along Alaking Court. On July 23, 2007, the District Council approved DSP-05044-01, in conjunction with DSDS-641, for freestanding and building-mounted signage. DSP-05044-02 was approved by the Planning Board on June 25, 2009 (PGCPB Resolution No. 09-11). Four other Planning Director-level amendments have been approved since for minor site and architectural changes: DSP-05044-03 on February 4, 2010; DSP-05044-04 on October 6, 2010; DSP-05044-05 on August 11, 2011; and DSP-05044-06 on May 29, 2013. A seventh amendment, DSP-05044-07, was approved by the Planning Board on January 8, 2015, for a multitenant retail building and a restaurant (PGCPB Resolution No. 15-01).

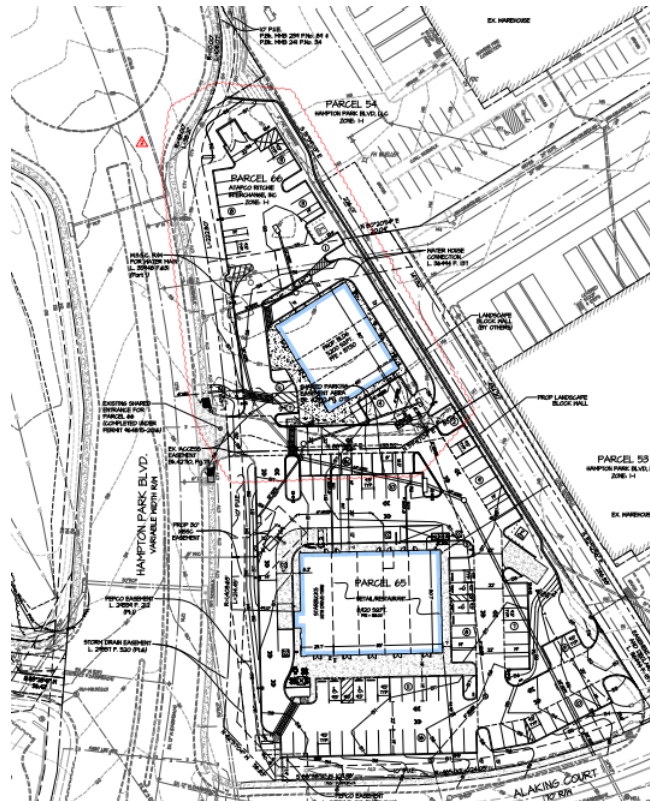
The 2010 *Glenn Dale Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* maintained the I-1 zoning on the subject property. On November 10, 2016, the Planning Board approved DSP-16009, for an 8,920-square-foot multitenant retail building on Parcel 65 with an associated DSDS-690 and DPLS-427 (PGCPB Resolution No. 16-133), which has since been constructed and is operational. None of the conditions of this previous approval are applicable to this amendment. DSP-16009-01 was a Planning Director-level amendment approved on March 5, 2021, for additional parking spaces on Parcel 65.

The current Stormwater Management (SWM) Concept Plan, 8004290-2000-09, was approved and is valid through April 23, 2023.

6. **Design Features:** The 2.70-acre site contains an existing 8,920-square-foot multitenant retail and restaurant building on Parcel 65, as approved with DSP-16009. This amendment

application proposes the construction of a 5,200-square-foot multitenant commercial building for retail, service, and restaurant uses on Parcel 66 facing Hampton Park Boulevard. Parcel 66 is accessed from Hampton Park Boulevard via a shared access easement with Parcel 65. The site proposes 33 parking spaces surrounding the building including one handicapped-accessible space and two inverted U-shaped bike racks. There will be an enclosed dumpster located in the northern corner of the site. A crosswalk and sidewalk provide a connection to the existing sidewalk within Hampton Park Boulevard.

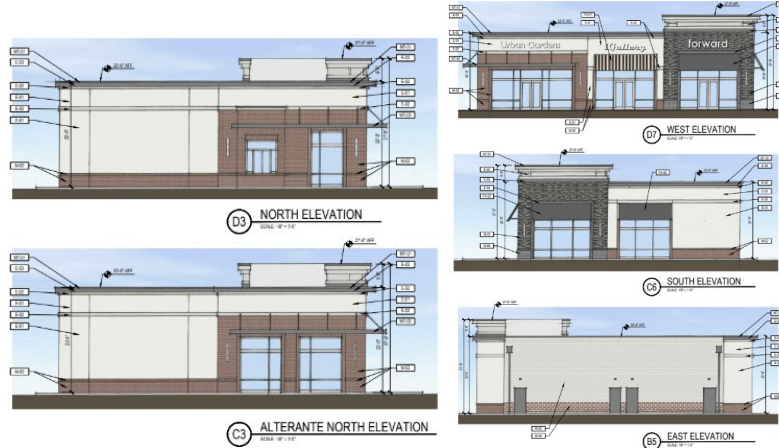
A drive-through lane is shown wrapping the eastern and northern sides of the building. An alternative site plan sheet is provided showing this drive through being removed from the northern side of the building and additional parking being added. This alternative plan will be built if the future tenant does not need a drive-through lane.



Site Plan

Architecture

The proposed 5,200-square-foot multitenant building is a single-story and 22.5 feet high. The building façade includes a combination of brown brick, dark gray veneer stone, and an off-white exterior insulation finish system with concrete masonry units on the rear/eastern elevation. The flat roof will utilize a metal coping material and a raised parapet is used on the southwestern corner of the building for visual interest. The north, south, and west elevations include either a metal canopy or fabric awning above the storefront windows and doors for possibly three tenants. There is an alternative north elevation to include a storefront window to replace the drive-through window should the tenant not require that function.

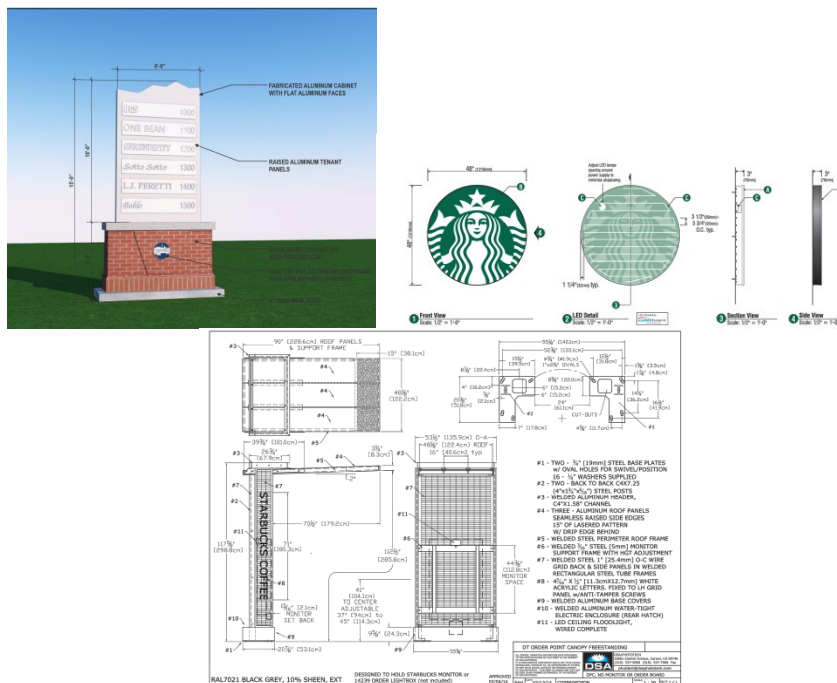


Architectural Elevations

Signage

This site proposes freestanding and building-mounted signs for the future tenants. There is an existing monument sign located on Parcel 65 facing Alaking Court. Parcel 66 will include a 15-foot-high, freestanding sign at the northwestern corner, building-mounted signs on all four sides of the building, and a menu board and clearance bar to accompany the drive through. A sign location plan was provided for Parcel 65, and previously approved with DSP-16009, but one was not included for Parcel 66 with this amendment. A condition has been included herein, requiring the labeling of the locations of the drive-through signage on both the site and landscape plans.

The proposed freestanding and building-mounted signs are the subject of DSDS-714, as discussed in Finding 10 below. This site will maintain similar signage details and locations as the existing building on Parcel 65, which staff finds acceptable.



Signage

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 and M-I-O Zones and the site design guidelines of the Prince George's County Zoning Ordinance.

- a. This DSP is in conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in the I-1 Zone. Various types of stores, eating and drinking establishments, and services which could be potential tenants, are all permitted in the I-1 Zone.
- 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. As discussed herein, this DSP is in conformance with all of the applicable site design guidelines, as referenced in Section 27-283 and contained in Section 27-274 of the Zoning Ordinance. The proposed plan meets all of the site design guidelines by providing safe, efficient, and convenient vehicular and pedestrian circulation, adequate lighting, and landscaping. Discussion relative to conformance with other site design guidelines can be found in Finding 6 above and in the referrals incorporated herein by reference.
- d. **Military Installation Overlay Zone:** The project is also located within the M-I-O Zone for height. The site is required to meet the applicable requirements for properties located in Transitional Surface (7:1) – Right Runway, Area Label: G. The proposed building height is 22.5 feet, which meets the height requirement.

8. **Preliminary Plan of Subdivision 4-03113:** PPS 4-03113 was approved by the Planning Board on March 11, 2004 (PGCPB Resolution No. 04-49), subject to 11 conditions, for an overall development of Steeplechase Business Park containing a total of 110.26 acres in the I-1 Zone. Four of the conditions are relevant to this proposed amendment, as follows:

3. **Development of this property shall be in conformance to the approved Stormwater Management Concept Plan 8004290-2000-00.**

An approved SWM concept plan (8004290-2000-09) and approval letter were submitted with the subject DSP. The approved SWM concept plan shows a layout approved with the PPS, and development matching that shown on the subject DSP.

4. **An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.**

The condition is referenced in Note 7 on the recording plat, in Plat Book SJH 244 Plat No. 45. This should also be noted on the DSP as a general note and will be

evaluated for conformance at the time of building permit for the proposed building on Parcel 66. A condition has been added herein, to add a general note to the DSP to satisfy this condition.

6. **Ritchie Marlboro Road at site access (aka. Hampton Park Boulevard): Prior to the issuance of any building permits within the subject property, the following road improvements shall have full financial assurances, have been permitted for construction, and have an agreed-upon timetable for construction with DPW&T/SHA:**
 - a. **Along Ritchie Marlboro Road/Walker Mill Road, provide a westbound right-turn lane and an eastbound left-turn lane.**
 - b. **Along Hampton Park Boulevard at the approach to Ritchie Marlboro Road/Walker Mill Road, provide an exclusive right-turn lane and dual left-turn lanes.**
 - c. **Provide the necessary traffic signal warrant studies and install a traffic signal at Ritchie Marlboro Road/Hampton Park Boulevard, if warranted, at the time it is deemed necessary by the responsible transportation agency.**
7. **At the time of final plat approval, the applicant shall dedicate a right-of-way of a minimum of 70 feet in width along proposed Hampton Park Boulevard, as shown on the submitted plan. DPW&T shall have the authority to determine the scope of improvements within the right-of-way and adjust the size of the right-of-way if necessary.**

Both of these conditions have been satisfied, and a 70-foot right-of-way exists for Hampton Park Boulevard.

9. **Departure from Sign Design Standards DSDS-714:** The applicant is proposing to increase the building mounting signage from the allowed 160 to 297 square feet and provide one additional freestanding sign on the entire property. The applicant has requested a DSDS, in accordance with Section 27-612 of the Zoning Ordinance. Section 27-239.01(b)(7)(A) of the Zoning Ordinance provides that in order for the Planning Board to grant the departure, it shall make the following findings:

- (i) **The purposes of this Subtitle will be equally well or better served by the applicant's proposal.**

Section 27-589(a) of the Zoning Ordinance contains the following purposes for regulating signs:

- (1) **To promote the health, safety, and welfare of the present and future inhabitants of the Regional District;**
- (2) **To encourage and protect the appropriate use of land, buildings, and structures;**

- (3) **To regulate unsightly and detrimental signs which could depreciate the value of property and discourage quality development in the Regional District;**
- (4) **To regulate signs which are a hazard to safe motor-vehicle operation;**
- (5) **To eliminate structurally unsafe signs which endanger a building, structure, or the public;**
- (6) **To prevent the proliferation of signs that could detract from the scenic qualities of the landscape or the attractiveness of development; and**
- (7) **To control the location and size of signs, so as to provide for adequate identification and advertisement in a manner that is compatible with land uses in the Regional District.**

In general, the purposes of the sign regulations are to promote the health, safety, and welfare of residents, workers, and motorists by increasing and enhancing sign visibility and readability. The proposed signage on Parcel 66 is appropriate and standard in terms of quantity and location within the Steeplechase Business Park, which has been almost fully developed. The applicant seeks to continue to provide a high-quality identity and image that will attract quality businesses and create a solid image that can be appreciated by diverse users, tenants, and patrons. The additional signage area provides for adequate identification and advertisement in a manner that is compatible with the business park land use. The signage will support the Section 27-589(a) purposes by guiding orderly growth and encouraging the appropriate use of land without being unsightly, unsafe, or hazardous.

(ii) The departure is the minimum necessary, given the specific circumstances of the request.

The applicant considers the departure to be the minimum necessary to provide for visibility of signs for each tenant from the nearby road frontages and adjacent employment uses. Staff finds that the proposed sign's size, design, and location will be consistent with signage on other buildings and sites within the retail area of Steeplechase Business Park. For these reasons, staff finds that the departure is the minimum necessary given the specific circumstances of the request.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949.

The site has an unusual triangular orientation to two streets: Hampton Park Boulevard and Alaking Court. In addition, the building on Parcel 66 will contain approximately three separate tenants, each of which will reasonably expect separate building-mounted signage. This combination of circumstances is unique to the site and justifies approval of the request for an increase in the maximum area of building-mounted signage. In addition, Parcels 65 and 66 create a long linear strip along Hampton Park Boulevard. It is important to have a freestanding sign at either

end of the property to identify the multiple tenants on both parcels for users coming from the north and south.

(iv) The departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood.

The requested departure assists in the overall effort to provide safe, attractive signage. The additional signage area provided for adequate identification and advertisement is consistent with the land use. The departure will not impair the visual, functional, or environmental quality or integrity of the surrounding neighborhood and nearby community. By contrast, it fits in with the overall commercial and industrial character of the immediate neighborhood.

Based on the analysis above, staff recommends that the Planning Board approve DSDS-714 for the proposed signage, which is designed at an appropriate scale for the size and type of development within the existing Steeplechase Business Park.

10. Departure from Parking and Loading Standards DPLS-494: The applicant is proposing a departure from Section 27-568(a) of the Zoning Ordinance, for a reduction of 33 parking spaces, and Section 27-582(a) of the Zoning Ordinance, for a reduction of one loading space. The proposed development is required to provide 66 parking spaces and one loading space, and the applicant has proposed 33 parking spaces and a plan to share the existing loading space on Parcel 65. The required findings for the Planning Board to grant the departure in Section 27-588(b)(7)(A) of the Zoning Ordinance are as follows:

(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;

The applicant is proposing to use some of the existing convenient parking on Parcel 65, a site over which the applicant has complete control, to satisfy portions of the parking requirement on Parcel 66. Much of the traffic to this area of the business park is during meal hours when vehicle occupancy is high-and thus parking needs are less. Nevertheless, the parking provided on Parcels 65 and 66 will still be the highest ratio provided in the retail portion of the business park. Based on observed traffic patterns for patrons on the developed Parcel 65, most visitors stop by to pick up food as carry-out only and do not eat in the dining areas, leaving less occupied spaces for dining-in patrons. Lastly, there are sidewalks and crosswalks throughout the business park connecting into the subject site. Staff finds the applicant's request will serve the purposes of Section 27-550 of the Zoning Ordinance.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The applicant is seeking a 33-space reduction to the number of spaces it will construct on Parcel 66. This number of spaces, in conjunction with proximate parking within the applicant's overall development is deemed a more than adequate number of spaces to sufficiently handle the peak period usage with the overflow using the adjacent parking. The parking provided is the amount necessary

to serve the needs of the proposed uses and the departure requested is the minimum necessary given the specific circumstances of the request.

- (iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

The proposed development is part of a commercial retail, service, and dining component of a larger business park. The District Council enacted legislation (Prince George's County Council Bill CB-97-2004) facilitating this type of development within the business park. The proposed development will operate as an addition to the existing commercial retail, service, and dining area, and granting the departure negates the construction of unnecessary parking and is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location.

- (iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and**

If parking were calculated using an integrated shopping center use, less parking would be required. Alaking Court's existence as a public street negates viewing Parcels 65 and 66 as part of the adjacent parcels, on the south side of Alaking Court, and thus part of that integrated shopping center. Nevertheless, the parking and access to that parking is very proximate. It is appropriate to consider several retail parcels in the immediate area as a single retail area and allow a departure based on that consideration. Based on the provided parking analysis, a reduction in spaces to serve the development is supported, and all methods of calculating the number of spaces have been used.

- (v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.**

There are no residential areas in close proximity which would be impacted by granting this departure.

Based on the analysis above, staff recommends that the Planning Board approve DPLS-494 for the proposed parking and loading space reduction.

- 11. 2010 Prince George's County Landscape Manual:** The application is subject to the requirements of the 2010 *Prince George's County 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.
- 12. 1993 Prince George's County Woodland Conservation and Tree Preservation Ordinance:** This property is subject to the provisions of the Woodland Conservation Ordinance because the property has previously approved Type 1 and Type 2 tree

conservation plans associated with it. A revised Type 2 Tree Conservation Plan, TCP2-128-90-12, has been submitted with the subject application to show the proposal on the plan.

No woodland clearing is proposed as part of this application, however, the overall subdivision approval for Steeplechase Business Park cleared trees for the development, in accordance with prior approvals. The woodland conservation threshold for this overall 110.28-acre property is 15 percent of the net tract area, or 14.97 acres. The total woodland conservation requirement, based on the amount of clearing proposed with prior approvals, is 26.00 acres. This requirement was satisfied with 1.87 acres of on-site preservation, 6.73 acres of on-site reforestation, 16.70 acres of off-site mitigation credits, and 0.70 acre of fee-in-lieu. The off-site woodland credits and fee-in-lieu requirements were satisfied with prior applications.

13. **Prince George's County Tree Canopy Coverage Ordinance:** The project is subject to the requirements of Subtitle 25, Division 3, Tree Canopy Coverage Ordinance because it proposes more than 5,000 square feet of gross floor area. The requirement for the entire 110.26-acre Steeplechase Business Park, which includes Parcels 65 and 66, is 10 percent of the gross tract area, or 11.03 acres (480,293 square feet) based on the I-1 zoning. The submitted landscape plan provides a schedule showing the requirement being met within the entire business park through the preservation of existing trees and afforestation/reforestation areas shown on the TCP2, and landscape trees with a total of 12.43 acres of tree canopy coverage.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:
 - a. **Community Planning**—In a memorandum dated December 2, 2021 (Byrd to Butler), the Community Planning Division indicated that pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, master plan conformance is not required for this application.
 - b. **Subdivision Review**—In a memorandum dated November 30, 2021 (Gupta to Butler), the Subdivision Section indicated that the DSP has been found to be in conformance with the PPS and the record plat, as discussed in Finding 8 above and conditioned herein.
 - c. **Transportation Planning**—In a memorandum dated December 7, 2020 (Burton to Butler), the Transportation Planning Section noted that the plan is acceptable and meets the findings required. Regarding the proposed development for Parcel 66, the applicant is proposing a 5,200-square-foot building to be used for retail, service, and restaurant uses. A pass-by trip reduction was factored into the trip generation, which resulted in 52 AM and 29 PM new trips. A traffic evaluation of the original site was provided to staff and shows that existing and pending developments have totaled 812 AM and 972 PM peak trips. The information in Table 1 below demonstrates that the proposed development will not exceed the trip cap from the original PPS 4-03113.

Table 1 – Trip Cap Evaluation		
	AM	PM
Trip Cap per PPS 4-03113	1,120	1,167
<i>Less development to-date</i>	<i>812</i>	<i>972</i>
Development cap remaining	308	195
<i>Less pending development (DSP-16009-02)</i>	<i>52</i>	<i>29</i>
Development remaining	256	166

In reviewing the proposed site plan, finds that access and circulating are adequate.

- d. **Permits**—In a memorandum dated December 7, 2020 (Bartlett to Butler), the Permits Section identified minor technical corrections to be made to the plan. Comments are provided as conditions herein.
 - e. **Environmental Planning**—In a memorandum dated December 6, 2021 (Schneider to Butler), the Environmental Planning Section provided a discussion of previous approvals and environmental features of the property resulting in a recommendation of approval with no conditions.
 - f. **Historic Preservation**—In a memorandum dated October 28, 2021 (Smith to Butler), the Historic Preservation Section noted that the subject property does not contain and is not adjacent to any Prince George’s County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended.
 - g. **Maryland State Highway Association**—In an email dated October 19, 2021 (Woodroffe to Butler), SHA indicated that no work is proposed in the state right-of-way, so they have no comments.
 - h. **Prince George’s County Fire Department**—In an email dated October 19, 2021 (Reilly to Butler), the Fire Department stated that they had no comments.
 - i. **Prince George’s County Health Department**—In a memorandum dated October 27, 2021 (Adepoju to Butler), the Health Department provided some standard comments to be addressed at the time of permitting.
15. As required by Section 27-285(b) 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 Prince George’s County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
16. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:
- (4) **The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

No regulated environmental features such as streams, wetlands, 100-year floodplain, associated buffers, and primary management areas are located on-site. Therefore, this finding does not apply.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-16009-02 and Type 2 Tree Conservation Plan TCP2-128-90-12, for Steeplechase Business Park, Parcels 65 and 66, subject to the following condition:

1. Prior to certification, the detailed site plan (DSP) shall be revised, as follows:
 - a. Add a note to reference that the site is located in the Military Installation Overlay Zone.
 - b. Add a note to reference the case numbers for the departure from sign design standards and the departure from parking and loading standards.
 - c. Add a general note to state:

“An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George’s County Fire/EMS Department determines that an alternative method of fire suppression is appropriate or not required based on the use.”
 - d. Include the space numbers and revise to use terminology from Part 11 of the Prince George’s County Zoning Ordinance in identifications (i.e., eating or drinking establishment including drive-through service).
 - e. Show the space numbers on both the site and landscape plans.
 - f. Include the locations of menu boards and clearance bars on the DSP.
 - g. Reference all previous approvals on the plan.
 - h. Provide an asterisk to the sign table total on sheet A-102 stating that Departure from Sign Design Standards DSDS-714 has been approved.
- B. APPROVE Departure from Sign Design Standards DSDS-714, to allow an additional 137 square feet of building-mounted signage and one additional freestanding sign.
- C. APPROVE Departure from Parking and Loading Standards DPLS-494, for the reduction of 33 parking spaces and one loading space.

STEEPLECHASE BUSINESS PARK, PARCELS 65 & 66

Detailed Site Plan

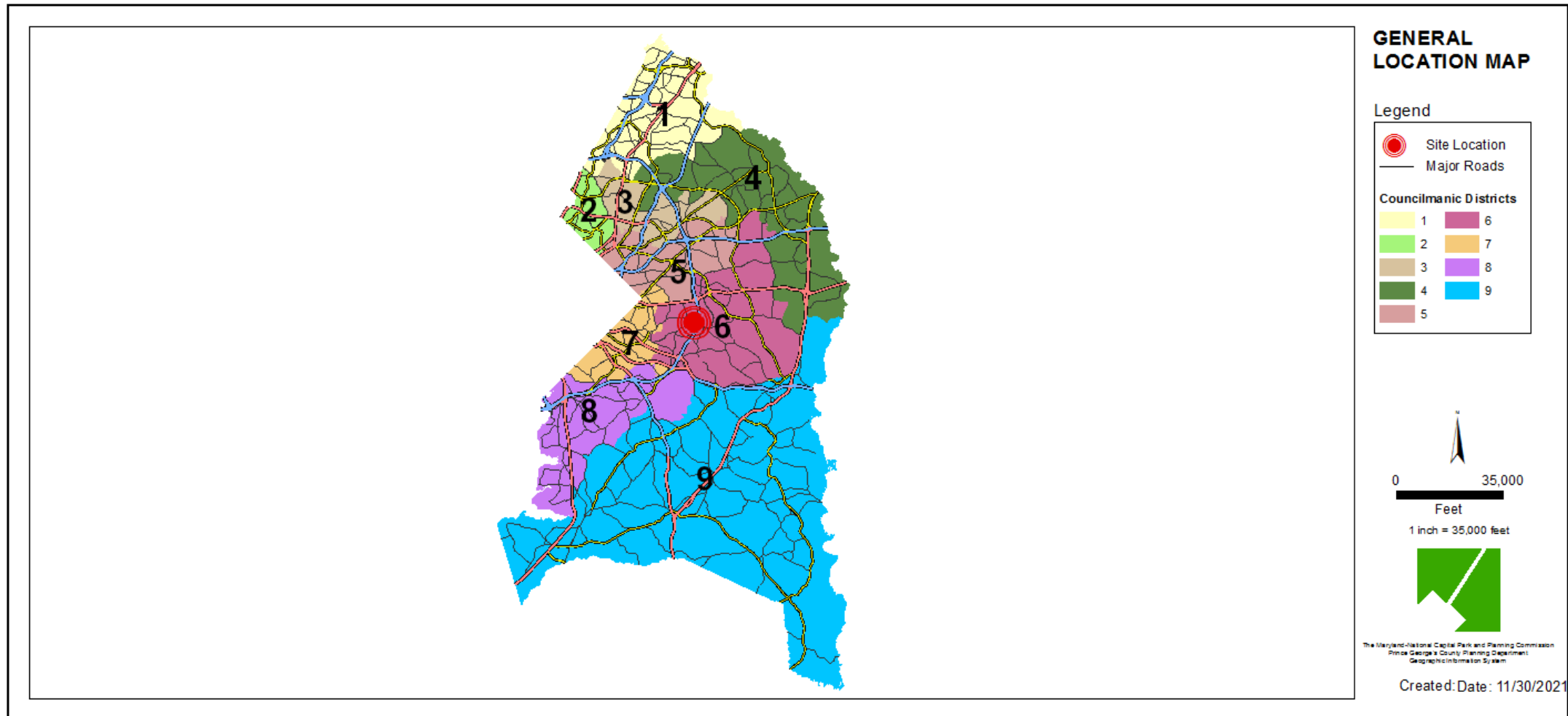
Staff Recommendation: APPROVAL with conditions



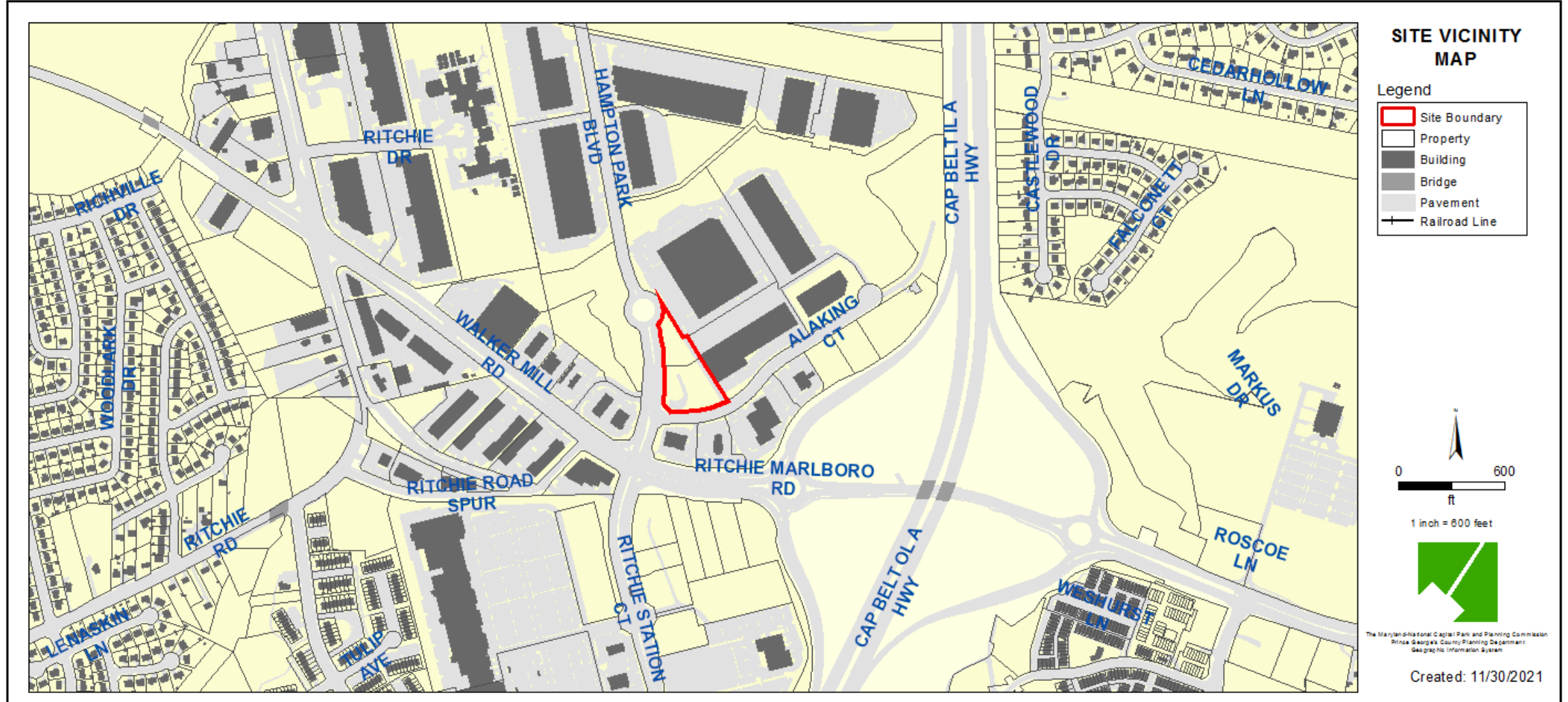
GENERAL LOCATION MAP

Council District: 06

Planning Area: 75A



SITE VICINITY MAP

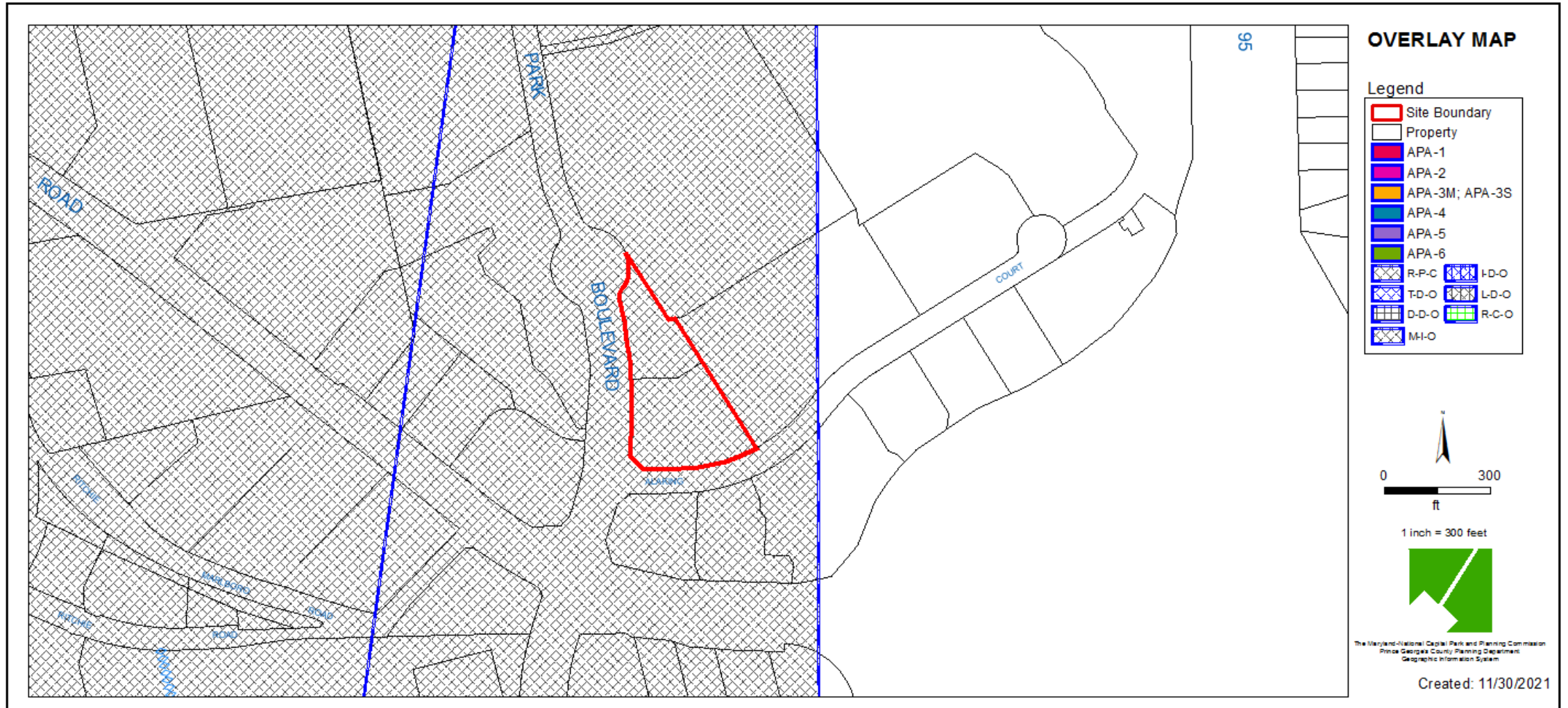


ZONING MAP

Property Zone: I-1



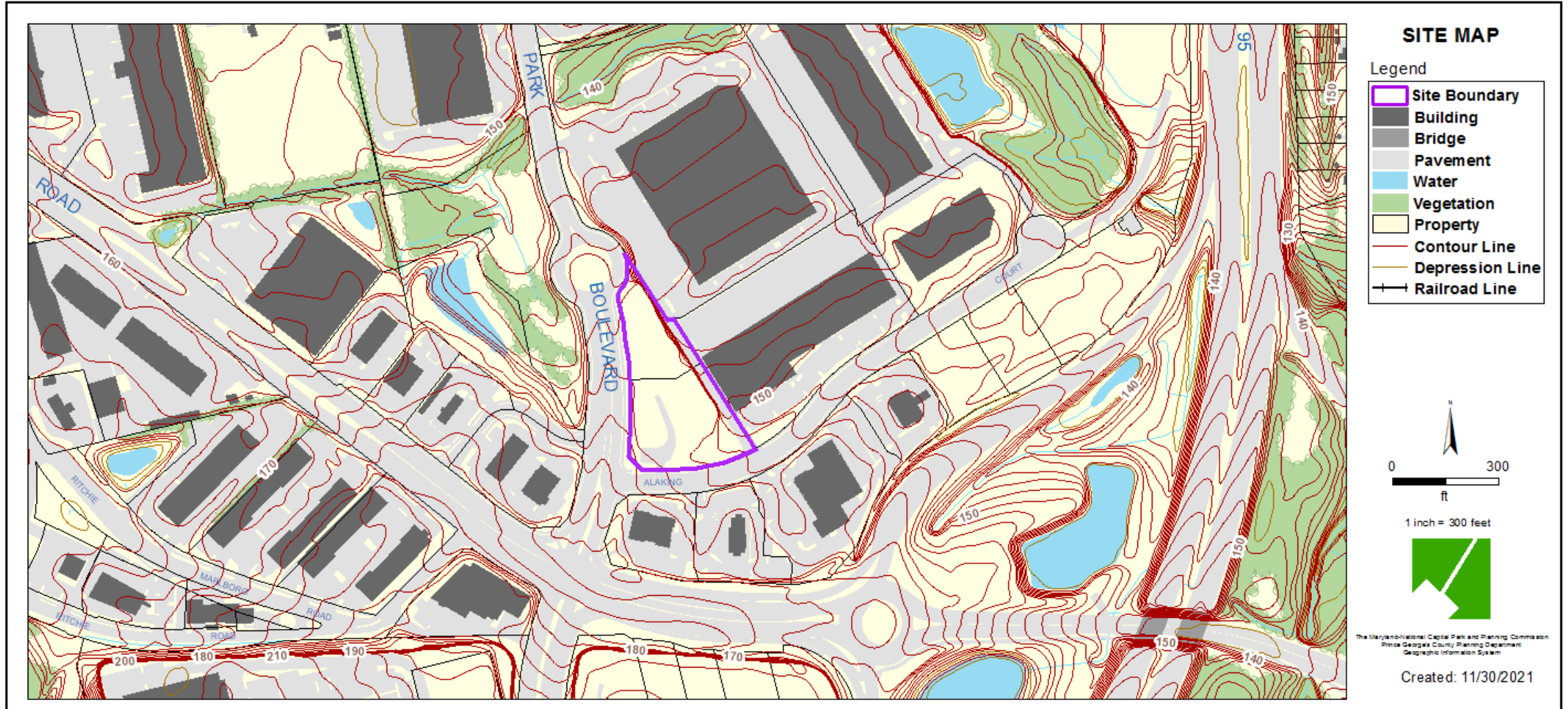
OVERLAY MAP



AERIAL MAP



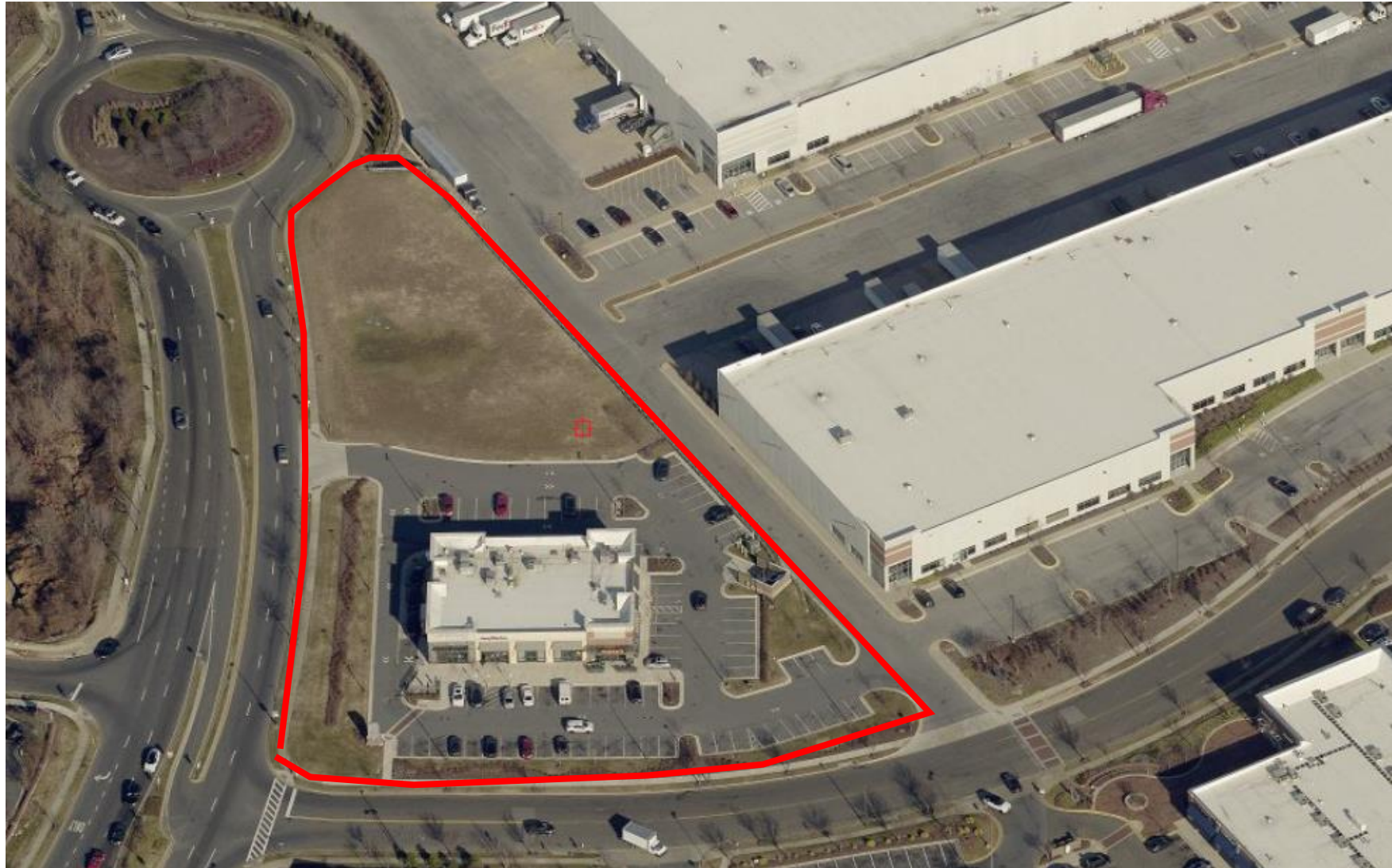
SITE MAP



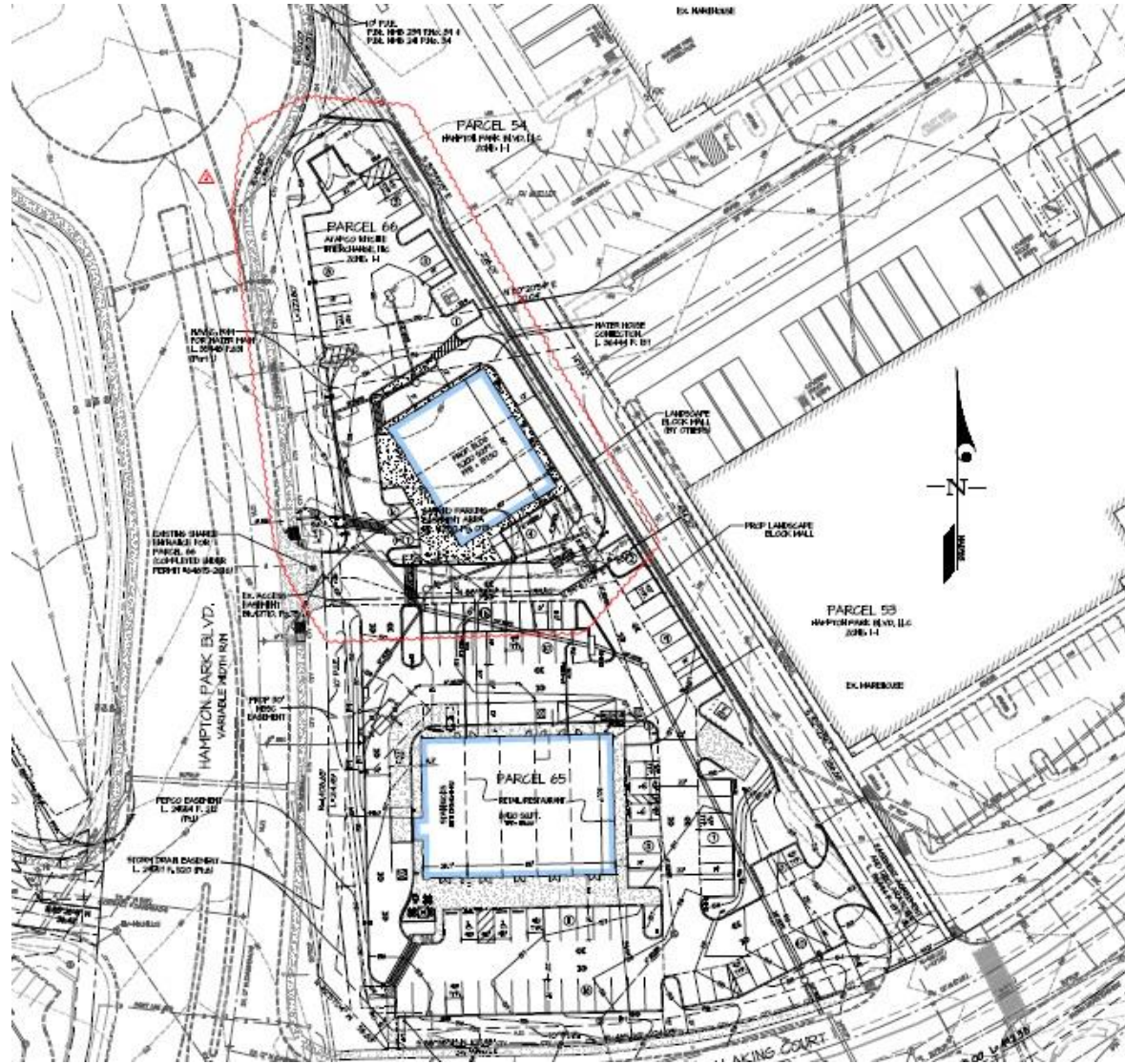
MASTER PLAN RIGHT-OF-WAY MAP



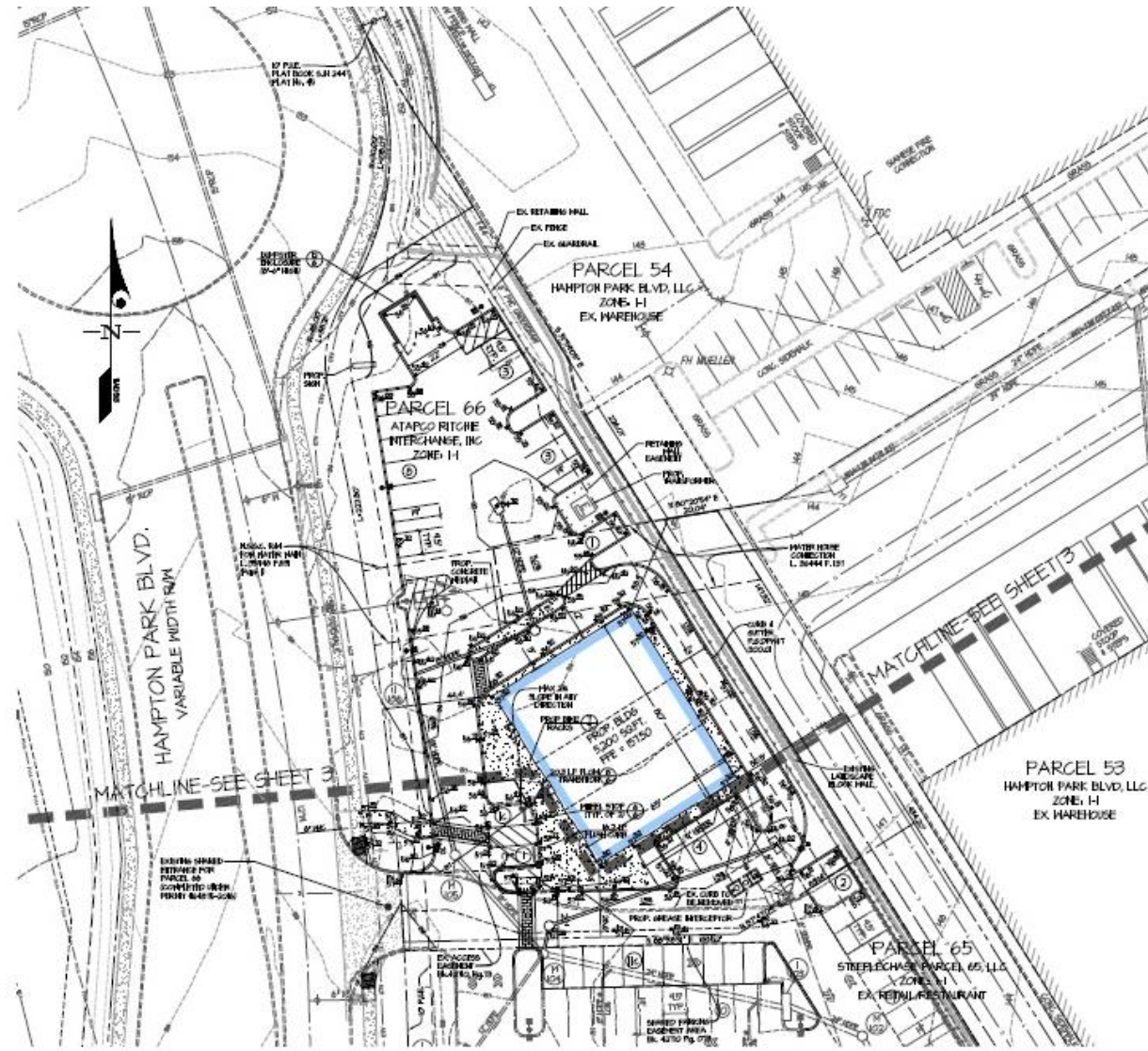
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



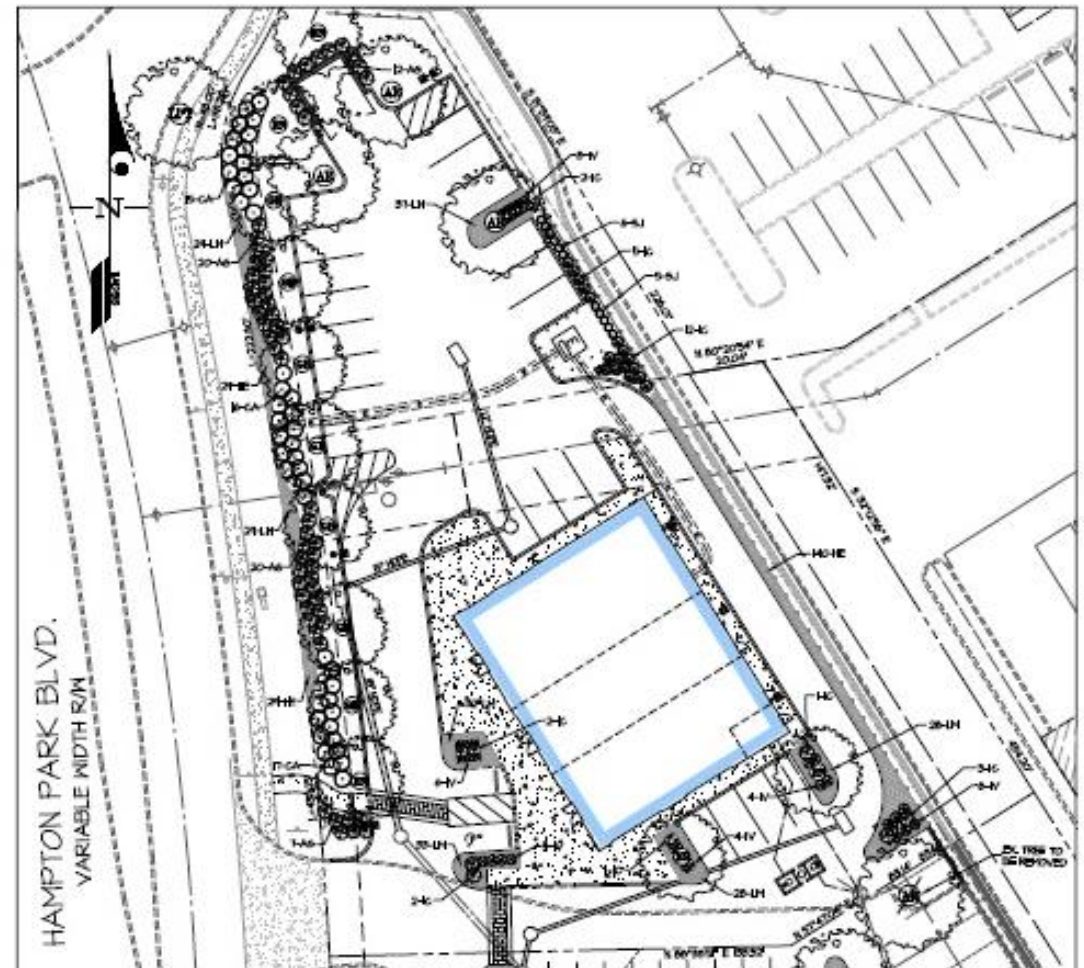
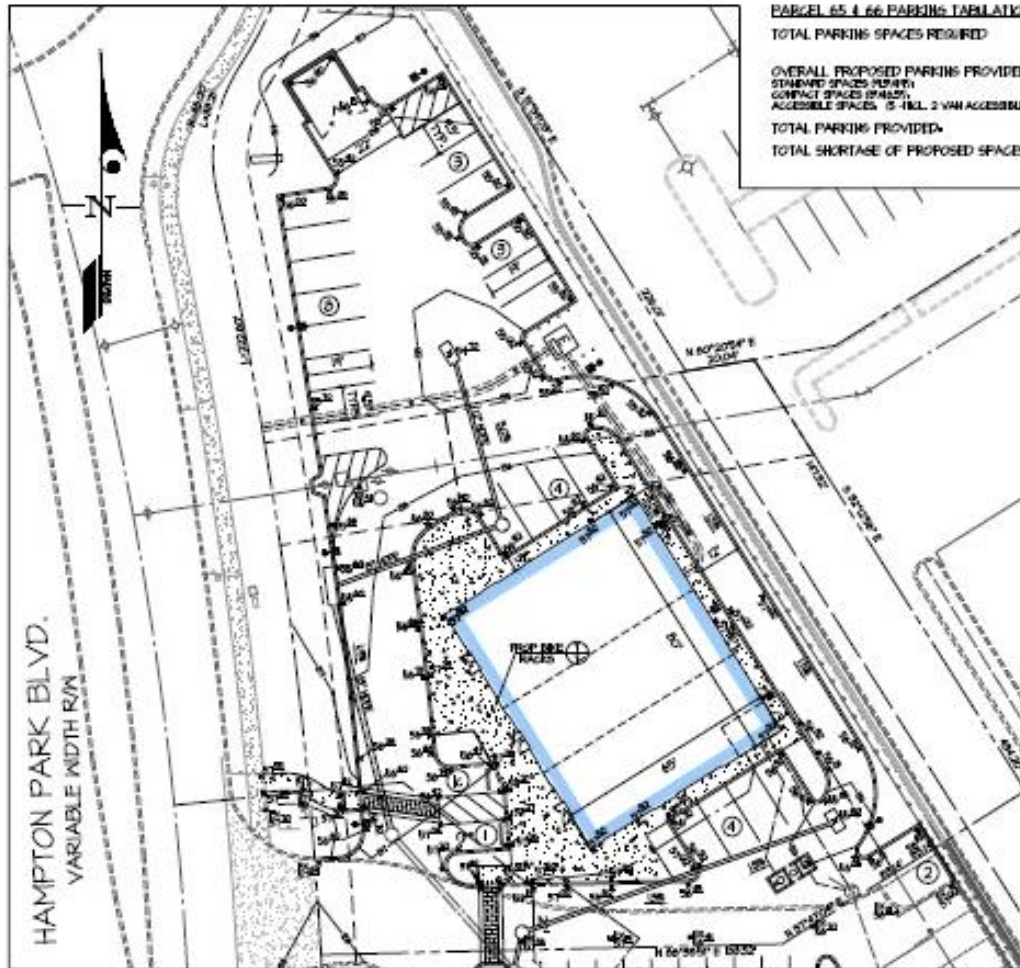
OVERALL SITE PLAN



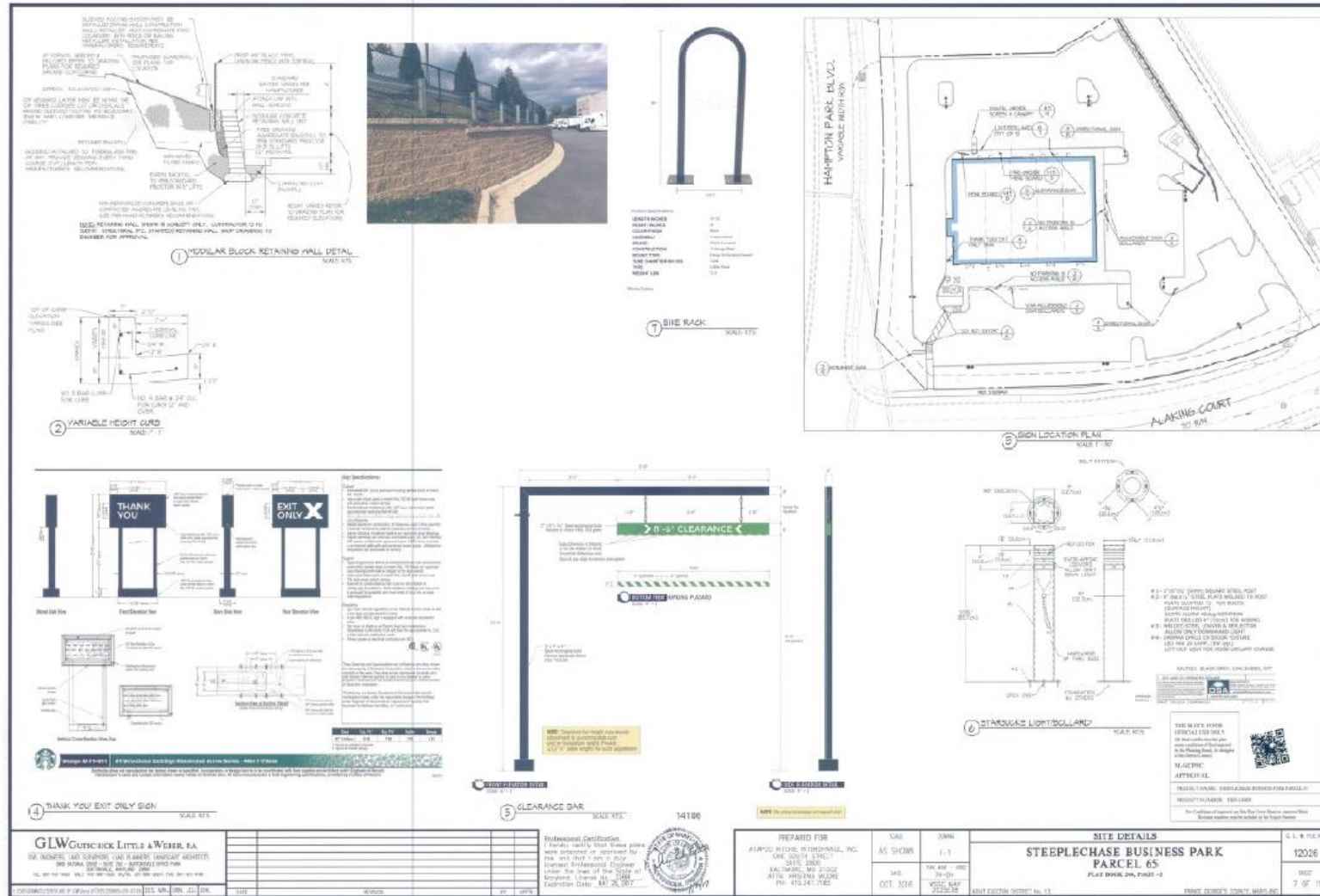
SITE PLAN PARCEL 66



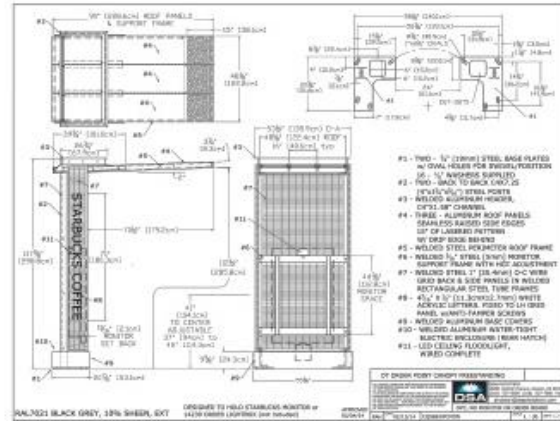
PARCEL 66 SITE PLAN ALTERNATE OPTION WITH OUT DRIVE THRU



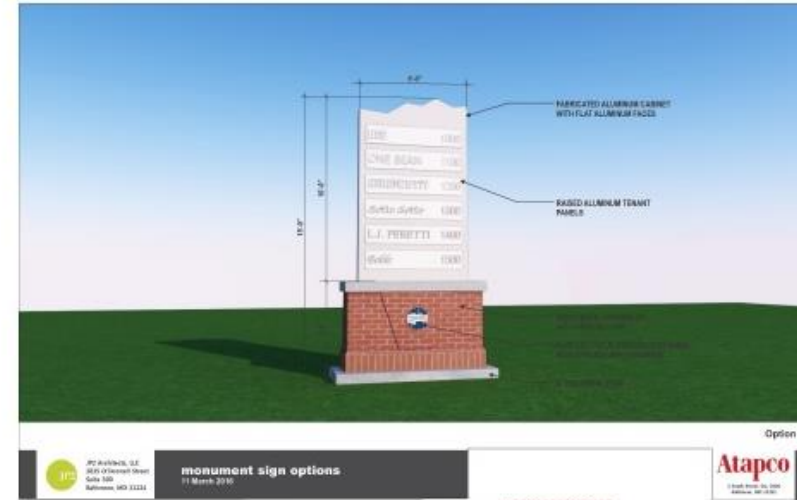
SITE DETAILS



SIGN DETAILS



1 ORDER POINT CANOPY



2 TREESTANDING MONUMENT SIGN - PARCELS 65 & 66



3 ORDER POINT CANOPY PHOTOS



4 ILLUMINATED WALL MOUNTED LOGO

ELEVATIONS, PARCEL 66



D3 NORTH ELEVATION
 SCALE: 1/8" = 1'-0"



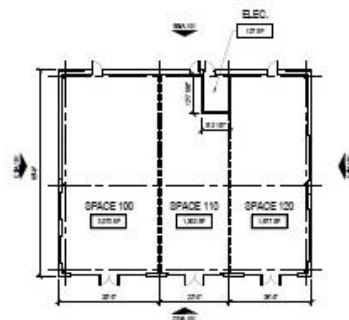
D7 WEST ELEVATION
 SCALE: 1/8" = 1'-0"



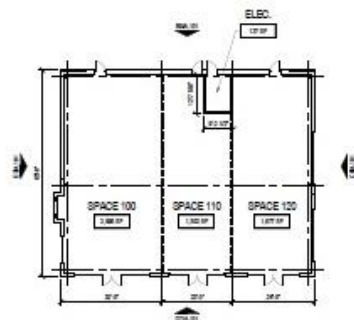
C3 ALTERANTE NORTH ELEVATION
 SCALE: 1/8" = 1'-0"



C6 SOUTH ELEVATION
 SCALE: 1/8" = 1'-0"



A1 KEY PLAN - ALTERNATE
 SCALE: 1/8" = 1'-0"



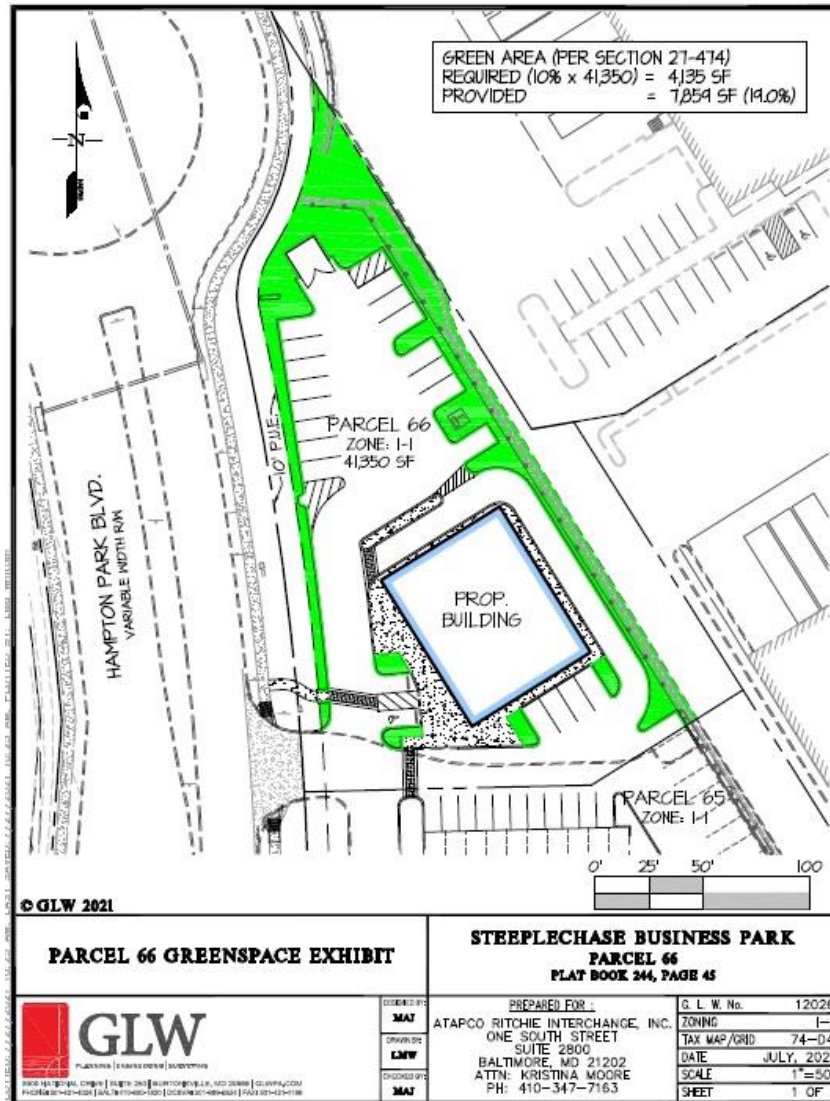
A3 KEY PLAN
 SCALE: 1/8" = 1'-0"



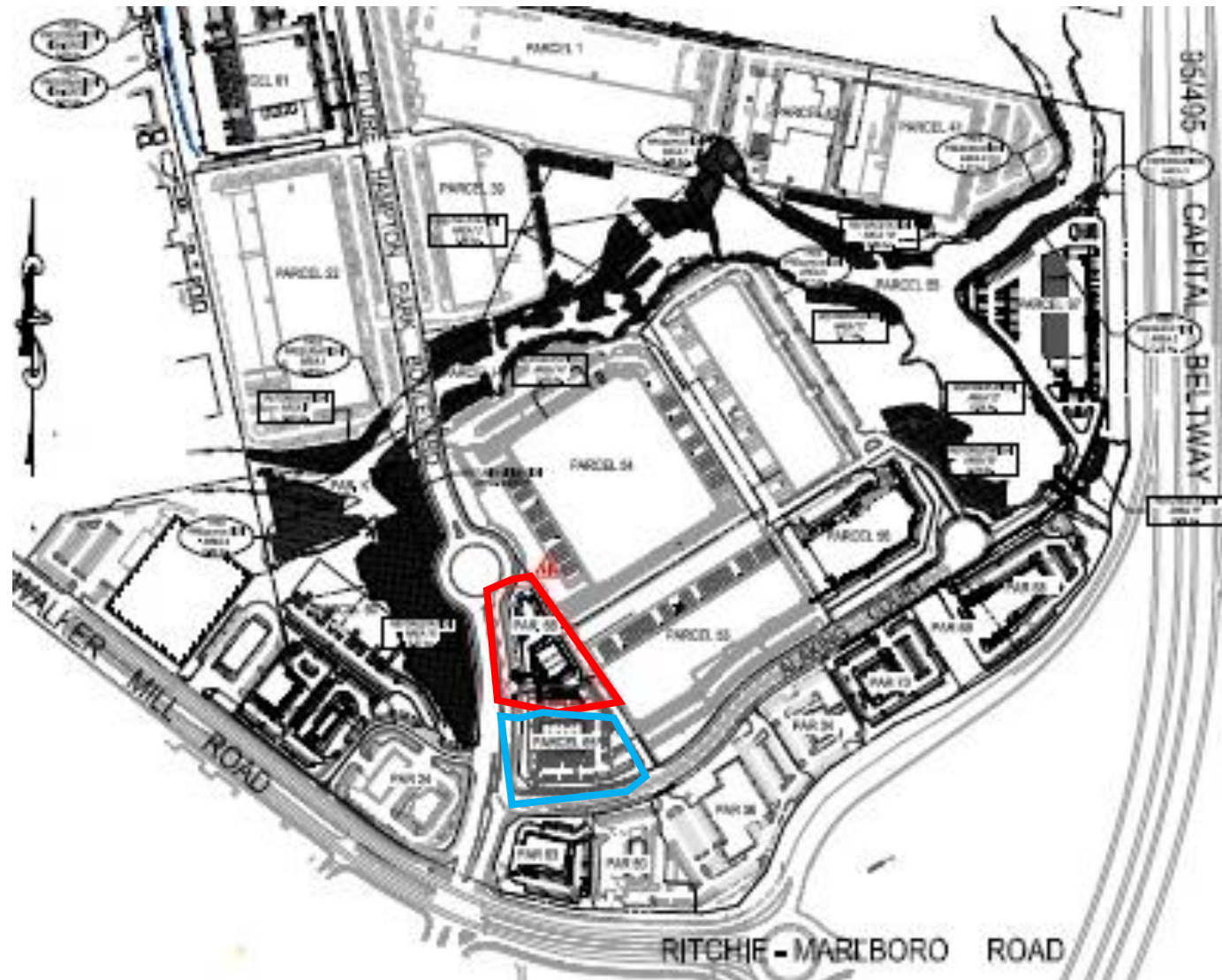
B5 EAST ELEVATION
 SCALE: 1/8" = 1'-0"

FORM	DESCRIPTION	MANUFACTURER	FINISH/COLOR
M-01	WOOD STUD	STRONGHOLD	UNPAINTED (UNPAINTED GRAY)
M-02	WOOD	COLUMBA	CAMBRIDGE TRX
M-03	WOOD	SLR BRV	GRAND BLACK VEGE GR
M-04	WOOD/PAV/CL	SCHLCK	TRANSITION CARBON BROWN
M-05	WOOD/PAV/CL	SCHLCK	TRANSITION ANVARY GREY
E-01	EXTERIOR INSULATION FINISH SYSTEM (EIFS)	DRYV-IT	CRITER SWELL A-08
E-02	EXTERIOR INSULATION FINISH SYSTEM (EIFS)	DRYV-IT	MEDICAL POLY A-10
E-03	EXTERIOR INSULATION FINISH SYSTEM (EIFS)	DRYV-IT	GRAY STRATA F-04
M-10	METAL CLING	FLC CLING ALUMINUM	STAIN SS - CHARCOAL
M-12	METAL OPEN CLOPPY FINISH/CLING	FLC FINISH/CLING	TO MATCH STAIN SS - CHARCOAL
F-01	FABRIC SIDING	SPYRUS - COTTONAL PAPER	LARGE MET GRAY LINE - WHITE/RED SPINDLE
F-02	FABRIC SIDING	SPYRUS - WINDPROOF PLUS	DRY GR

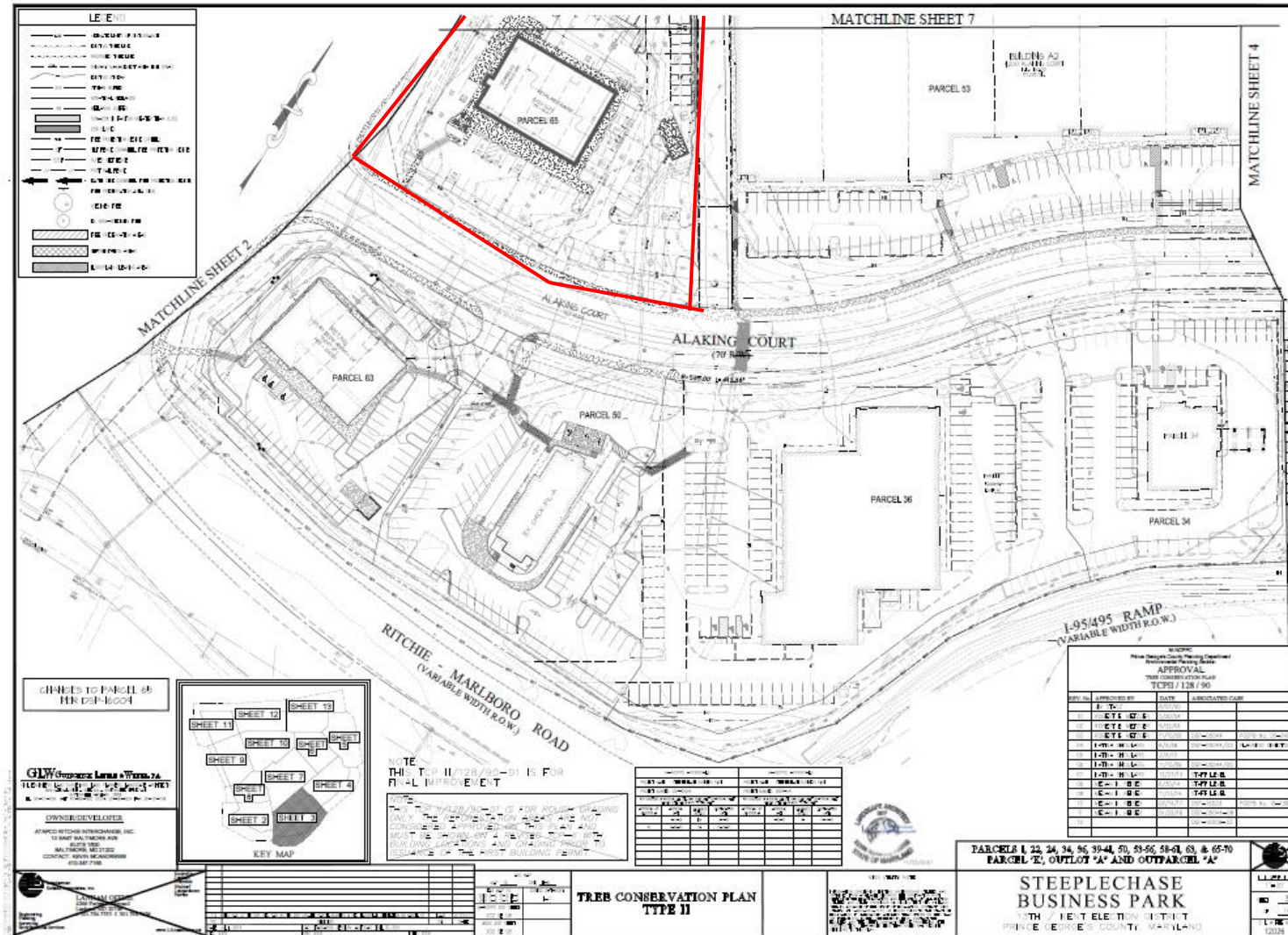
PARCEL 66 GREENSPACE EXHIBIT



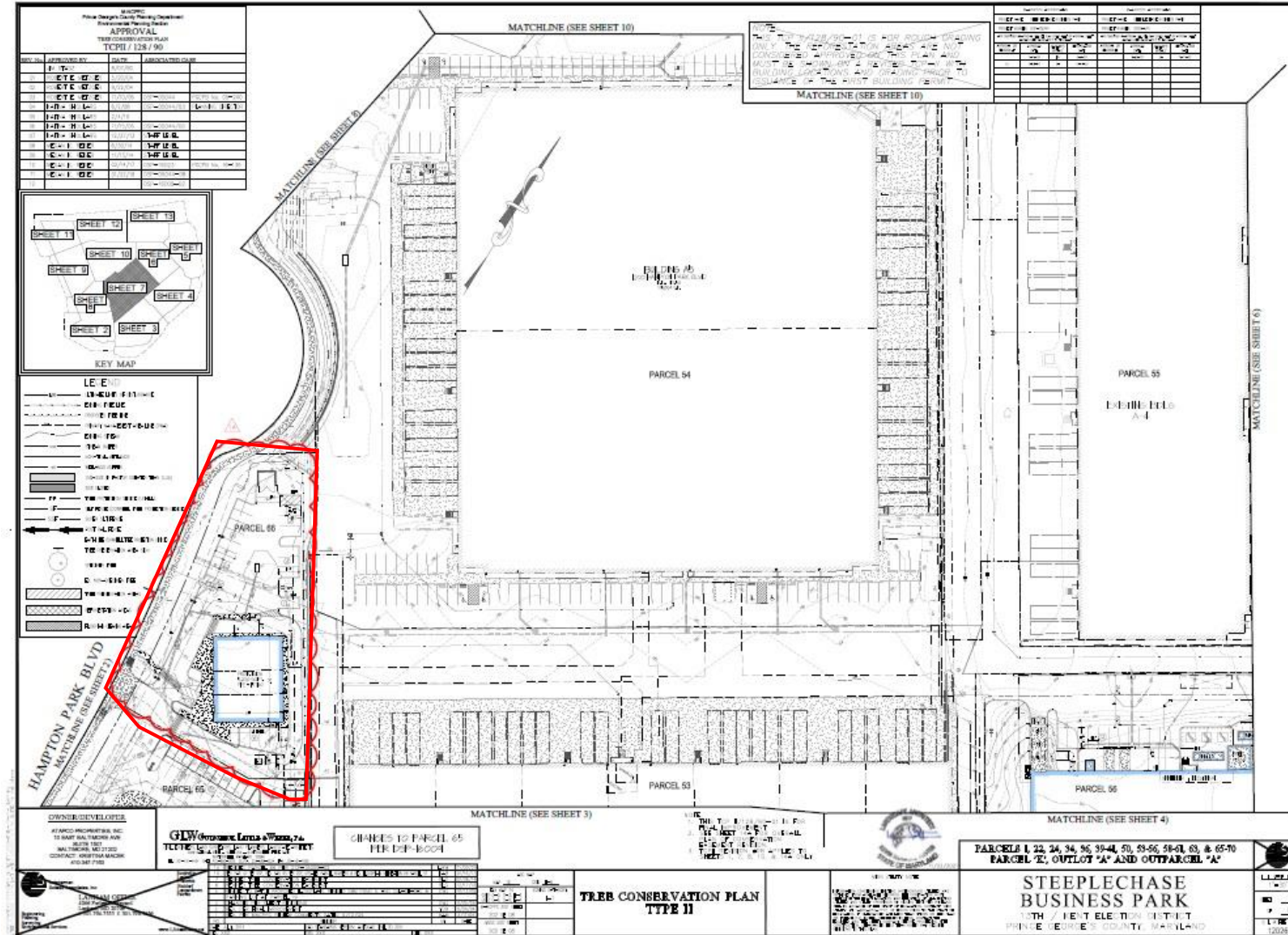
OVERALL TYPE II TREE CONSERVATION PLAN



TYPE II TREE CONSERVATION PLAN, PARCEL 65



TYPE II TREE CONSERVATION PLAN, PARCEL 66



STAFF RECOMMENDATION

APPROVAL with conditions

- DSP-16009-02 - 1 Condition with 9 subconditions
- DSDS-714 - No Conditions
- DPLS-494 - No Conditions

Major Issues:

- None

Applicant Community Engagement:

- None



June 28, 2021

Mr. Adam Bossi
Planner Coordinator, Urban Design Section
The Maryland National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

**Re: Steeplechase 95 International Business Park – Parcel 66
Review for Detailed Site Plan 16009-02
Statement of Justification**

Dear Mr. Bossi:

On behalf of our client, Atapco Ritchie Interchange, Inc., we enclose for your use and information the package for Detailed Site Plan 16001-02, Parcels 65 and 66. The subject property is bounded to the west by Hampton Park Boulevard and to the south by Alaking Court. Parcels 65 and 66 are recorded on Plat Nineteen, Steeplechase Business Park, recorded in SJH244 at Plat No. 45. The two parcels and the surrounding properties are zoned I-1, and will remain I-1. DSP-16009-01 is being amended to add the proposed development to Parcel 66. The proposed use of the property will be retail/restaurant, with a drive-thru. Everything on Parcel 65 is currently existing and active, and consists of a multi-tenant retail/restaurant building, including a Starbucks with drive-thru service window, with a total gross floor area of approximately 8,920 square feet. Within the I-1 zone, a DSP is required due to Section 27-473: Table of Permitted Uses, note 54, which indicates that the a restaurant with drive-thru is permitted, subject to DSP review.

The proposed DSP is in conformance with all conditions of Preliminary Plan of Subdivision 4-03113.

Parcel 66 is currently vacant and is bounded by Hampton Park Boulevard to the west, Parcel 65 to the south, and an existing warehouse to the east. Stormwater management for the two parcels is currently provided off-site in an existing SWM pond, in accordance with the approved SWM Concept Plan and Approved and Permitted Technical SD/SWM Plans. This site is an in-fill site within the Steeplechase Business Park.

The site is in compliance with the 2010 Landscape Manual, as demonstrated on the Landscape Plans within this DSP, and no Alternative Compliance is requested.

The site is currently served by water, sewer and other utilities adjacent to, or within, the property boundary. Access to Parcel 66 will be provided by an existing shared commercial

driveway entrance to Hampton Park Boulevard within the property boundary. Parcel 65 also has another shared commercial driveway entrance to Alaking Court.

This submission also includes an Alternate Layout, Landscape Plan, and Architectural elevations which shows no drive-thru service. The only change to the plan being the removal of the drive-thru window and addition of 4 parking spaces in its place. We request that the plans be approved with both options, so that the DSP does not need to be amended depending on which tenants eventually occupy the building.

Concurrent with this submission, we are submitting a Departure from Sign Design Standards, DSDS-714, to request additional building mounted signage for the site. No relief is requested for freestanding signage. Computations for signage are shown on the Cover Sheet and on Sheet A-102 Building Signage. There is currently a Departure from Sign Design Standards (DSDS-690) for Parcel 65, and the proposed DSDS represents a similar request for sign sizing to remain consistent with all the other retail uses in Steeplechase.

Concurrent with this submission we are also submitting a Departure from Parking and Loading Standards, DPLS-494, to request relief from parking requirements for having several restaurant with carry-out uses within the proposed development. Parking computations are indicated on the Cover Sheet. There is currently a Departure from Parking and Loading Standards (DPLS-427) for Parcel 65. This DPLS also requests relief from the loading space requirement. If needed, the loading space on Parcel can be used.

The following is a summary for compliance with the **Design Standards of the I-1 Zone.**

(b) Landscaping, screening and buffering:

Green space area is listed on the cover sheet and is complied with.

Section 27-474 applicable regulations:

(b) Setbacks:

All yard requirements are listed on the cover sheet and are complied with.

(e) Building Coverage and Green Area

As indicated on the Cover Sheet, the 10% Green Area requirement is exceeded.

If you have any questions or comments, or need additional information, please contact us at any time.

Sincerely,



Mark Johnston, P.E.



STATEMENT OF JUSTIFICATION

**Re: Departure From Sign Design Standards # DSDS-714
Parcel 66, Steeplechase 95 Business Park
Prince George's County, Maryland
Detailed Site Plan # DSP-16009-02**

On behalf of our client, Atapco Ritchie Interchange, Inc., (herein the “Applicant”) and companion to the proposed Detailed Site Plan DSP-16009-02 for Parcel 65 and Parcel 66 located within Steeplechase 95 Business Park in Capitol Heights, Maryland, we respectfully request a Departure from Sign Design Standards, DSDS-714, for the building on Parcel 66. Specifically, this request is to provide additional building mounted signage on the proposed building in order to maintain the high level of design provided within the rest of the existing retail uses in the business park. Additionally, this DSDS requests the Applicant be allowed to provide a freestanding monument sign on Parcel 66 for the benefit of the proposed tenant for the building on Parcel 66.

While this site is a companion case with the Detailed Site Plan DSP-16009-02, it will maintain similar building appearances and standards of the existing building on Parcel 65 and the adjacent retail uses on the south side of Alaking Ct. The retail uses on the south side of Alaking Ct. were approved as part of Detailed Site Plan Approval (DSP-05044) on January 6, 2006 and a Preliminary Plan Approval (#4-03113) for the Overall Business Park on March 11, 2004. As part of the original Detailed Site Plan Approval, a Comprehensive Sign Package and associated Departure from Sign Design Standards (DSDS-641) was also approved. Similarly, the building across the street at 9101 Alaking Ct. was granted a Sign Departure under DSDS-687, and the building on Parcel 65 was granted a Sign Departure under DSDS-690. Pursuant to Section 27-613 (c) (3)(C)(ii) et.seq of the County Zoning Ordinance (“Ordinance”), this Departure Application is submitted to allow additional building or canopy mounted building signage, albeit consistent with the previously approved DSDS cases. Additionally, the Departure is necessary to respond to the unique location and visibility of Parcel 66 within the business park and the surrounding community.

Parcel 66 consists of a single Parcel located at a focal point of the business park. It is situated next to Parcel 65, which is located at a prominent corner of the park bounded by Hampton Park Boulevard on the west and Alaking Court on the south. The adjacent Parcels to the east consist of existing warehouses. The retail parcels on the south side of Alaking Ct, which are the subject of the DSP-05044, are mostly constructed and consist of five buildings (including Wawa on the west side of Hampton Park Blvd) that maintain a unified design character by utilizing consistent architectural elements such as signage, brick construction and color pallet.

The previously approved Comprehensive Sign package maintained a consistent size of the sign band above the doorways and below the building cornices to provide a strong unifier and an orderly presentation of tenant identification. The nature of all of the retail buildings within Steeplechase, and on Parcel 66 in particular, is that the buildings are highly visible and can be viewed from all four sides.

Visibility from the nearby roads is critical to the success of the retail development and therefore signage is proposed for multiple building facades. The Approved DSDS-641, DSDS-687, and DSDS-690 permitted an increased sign area to allow for adequate signage on multiple facades within the I-1 zone. The maximum sign area permitted by DSDS-641 on the nearby Multi-Tenant Building (Parcel 36) of 203 square feet (SF) per Ordinance was approved for 535 SF on Building 4a and the permitted 200 SF (per Ordinance) was approved for 470 SF on Building 4b. Per DSDS-687, the other nearby Multi-Tenant Building (Parcel 63) permitted signage of 228 SF (per Ordinance) was approved for 340 SF. The permitted signage on Parcel 65 of 221 SF (per Ordinance) was approved for 439 SF. The permitted signage on Parcel 66 is being proposed by the Applicant to be increased from 160 SF (per Ordinance) to 297 SF. This increase for the building on Parcel 66 is consistent with, but slightly less than the average of the three previously approved increases provided for the other three existing buildings. Nevertheless, the Applicant has determined the requested square footage will be sufficient to meet the intent of the Comprehensive Sign Package and provide adequate visibility for that parcel.

Additionally, this application's proposed sign band maintains the same 3' height as approved on the nearby existing multi-tenant buildings and proposes utilizing the same high-quality materials, consistent colors, material types and styles to maintain the Steeplechase identity. No other modifications for the wall mounted signage are requested for this Departure.

The building on Parcel 66 is located behind the building on Parcel 65, whereas the existing freestanding sign on Parcel 65 is located at the front of the building on Parcel 65, at the intersection of Hampton Park Blvd and Alaking Ct. As such, the existing freestanding sign on Parcel 65 would not intuitively provide notification for the development on Parcel 66. Further, since both of these buildings have multiple tenants, there is not enough room on the existing sign to provide advertising for Parcel 66. To add to this, the development on Parcel 66 does not have rights to use the sign on Parcel 65. The proposed freestanding sign on Parcel 66 will be the same architectural design and size as the sign on Parcel 65. This sign design is the same throughout the Steeplechase Business Park.

Pursuant to our request for a separate freestanding monument sign on Parcel 66, we note that Section 27-614 (a) (1) of the Ordinance expresses "...signs shall only be located on property where the main building associated with the sign is located...". Nothing in the statute expressly limits the number of properties or buildings—only that such freestanding sign be on the property of the main building associated with the sign. In our instance, there are separate properties and separate signs proposed for those properties—as allowed by Part 12 of the Zoning Ordinance. While perhaps it is unclear whether pursuant to Part 11 of the Zoning Ordinance should be viewed as a single "property" for purposes of the Applicant's companion DPLS, such a determination in no manner prohibits Applicant's reasonable implementation of Part 12's express language that separate signs for the separate parcels.

Viewing the two parcels as a "single property", the Applicant notes the following:

- a. The existing monument sign on Parcel 65 is at the lower southwest corner of the property.

- b. Applicant's proposed additional monument sign on Parcel 66 would be at the northwest corner of the property.
- c. The two monument signs would be separated by nearly 500 feet.
- d. The parcels are in separate ownership which makes the individual signage more appropriate
- e. Lastly, the proposed additional monument sign is preferable to replacing the existing monument sign with a larger pylon sign identifying multiple uses. Such a change would also necessitate the Parcel 65 owner granting the Parcel 66 owner a license or easement identifying the multiple uses.

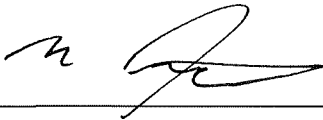
To that end, the Applicant asserts, and as similarly previously found by the Planning Board, that:

1. The Purposes of the Zoning Ordinance are served by the requested Departures which assists the Applicant in its continuation of the creation of quality identification and image for its development such that it attracts quality businesses, diverse tenants and patrons desiring the products and services. The requested Departures allow for adequate identification and advertisement in a manner compatible with the zone, existing and future uses. Lastly, the requested Departure assist in the implementation of the planned growth envisioned by the applicable plans thus generating quality economic development and furthers the health, safety and welfare of the public by providing safe identification.
2. As noted above, the requested Departure for the wall mounted signage is slightly less than that of previously approved Departures for signage within the business park—all of which is oriented to providing similar signage on the various sides of the buildings. Thus, the requested Departure is the minimum necessary to provide the same consistency in signage previously established by the approvals for signage. While the second aspect of the requested Departures, if granted, would allow the additional freestanding monument sign, the Applicant deems that solution preferable to reconstruction of the existing monument sign on Parcel 65 as a pylon sign along with the additional ownership consents that would be required.
3. Orientation for the Park exists as a result of the street network constructed inclusive of Ritchie-Marlboro Road, Hampton Park Boulevard and Alaking Court. Buildings are visible from along the road network and the architecture is designed to be attractive from the various streets. Such visibility from multiple streets is not commonplace and thus providing identification of the users is necessary—as previously found by the Planning Board—as a result of the uniqueness of the location within the street network. This is applicable both for the wall mounted signage and the proposed freestanding sign on Parcel 66.
4. Lastly, the Applicant's requested Departure assists in providing consistent safe and attractive signage and does not impair the other uses within the business park or the surrounding neighborhood. The immediate character of the neighborhood is commercial and industrial and the building mounted signage is compatible and attractive.

Steeplechase 95 Business Park Signage Departure
December 15, 2021
Page 4 of 4

In summary, the Applicant would assert the required Findings for the approval of the requested Departure can be made and respectfully asks for approval of its application.

Respectfully Submitted,



Mark Johnston, P.E.
Engineer for Applicant

Date



STEEPLECHASE BUSINESS PARK PARCEL 66 DEPARTURE FROM PARKING AND LOADING STANDARDS NO 494

Applicant, Atapco Ritchie Interchange, Inc., submits this Statement of Justification in support of its request to reduce the number of required parking spaces by 32 for the proposed development on Parcel 66.

Applicant is the Developer of the Steeplechase Business Park ("Steeplechase") a 110 acre I-1 zoned Employment Business Park in the northwest quadrant of the I-495/Ritchie Marlboro Interchange. Steeplechase is developed with a variety of retail, dining and service commercial uses along its main thoroughfare/access intersection of Ritchie Marlboro Road/Hampton Park Boulevard. Adjacent Parcels have been developed with some of those uses, including a diversity of eating and drinking establishments that serve the business park, adjacent commercial development and local residents.

The subject property of DSP-16009-02 consists of Parcel 65 and Parcel 66 of the Steeplechase Subdivision and is situated in the northeast quadrant of Hampton Boulevard/Alaking Court. The total 117,613 square foot property will include eating and drinking establishments and retail uses. The Applicant has calculated its parking requirement for both individual parcels (66 for Parcel 66 and 97 for Parcel 65). Inasmuch as there are existing easements for cross access and cross parking, the required parking was also calculated for the collective parcels since development is shown on both for the DSP amendment. The required number of spaces for both parcels is 159 spaces based upon the uses and intended square footage. The tabulations shown below indicate the numbers for the individual and collective parcels.

PARCEL 66 PARKING TABULATION

PROPOSED PARKING GENERATION:

RESTAURANT WITH CARRY-OUT (1.950 SF)

Eating Or Drinking Establishment Including Carryout:	
1 Space For Every 3 Seats (50 Seats)	17
1 Space For Every 50 Sf Of Gfa Excluding Storage & Patron Seating (450 Sf)	9
	26

RESTAURANT WITH CARRY-OUT (1.625 SF)

Eating Or Drinking Establishment Including Carryout:	
1 Space For Every 3 Seats (32 Seats)	11
1 Space For Every 50 Sf Of Gfa Excluding Storage & Patron Seating (450 Sf)	9
	20

RESTAURANT WITH CARRY-OUT (1.625 SF)

Eating Or Drinking Establishment Including Carryout:	
1 Space For Every 3 Seats (32 Seats)	11
1 Space For Every 50 Sf Of Gfa Excluding Storage & Patron Seating (450 Sf)	9
	20

TOTAL PARKING REQUIRED FOR PARCEL 66: **66**

PARKING PROVIDED FOR PARCEL 66

Standard Spaces (9.5'x19') (includes 2 on Parcel 65 for the benefit of Parcel 66):	20
Compact Spaces (8'x16.5') (includes 11 on Parcel 65 for the benefit of Parcel 66)	12
Accessible Spaces: (5 -Incl. 3 Van Accessible)	1

TOTAL PARKING PROVIDED FOR PARCEL 66: **34**

DPLS-494 Requested For A Reduction In 33 Parking Spaces

Total Shortage Of Proposed Spaces: 32

PARCEL 65 PARKING TABULATION

PROPOSED PARKING GENERATION:

STARBUCKS (2,084 SF)
Eating Or Drinking Establishment Including Carryout:

1 Space For Every 3 Seats (45 Seats)	15
1 Space For Every 50 Sf Of Gfa Excluding Storage & Patron Seating (700 Sf)	<u>14</u>
	29

JERSEY MIKES (1,610 SF)
Eating Or Drinking Establishment Including Carryout:

1 Space For Every 3 Seats (30 Seats)	10
1 Space For Every 50 Sf Of Gfa Excluding Storage & Patron Seating (470 Sf)	<u>10</u>
	20

MEZEH (1,735 SF)
Eating Or Drinking Establishment Including Carryout:

1 Space For Every 3 Seats (36 Seats)	12
1 Space For Every 50 Sf Of Gfa Excluding Storage & Patron Seating (450 Sf)	<u>9</u>
	21

RETAIL (2,061 SF)

1 Space For Every 150 Sf Of First 3,000 Sf Of Gfa (1,614 Sf)	14
--	----

RETAIL (1,347 SF) (80.7' X 20')

1 Space For Every 150 Sf Of First 3,000 Sf Of Gfa (1,347Sf)	9
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TOTAL PARKING REQUIRED FOR PARCEL 65: 93

PARKING PROVIDED FOR PARCEL 65

Standard Spaces (9.5'x19'):	20
Compact Spaces (8'x16.5')	12
Accessible Spaces: (4 -Incl. 2 Van Accessible)	<u>4</u>

TOTAL PARKING PROVIDED FOR PARCEL 65: 74

Parcel 65 subject to DPLS-427 For A Reduction In 31 Parking Spaces

Total Surplus Of Proposed Spaces (Provided + DPLS reduction – Required) : 12

OVERALL TOTAL PARKING SPACES REQUIRED FOR PARCELS 65 & 66.....159

Accessible Spaces Required: 5 (Incl. 2 Van Accessible)
 (Based On 109 Spaces Provided)

OVERALL PROPOSED PARKING PROVIDED UNDER THIS PLAN

Standard Spaces (9.5'x19'): 91
 Compact Spaces (8'x16.5')..... 12
 Accessible Spaces: (5 -Incl. 3 Van Accessible)..... 5

TOTAL PARKING PROVIDED (PARCELS 65 & 66):..... 108

Total Shortage Of Proposed Spaces: 51

The Applicant proposes to provide 34 of the required 66 spaces on Parcel 66—52%. Parcel 65 will be developed with 74 of the required 93 spaces—80%. Collectively, 108 spaces will be developed across Parcels 65 & 66, approximately 68% of the required spaces of both parcels. This latter percentage of parking to be provided is similar to the Planning Board’s previous Parcel 65 DPLS, numbered 427. By way of background, this will be the third area of Steeplechase developed with commercial retail, service and dining uses ("CRSD"). The larger of the previous two areas fronts on Ritchie Marlboro Road, has the majority of CRSD uses, and its access is from Alaking Court. Parking for this area was implemented premised on an integrated shopping center designation, and this has resulted in a surplus of spaces on the developed parcels most adjacent to Parcel 65. These parcels are also less than 100 feet from Parcel 65 and can be easily accessed across Alaking Court. Parcel 65 has already received a Departure from Parking and Loading Standards, DPLS-427, for 31 parking spaces. Once Parcel 66 is developed, customers will share the parking spaces between Parcels 65 and 66, and it is for this reason we request the departure on Parcel 66. The existing DPLS on Parcel 65 will remain. The proximity of the uses, in conjunction with the existing cross parking and cross access easements makes this a collective efficient use of parking and negates the need to overpark the site. Moreover, the development, now approximately 11 years old, has not experienced any parking issues. Much of the retail traffic either uses drive-through or is not parked at the various parcels which collectively define the CRSD for significant time periods.

In order for the Planning Board to grant the departure, Section 27-588 (b) (7) expressed specific findings be made, which findings are noted below with Applicant's comments on how said findings are satisfied by its proposal.

- (i) The purposes of this Part (Section 27-550) will be served by the applicant's request. **Applicant is proposing simply to use some of the convenient existing parking, for a site (Parcels 66 and 65) over which the Applicant has complete control, to satisfy portions of the parking requirement. Much of the traffic to this area of the Business Park is during meal hours when vehicle occupancy is high-and thus parking needs are less. Nevertheless, the parking provided on Parcels 65 and 66 will still be the highest ratio in the retail portion of the business park. Based on observed traffic patterns for patrons on the developed Parcel 65, most visitors stop by to pick up food as carry out only and do not eat in the dining areas, leaving less occupied spaces for dining-in patrons. Lastly, there are pedestrian crossings at the southeast and southwest corners that facilitate the pedestrian crossing of Alaking Court.**

- (ii) The departure is the minimum necessary, given the specific circumstances of the request . **Applicant is seeking a 32 space reduction to the number of spaces it will construct on Parcel 66. This number of spaces, in conjunction with proximate parking within the Applicant's overall development is deemed a more than adequate number of spaces to sufficiently handle the peak period usage with the overflow using the adjacent parking.**

- (iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949. **The proposed development is part of CRSD component of a larger Business Park. Additional development of CRSD uses was envisioned by the District Council when it enacted legislation (CB-97-2004) facilitating this type of development within the Business Park. The proposed development will operate as simply an addition to the existing CRSD area, and granting the departure negates the construction of unnecessary parking to serve the CRSD area .**

- (iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical. **If parking were calculated using an integrated shopping center methodology, less parking would be needed. Alaking Court's existence as a public street negates viewing Parcels 65 & 66 as part of the adjacent parcels, on the south side of Alaking Court, and thus part of that integrated shopping center. Nevertheless, the parking and access to that parking is very proximate. As previously found by the Planning Board, "...it is not desirable to have land uses surrounded by acres of parking; such an environment does not contribute to a sense of place. In that light, it seems appropriate to consider several retail parcels in the immediate area as a single retail area and allow a departure based on that consideration.**

- (v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted. **No residential exists adjacent to Parcel 65 or Parcel 66.**

When it comes to loading spaces, with the existing 8,920 SF building on Parcel 65, Parcel 65 meets the 1 space requirement for retail sales and service with 1 space required for 2,000 to 10,000 SF of GFA. However, with the proposed 5,200 SF building on Parcel 66, Parcel 66 does not meet the 1 loading space requirement. Therefore, we request a departure for one loading space. The existing loading space located on Parcel 65 is relatively close to the building on Parcel 66 and could be used if necessary.

The Applicant further notes Steeplechase has now existed and operated for a significant period of time with no parking and loading issues, i.e. no consistent parking on public streets as a result of overcrowded parking lots in the general vicinity of the Parcels 65 and 66. There is no inherent conflict with the requested Departure with any aspect of the Subregion IV Master Plan, 2035 General Plan, County or local revitalization plan, applicable to Parcels 65 and 66 of its surrounding area.

The Applicant has investigated alternative design solutions that might yield additional spaces but has not found better design alignments that would lead to more parking spaces for the site. A significant portion of the parking is during the eating hours {lunch and dinner) and the Business Park employment hours are differentiated from the later dinner customer trips. In both instances, substantial additional parking will be within 100 feet. Collectively, the Applicant asserts these considerations make the requested Departure a reasonable request that will have no negative impact and further enhances the purposes of the Zoning Ordinance .

For the reasons noted herein, Applicant requests approval of a Departure for 32 parking spaces for Parcel 66 and one loading space for Parcel 66 as part of this DPLS-494.

Respectfully Submitted,



Mark Johnston, P.E.
Engineer for Applicant

9/27/21

Date

R E S O L U T I O N

WHEREAS, The Interchange Corporation is the owner of a 110.23-acre parcel of land known as Parcels 26 and 27, Tax Map 74, Grid D-3, said property being in the 13th Election District of Prince George's County, Maryland, and being zoned I-1; and

WHEREAS, on November 18, 2003, The Interchange Corporation filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 28 lots, 4 parcels and 1 outparcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-03113 for Steeplechase Business Park was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on March 4, 2004, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on March 4, 2004, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type I Tree Conservation Plan (TCPI/34/00), and further APPROVED Preliminary Plan of Subdivision 4-03113, @ for Lots 1-28, Parcels A-D and Outparcel A with the following conditions:

1. Prior to signature approval of the preliminary plan:
 - a. The plan shall be revised as follows:
 - (1) To indicate the proposed ownership of Outparcel A.
 - (2) To remove "Proposed Sign" from Outparcel A.
 - (3) To revise General Note 1 to accurately reflect that the property is Parcels 26 and 27.
 - (4) To indicate the disposition of all of the existing structures and to provide a note that all structures to remain shall be in conformance with zoning regulations or relocated.

- (5) To indicate denied access to Walker Mill Road for Lot 26 and demonstrate access to Hampton Park Boulevard via an easement pursuant to Section 24-128(b)(9), or delete the lot, unless the Department of Public Works and Transportation verifies that allowing this access would provide a better transportation design.
 - b. The preliminary plan and the TCPI shall be revised to eliminate PMA Impact Areas 6. The proposed building layout shown on the TCPI for proposed Lots 21 and 22 shall be further evaluated to ensure that impacts to the PMA in this area do not occur.
 - c. The FSD shall be revised to reflect the correct acreages on-site in total and for each stand.
 - d. TCPI/34/00 shall be revised as follows:
 - (1) Provide the correct acreage of existing woodland on-site.
 - (2) Provide evidence of DER's approval for reforestation areas in stormwater management ponds.
 - (3) Revise the computation worksheet as necessary after the other revisions have been made.
 - (4) When all the revisions have been completed, have the plan signed and dated by the qualified professional who prepared the plan.
2. Prior to the issuance of permits a Type II Tree Conservation Plan shall be approved.
3. Development of this property shall be in conformance to the approved Stormwater Management Concept Plan # 8004290-2000-00.
4. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.
5. The master plan trail facility along Ritchie Marlboro Road should be continued along the south side of the roadway in the vicinity of the subject site, in keeping with recent DPW&T road improvements in this area. Standard road frontage improvements to the subject site's frontage of Ritchie Marlboro Road (including a standard sidewalk) are recommended at the time of street construction permits, per the concurrence of DPW&T.
6. Ritchie Marlboro Road at site access (aka. Hampton Park Boulevard): Prior to the issuance of any building permits within the subject property, the following road improvements shall have full financial assurances, have been permitted for construction, and have an agreed-upon timetable for construction with DPW&T/SHA:

- a. Along Ritchie Marlboro Road/Walker Mill Road, provide a westbound right-turn lane and an eastbound left-turn lane.
 - b. Along Hampton Park Boulevard at the approach to Ritchie Marlboro Road/Walker Mill Road, provide an exclusive right-turn lane and dual left-turn lanes.
 - c. Provide the necessary traffic signal warrant studies and install a traffic signal at Ritchie Marlboro Road/Hampton Park Boulevard, if warranted, at the time it is deemed necessary by the responsible transportation agency.
7. At the time of final plat approval, the applicant shall dedicate a right-of-way of a minimum of 70 feet in width along proposed Hampton Park Boulevard, as shown on the submitted plan. DPW&T shall have the authority to determine the scope of improvements within the right-of-way and adjust the size of the right-of-way if necessary.
 8. The final plat shall deny direct access from Lots 14 through 20 onto I-95/I-495, Ritchie Marlboro Road, and ramps connecting these two facilities.
 9. Any abandoned well or septic system shall be pumped, backfilled and/or sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to final plat approval.
 10. The Developed Tier shall be the priority area for all off-site woodland conservation.
 11. Prior to the approval of a building permit for Lot 4, a limited detailed site plan shall be approved by the Planning Board or its designee. The site plan shall examine architecture and views from the Capital Beltway.

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

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The property is located in the northwest quadrant of the proposed Capital Beltway/Ritchie Marlboro Road interchange and north of Walker Mill Road.
3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	I-1	I-1
Uses	Vacant	Industrial/Business Park
Acreage	110.26	110.26
Lots	0	28
Parcels	2	4
Outparcels:	0	1

4. **Environmental**—The site is characterized by terrain sloping toward the north and south to the center of the subject property, and it drains into unnamed tributaries of the Southwest Branch watershed in the Patuxent River basin. The predominant soil types on the site are Adelphia, Shrewsbury, Monmouth, Collington and Donlonton. These soil series generally exhibit slight to moderate limitations to development due to steep slopes, high water table, poor and impeded drainage, and seasonally high water table. The site is largely undeveloped and partially wooded. Based on information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled, “Ecologically Significant Areas in Anne Arundel and Prince George’s Counties,” December 1997, there are no rare, threatened or endangered species found to occur in the vicinity of this site. There are streams, floodplain, Waters of the U.S., and/or wetlands associated with the site. There are no Marlboro clays or scenic or historic roads located on or adjacent to the subject property. The subject property is located adjacent to the Capital Beltway (I-95), a freeway and major noise generator. Due to the I-1 zoning, noise is not considered an issue on this site. This property is located in the Developed Tier as delineated on the adopted General Plan.

Woodland Conservation

The revised Forest Stand Delineation (FSD) was found to generally address the requirements for an FSD with one exception. The FSD text and the plan reflect the correct acreage of existing woodland on-site as 19.81 acres; however, Forest Stand 4 on the plan is different from the text with 7.70 acres and 8.81 acres, respectively. This implies that either 1.11 acres or 0.81 acre of woodland is missing. Prior to signature approval of the Preliminary Plan, the FSD needs to be revised to reflect the correct acreages on-site in total and for each stand.

The property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. The revised Type I Tree Conservation Plan (TCPI/34/00) submitted requires revisions.

The minimum woodland requirement for the site is 14.67 acres of the net tract. An additional 8.07 acres are required due to the removal of woodlands for a total of 22.74 acres of woodland conservation. The plan shows the requirement being met with 4.51 acres of on-site woodland conservation, 4.90 acres of reforestation, and 13.33 acres of off-site mitigation for a total of 22.74 acres. The plan as submitted should reflect the correct acreage of existing woodland on-site,

provide permission from DER for reforestation in stormwater management pond areas, increase the amount of on-site preservation, and the computation worksheet should be revised accordingly.

Patuxent River Primary Management Area

The Subdivision Regulations require the protection of streams, 50-foot stream buffers, wetlands, 25-foot wetland buffers, 100-year floodplain, adjacent areas of slopes in excess of 25 percent, and adjacent areas of slopes between 15 and 25 percent with highly erodible soils. When a property is located within the Patuxent River watershed these features comprise the Patuxent River Primary Management Area (PMA).

The Subdivision Regulations require the preservation of the PMA in a natural state to the fullest extent possible. The preliminary plan as submitted proposes several impacts to the PMA. Essential development includes such features as public utility lines (including sewer and stormwater outfalls), streets, and so forth, which are mandated for public health and safety; non-essential disturbances are those, such as grading for lots, stormwater management ponds, parking areas, and so forth, which do not relate directly to public health, safety or welfare. Proposed impacts to the PMA require the submission of a Letter of Justification.

Many of the impacts proposed are for road crossings and required utilities; however, some of the impacts are excessive and result in areas being disturbed that are not essential to the overall development of the site. The Letter of Justification does not provide adequate justification for the impacts that are proposed for areas of additional buildings and parking and for the area of over one acre of PMA impact for an access road. The following is an evaluation of each of the proposed impacts as noted on the exhibits submitted.

PMA Impact Area 1: This impact area is considered necessary for the construction of the master-planned Hampton Park Boulevard and therefore meets the requirement as a necessity. However, the design of this roadway as currently shown, results in an additional impact, #14. Staff recommends that the design of the roadway be re-evaluated and the impacts further reduced.

PMA Impact Areas 2, 3, 4, 5, 7, 9, 10, 11, 13: The disturbances as proposed are for stormwater management outfalls which require 4,196 square feet of PMA impacts. Disturbances to the PMA for the construction of stormwater management pond outfalls meet the requirement of necessity. Staff recommends approval of these impacts if in conformance with approved stormwater concept and technical plans.

PMA Impact Area 6: Impact Area 6 is for the disturbance of 10,758 square feet of PMA impact area, primarily wetlands and wetland buffers. The applicant's Letter of Justification states that these impacts are needed in order to maintain proper turning radius of large trucks. This is based on the current design, which could be altered to preserve this area of wetlands and buffers, without eliminating the allowed use of the property. It is, in fact, a convenience of the proposed design and not a necessity of development. The impact that is associated with this request should

be eliminated and alternative design options should be explored. Staff does not recommend the approval of this impact.

PMA Impact Areas 8 and 15: These PMA impacts are for the construction of public water and sewer lines, which meet the requirement of necessity. Staff recommends approval of the proposed impacts in these areas.

PMA Impact Area 12: The impacts shown in this location are necessary for the reasonable development of the overall site. Access to Lot 4 is also limited by the presence of a stream to the north. Lot 4 will be the signature site on the property and is reasonable for development. A site plan should be required to ensure views from the Beltway will be pleasant.

PMA Impact Area 14: This proposed impact is for a small area of wetland buffer, and the impact is necessary.

Water and Sewer Categories

The water and sewer service categories are W-4 and S-4 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003.

5. **Community Planning**—The subject property is located within the limits of the 1985 Approved Suitland-District Heights & Vicinity Master Plan, Planning Area 75B, in the Capitol Heights Community. The master plan land use recommendation for the property is employment. The 2002 General Plan locates the property in the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. The 1985 SMA for the Suitland-District Heights & Vicinity Master Plan retained the property in the I-1 Zone. The proposed subdivision is consistent with the recommendation of the master plan and is not inconsistent with the recommendations of the General Plan.
6. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the proposed subdivision is exempt from the requirements of mandatory dedication of parkland because the proposed development is a nonresidential use.
7. **Trails**—The Adopted and Approved 1985 Equestrian Addendum to the Adopted and Approved Countywide Trails Plan and planning work for the update to the Master Plan of Transportation recommend a master plan trail facility along Ritchie Marlboro Road and Walker Mill Road Extended. Bicycle and pedestrian improvements have been incorporated into the recent Ritchie Marlboro Road and Capital Beltway interchange. These improvements have taken the form of wide and (in places of right-of-way constraints) standard sidewalks along the south side of Ritchie Marlboro Road.

It appears likely that these improvements will be continued along the south side of Ritchie-Marlboro Road and Walker Mill Road extended. Improvements to the north side of these roads may consist of standard DPW&T improvements, with the master plan trail facility going on the

south. In staff's opinion, the best location for the master plan trail is along the south side of the roadway due to the location of existing improvements and the location of nearby Walker Mill Regional Park.

A master plan trail facility is also recommended within the PEPCO right-of-way. However, due to liability concerns, there are no recommendations regarding this proposal at this time.

Staff recommends that the master plan trail facility along Ritchie Marlboro Road be continued along the south side of the roadway in the vicinity of the subject site, in keeping with recent DPW&T road improvements in this area. This facility will not impact the subject application. Standard road frontage improvements to the subject site's frontage of Ritchie Marlboro Road (including a standard sidewalk) are recommended, per the concurrence of DPW&T.

8. **Transportation**—The subject property consists of approximately 110.23 acres of land in the I-1 Zone. The property is located on the northwest corner of the intersection of the Capital Beltway and Ritchie Marlboro Road, on both sides of the proposed extension of Hampton Park Boulevard. The applicant proposes a commercial and industrial subdivision consisting of approximately 850,000 square feet of space.

The applicant submitted a traffic study dated December 2003 that was referred for comment to the State Highway Administration (SHA) and the county Department of Public Works and Transportation (DPW&T). The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

Growth Policy—Service Level Standards

The subject property is located within the Developed Tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the guidelines.

Unsignalized intersections: The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Analysis of Traffic Impacts

The traffic study for this site examined the site impact at four intersections:

- Ritchie Road/Walker Mill Road (signalized)
- Ritchie Marlboro Road/site access (planned/proposed signalized)
- I-95/I-495 SB Ramps/Ritchie Marlboro Road (unsignalized roundabout)
- I-95/I-495 NB Ramps/Ritchie Marlboro Road (unsignalized roundabout)

The existing conditions at the study intersections are summarized below:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Ritchie Road and Walker Mill Road	729	898	A	A
Ritchie Marlboro Road and site access	Future			
I-95/I-495 SB Ramps and Ritchie Marlboro Road	16.0*	13.4*	--	--
I-95/I-495 NB Ramps and Ritchie Marlboro Road	13.6*	16.6*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy. This criterion is applicable to roundabouts as well as standard four-way or three-way intersections.				

The area of background development includes nine properties in the vicinity of the subject property. Background conditions also assume through traffic growth of 3.0 percent annually in the area. There are no programmed improvements in the County Capital Improvement Program (CIP) or the State Consolidation Transportation Program (CTP). Improvements to Ritchie Marlboro Road, coincident with the construction of the I-95/I-495/Ritchie Marlboro Road interchange, have recently been completed and were completely open to traffic for several months at the time that the traffic study was conducted. Background conditions are summarized below:

BACKGROUND TRAFFIC CONDITIONS			
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)
Ritchie Road and Walker Mill Road	874	1,080	A B
Ritchie Marlboro Road and site access	Future		
I-95/I-495 SB Ramps and Ritchie Marlboro Road	18.6*	13.8*	-- --
I-95/I-495 NB Ramps and Ritchie Marlboro Road	14.2*	19.3*	-- --
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy. This criterion is applicable to roundabouts as well as standard four-way or three-way intersections.			

The site is proposed for development as a commercial/industrial subdivision. The site is proposed to be developed with industrial/employment-related uses, but some commercial development is also proposed within the traffic study. The site trip generation of all proposed uses is summarized in the following table:

Site Trip Generation			
Use	Quantity	AM Trips	PM Trips
Industrial Park	200,000 sq feet	192	188
Warehouse	500,000 sq feet	255	248
Office Park	100,000 sq feet	219	228
High-Turnover Restaurant 4 @ 4500	18,000 sq feet	167	195
Fast Food Restaurant 2 @ 3500	7,000 sq feet	349	234
Conv Store with Gas Pumps	12 pumps	206	231
Drive-In Bank 4 @ 2	4 windows	95	253
Pharmacy with Drive-Thru	13,800 sq feet	37	144
HT Rest Pass-By Trips	33% AM/43% PM	-55	-86
FF Rest Pass-By Trips	49% AM/50% PM	-171	-117
Conv Store Pass-By Trips	66%	-130	-152
Bank Pass-By Trips	33% AM/47% PM	-32	-119
Pharmacy Pass-By Trips	33% AM/49% PM	-12	-70
TOTAL TRIPS		1520	1721
LESS PASS-BY TRIPS		-400	-554
TOTAL NEW TRIPS		1120	1167

The site trip distribution and assignment used in the traffic study has been reviewed in light of traffic conditions that exist in the area and in consideration that Hampton Park Boulevard will be fully connected between MD 214 and Ritchie Marlboro Road. The underlying assumptions are acceptable. With the trip distribution and assignment as assumed, the following results are obtained under total traffic:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Ritchie Road and Walker Mill Road	1,050	1,151	B	C
Ritchie Marlboro Road and site access	1,050	959	B	A
I-95/I-495 SB Ramps and Ritchie Marlboro Road	22.9*	14.3*	--	--
I-95/I-495 NB Ramps and Ritchie Marlboro Road	38.6*	23.7*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy. This criterion is applicable to roundabouts as well as standard four-way or three-way intersections.				

Given these analyses, all intersections within the study area would operate acceptably during both peak hours.

DPW&T has reviewed the traffic study, and offered no comments.

SHA commented that the proposed site access would be within 600 feet of the existing roundabout within the I-95/I-495/Ritchie Marlboro interchange and requested that applicant be required to prepare further operational analyses. This information is important, but it should also be noted that this applicant is using a curb cut that was provided at the time that the recent improvements were constructed. Furthermore, it has long been apparent that this curb cut for proposed Hampton Park Boulevard would serve an extensive employment center on the subject property. Also, the Planning Board does not review operational analyses; traffic operations are within the purview of the operating agencies like DPW&T and SHA. For these reasons, there will be no requirement for further studies prior to a recommendation of approval for this subdivision. The applicant will be required to provide any studies needed to the responsible agency at the time that modifications to the existing curb cut are designed or needed frontage improvements are constructed; however, the operating agencies have the authority to request such information or studies and do not need additional conditions approved as part of the decision by the Planning Board to make such requests.

Approval of the plan should be made conditional upon the assumed improvements at Ritchie Marlboro Road/site access (aka Hampton Park Boulevard), as may be modified by SHA/DPW&T to provide the same or better service levels at that location.

Walker Mill Road and Ritchie Marlboro Road are master plan arterial facilities, and sufficient right-of-way exists along each facility. The master plan also includes Hampton Park Boulevard as an industrial roadway, and the plan reflects adequate right-of-way along this roadway.

Lot 26 is proposed with frontage only on Walker Mill Road, an arterial facility, and the applicant has filed a variation request regarding Section 24-121(a)(3), which limits individual lot access onto arterial facilities. In reviewing the subdivision plan as well as the justification, the following determinations are made in pursuant to the requirements of Section 24-113 of the Subdivision Regulations:

- a. Lot 26 is a creation of the applicant. The boundaries of the lot are not the apparent product of environmental or other constraints. The lot is less than 300 feet from an internal street. There appears to be nothing unique about the site that would necessitate the creation of a lot that must have access onto the arterial facility.
- b. To the credit of the applicant, only a right-in/right-out is being requested for access, and no median break along Walker Mill Road is envisioned. However, this access does not yet have the support of DPW&T, which appears to be the responsible operating agency for the adjacent section of Walker Mill Road.
- c. Nothing in the justification is clear about the proposed use of Lot 26. It is also not clear if internal driveways will be available to serve Lot 26, or if traffic must complete left turns into and out of Lot 26 by negotiating U-turns along Walker Mill Road.
- d. SHA has already raised concerns about traffic operations along the link of Ritchie Marlboro Road/Walker Mill Road. Given these concerns, it seems unwise to introduce yet another access point in the area.

For these reasons, the staff recommends denial of the variation from 24-121(a)(3) for Lot 26. The preliminary plan should be revised to provide an access easement serving Lot 26, pursuant to Section 24-128(b)(9), or the lot shall be deleted.

Lots 4 and Lots 14 through 20 shall have access directed toward the internal street system and shall not have access onto I-95/I-495, Ritchie Marlboro Road, and ramps connecting these two facilities. If Lot 26 is retained the final plat should indicated denied access to Walker Mill Road.

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with conditions.

9. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded that the subdivision is exempt from APF test for schools because it is a nonresidential use.
10. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue facilities and concluded the following:
 - a. The existing fire engine service at Ritchie Fire Station, Company 37, located at 1415 Ritchie Marlboro Road, has a service travel time of 2.27 minutes, which is within the 3.25-minute travel time guideline.
 - b. The existing ambulance service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service travel time of 5.80 minutes, which is beyond the 4.25-minute travel time guideline.
 - c. The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service travel time of 5.80 minutes, which is within the 7.25-minute travel time guideline.
 - d. The existing ladder truck service at District Heights Fire Station, Company 26, located at 6208 Marlboro Pike, has a service travel time of 7.40 minutes, which is beyond the 4.25-minute travel time guideline.

To alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/ EMS Department determines that an alternative method of fire suppression is appropriate.

The existing ambulance service located at Kentland Fire Station, Company 46, is beyond the recommended travel time guideline. The nearest fire station Ritchie, Company 37, is located at 1515 Ritchie Marlboro Road, which is 2.27 minutes from the development. This facility would be within the recommended travel time for ambulance service if an operational decision to locate this service at Company 37 were made by the county.

The above findings are in conformance with the standards and guidelines contained in the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

11. **Police Facilities**—The proposed development is within the service area for Police District III-Landover. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of June 30, 2002, the county had 874 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for additional 69

sworn personnel. Therefore, in accordance with Section 24-122.01(c) of the Subdivision Regulations, the staff concludes that the existing county police facilities will be adequate to serve the proposed Steeplechase Business Park development.

12. **Health Department**—The Health Department notes that all existing structures that are to be razed will require a raze permit prior to the removal. Any hazardous materials located in any structure on site must be removed and properly stored or discarded prior to the structures being razed. Any abandoned septic tank must be pumped out by a licensed scavenger and either removed or backfilled in place. Any abandoned well must be backfilled and sealed in accordance with COMAR by a licensed well driller or witnessed by a representative of the Health Department prior to release of grading permit.
13. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, #8004290-2000-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.
14. **Cemeteries**—There are no known cemeteries on or adjoining the property; however, the applicant should be aware that if burials are discovered during any phase of the development process, all work must cease in accordance with state law.
15. **Public Utility Easement**—The proposed preliminary plan includes the required ten-foot-wide public utility easement. This easement will be shown on the final plat.

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

* * * * *

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 Harley, seconded by Commissioner Vaughns, with Commissioners Harley, Vaughns, Squire, Eley and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, March 4, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 11th day of March 2004.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:JD:meg

MN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PP
PC

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

December 6, 2016

Atapco Ritchie Interchange, Inc.
One South Street, Suite 2800
Baltimore, MD 21202

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-16009
Steeplechase Business Park, Parcel 65

Dear Applicant:

This is to advise you that, on **December 1, 2016**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-290, the Planning Board's decision will become final 30 calendar days after the date of the final notice **December 6, 2016** of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

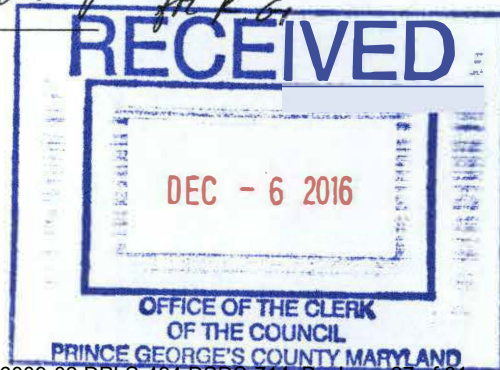
Please direct any future communication or inquiries regarding this matter to Ms. Redis C. Floyd, Clerk of the County Council, at 301-952-3600.

Sincerely,
Alan Hirsch, Chief
Development Review Division

By: *Henry Ham*
Reviewer

Attachment: PGCPB Resolution No. 16-133

cc: Redis C. Floyd, Clerk of the County Council
Persons of Record





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
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PGCPB No. 16-133

File No. DSP-16009

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 November 10, 2016, regarding Detailed Site Plan DSP-16009 for Steeplechase Business Park, Parcel 65, the Planning Board finds:

1. **Request:** The subject approval is for an 8,920-square-foot multi-tenant retail building within the retail area of Steeplechase Business Park.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	I-1	I-1
Use	Vacant	Commercial Retail/Restaurant
Acreage (Parcel 65)	1.75	1.75
Steeplechase Retail Area	12.84	12.84
Building Gross Floor Area (square feet)	0	8,920
Steeplechase Retail Area	57,919	66,839

Other Development Data:

Parking Required	
8,920 sq. ft.	106 spaces
Parking Approved	
	75 spaces
Standard Spaces	71 spaces
Compact Spaces	0 spaces
Standard ADA Spaces	2 spaces
Van-accessible ADA Spaces	2 spaces
Loading Spaces Required	
	1 space
Parcel 65	1 space
Loading Spaces Approved	
	1 space

Note: A Departure from Parking and Loading Standards (DPLS-427) for 31 parking spaces has been approved separately by the Planning Board.

Sign Design Data—Building-Mounted Signage Area

Lineal feet of width at front of the building	Maximum Area Permitted	Area Requested	Departure Requested
114 feet	221.3 sq. ft.	438.6 sq. ft.*	217.3 sq. ft.

Note: A Departure from Sign Design Standards (DSDS-690) for 192 square feet has been approved separately by the Planning Board. The required number of spaces is based on the Zoning Ordinance, as required for the multiple uses proposed in the DSP.

- 3. Location:** The subject property is known as Parcel 65, located in the northeastern quadrant of the intersection of Hampton Park Boulevard and Alaking Court, in Planning Area 75A, and Council District 6.
- 4. Surrounding Uses:** The subject property, Parcel 65, is bounded to the north by vacant land (Parcel 66 of the Steeplechase- Business Park) in the Light Industrial (I-1) Zone; to the east by an unimproved right-of-way with a warehouse beyond (Parcel 53 of the Steeplechase Business Park) in the I-1 Zone; to the south by Alaking Court with a two multi-tenant retail buildings and a Chick-fil-A beyond (Parcels 36, 50 and 63 of the Steeplechase Business Park) in the I-1 Zone; and to the west by Hampton Park Boulevard with commercial retail uses, on Parcel K, Parcel 60 and Parcel 24 of the Steeplechase Business Park beyond in the I-1 Zone.
- 5. Previous Approvals:** On March 4, 2004, the Prince George’s County Planning Board approved Preliminary Plan of Subdivision 4-03113 for the Steeplechase Business Park. On March 11, 2004, the Planning Board adopted PGCPB Resolution No. 04-49, formalizing that approval. On July 11, 2006, the Prince George’s County District Council approved Detailed Site Plan DSP-05044 for the retail portion of the development along Alaking Court. On July 23, 2007, the District Council approved Detailed Site Plan DSP-05044-01. In conjunction with DSP-05044-01, the Planning Board and District Council also approved Departure from Sign Design Standards DSDS-641 for freestanding and building-mounted signage. Detailed Site Plan DSP-05044-02 was approved by the Planning Board on June 25, 2009. On July 16, 2009, the Planning Board adopted PGCPB Resolution No, 09-111, formalizing that approval. Four other Planning Director-level revisions have been approved since for minor site and architectural changes; (DSP-05044-03 on February 4, 2010, DSP-05044-04 on October 6, 2010, DSP-05044-05 on August 11, 2011 and DSP-05044-06 on May 29, 2013). A seventh revision of the DSP-15044-07 was approved on January 8, 2015, for a multitenant retail building and a restaurant, with PGCPB Resolution No. 15-01 adopted the same day. The 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (Glenn Dale-Seabrook-Lanham Sector Plan and SMA) maintained the I-1 Zone on the subject property. The site is also the subject of Stormwater

Management Concept Plan 8004290-2000-08 approved by the Department of Permitting, Inspections and Enforcement (DPIE) on October 8, 2014 and valid until October 8, 2017.

6. **Design Features:** The subject retail/restaurant development is in the Steeplechase Business Park and approved herein to be accessed at a single point along the Alaking Court road frontage. The subject project also has frontage on Hampton Park Boulevard. Both roadways are approved herein to provide sidewalks. Similar multi-tenant retail and restaurant uses are located along the southern side of Alaking Court directly across from the project approved herein. Both the warehouse and the retail/restaurant land uses are part of the Steeplechase Business Park.

The access point from Alaking Court leads to the parking lot, which surrounds the building approved herein on all but the western side. A small sitting area, two bicycle racks providing parking for four bicycles, a freestanding sign, and a sidewalk connection to that along Alaking Court are provided at the southwestern corner of the building, where Starbucks is approved herein to be located. Service uses including a dumpster enclosure, a loading space and the drive through for the Starbucks are located at the northeast corner of the building and along its northern side. Adequate handicapped parking has been approved for the project.

A crosswalk is provided to the sidewalk herein approved along Alaking Court. Sidewalk already exists along Hampton Park Boulevard. Two bicycle racks are approved herein at the southwestern corner of the building, proximate to the Starbucks establishment. Note that the project is proximate to several parcels of land developed with similar uses on the southern side of Alaking Court

Architecture

Architecture for the building includes a single 24-foot-tall, one-story, flat-roofed, 8,920-square-foot multi-tenant retail commercial building, with four tenant spaces, each with a separate entrance door. Architectural materials approved herein include two colors of veneer stone, two colors of brick, cast stone, ground face concrete masonry unit (CMU), metal, exterior insulation finishing system (EIFS), and fabric for the awnings in a visually pleasing combination. The end units reach the full 24 feet in height while the three interior units are 22 feet tall. On the south (front) façade, the architectural treatment of the end units is somewhat more elaborate than the others. They have a more pronounced and elevated roofline, with a cornice and dentils on the right end unit and a simpler cornice on the left. A sign band is approved herein under the roof structures and on the three interior units, under the flat roof. Each unit has a double door and ample storefront glass. A combination of EIFS and masonry form the pilasters between the units and provide vertical accents, with a more predominant use of masonry on the end units. The side and rear façades are treated similarly with the more predominant masonry treatment wrapping around the side elevations, while the rear elevation is plainer and provides a service entrance into each unit.

Signage

Signage for the project includes a freestanding sign to be placed at the corner of the development at the intersection of Alaking Court and Hampton Park Boulevard. The sign is herein approved at 15 feet tall and six feet wide. The upper portion of the sign is fabricated aluminum. Raised

aluminum panels provide the name and address/location of each tenant. The base is brick, with stone slabs as accents. The emblem for the Steeplechase Business Park is placed in the center of the base.

Wall-mounted signage, the subject of the separate companion approval (Departure from Sign Design Standards DSDS-690), includes the following:

SPACE	MAX. ALLOWED SIGN AREA/BLDG SQ. FT.	MAX ALLOWED SIGN AREA/SPACE SQ. FT.	SIGN FRONT SQ. FT.	SIGN SIDE SQ. FT.	SIGN REAR SQ. FT.	TOTAL PROVIDED SQ. FT.
101	222.3	51.3	30	78.6	30	138.6
102	222.3	40	30	0	30	60
103	222.3	40	30	0	30	60
104	222.3	40	30	0	30	60
105	222.3	50	30	60	30	120
TOTAL		221.3				438.6

Additionally, directional signs, parking signs such as, “exit only,” “do not enter” signs and a digital order screen and pre-order menu board are also approved herein to assist in safe on-site circulation on a spatially-tight site with a drive-through restaurant such as this one.

Site Details

Light Fixtures—Details of the shadow box downward light fixture and the light bollard to be located proximate to the drive-through lane have been approved herein, as the Planning Board finds them acceptable.

Dumpster Enclosure—The dumpster enclosure is approved herein to be composed of concrete masonry unit (CMU), precast concrete and brick. The CMU is located on the watertable. Precast concrete bands provide division between the wall and the watertable. Brick is utilized above the precast concrete. A variety of red and brown colors are coordinated in the dumpster design. Double gates, finished in “plastic lumber” and supported by painted steel posts, provide access to the enclosure.

Hardscape—Four tables and chairs and a shade structure are approved herein in the southwestern corner of the building approved herein. As details were not included on the plans, a condition of this approval requires that these details be added to the plans prior to certificate approval.

Wall/Fence—A modular block retaining wall is approved herein, topped by a 48-inch-tall black vinyl-clad chain-link fence with a top rail. A guardrail is approved herein to be placed at its base. As elevation details were not provided for the wall, fence, or guardrail, a condition of this approval requires that these details be added prior to certificate approval.

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

- a. The subject approval is in conformance with the requirements of Section 27-473(b), which governs uses in industrial zones. Various types of stores, eating and drinking establishments, and services could be tenants and are all permitted in the I-1 Zone.
- b. The DSP herein approved shows a site layout that is consistent with Section 27-474, regulations regarding building setbacks and required green space in the industrial zones. The DSP is also in conformance with the applicable site design guidelines in Section 27-283, which further cross-references the site design guidelines in Section 27-274.
- c. **Departure from Sign Design Standards**—The DSP is approved herein with building-mounted signage in excess of the allowed square footage on all four sides of the building. See the resolution for Departure from Sign Design Standards DSDS-690 for the details of that approval.
- d. **Departure from Parking and Loading**—The DSP approved herein shows a reduction in the required number of parking by 31 parking spaces. See the resolution for Departure from Parking and Loading Standards DPLS-427 for the details of that approval.

8. **Preliminary Plan of Subdivision 4-03113:** Preliminary Plan of Subdivision 4-03113 was approved and adopted on March 11, 2004 (PGCPB Resolution No. 04-49). The Planning Board approved the preliminary plan with 11 conditions, of which the following are applicable to the approval of this DSP:

- 2. Prior to the issuance of permits, a Type II Tree Conservation Plan shall be approved.
- The subject approval includes an approved Type II tree conservation plan that the DSP was found to be in conformance with and therefore this DSP meets this condition.
- 3. **Development of this property shall be in conformance to the approved Stormwater Management Concept Plan # 8004290-2000-00.**

A memorandum received from DPB indicated that the DSP is consistent with the approved Stormwater Management Concept Plan, 8004290-2000-08, dated October 4, 2014.

- 4. **An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate or not required based on the use.**

The building herein approved will contain an automatic fire suppression system unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate or not required based on the use.

9. **2010 Prince George's County Landscape Manual:** The multi-tenant retail building herein approved is subject to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).
- a. **Section 4.2, Requirements for Landscape Strips along Streets**—Applies to all public and private road frontages, which include the southern and western frontages of the subject site adjacent to Alaking Court and Hampton Park Boulevard, respectively. The landscape plan is in conformance with these requirements.
- b. **Section 4.3, Parking Lot Requirements**—Section 4.3(c)(1), Parking Lot Perimeter Landscape Strip Requirements, applies when approved parking lots are within 30 feet of an adjacent property line. The landscape plan indicates the required 4.3 buffer along the northern property line. However, the corresponding schedule for this section had not been provided on the landscape plan. Therefore, a condition of this approval requires that, prior to certificate approval, the applicant revise the plans to add the required Section 4.3(c)(1) schedule on the landscape plan, demonstrating conformance with the requirements.
- Section 4.3(c)(2), Parking Lot Interior Planting Requirements, requires that a certain percentage of the parking area, in accordance with the size of the parking lot, be interior planting areas with one shade tree for each 300 square feet of planting area. The provided Section 4.3(c)(2) schedule indicated that the parking lot measures 35,005 square feet, and the plan is subject to the eight percent requirement because the total parking lot area is between 7,000 and 49,999 square feet. The landscape plan provides eight percent of the total parking lot area in interior planting area and a total of nine shade trees that satisfy the requirements of Section 4.3(c)(2).
- c. **Section 4.4, Screening Requirements**—Requires that all dumpsters and loading spaces be screened from all public roads and adjacent residential properties. The proposed loading space is located along the northern side of the building herein approved, interior to the site and further blocked from view from adjacent Hampton Park Boulevard by the required Section 4.2 landscape strip. The landscape plan is in conformance with this portion of Section 4.4 of the Landscape Manual. Section 4.4 also requires that trash and recycling facilities, including dumpsters be screened if located in a commercial development, from all outdoor recreation areas, retail parking areas and entrance drives within the development. The plans show a masonry enclosure being provided for the dumpster which is in conformance of this portion of Section 4.4 of the Landscape Manual.

- d. **Section 4.7, Buffering Incompatible Uses**—Requires a buffer between adjacent incompatible land uses. As the adjacent warehouse and the subject use are both categorized as high intensity uses Section 4.7 buffer is not required between them. Additionally, a Section 4.7 buffer is not required adjacent to the vacant industrially-zoned property to the north pursuant to the provision included on page 92 of the Landscape Manual which states: “If a developing property is located in an Industrial Zone and is adjoining vacant property located in an Industrial Zone, the developing property is not required to provide a bufferyard.” Although a schedule is provided for Bufferyard 1, the location of the bufferyard is not indicated on the landscape plan. Prior to certificate approval, a condition of this approval requires that it shall be identified on the landscape plan.
 - e. **Section 4.9, Sustainable Landscaping Requirements**—Requires certain percentages of native plants be provided on-site, along with no invasive plants and no plants being planted on slopes steeper than three-to-one. The submitted landscape plan provides the required schedule and notes showing the requirements of this section being met.
10. **Prince George’s Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the requirements of the Prince George’s Woodland and Wildlife Habitat Conservation Ordinance because it has a previously approved Type II Tree Conservation Plan, TCPII-128-90-09. The Planning Board finds that the building herein approved is to be located in an area previously approved to be cleared and is, therefore, in conformance with the existing TCPII. No additional Type II Tree Conservation Plan is needed for this development.
11. **Prince George’s County Tree Canopy Coverage Ordinance:** The project is subject to the requirements of Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, because it proposes more than 5,000 square feet of gross floor area. The requirement for the entire 110.26-acre Steeplechase Business Park is ten percent of the gross tract area or 11.03 acres (480,293 square feet) based on the I-1 zoning. The submitted landscape plan provides a schedule showing the requirement being met through the preservation of existing trees and afforestation/reforestation areas shown on the Type II tree conservation plan (TCPII), with a total of 11.41 acres of tree canopy coverage (TCC). A condition of this approval requires the numbers in the TCC schedule to be revised, as necessary, to match the numbers on the approved TCPII.
12. **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**—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. Therefore, the project herein approved will not impact any historic sites,

historic resources or known archeological sites and a Phase I archeological study is not recommended.

- b. **Community Planning**—The subject project is consistent with the Employment Area Growth Policy in the Plan Prince George's 2035 Approved General Plan (Plan Prince George's). The subject project conforms to the industrial land use recommendation of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (sector plan).

Plan Prince George's 2035 Approved General Plan

The Plan Prince George's 2035 Approved General Plan (Plan Prince George's 2035) designates the area for Industrial/Employment land use. Plan Prince George's 2035 recommends continuing to support business growth in targeted industry clusters, concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies.

Sector Plan

The sector plan classified the site in the Light Industrial (I-1) Zone. The sector plan had no specific recommendations for the subject site. The subject project is in keeping with the purposes stated for the I-1 (Light Industrial) Zone which include:

- (A) To attract a variety of labor-intensive light *industrial* uses;
 - (B) To apply site development standards which will result in an attractive, conventional light *industrial* environment;
 - (C) To create a distinct light *industrial* character, setting it apart from both the more intense *Industrial Zones* and the high-traffic-generating *Commercial Zones*; and
 - (D) To provide for a land use mix which is designed to sustain a light *industrial* character.
- c. **Transportation**—The site is subject to the general requirements of site plan review, which include attention to parking, loading, on-site circulation, etc. No traffic-related findings are required.

Parcel 65 is located within a portion of the Steeplechase Business Park. The site is served by a driveway directly from Hampton Park Boulevard. It is also served by an easement that serves multiple lots, including adjacent Lot 66 to the north. This is acceptable and desirable.

There are several transportation-related conditions on Preliminary Plan of Subdivision 4-03113; the status of these conditions is summarized below:

Condition 6: This condition requires improvements to the Ritchie Marlboro Road/Hampton Park Boulevard intersection. All improvements are complete and open to traffic.

Condition 7: This condition requires dedication along Hampton Park Boulevard within the subject property. This dedication is complete, and Hampton Park Boulevard is open to traffic through the subject property.

Condition 8: This condition denies access to the rear of several lots. This group of lots does not include the subject lot, and so this condition is not applicable to this site.

Although there is no trip cap condition, the resolution includes a clear finding that the approval considered 1,120 AM and 1,167 PM peak-hour trips. A recent analysis indicated that the following had been constructed, approved, or planned for the site in consideration of the change in square footage proposed by this plan:

USE	AM	PM
528,246 square feet of industrial (assume 20% office and 80% warehouse per permit plans) constructed	380	364
87,228 square feet of industrial (18,000 square feet office and remainder warehouse) planned	64	61
175,854 square feet of industrial (14,000 square feet office and remainder warehouse) planned	93	91
Convenience Store with Gas Pumps (12 fueling positions) with 66% pass by	76	79
47,063 square feet of retail (computed per Guidelines) INCLUDES SUBJECT PROPOSAL	59	217
5,205 square feet bank/credit union with 33% AM/47% PM pass by	42	68
6,599 square feet fast food restaurant with 49% AM/50% PM pass by	153	108
TOTAL EXISTING, PROPOSED, AND PLANNED	867	988
TRIP CAP PER 4-03113	1120	1167

As shown in the table above, existing, proposed, and planned development remains well within the trip cap established by the preliminary plan.

Hampton Park Boulevard (I-413, industrial roadway with 70 feet ROW) is a master plan roadway in the *Master Plan of Transportation* and the *Approved Subregion IV Master Plan*. No additional right of way dedication is required for this facility.

Review Comments—Departure from Sign Design Standards and Departure from Parking and Loading Standards

See the relevant resolution for Departure from Sign Design Standards DSDS-690 and Departure from Parking and Loading Standards DPLS-427 for the Planning Board’s comments on these approvals.

No traffic-related (or adequacy-related) findings are associated with DSP review. The site plan, with the departures, is acceptable from the standpoint of transportation.

- d. **Subdivision**—The subject property is known as Parcel 65, being 1.75 acres located on Tax Map 74 in Grid D-4 and is zoned Light Industrial (I-1). The property is the subject of Preliminary Plan of Subdivision (PPS) 4-03113, and recorded in land records in plat book SJH 244-45. The subject DSP is herein approved to construct an 8,920 square-foot restaurant and retail building on Parcel 65.

The underlying PPS for (4-03113) was approved on March 11, 2004, containing a total of 110.26 acres in the I-1 Zone, subject to 11 conditions. The PPS provided a transportation analysis based on approximately 850,000 square feet of total development. The Planning Board herein determines that the development on Parcel 65, herein approved, is within the approved capacity for the overall development in accordance with the PPS.

The bearings, distances, and lot size were provided on the DSP. However, the curve length along the western and southern property lines was incorrect. All bearings and distances must be shown consistent with the record plat and must be accurately reflected on the site plan, or permits will be placed on hold until the plans are corrected. The DSP, by condition of this approval, shall be revised to reflect the correct curve lengths on the site plan prior to certificate approval. The following subdivision-related plan notes have been provided to the applicant.

- (1) There are improvements shown on the site plan which extend onto Parcel 66, the abutting parcel to the north. The DSP shall reflect the entire limit of all lots that are approved herein for development.
 - (2) Every lot is required to have frontage and direct access onto a public street. The applicant shall dimension the Alaking Court access within the limits of Parcel 65 only, to demonstrate that adequate access has been provided for on Parcel 65.
 - (3) The applicant has indicated that the use approved herein is compatible with the adjacent parcels and does not require a buffer in accordance with Section 4.7 of the Landscape Manual. However, where there is a parking lot within 30 feet of a property line, and a Section 4.7 buffer is not required, a parking lot landscape strip is required to be provide in accordance with Section 4.3 of the Landscape Manual. Such landscaping shall be provided
- e. **Trails**—The subject site consists of 1.75 acres within the I-1 Zone. The approval is for an 8,920-square-foot multi-tenant retail/restaurant building within the Steeplechase Business Park. The site includes a Starbuck's Coffee with a drive-through window. The property is located on the north side of Alaking Court at the intersection of Hampton Park Boulevard on Parcel 65.

Review Comments (Master Plan Compliance and Prior Approvals)

The MPOT and the area master plan include no master plan trail or bikeway recommendations that impact the subject approval. However, the Complete Streets section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians which relate to frontage improvements and internal pedestrian circulation:

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

POLICY 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

The subject site includes an existing sidewalk along its frontage of Hampton Park Boulevard. There was no sidewalk along Alaking Court, including the frontage of the subject site. The DSP herein approved reflects a sidewalk along the site's frontage of Alaking Court, as well as a sidewalk connection from the public right-of-way to the building entrance. These sidewalks will accommodate pedestrians walking along the public rights-of-way that front the subject site and will safely accommodate pedestrians walking to the proposed building. No additional internal sidewalk connections are necessary for the site plan herein approved. A small amount of bicycle parking is required by condition of this approval.

- f. **Permit Review**—Numerous permit-related comments have either been addressed in revisions to the plans or in the conditions of this approval.
- g. **Environmental Planning**—The site has an approved Type II Tree Conservation Plan TCPII-128-90-09, a Natural Resources Inventory Equivalency Letter (NRI-179-2016) and an approved Stormwater Management Concept Plan and Approval Letter (Stormwater Management Concept Plan 8004290-2000-08). The subject site is located within an area previously approved to be cleared and is in conformance with the existing TCPII. The stormwater management plan uses micro-bioretenion, gravel wetlands, and stormfilters for water quality controls and the use of previously approved and existing ponds for quantity.

The subject DSP is in conformance with approved Stormwater Management Concept Plan 8004290-200-08, per DPIE. DPIE is the approving authority for stormwater management and made a finding of conformance for the subject DSP with an approved stormwater management plan.

- h. **Prince George's County Fire/EMS Department**—In a memorandum dated October 13, 2016, the Fire/EMS Department offered comments regarding private road design, needed accessibility and the location and performance of fire hydrants. Those comments have been transmitted to the applicant.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated October 1, 2016, DPIE stated that sidewalks would be required along all roadways within the property limits and that they had no objections to proposed Departure from Sign Design Standards DSDS-690 to allow additional building-mounted signs on the multi-tenant retail building. DPIE also stated, however, that they had an objection to requested Departure from Parking and Loading Standards DPLS-427 to permit a reduction in the number of required parking spaces from 106 to 75. Additionally, they requested that the applicant provide recorded easements to allow the shared use of the driveway onto Hampton Park Boulevard prior to issuance of grading or building permits. With respect to stormwater management, DPIE stated that the DSP is in conformance with approved Stormwater Management Concept Plan 8004290-200-08, dated October 8, 2014. In closing, DPIE offered additional comments regarding technical stormwater management concept approval subject to County Code Section 32-182(b). These requirements will have to be met before the applicant receives technical stormwater management approval.

See the resolution for DPLS-427 for a discussion on how the three required findings for approval of a DPLS have been satisfied.

- j. **Prince George's County Police Department**—The Planning Board did not receive comment from the Prince George's County Police Department regarding the subject approval.
- k. **Prince George's County Health Department**—In a memorandum dated October 24, 2016, the Prince George's County Health Department stated that they had reviewed the materials submitted regarding the subject project and had no comments or recommendations at the present time.
- l. **Maryland State Highway Administration (SHA)**—In an e-mail dated September 1, 2016, the SHA stated that any work in the SHA right-of-way would require a SHA plan review and approval.
- m. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated WSSC offered numerous comments that have been provided to the applicant and will have to be addressed before sewer and water connection. The comments have been provided to the applicant.
- n. **Verizon**—The Planning Board did not receive comments regarding the subject project from Verizon.

- o. **Potomac Electric Power Company (PEPCO)**—The Planning Board did not receive comments regarding the subject project from PEPCO.
13. Based upon the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
14. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. Because the site does not contain any regulated environmental features, this required finding does not apply.

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-16009, subject to the following conditions:

1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:
 - a. The applicant shall provide the width of the easement.
 - b. Arrows shall be utilized throughout the site plan to indicate safe driving patterns, including the aisles leading up to and through the proposed Starbucks store.
 - c. Label the width of the entrance from Hampton Park Boulevard.
 - d. Label the building length, width, and the gross floor area of the building.
 - e. Recalculate the linear footage utilized to calculate the distance used for the landscape schedule for Section 4.2 and recalculate the amount of plant materials included in the buffer and provide a separate Section 4.2 schedule for the second street frontage.
 - f. Indicate the height of the dumpster enclosure on the detailed site plan, the landscape plan and the site detail sheet.
 - g. The plans shall be revised to include the following site details:
 - (1) The retaining wall, the black vinyl-clad fence with a top rail, and the guardrail shall be depicted in a color photograph based on the existing Steeplechase Business Park standards; and

- (2) Hardscape including tables and chairs and a shade structure.
- h. The numbers in the tree canopy coverage schedule shall be revised, if necessary, to match the numbers on the approved Type II tree conservation plan.
- i. The location of the Section 4.7 Bufferyard 2 shall be indicated on the site plan.
- j. The following drafting errors shall be corrected:
 - (1) The indications of I-4 zoning for the surrounding properties on the landscape plan shall be corrected to the I-1 Zone.
 - (2) Bufferyard 1 as indicated in the first of two Section 4.7 schedules provided on the landscape plan shall be indicated on the landscape plan.
 - (3) The figure in Schedule 4.3-1 shall be corrected to 2,800 and question 11(b) should state "N/A."
- k. The applicant shall include a 4.3-1 schedule on the landscape plan demonstrating conformance with the parking lot perimeter landscape strip requirements.

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

* * * * *


This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, November 10, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 1st day of December 2016.

Patricia Colihan Barney
Executive Director


By Jessica Jones
Planning Board Administrator


PCB:JJ:RG:rpg

APPROVED AS TO LEGAL SUFFICIENCY.

M-NCPPC Legal Department
Date 11/22/16

December 2, 2021

MEMORANDUM

TO: Tierre Butler, Senior Planner, Development Review Division

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

FROM: Brian Byrd, Planner Coordinator, Long-range Planning Section, Community Planning Division *Brian Byrd*

SUBJECT: **DSP-16009-02, DSDS-714, DPLS-494,
Steeplechase Business Park 0 Parcels 65 & 66**

FINDINGS

Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Detailed Site Plan for property outside of an overlay zone.

Location: At the intersection of Hampton Park Boulevard and Alaking Court

Size: 2.7 acres

Existing Uses: I-1 (Light Industrial)

Proposal: Multi-tenant building

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the Established Communities. The vision for "Established Communities is most appropriate for context sensitive infill and low-to-medium density," (pg. 20)

Master Plan: *The 2010 Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment* recommends Industrial Uses on the subject property.

DSP-16009-02, DSDS-714, DPLS-494 Steeple Chase Business Park

Planning Area/Community: 75A/ Capital Heights, MD

Aviation/MIOZ: The subject property is in the MIOZ-Height-Transitional Surface (7:1) - Right Runway, Area Label: G

SMA/Zoning: The 2010 Approved Subregion 4 Master Plan Sectional Map Amendment retained the subject property as I-1 (light industrial).

ADDITIONAL INFORMATION

N/A

cc: Long-range Agenda Notebook
Scott Rowe, AICP CNU-A, Supervisor Long Range Section, Community Planning Division

November 30, 2021

MEMORANDUM

TO: Tierre Butler, Senior Planner, Urban Design Section
VIA: Sherri Conner, Supervisor, Subdivision Section *SC*
FROM: Mridula Gupta, Planner Coordinator, Subdivision Section *SC* for MG
SUBJECT: DSP-16009-02 (Steeplechase Business Park), Parcels 65 and 66

The subject property is known as Parcel 65 and 66 located on Tax Map 74 in Grids D-3 and D-4, and recorded as part of Steeplechase Business Park in the Prince George's County Land Records in Plat Book SJH 244-45. The subject property is 2.70 acres and is zoned I-1 and is also located in the M-I-O Zone for height. DSP-16009 is being amended to add a 5,200 square foot multi-tenant building on Parcel 66. The proposed uses will include commercial retail and an eating and drinking establishment with a drive through. Parcel 65 is currently developed with an 8,920 square foot multi-tenant building having commercial retail and eating and drinking establishment uses, which are to remain. The applicant has provided an alternate layout, in which the proposed drive-through window on Parcel 66 is removed and replaced with four parking spaces.

The applicable preliminary plan of subdivision (PPS) 4-03113 was approved by the Prince George's County Planning Board on March 11, 2004 (PGCPB Resolution No. 04-49), for an overall development titled Steeplechase Business Park containing a total of 110.26 acres in the I-1 Zone. PPS 4-03113 approved 28 lots and 4 parcels for development of an industrial/business park.

The PPS provided a transportation analysis based on approximately 850,000 square feet of total development. The Transportation Planning Section, in their review of the application, has provided determination that the proposed development on Parcel 66 is within the approved capacity for the overall development in accordance with the PPS, and does not appear to exceed the trip cap of 1120 AM and 1167 PM established in PPS 4-03113.

PPS 4-03113 was approved subject to 11 conditions, of which the conditions relevant to the review of this proposed amendment are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

3. Development of this property shall be in conformance to the approved Stormwater Management Concept Plan # 8004290-2000-00.

The applicant submitted an approved Stormwater Management (SWM) Concept Plan (8004290-2000-09) and approval letter with the subject DSP. The approved SWM Concept Plan shows a layout approved with the PPS, and development matching that shown on the subject DSP. The Environmental Planning Section should further review the SWM concept plan for conformance to Condition 3.

4. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

This condition appears as Note 7 on the recording plat for the property, Plat Book SJH 244 Plat No. 45. However, this condition should also be noted on the DSP as a general note. Condition 4 will be evaluated for conformance at the time of building permit for the proposed building on Parcel 66.

Recommended Conditions:

1. Prior to signature approval of the detailed site plan, the plans shall be revised as follows:

a. Add a general note to state:

“An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.”


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


301-952-3680


December 7, 2021

MEMORANDUM

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

VIA:  William Capers III., PTP, Supervisor, Transportation Planning Section,
Countywide Planning Division

VIA:  Tom Masog, Transportation Planning Section, Countywide Planning Division

FROM:  Glen Burton, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-16009-02, DPLS-494, DSDS-714: Steeple Chase Business Park

Proposal:

This memorandum represents three concurrent applications for the same Parcel 66 property. Those applications are as follows:

- DSP-16009-02; This application proposes a 5,200 square-foot retail/restaurant with a drive-thru.
- DPLS-494; This application requests a reduction of 32 parking spaces from the code requirement.
- DSDS-714; This application requests permission to increase the area of a proposed external sign from 160 square feet to 297 square feet.

Background:

Pursuant to PGCPB No. 2004-49, the property represented by this application was the subject of an approved Preliminary Plan of Subdivision (PPS 4-03113) on March 4, 20041. The development was approved with multiple conditions, including the following pertaining to transportation:

6. *Ritchie Marlboro Road at site access (aka. Hampton Park Boulevard): Prior to the issuance of any building permits within the subject property, the following road improvements shall have full financial assurances, have been permitted for construction, and have an agreed-upon timetable for construction with DPW&T/SHA:*
 - a. *Along Ritchie Marlboro Road/Walker Mill Road, provide a westbound right-turn lane and an eastbound left-turn lane.*

- b. *Along Hampton Park Boulevard at the approach to Ritchie Marlboro Road/Walker Mill Road, provide an exclusive right-turn lane and dual left-turn lanes.*
 - c. *Provide the necessary traffic signal warrant studies and install a traffic signal at Ritchie Marlboro Road/Hampton Park Boulevard, if warranted, at the time it is deemed necessary by the responsible transportation agency.*
7. *At the time of final plat approval, the applicant shall dedicate a right-of-way of a minimum of 70 feet in width along proposed Hampton Park Boulevard, as shown on the submitted plan. DPW&T shall have the authority to determine the scope of improvements within the right-of-way and adjust the size of the right-of-way if necessary.*

Staff's response:

Both Conditions 6 and 7 have been met.

Regarding the proposed development for Parcel 66, the applicant is proposing a 5,200 square-foot building to be used for retail/restaurant with a drive-thru. The trip generation, after a pass-by trip reduction has been factored in, is 52 AM and 29 PM new trips. A traffic evaluation of the original site has been presented to staff, and shows that existing and pending developments have totaled 812 AM and 972 PM peak trips. The information in Table 1 below demonstrates that the proposed development will not exceed the trip cap from the original PPS 4-03113.

Table 1 – Trip Cap Evaluation		
	AM	PM
Trip Cap per 4-03113	1,120	1,167
<i>Less development to-date</i>	<i>812</i>	<i>972</i>
Development cap remaining	308	195
<i>Less pending development (DSP-16009-02)</i>	<i>52</i>	<i>29</i>
Development remaining	256	166

In reviewing the proposed site plan, finds that access and circulating are adequate.

DSDS-714:

This application represents a departure from design standards for signage on the proposed building. Specifically, the applicant is proposing signage with an area of 297 square feet. The ordinance allows no more than 160 square feet. The applicant claims that this increase in area is necessary as it would be compatible with adjacent buildings of similar size and functionality as the building being proposed. The applicant provided evidence that similar departure applications were filed and approved for the adjacent buildings. Staff supports the idea of consistency of signage on buildings that are similar in purpose, and are proximal to each other. Further, from the standpoint of transportation, there seems to be no negative impact on the transportation network should this DSDS application be approved.

DPLS-494:

The subject application proposes a total of 34 parking spaces. Per the ordinance, a minimum of 66 spaces are required. Consequently, the applicant has filed a Departure from Parking and Loading Standards (DPLS) application to address the 32-space deficiency. In evaluating the reduction in required parking spaces, the application presented various data-based information to support its justification.

The proposed building (Parcel 66) is located approximately 110 feet north of the existing retail/restaurant facility on Parcel 65. Given the proximity of the two parcels, and the fact that both facilities will be similar in the land use and subsequent parking needs, it seems prudent that the parking evaluation of both buildings should be evaluated in tandem, rather than two stand-alone buildings. Further, in order to get a sense of the actual parking demand for the future building, it seems reasonable to look at the actual demand from the building on Parcel 65. To that end, the applicant, at staff's request, conducted a two-day parking demand study from the adjacent parking lot located on Parcel 65. The data were collected on Friday (11/5/21) at 11:30 AM to 1:30 PM and again at 4:30 PM to 6:30 PM. A similar data set was collected on the following Wednesday (11/10/21) at identical time slots. Table 2 below, provides a summary of the data collected.

Table 2 – Parking Demand Study – Parcel 65			
Time period	Empty Spaces	Occupied Spaces out of 74	Percent Occupied
11:30 to 1:30 Wednesday	22	52	70
Friday	20	54	73
4:30 to 6:30 PM Wednesday	40	34	46
Friday	35	39	52
Average	29.25	44.75	60.25

The four data sets collected over two days show that on average, only about 60 percent of the 74 total spaces on Parcel 65 are occupied. However, the mid-day time slots for both days attract the highest demand for parking at approximately 71.5 percent. The existing building on Parcel 65 is approximately 8,920 square feet, compare to the proposed building of 5,200 square feet. Given the similarity in use, albeit with a smaller footprint, it is reasonable to assume that the parking demand for the proposed facility will be comparable to the existing facility. To that end, staff finds the proposal of 34 spaces for the subject property to be acceptable. It would appear reasonable that with 108 (34+74) combined spaces being provided, there should be sufficient parking to cover the demand, even during the mid-day period. From a legal perspective however, in order for the Planning Board to grant the departure, Section 27-588 (b) (7) of the County Code requires specific findings. Those findings are noted below with the applicant's comments (in **boldface**) on how said findings are satisfied by its proposal:

- (i) The purposes of this Part (Section 27-550) will be served by the applicant's request.

Applicant is proposing simply to use some of the convenient existing parking, for a site (Parcels 66 and 65) over which the applicant has complete control, to satisfy portions of the parking requirement. Much of the traffic to this area of the business park is during meal hours when vehicle occupancy is high-and thus parking needs are less. Nevertheless, the parking provided on Parcels 65 and 66 will still be the highest ratio in the retail portion of the business park. Based on observed traffic patterns for patrons on the developed Parcel 65, most visitors stop by to pick up food as carry out only and do not eat in the dining areas, leaving less occupied spaces for dining-in patrons. Lastly, there are pedestrian crossings at the southeast and southwest corners that facilitate the pedestrian crossing of Alaking Court.

- (ii) The departure is the minimum necessary, given the specific circumstances of the request.

Applicant is seeking a 32 space reduction to the number of spaces it will construct on Parcel 66. This number of spaces, in conjunction with proximate parking within the applicant's overall development is deemed a more than adequate number of spaces to sufficiently handle the peak period usage with the overflow using the adjacent parking.

- (iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949.

The proposed development is part of CRSD (commercial retail, service and dining) component of a larger business park. Additional development of CRSD uses was envisioned by the District Council when it enacted legislation (CB-97-2004) facilitating this type of development within the business park. The proposed development will operate as simply an addition to the existing CRSD area, and granting the departure negates the construction of unnecessary parking to serve the CRSD area.

- (iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical.

If parking were calculated using an integrated shopping center methodology, less parking would be needed. Alaking Court's existence as a public street negates viewing Parcels 65 & 66 as part of the adjacent parcels, on the south side of Alaking Court, and thus part of that integrated shopping center. Nevertheless, the parking and access to that parking is very proximate. As previously found by the Planning Board, "...it is not desirable to have land uses surrounded by acres of parking; such an environment does not contribute to a sense of place. In that light, it seems appropriate to consider several retail parcels in the immediate area as a single retail area and allow a departure based on that consideration.

- (v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

No residential uses exist adjacent to Parcel 65 or Parcel 66.

In reviewing the applicant's responses to the legal requirements, staff concurs.

Master Plan

The subject property is located in an area where the development policies are governed by the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*. The subject property is also governed by the *Approved Countywide Master Plan of Transportation (MPOT)*, November 2009. The proposed application fronts on Hampton Park Boulevard, a master planned industrial road (I-418) within 70 feet of right-of-way. The portion of I-418 on which the property fronts is a four-lane dualised road with right-in; right-out access only. The property can also be accessed from Parcel 65 which has direct access to Alaking Court. The I-418 facility is built to its master planned cross section; consequently, no additional right-of-way will be required.

All other aspects of the site regarding access and circulation are deemed to be acceptable.

Conclusion

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for all three applications being evaluated.

December 7, 2021

MEMORANDUM

TO: Tierre Butler, Urban Design

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

SUBJECT: Referral Comments for DSP-16009-02, DSDS-714, DPLS-494, Steeplechase Business Park, Parcels 65 & 66

DSP-16009-02:

1. On Sheet 1 of 14 when providing the parking breakdown, please include the space numbers (space 100, space 110 and space 120) and provide two options for space 100 (with and without drive-through). Please also use the terminology from Part 11 in your identifications as follows:
 - Eating or Drinking Establishment (including drive-through service or carryout)
 - OR
 - Eating or Drinking Establishment (not including drive through service)
2. In general, on both the site and landscape plans, show the space numbers on the plans.
3. DSP sheet 12 of 14, which shows the building on P.66 with the drive-through, should also show any menus board, clearance bars, etc. that would normally accompany a drive-through restaurant.
4. An alternative site plan showing the building on P. 66 without the drive-through, as was done with the Landscape plan, should also be provided.

DSDS-714:

5. An asterisk should be added to the sign table total on sheet A-102 stating that DSDS has been applied for to cover the overage, as exemplified below:

SPACE	MAX. ALLOWED SIGN AREA / BLDG (SF)	MAX. ALLOWED SIGN AREA / SPACE (SF)	SIGN FRONT	SIGN SIDE	SIGN REAR	TOTAL
100	160	64	56	30	30	116 SF
110	160	44	42.67	0	30	72.67 SF
120	160	52	48	30	30	108 SF
		160	146.67			296.67 SF*

*DSDS-714 FOR AN INCREASE OF 136.67 SF OF ALLOWABLE SIGN AREA

DPLS-494:

6. Please provide the DPLS number on the Cover Sheet (Sheet 1 of 14) in the two locations highlighted below:

RESTAURANT WITH CARRY-OUT (1625 SF)	
EATING OR DRINKING ESTABLISHMENT INCLUDING CARRYOUT:	
1 SPACE FOR EVERY 3 SEATS (32 SEATS)	11
1 SPACE FOR EVERY 50 SF OF GFA EXCLUDING STORAGE & PATRON SEATING (450 SF)	9
	<u>20</u>
TOTAL PARKING REQUIRED FOR PARCEL 66:	66
TOTAL PARKING PROVIDED FOR PARCEL 66:	33
INCLUDES 13 SPACES ON PARCEL 65 FOR THE BENEFIT OF PARCEL 66	
A NEW DPLS IS REQUESTED FOR 32 SPACES FOR PARCEL 66 WITH THIS SUBMISSION.	

△ PARCEL 66 LOADING SPACE TABULATION:	
REQUIRED:	
RETAIL SALES AND SERVICE (5,200 SF):	
1 SPACE FOR 2,000 TO 10,000 SF OF GFA (5,200 SF)	1
LOADING SPACES PROVIDED:	0
TOTAL SHORTAGE OF LOADING SPACES:	1
A NEW DPLS IS REQUESTED FOR 1 SPACE WITH THIS SUBMISSION.	

COVER SHEET ROSE BUSINESS PARK PARCELS 65 & 66 BOOK 244, PAGE 45 PRINCE GEORGE'S COUNTY, MARYLAND	G. L. W. FILE No.
	12026
	SHEET 1 OF 14

Countywide Planning Division
Environmental Planning Section

301-952-3650

December 6, 2021

MEMORANDUM

TO: Tierre Butler, Senior Planner, Urban Design Section

VIA: Megan Reiser, Supervisor, Environmental Planning Section *MR*

FROM: Chuck Schneider, Planner Coordinator, Environmental Planning Section *CS*

SUBJECT: **Steeplechase Business Park – Lots 65 and 66; DSP-16009-02, DPLS-494, DSDS-714, and TCPII-128-90-12**

The Environmental Planning Section (EPS) reviewed the above referenced Detailed Site Plan (DSP-16009-02) and a Type II Tree Conservation Plan (TCPII-128-90-12) stamped as received on October 14, 2021. Comments were provided in a Subdivision Development Review Committee (SDRC) meeting on October 29, 2021. Revised plans were received on November 29, 2021.

The Environmental Planning Section recommends approval of DSP-16009-02 and TCPII-128-90-12 with no conditions.

Background

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
4-00052	TCPI-034-00	Planning Board	Withdrawn	2/15/2001	N/A
4-03113	TCPI-034-00	Planning Board	Approved	3/4/2004	04-49
DSP-16009	TCPII-128-90-08	Planning Board	Approved	11/10/2016	16-133
NRI-095-2017	N/A	Staff	Approved	5/04/2017	N/A
DSP-16009-01	N/A	Director Level	Approved	3/5/2021	N/A
DSP-16009-02	TCPII-128-90-12	Planning Board	Pending	Pending	Pending

Proposed Activity

The current application is for the construction of a retail, service, and restaurant use with associated infrastructure on Parcels 65 and 66.

Grandfathering

The project is grandfathered with respect to the environmental regulations contained in Subtitles

24, 25, and 27 that came into effect on September 1, 2010, because the project has a previous preliminary plan approval (4-03113).

Site Description

The overall property, “Steeplechase Business Park” is in the northwest quadrant of the intersection of the Capital Beltway (I-95) and Ritchie Marlboro Road. The surrounding properties are commercial and industrially zoned except to the east of I-95/ I-495 that is residentially zoned. The application area of Lots 65 and 66 are within the business park and are located at the northeast corner of Hampton Park Boulevard and Alaking Court. Lot 65 contains an existing building with surface parking and Lot 66 is a maintained lawn area with no structures. No woodland areas, specimen trees, Regulated Environmental Features (REF), or Green Infrastructure Plan network areas are located within the application area. The site drains into unnamed tributaries of the Southwest Branch watershed in the Patuxent River basin. The predominant soils found to occur on the application area, according to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include the Adelpia-Holmdel complex and Shrewsbury loam soils. According to available information, Marlboro clay and Christiana complexes are not found to occur on the overall business park property.

According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program (DNR HHP, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this overall business park property. The business park is abutting the Capital Beltway (I-95/ I-495), which is a source of significant traffic generated noise. The overall site fronts on Marlboro Road, a Master Plan designated historic roadway; however, the application area does not. The site is located within the Established Communities of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George’s 2035 Approved General Plan*.

Review of Previously Approved Conditions

The following text addresses previously approved environmental conditions related to the subject application.

Preliminary Plan of Subdivision (PPS) 4-03113 was approved by the Planning Board on March 4, 2004. The conditions of approval can be found in PGCPB No. 04-49. All environmental related conditions were met prior to signature approval of the Preliminary Plan of Subdivision. No additional information is required for conformance.

Detailed Site Plan (DSP) DSP-16009 was approved by the Planning Board on November 10, 2016. The conditions of approval can be found in PGCPB No. 16-133. None of the conditions were environmental in nature.

Detailed Site Plan (DSP) DSP-16009-01 was a Director Level approval of both Lots 65 and 66. All proposed development was on Lot 65 and no impacts to Lot 66. No environmental conditions were associated with this approval on March 5, 2021.

Environmental Review

Natural Resources Inventory/Existing Conditions

An approved and signed Natural Resource Inventory Equivalency Letter, NRI-095-2017, which was approved May 4, 2017, was submitted. No revisions are required for conformance to the NRI.

Woodland Conservation

The site is subject to the provisions of the Woodland Conservation Ordinance because it has previously approved Type I and Type II Tree Conservation Plans associated with it. A revised Type II Tree Conservation Plan (TCPII-128-90-12) has been submitted with the subject application to show the proposal on the plan.

No woodland clearing will occur as part of this application, however the overall subdivision approval for the Steeplechase Business Park cleared trees for the development in accordance with prior approvals. The Woodland Conservation Threshold (WCT) for this overall 110.28-acre property is 15 percent of the net tract area or 14.97 acres. The total woodland conservation requirement, based on the amount of clearing proposed with prior approvals, is 26.00 acres. This requirement was satisfied with 1.87 acres of on-site preservation, 6.73 acres of on-site reforestation, 16.70 acres of off-site mitigation credits, and 0.70 acres of fee-in-lieu. The off-site woodland credits and fee-in-lieu requirements were satisfied with prior applications.

No revisions are required to the Tree Conservation Plan.

Primary Management Area (PMA)

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "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)."

A statement of justification was submitted and reviewed as part of the Preliminary Plan of Subdivision, 4-03113. No new impacts are being proposed with the current application.

Stormwater Management

An approved Stormwater Management Concept plan and approval letter (No. 8004290-2000-09) were submitted with the subject application. The plan shows the use of existing ponds, underground storage, micro-bioretenion, gravel wetland, and storm filter facilities for the overall property. The concept letter is valid until April 23, 2023.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of DSP-16009-02 and TCPII-128-90-12 subject to the following findings.

Recommended Findings:

1. Based on the level of design information available and the limits of disturbance shown on TCPII plan, no impacts are proposed to the Regulated Environmental Features (REF) within the boundary of the subject application, and the REF have been preserved and/or restored to the fullest extent possible.
2. The application area does not contain any specimen trees.

Steeplechase Business Park
DSP-16009-02 and TCPII-128-90-12
December 6, 2021
Page 4

If you have any questions concerning these comments, please contact me at 301-952-3752 or by e-mail at Alwin.schneider@ppd.mncppc.org.



Countywide Planning Division
Historic Preservation Section

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

301-952-3680

October 28, 2021

MEMORANDUM

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

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: **DSP-16009-02, DSDS-714, DPLS-494 Steeplechase Business Park – Parcels 65 & 66**

The subject property comprises 2.70- acres and is located at the intersection of Hampton Park Boulevard and Alaking Court in Capitol Heights, Maryland. The subject DSP application proposes to develop the property with retail, service and restaurant use. The subject DSDS application proposes a departure for sign design to have larger signs that match the existing sizes in the rest of the development. The subject DPLS application proposes a departure from parking and loading standards for a reduction of 33 parking spaces. The subject property is Zoned I-1.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not recommended. Historic Preservation staff recommend approval of DSP-16009-02, DSDS-714, DPLS-494 Steeplechase Business Park – Parcels 65 & 66 with no conditions.

RE: ACCEPTANCE REFERRAL: DSP-16009-02, DSDS-714, DPLS-494, Steeplechase Business Park 0 Parcels 65 & 66; SHA; KW

Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>

Tue 10/19/2021 12:00 PM

To: Butler, Tierre <Tierre.Butler@ppd.mncppc.org>

Cc: PGCCReferrals <PGCCReferrals@ppd.mncppc.org>

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Tierre,

I have no comments on the subject referral.

Thanks, Kwesi

Kwesi Woodroffe
Regional Engineer
District 3 Access Management
MDOT State Highway Administration
KWoodroffe@mdot.maryland.gov
301-513-7347 (Direct)
1-888-228-5003 – toll free
Office Hours
M-Thurs.: 6:30a-3:30p
Fr: 6:30a-10:30a
9300 Kenilworth Avenue,
Greenbelt, MD 20770
<http://www.roads.maryland.gov>



FW: SDRC (revised) DSP-16009-02, DSDS-714, DPLS-494, Steeplechase Business Park - Parcels 65 & 66

Reilly, James V <JVReilly@co.pg.md.us>

Tue 11/30/2021 10:27 AM

To: Butler, Tierre <Tierre.Butler@ppd.mncppc.org>

Cc: PGReferrals <PGReferrals@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good Morning Tierre,

The Office of the Fire Marshal has reviewed the referral for DSP-16009-02. We have no comments at this time. Many thanks. J.

James V. Reilly

Contract Project Coordinator III



Office of the Fire Marshal

Division of Fire Prevention and Life Safety

Prince George's County Fire and EMS Department

6820 Webster Street, Landover Hills, MD 20784

Office: 301-583-1830

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Cell: 240-508-4931

Fax: 301-583-1945

Email: jvreilly@co.pg.md.us

From: ePlan <ePlan@ppd.mncppc.org>

Sent: Tuesday, November 30, 2021 8:45 AM

To: Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Capers, William <William.Capers@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Burton, Glen <Glen.Burton@ppd.mncppc.org>; PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Nichols, Page <Page.Nichols@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; #DSG Intake <DSGIntake@wsscwater.com>; Giles, Mary C. <mcgiles@co.pg.md.us>; Lord-Attivor, Rene <rlattivor@co.pg.md.us>; Snyder, Steven G. <SGSnyder@co.pg.md.us>; Abdullah, Mariwan <MABdullah@co.pg.md.us>; nwformukong@co.pg.md.co; Tayyem, Mahmoud <mtayyem@co.pg.md.us>; Edelen, William K. <WKEdelen@co.pg.md.us>; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; Gullickson, Amanda M <AMGullickson@co.pg.md.us>; tgaskins@co.pg.md.us; kwoodroffe@sha.state.md.us; Tania Brown - SHA <TBrown13@mdot.maryland.gov>; Reilly, James



Division of Environmental Health/Disease Control

Date: October 27, 2021

To: Tierre Butler, Urban Design, M-NCPPC

From: Adebola Adepaju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-16009-02, DSDS-714, DPLS-494, Steeplechase Business Park

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan, the departure from parking and Loading standards and the departure from the sign design standards submissions for the Steeplechase Business Park located in Capitol Heights and has the following comments/ recommendations:

1. The applicant must submit plans for the proposed retail/restaurant facility and apply for a Health Department, Food Service Facility permit to the Plan Review department at the Department of Permitting, Inspection Enforcement located at 9400 Peppercorn Place in Largo Maryland, 20774 or call (301) 636-2000. Applications are to be submitted online using the following weblink: <https://momentum.princegeorgescountymd.gov/>
2. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
3. 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.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepaju@co.pg.md.us.



Environmental Engineering/Policy Program
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