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Detailed Site Plan Royal USA Tours

DSP-23018

REQUEST	STAFF RECOMMENDATION
Development of a 12,795-square-foot bus maintenance and operation facility and associated site improvements	With the conditions recommended herein: <ul style="list-style-type: none">• APPROVAL of Detailed Site Plan DSP-23018

Location: On the east side of Hazelwood Drive, approximately 1,500 feet north of its intersection with MD 458 (Walker Mill Road)

Gross Acreage: 1.17

Zone: IE

Prior Zone: I-1

Reviewed per prior Zoning Ordinance: Section 27-1903(b)

Dwelling Units: N/A

Gross Floor Area: 12,795 sq. ft.

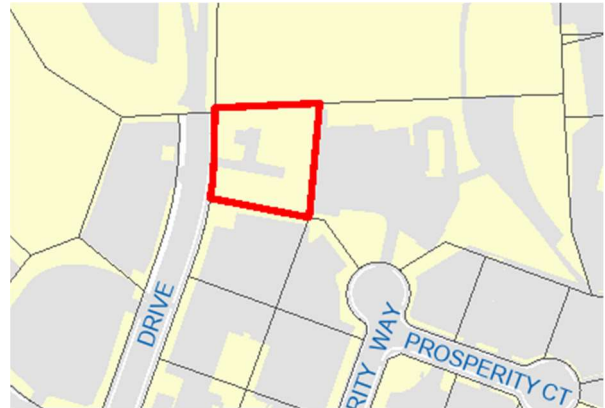
Planning Area: 75B

Council District: 07

Municipality: Capitol Heights

Applicant/Address:
El Samahy Hazem M
13009 Tadmor Court
Woodbridge, VA 22193

Staff Reviewer: Te-Sheng (Emery) Huang
Phone Number: 301-952-4534
Email: Tesheng.Huang@ppd.mncppc.org



Planning Board Date: 06/26/2025

Planning Board Action Limit: 07/17/2025

Staff Report Date: 06/12/2025

Date Accepted: 03/24/2025

Informational Mailing: 01/10/2025

Acceptance Mailing: 03/21/2025

Sign Posting Deadline: 05/27/2025

Table of Contents

EVALUATION CRITERIA	3
FINDINGS	4
1. Request	4
2. Development Data Summary	4
3. Location	6
4. Surrounding Uses	6
5. Previous Approvals.....	6
6. Design Features	6
COMPLIANCE WITH EVALUATION CRITERIA	8
7. Prince George's County Zoning Ordinance.....	8
8. Preliminary Plan of Subdivision PPS 4-87194:	23
9. Detailed Site Plan DSP-00004:	26
10. Detailed Site Plan DSP-00004-01:	26
11. 2010 <i>Prince George's County Landscape Manual</i>	27
12. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.....	27
13. Prince George's County Tree Canopy Coverage Ordinance.....	27
14. Referral comments.....	28
15. Community feedback	30
RECOMMENDATION	31

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-23018
Royal USA Tours

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

EVALUATION CRITERIA

This property is located within the Industrial, Employment (IE) Zone. However, this application is being reviewed and evaluated in accordance with the Prince George's County Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance). Pursuant to Section 27-1900 *et seq.* of the Zoning Ordinance, until April 1, 2025, for property in the IE Zone, an applicant may elect to apply for a detailed site plan (DSP) pursuant to the requirements of the prior Zoning Ordinance. The subject DSP was accepted for review prior to April 1, 2025 and, therefore, qualifies for review under the prior Zoning Ordinance. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior Light Industrial (I-1) zoning. Pursuant to Section 27-285(c)(2) of the prior Zoning Ordinance, on April 17, 2025, the applicant requested a 45-day extension of the time for Planning Board review, making the Planning Board action limit July 17, 2025. Staff considered the following in reviewing this DSP:

- a. The requirements of the prior Prince George's County Zoning Ordinance for the Light Industrial (I-1) Zone;
- b. The requirements of Preliminary Plan of Subdivision 4-87194;
- c. The 2010 *Prince George's County Landscape Manual*;
- d. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The Prince George's County Tree Canopy Coverage Ordinance;
- f. Referral comments; and
- g. Community feedback.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommend the following findings:

1. **Request:** This detailed site plan (DSP) is for the development of a 12,795-square-foot building for a bus maintenance and operation facility and associated site improvements. The bus maintenance and operation facility consists of the uses described in Finding 2 below. More specifically, the facility will include: (1) four fully enclosed service and repair bays, one of which is also used for washing buses; (2) an external diesel pump; and (3) company offices. The facility will not be open to the general public and will not offer services to any outside party. No parts or fuel will be sold on-site. Hours of operation will be limited from 6:00 a.m. to 9:00 p.m. Monday through Friday, and 6:00 a.m. to 7:00 p.m. Saturday and Sunday. Buses will be parked on-site overnight while the facility is closed.
2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone	IE	I-1
Use(s)	Vacant	<ul style="list-style-type: none"> • Vehicle, boat, mobile home, or camping trailer repair and service station, and the sales of parts and tires, which may include installation of parts within a wholly enclosed building • Heavy motorized equipment, motor vehicle, truck, boat, camping trailer, or trailer storage yard • All other offices • Commercial fuel depot
Net Gross Acreage	1.17	1.17
Net Tract Acreage	1.17	1.17
Lots	1 (Lot 18, Block A)	1 (Lot 18, Block A)
Total Building Gross Floor Area (GFA)	0	<p>12,795 sq. ft.</p> <ul style="list-style-type: none"> • Vehicle, boat, mobile home, or camping trailer repair and service station, and the sales of parts and tires which may include installation of parts within a wholly enclosed building: 10,022 sq. ft.* • All other office: 2,773 sq. ft.**

Notes: *The storage will be used exclusively for parts and materials needed for the repair and operation of buses.

**A condition is included herein requiring the applicant to correct "other offices: Accessory to a permitted use in the I-1 Zone" to "All other office" on the coversheet.

Zoning Regulations (Per Section 27-474 of the prior Prince George's County Zoning Ordinance)

	REQUIRED (min.)	PROVIDED
Street Setback (feet)	25	135
North Side Setback (feet) (abutting land in a residential zone)	20	40
South Side Setback (feet) (abutting land in a nonresidential zone)	30	52
Rear Setback (feet) (abutting land in a nonresidential zone)	None	8
Green Area (percentage)*	10 (5,113 sq. ft.)	29.25 (14,954 sq. ft.)

Note: *Section 27-469(b) of the prior Zoning Ordinance requires at least ten percent of the net lot area to be maintained as green area.

Parking and Loading Data (Per Section 27-568(a) of the prior Prince George's County Zoning Ordinance)

REQUIREMENTS	REQUIRED	PROVIDED
Vehicle repair and service station 3 spaces per each service bay Total of service bays: 4	12	22
Office Space (2,773 sq. ft) 1 space per 250 sq. ft of the 2,000 sq. ft. 1 space per 400 sq. ft above the first 2,000 sq. ft.	10	
Total Parking Spaces	22*	
On-site standard spaces (9.5 feet x 19 feet)	-	13
On-site compact spaces (8 feet x 16.5 feet)	Up to 7	7
Handicap-accessible (8 feet x 19 feet, with 8 feet access aisle)	At least 2	2
Other Uses (Bus spaces)** (12 feet x 40 feet)	-	5

Note: *Of which up to seven (one third of the requirement) may be compact, in accordance with Section 27-559(a) of the prior Zoning Ordinance. In addition, of which at least two shall be handicap-accessible, in accordance with Section 27-566(b) of the prior Zoning Ordinance.

**Five bus parking spaces will be equipped with electric vehicle (EV) charging stations, as shown on the submitted plan.

Loading Spaces

Per Section 27-582(a) of the prior Zoning Ordinance, loading spaces are not required for the subject DSP. However, the applicant provides one loading space (12 feet x 33 feet) in the development.

Bicycle Spaces

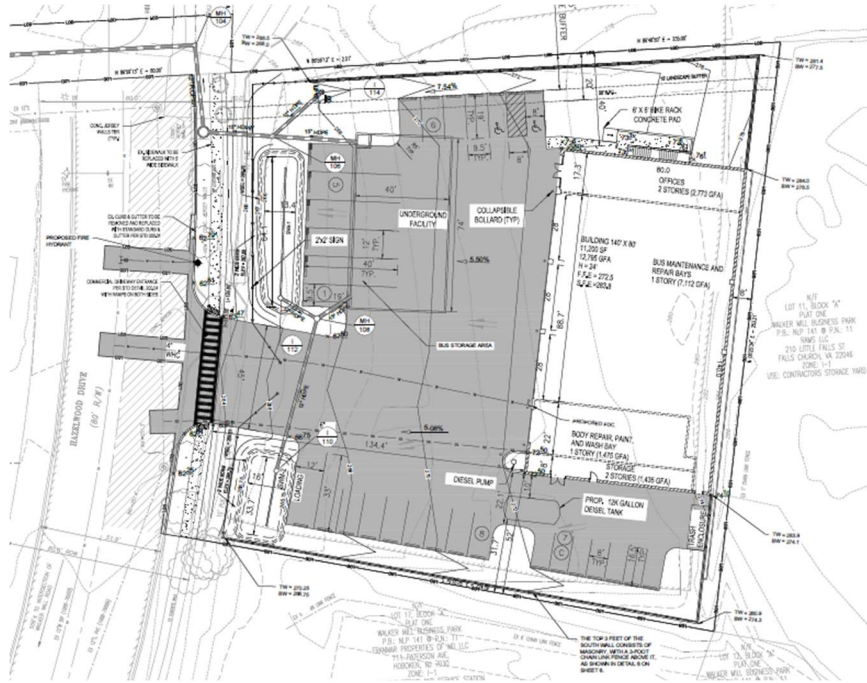
This DSP includes one U-shaped bicycle rack for two bike parking spaces, located to the north of the proposed building and near the entrance to the office space.

3. **Location:** This property is geographically located on the east side of Hazelwood Drive, approximately 1,500 feet north of its intersection with MD 458 (Walker Mill Road), in Planning Area 75B, and Council District 7.
4. **Surrounding Uses:** The subject property is bound to the west by Hazelwood Drive and, beyond, by a contractor's storage yard in the Industrial Employment (IE) Zone (previously the Light Industrial (I-1) Zone). To the north of the property are radio towers in the Agricultural-Residential (AR) Zone (previously the Residential-Agricultural (R-A) Zone). To the east of the property is a contractor's storage yard in the IE Zone (previously the I-1 Zone). To the south of the property is a vehicle repair and service station with a commercial parking lot in the IE Zone (previously the I-1 Zone).
5. **Previous Approvals:** Preliminary Plan of Subdivision (PPS) 4-87194 was approved by the Prince George's County Planning Board on January 7, 1988 (PGCPB Resolution No. 88-6), for 43 lots and one parcel, which included the subject lot.

DSP-00004 was approved by the Planning Board on July 13, 2000 (PGCPB Resolution No. 00-117). On March 26, 2001, the Prince George's County District Council affirmed the Planning Board's approval of DSP-00004, with one condition. This DSP was for the development of a contractor's storage yard with two individual office trailers, a gravel parking lot, and bulk storage areas for building materials and construction equipment for the subject site.

DSP-00004-01 was approved by the Planning Board on September 4, 2008 (PGCPB Resolution No. 08-108). On October 19, 2010, the District Council affirmed the Planning Board's approval of DSP-00004-01, with 12 conditions. This DSP was for the development of a 5,780-square-foot bus maintenance and operation facility. However, this facility was never constructed, and the DSP has expired.

6. **Design Features:** The applicant proposes to construct a one-story, 24-foot-tall building with one vehicular access driveway from Hazelwood Drive. The building will occupy the eastern portion of the property and face a parking area that will occupy the western and southern portions of the property. The entire property will be enclosed within a fence and/or retaining wall, including gates across the vehicular access. The building will include one office space that is divided into two stories; three maintenance and repair bays; and one repair, paint, and wash bay. All entrances to the office and bays will be located on the west side of the building. The Hazelwood Drive frontage will be improved with a 5-foot-wide sidewalk and landscaping. A crosswalk is proposed at the vehicular entry/exit point for pedestrian connectivity.



Architecture

The architectural design of the proposed building will be a typical, contemporary, industrial building, generally square with a flat roof. The building is finished with a mix of materials including split-face concrete masonry unit blocks, aluminum composite metal, and glass. These building materials are proposed across all façades of the building, to ensure a unified and harmonious use of materials and style. Three different colors of concrete masonry unit blocks will create patterns to enhance the attractiveness of the building and avoid blank walls. There is a discrepancy between the building floor plan shown on Sheet DSP-4 and the south elevation shown on the architectural elevations sheet, which is conditioned herein for technical correction.

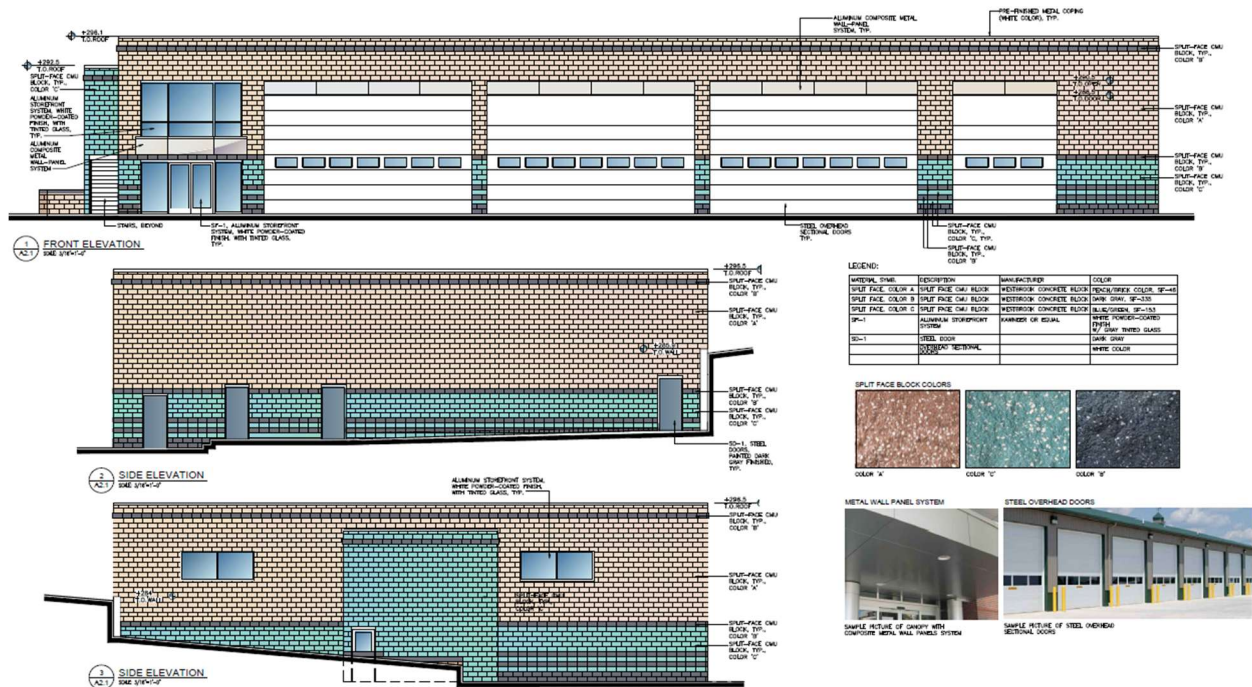


Figure 2: West, South and North Elevations (View from Top to Bottom)

Signage

This DSP includes one sign that will be mounted on the fence along Hazelwood Drive. The sign will be made of aluminum and acrylic with internal illumination. The sign area is approximately 4 square feet. The proposed sign is in conformance with Section 27-613 of the prior Zoning Ordinance, in terms of location, height, and area, as shown on Sheets DSP-4 and DSP-5. A condition is included herein requiring the applicant to label the setback of the sign from a street line on the plan.

Lighting

The DSP application proposes to install both wall-mounted and pole-mounted lights throughout the site. The subject DSP includes a photometric plan with details, showing that the pole-mounted lights will illuminate the parking lot while the wall-mounted lights will illuminate the entryways to the repair bays as well as the office.

Loading and trash facilities

This DSP includes one loading space and one outdoor trash collection area. Both facilities will be located in the southern portion of the property and will be screened by the proposed landscaping along the Hazelwood Drive frontage. The trash collection area will also be screened by a proposed trash enclosure. The color of the concrete masonry unit trash enclosure will match the proposed building, as shown in the details on the plans.

COMPLIANCE WITH EVALUATION CRITERIA

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

- a. This DSP is in conformance with Section 27-473(b), Uses Permitted, of the prior Zoning Ordinance. All proposed uses mentioned in Finding 2 above are permitted in the I-1 Zone. However, a commercial fuel depot is permitted subject to Footnote 51, which reads as follows:

Provided:

- (A) The use is limited to property that has at least one hundred and fifty (150) feet of frontage on and vehicular access to at least one (1) road classified as a collector or lower classification on the applicable Master Plan and a minimum right-of-way width of sixty (60) feet;**

The subject property has approximately 200 feet of frontage on Hazelwood Drive, which is classified as a local street and has a right-of-way (ROW) width of 80 feet. A local street is of a lower classification than a collector.

- (B) A Limited Detailed Site Plan shall be approved for the use in accordance with Section 27-286(a). The site plan shall address architecture, landscaping, lighting, and infrastructure which is essential to the development of the site including streets, utilities, and stormwater management facilities;**

While a commercial fuel depot alone would generally only be subject to approval of a limited detailed site plan, a full detailed site plan is required for the proposed development pursuant to PPS 4-87194. Staff find that the full detailed site plan review satisfies the requirement for a limited detailed site plan because a full detailed site plan addresses architecture, landscaping, lighting, and infrastructure, which is essential to the development of the site including streets, utilities, and stormwater management (SWM) facilities.

- (C) The Limited Detailed Site Plan shall demonstrate compliance with Section 27-358(a)(2), (3), (4), (5), (6), (8), and (10); and (b)(1), (2), and (3); and**

The proposed development is in conformance with Section 27-358(a) and (b) of the prior Zoning Ordinance, as follows:

- (a) A gas station may be permitted, subject to the following:**

- (2) The nearest gas pump on the subject property shall be located at least three hundred (300) feet from any lot on which a school, outdoor playground, library, hospital, or a structure used as a residence is located;**

Page 22 of the statement of justification (SOJ) indicates that there are no schools, playgrounds, libraries, hospitals, or residences within 300 feet of the subject property. Per PGAtlas, the 300-foot radius area of the subject site is being covered by abutting properties. None of these properties are

used as a school, outdoor playground, library, hospital, or a structure used as a residence.

- (3) The use shall not include the display and rental of cargo trailers, trucks, or similar uses, except as a Special Exception in accordance with the provisions of Section 27-417;**

Cargo trailers and trucks will not be displayed or rented on-site.

- (4) The storage or junking of wrecked motor vehicles (whether capable of movement or not) is prohibited;**

The proposed development is for repair and maintenance of buses and passenger vans owned and operated by the applicant. All repairs and services to the buses and passenger vans will be completed within no more than five business days, which is noted in General Note 38. Therefore, no wrecked motor vehicles will be stored or junked on the property.

- (5) Access driveways shall be not less than thirty (30) feet wide unless a lesser width is allowed for a one-way driveway by the Maryland State Highway Administration or the County Department of Permitting, Inspections, and Enforcement, whichever is applicable, and shall be constructed in compliance with the minimum standards required by the County Road Ordinance or Maryland State Highway Administration regulations, whichever is applicable. In the case of a corner lot, a driveway may begin at a point not less than twenty (20) feet from the point of curvature (PC) of the curb return or the point of curvature of the edge of paving at an intersection without curb and gutter. A driveway may begin or end at a point not less than twelve (12) feet from the side or rear lot line of any adjoining lot;**

The submitted site plan shows that the entrance driveway for the overall site will be 45 feet wide. The driveway will be constructed, in compliance with the minimum standards required by the County Road Ordinance, with driveway construction details shown on the Site Details Sheet (DSP-5). The property is not a corner lot. The driveway begins at a point approximately 40 feet from the nearest property line, which is the southern property line.

(6) Access driveways shall be defined by curbing;

The access driveway for the overall site has curbing, where practicable. Curbing is omitted, where necessary, to allow sheet flow of stormwater from the access driveway to the SWM facilities on either side of the driveway.

(8) Gasoline pumps and other service appliances shall be located at least twenty-five (25) feet behind the street line;

The submitted site plan shows that the diesel pump will be located approximately 134 feet behind the street line.

(10) Details on architectural elements such as elevation depictions of each facade, schedule of exterior finishes, and description of architectural character of proposed buildings shall demonstrate compatibility with existing and proposed surrounding development.

A detailed discussion on architectural elements has been addressed in Finding 6 above. The architecture of the building will be compatible with surrounding development, as the surrounding properties are also developed with similar industrial buildings. The diesel pump will be attached to the proposed building on the property at its southwest corner and screened by landscaping. Therefore, it will not be visible from adjacent properties.

(b) In addition to what is required by Section 27-296(c), the site plan shall show the following:

(1) The topography of the subject lot and abutting lots (for a depth of at least fifty (50) feet);

The submitted plan shows the topography of the subject lot and abutting lots as required.

(2) The location and type of trash enclosures; and

The proposed trash enclosure is located at the southeast corner of the subject property. The submitted details show that the enclosure will be constructed with split face concrete masonry unit blocks, with two metal frame gates.

(3) The location of exterior vending machines or vending area.

The subject DSP does not include any vending machines or vending area.

- (D) Upon the abandonment of a commercial fuel depot, all structures exclusively used in the business (including underground storage tanks), except buildings, shall be removed by the owner of the property. For the purpose of this footnote, the term "abandonment" shall mean non-operation as a commercial fuel depot for a period of fourteen (14) months after the services cease.**

The applicant must comply with this requirement.

- b. The subject application complies with the applicable requirements of Section 27-469, I-1 Zone (Light Industrial), of the prior Zoning Ordinance:

- (b) Landscaping, screening, and buffering of development in the I-1 Zone shall be provided in accordance with the provisions of the Landscape Manual. In addition, the following applies:**

- (1) At least ten percent (10%) of the net lot area shall be maintained as green area.**

The applicant proposes a 29.25 percent green area in compliance with this requirement.

- (2) Any landscaped strip adjacent to a public right-of-way required pursuant to the provisions of the Landscape Manual shall not be considered part of the required green area.**

The submitted landscape plan shows that landscaped strips adjacent to the ROW are not counted as green area.

- (3) A vehicle towing station permitted in the I-1 Zone shall be screened by a wall or fence at least six (6) feet high, or by an evergreen screen, unless the adjoining property is used for a vehicle towing station or a vehicle salvage yard.**

The applicant does not propose a vehicle towing station.

- (c) Outdoor storage.**

- (1) Outdoor storage shall not be visible from a street.**

- (d) Uses.**

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

All proposed uses are permitted in the I-1 Zone.

- (e) Regulations.**

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

The Regulations Tables (Division 4 of Part 7), General (Part 2), Off-Street Parking and Loading (Part 11) and Signs (Part 12) are addressed in Finding 2 above. The 2010 *Prince George's County Landscape Manual* is addressed in Finding 11 below.

Division 5 of Part 7 is not applicable to this DSP, as none of the uses for which it provides regulations are proposed.

Division 1 of Part 7 provides general development standards for industrial zones. Of these standards, Section 27-465 (Fences and Walls) and Section 27-466.01 (Frontage) are applicable. These requirements are addressed as follows:

Sec. 27-465. Fences and walls

- (a) Unless otherwise provided, fences and walls (including retaining walls) more than six (6) feet high shall not be located in any required yard, and shall meet the setback requirements for main buildings. (See Figure 42.)**

The applicant proposes a 6-foot-tall fence that sits atop a retaining wall, which equalizes the grade of the terrain along the northern property line. When measured from the exterior of the property, the applicant asserts that the retaining wall is not above grade, making the height 6 feet. A condition is included herein requiring the applicant to submit an exhibit showing conformance prior to certification of this DSP amendment.

Along the southern property line, the applicant proposes a 3-foot-tall chain-link fence atop a 3-foot-tall retaining wall, for a total of 6 feet. A section of the retaining wall on the south of the property as shown on Sheet DSP-6 shows that, when measuring from the exterior of the property, the combination of the retaining wall and the chain-link fence will not be more than 6 feet in height.

The submitted Sheet DSP-4 shows a 6-foot-tall chain-link fence is proposed along the western property line, which is in conformance with this regulation. In addition, the site plan shows a 6-foot-tall chain-link fence atop the retaining wall along the eastern property line, which will not be more than 6 feet in height measuring from the exterior property. A condition is included herein requiring the applicant to provide a section of the eastern retaining wall for this use.

- (b) Walls and fences more than four (4) feet high (above the finished grade, measured from the top of the fence to grade on the side of the fence where the grade is the lowest) shall be considered structures requiring building permits.**

The applicant indicated that all necessary permits for the proposed fencing will be acquired.

- (c) Except for land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility, barbed wire shall be prohibited in the U-L-I Zone where visible from any street with a right-of-way width of at least eighty (80) feet, or land in a residential zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, any approved Conceptual or Detailed Site Plan, or M-U-TC Zone Development Plan).**

No stranded barbed wire and/or razor wire are proposed for this development.

- (d) Except for fences less than four (4) feet in height, fences not requiring a permit, and fences on land assessed as agricultural uses, all structural support (vertical posts and horizontal rails) shall face the interior of the subject lot. (See Figure 42.1).**

This regulation is not applicable to the subject DSP because fences proposed are more than 4 feet in height, and this DSP is not for agricultural uses.

- (e) Electric security fences more than six (6) feet high, but no more than ten (10) feet high, may be located in any required yard and shall not be required to meet the setback requirements for main buildings set forth in (a) above, if the electric security fence is located on the interior side of a non-electrical fence that is at least six (6) feet high. Any fence erected on a corner lot shall satisfy the provisions of Section 27-466. A voltage and shock hazard sign shall be attached to the electric security fence at intervals along the fence not exceeding thirty (30) feet. Any electric security fence exceeding twelve (12) volts shall require a variance from the Chief Electrical inspector or designee pursuant to Subtitle 9. Notwithstanding the above, an electrical security fence more than six (6) feet high, but not more than ten (10) feet high shall meet the setback requirement along any lot line shared with a property that is residentially or commercially zoned unless a variance is approved by the Board of Appeals.**

This regulation is not applicable to the subject DSP because the subject DSP does not include electric security fences.

Sec. 27-466.01. - Frontage.

Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

The subject property has frontage on and direct vehicular access to Hazelwood Drive, a public street.

- c. The DSP is in conformance with the applicable site design guidelines, as required in Section 27-283 and contained in Section 27-274 of the prior Zoning Ordinance as follows:

Section 27-274(a)

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

- (i) Parking lots should generally be provided to the rear or sides of structures;**
- (ii) Parking spaces should be located as near as possible to the uses they serve;**
- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
- (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

The surface parking lot has been located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. The proposed development entails storage and repair of buses. Accordingly, ample paved area for the buses to maneuver in and out of service bays and parking spaces is required. This is demonstrated on the circulation plan (Sheet DSP-9). Because the surface parking area is located to

the front and side of the proposed building. Parking spaces will line a large, open, paved area at the center for circulation of buses. The parking lanes are oriented to minimize the number of parking lanes crossed by pedestrians as shown on the bus circulation plan. Specifically, the parking lanes are located along the northernmost and southernmost boundaries of the proposed development flanking the building. Accordingly, employees and visitors to the site will be able to walk from their parked cars to the building, without crossing the bus maneuvering area or another parking lane.

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

- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**
- (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

The subject DSP does not include loading docks, but includes one loading space, which is screened by the proposed landscaping along the Hazelwood Drive frontage. Although the loading space is not separated from the parking area and is not immediately next to the proposed building, its location will be visually unobtrusive and has minimal conflicts with vehicles or pedestrians. In addition, its location supports the need for circulation of buses as well as the parking requirements. Specifically, its location is to the south and away from the maneuvering area for buses, as shown on the circulation plan (Sheet DSP-9). For these reasons, staff find that the location of the loading space is visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
- (ii) Entrance drives should provide adequate space for queuing;**
- (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**

- (iv) **Parking areas should be designed to discourage their use as through-access drives;**
- (v) **Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
- (vi) **Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
- (vii) **Parcel pick-up areas should be coordinated with other on-site traffic flows;**
- (viii) **Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
- (ix) **Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
- (x) **Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) **Barrier-free pathways to accommodate the handicapped should be provided.**

Access to the subject property will be through one vehicular access from Hazelwood Drive. The location of this access is not close to access to the adjacent properties, which will minimize conflict with off-site traffic and provide a safe transition into the parking lot. A crosswalk is provided at the access for pedestrian connectivity along Hazelwood Drive. The signs and marking plans on Sheet DSP-4 show that directional arrows, lane markings, and directional signs will be used to facilitate safe vehicular circulation within the parking area. Two Americans with Disabilities Act (ADA)-accessible parking spaces are located immediately adjacent to the proposed building, in order to ensure a barrier-free path between the spaces and the building.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:**

- (i) **If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**
- (ii) **Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
- (iii) **The pattern of light pooling should be directed on-site;**
- (iv) **Light fixtures fulfilling similar functions should provide a consistent quality of light;**
- (v) **Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**
- (vi) **If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

Lighting for this DSP has been discussed in Finding 6 above, demonstrating conformance to the regulations, in which adequate illumination is provided for users and for the site in the evening. The pattern of light pooling is directed on-site, as the applicant proposes full cut-off light fixtures. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating drive aisles, building entries, and walking paths throughout the site.

(4) Views.

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

The subject DSP provides landscaping along the street frontage and the perimeter of the subject property. A 6-foot-high synthetic wood fence is proposed within the landscape buffer along the northern property line, to enhance screening from public areas.

(5) Green Area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**

- (i) **Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
- (ii) **Green area should link major site destinations such as buildings and parking areas;**
- (iii) **Green area should be well-defined and appropriately scaled to meet its intended use;**
- (iv) **Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**
- (v) **Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**
- (vi) **Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**
- (vii) **Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

Approximately 29.25 percent of the site is provided as green area, and these areas are well-defined and appropriately scaled to support the subject development. Specifically, the required green area is provided along the perimeter of the property. This works to effectively screen the proposed uses from the surrounding properties and the street. Accordingly, staff find that the proposed on-site green area is designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.

- (B) **The application 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).**

The property does not contain regulated environmental features.

(6) Site and streetscape amenities.

- (A) **Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**
 - (i) **The design of light fixtures, benches, trash receptacles,**

bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;

- (ii) **The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**
- (iii) **Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**
- (iv) **Amenities should be functional and should be constructed of durable, low maintenance materials;**
- (v) **Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;**
- (vi) **Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and**
- (vii) **Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.**

The subject DSP includes minimal amenities on-site because the nature of the proposed use does not involve regular visits from the public. As shown on the submitted plan, amenities provided include light fixtures on the building and in the parking area, and parking spaces which include two handicap-accessible spaces. The subject DSP also includes landscaping to improve the Hazelwood Drive frontage, which has been discussed in Finding 11 below. The design of these amenities has been coordinated to enhance the visual unity of the site. Staff find that the site and streetscape amenities proposed will contribute to an attractive, coordinated development and will enhance the use and enjoyment of the site.

(7) Grading.

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

- (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios**

and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;

- (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**
- (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;**
- (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**
- (v) Drainage devices should be located and designed so as to minimize the view from public areas.**

The subject property has a gradual slope upward, approximately 16 feet from the western side to the eastern side. The subject DSP also includes retaining walls along three sides of the site, to enhance stability for providing a flat area within the site while preserving existing grades off-site. Accordingly, staff find that the proposed grading will minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites.

(8) Service Areas.

- (A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:**
 - (i) Service areas should be located away from primary roads, when possible;**
 - (ii) Service areas should be located conveniently to all buildings served;**
 - (iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**
 - (iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

As discussed in Finding 6 above, loading and trash facilities will be accessible and unobtrusive, and will not be visible from the adjacent ROWs and properties.

(9) Public Spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:**
- (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**
 - (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**
 - (iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
 - (iv) Public spaces should be readily accessible to potential users; and**
 - (v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

This requirement is not applicable to the subject DSP because it is not a large-scale commercial, mixed-use, or multifamily development.

(10) Architecture.

- (A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with Section 27-277.**

The design of the proposed bus maintenance and operation facility is a modern style. The building footprint is rectangular, and the building is designed with a flat roof. A detailed discussion regarding architecture has been provided in Finding 6 above, and is found to meet the design guidelines for architecture.

(11) Townhouses and three-family dwellings.

This requirement is not applicable to the subject DSP because it does not include townhouses or three-story dwellings.

- 8. Preliminary Plan of Subdivision PPS 4-87194:** PPS 4-87194 was approved by the Planning Board on January 7, 1988 (PGCPB Resolution No. 88-6), subject to 10 conditions. The conditions relevant to this DSP are listed below, in **bold** text. Staff's analysis of the PPS conditions follows each one, in plain text:

- 3. Detailed site plans for individual lots shall be approved by the Planning Board prior to building permits. These site plan reviews shall address, but not be limited to, the items listed in the Area Planning Division's (N/SE) memorandum dated September 16, 1987.**

The subject DSP was submitted in conformance with this condition. The criteria contained in the referenced memorandum are associated with the 1985 *Master Plan for Suitland-District Heights and Vicinity* (Council Resolution CR-147-1985), and address requirements for architectural compatibility as well as provisions for screening of industrial properties, to maintain the residential character of surrounding properties. The criteria are applicable to any proposed development within the Walker Mill Business Park. The criteria are addressed as follows:

- (a) All projects within this property shall be subject to site plan review by the Prince George's County Planning Board. The site plan shall contain a landscaping plan.**

The subject DSP application, including a landscape plan, is submitted to address this condition.

- (b) The Planning Board shall review the development to assure its compliance with the following design guidelines:**

- (1) An effective visual buffer created by substantial berms and landscaping shall be provided along Walker Mill Road, Rollins Avenue, and Addison Road and along abutting areas which are planned or developed for residential purposes in order to maintain the residential character of surrounding properties.**

The subject property is not located along Walker Mill Road, Rollins Avenue, or Addison Road. Properties abutting the subject site are zoned IE (previously I-1), except the property located to its north that is zoned AR (or previous R-A) and is currently developed with several radio towers. Substantial landscaping is provided along the subject property's northern property line as part of a visual buffer between the subject property and the radio tower site, in accordance with the 2010 *Prince George's County Landscape Manual*.

Accordingly, the proposed landscaping will help to maintain the

residential character of the adjacent R-A-zoned property, should it ever develop with residential uses.

(2) The internal organization of the site shall address the following:

(A) Minimizing the views of parking, loading, storage, and service areas.

Parking, loading, storage, and service areas proposed on-site will be screened from public view by the proposed landscaping, fence, and walls along the perimeter of the property. The subject property is also located away from residential areas, in which views of these facilities would be a concern.

(B) Providing architectural elevations consistent in materials and treatment on all sides, and with all mechanical equipment enclosed or screened. Screening and enclosures shall be treated as integral elements of building design.

The proposed building will be designed with consistent materials and treatment on all sides, as discussed in Finding 6 above. No mechanical equipment serving the building will be visible from the exterior.

(C) Signs shall not be placed above the roof or parapet line. No moving or flashing signs, or signs projecting significantly from a building, shall be permitted. Low ground-mounted and landscape signs in keeping with the scale of the buildings and the site shall be encouraged in lieu of building-mounted signs.

The subject DSP includes one 2-foot by 2-foot sign mounted on the fence along Hazelwood Drive. No signage is proposed above the roof or parapet line, and no moving signs, flashing signs, or projecting signs are proposed.

- 4. Provision of a dual left-turn lane at the intersection of Walker Mill Road and Addison Road as shown in the attached plan. The applicant shall also agree to provide for any modification to the existing signal when deemed necessary by the Department of Public Works and Transportation. It should be noted that, recently, the Planning Board approved the Walker Mill Towne subdivision with a similar condition.**
- 5. Provision of a third exclusive through lane on the eastbound leg of Maryland Route 458 (Silver Hill Road) at its intersection with Maryland Route 4 in accordance with State standards and shall provide for signal modification if deemed necessary.**

6. **Provision of a 300-foot dual left-turn lane on the northbound leg of Maryland Route 4 at its intersection with Maryland Route 458 (Silver Hill Road) in accordance with State standards prior to building permit to include minor modification of existing traffic signal if deemed necessary.**
7. **Provision of an exclusive right-turn lane in accordance with the Department of Public Works and Transportation standards on Walker Mill Road at access roads to the site, County Road and Rochelle Avenue, prior to building permit.**
8. **Provision of an exclusive right-turn lane and a shared through and left-turning lane on the north leg of County Road and Rochelle Avenue at their approach to Walker Mill Road prior to building permit.**
9. **Provision of a new traffic signal at the intersection of Walker Mill Road with County Road, when deemed necessary by the Department of Public Works and Transportation prior to the issuance of any building permits.**

The above-listed improvements were found to have been completed with review of the prior approved DSP-0004-01 (PGCPB No. 08-108).

10. **Review of a methane study by the Natural Resources Division prior to the issuance of grading permits.**

This condition is not applicable at the time of DSP, but rather it will be addressed prior to the issuance of grading permits. Pages 3 and 4 of the SOJ further note that this condition was carried forward by multiple prior approved DSPs (including DSP-13017, DSP-13020, and DSP-14005) within the Walker Mill Business Park, to add more details and clarification. These include that a methane survey must be submitted to the Environmental Planning Section and the Prince George's County Health Department, and that a mitigation plan would be required if methane were found.

According to the SWM Concept Plan approval letter, 13845-2023-00, a stormwater pollution prevention plan must be completed prior to issuance of the first permit. Based on the 2014 *Prince George's County Stormwater Management Design Manual*, stormwater pollution prevention plans are a standard requirement for certain industrial sites, including vehicle and equipment cleaning facilities and fleet storage areas, under the Environmental Protection Agency's National Pollutant Discharge Elimination System stormwater program (Pages 5-33 to 5-34) found at <https://www.princegeorgescountymd.gov/sites/default/files/media-document/Stormwater%20Management%20Design%20Manual%20%28PDF%29.pdf>. The stormwater pollution prevention plan will need to identify and provide mitigation planning for all potential sources of pollution on-site, including those that would result from site operations and those that would only be active during construction. The stormwater pollution prevention plan will find and plan mitigation for any methane deposits that may be underground on the site. Therefore, this condition shall be carried forward as a condition of approval, but in modified form, to allow the stormwater pollution prevention plan to satisfy this condition.

9. **Detailed Site Plan DSP-00004:** DSP-00004 was approved by the Planning Board on July 13, 2000 (PGCPB Resolution No. 00-117). On March 26, 2001, the District Council approved this DSP, subject to one condition. This condition is not applicable to the subject DSP.
10. **Detailed Site Plan DSP-00004-01:** DSP-00004-01 was approved by the Planning Board on September 4, 2008 (PGCPB Resolution No. 08-108). On October 19, 2010, the District Council reviewed and approved DSP-00004-01, with 13 conditions. The subject DSP is a new application, rather than an amendment to DSP-00004-01, and it is not subject to its conditions of approval. However, these prior conditions warrant discussion because the development proposed is similar, but is larger than previously approved. Prior conditions of approval relevant to this DSP are listed below, in **bold** text. Staff's analysis of the DSP conditions follows each one, in plain text:

2. **Prior to the issuance of the first grading permit for the project, the applicant shall submit a methane study to the Environmental Planning Section for their review.**

This condition is not applicable at the time of DSP, but rather it will be addressed prior to the issuance of permitting. Detailed discussion related to this condition has been addressed in Finding 8 above.

4. **No buses or passenger vans shall park on the street while awaiting service at the facility.**
5. **No buses or passenger vans shall idle on the street while awaiting service at the facility.**
6. **All repairs and service to the buses and passenger vans shall be completed within no more than five (5) business days.**
7. **Hours of operation shall be limited to 6 a.m. to 9 p.m. Monday through Friday and 6 a.m. to 7 p.m. Saturday and Sunday.**
8. **All buses and passenger vans awaiting service shall wait on the property behind the fenced and walled areas.**

Conditions 4 through 8 are not applicable to the subject DSP because DSP-00004-01 has expired. However, the applicant has provided notes on the plans which propose to adhere to these standards (General Notes 36 through 40).

9. **No more than six (6) buses or passenger vans shall be on site at any one time either while being serviced or awaiting service.**

This condition was proffered by the applicant in 2010 following discussion with the Millwood-Waterford Citizens Association. However, it is not applicable to the subject DSP because DSP-00004-01 has expired. The prior Zoning Ordinance does not limit the number of buses or passenger vans to be on-site. Accordingly, there is no basis to limit the number of buses and passenger vans.

The applicant proposes that buses, other than those owned by Royal USA Tours, will not be serviced or repaired on the property. This is noted on the DSP in General Note 35.

The submitted site plan shows five bus parking spaces and four service bays within the proposed building, showing the subject property can accommodate nine buses or passenger vans on-site at any one time, either while being serviced or awaiting service. Staff find this proposal to comply with the applicable Zoning Ordinance requirements.

10. **No automobiles or trucks shall be serviced at the property. Only buses and passenger vans shall be serviced.**
11. **The applicant and the community shall jointly request that no parking or standing signs be posted by the Prince George's County Department of Public Works and Transportation along Hazelwood Avenue in front of the property.**
12. **No towing facility shall operate from the property.**
13. **Used or discarded vehicle parts shall not be stored outside on the grounds of the facility.**

Conditions 10 through 13 are not applicable to the subject DSP because DSP-00004-01 has expired. However, the applicant has provided notes on the plans which propose to adhere to these standards (General Notes 41 through 44).

11. **2010 Prince George's County Landscape Manual:** The DSP 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, of the Landscape Manual. The submitted landscape plan demonstrates conformance to these requirements.
12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). Pursuant to Section 25-119(g)(6) of the WCO, "Standard and Numbered Letters of Exemption which were valid as of June 30, 2024, shall remain valid until June 30, 2026, on which date the exemption shall expire." A woodland conservation ordinance Letter of Exemption, S-093-2023, was approved on June 8, 2023, for the proposed development, and is valid until June 30, 2026.
13. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of gross floor area, or disturbance, and requires a grading permit. The Tree Canopy Coverage Ordinance is not subject to the current Zoning Ordinance grandfathering provisions and does not contain any grandfathering provision for prior zoning, except for specified legacy zones or developments that had a previously approved landscape plan demonstrating conformance to tree canopy coverage (TCC). Therefore, this application was reviewed for conformance with the TCC requirement for the current property zone, which is the IE Zone,

and is required to provide a minimum of 15 percent of the net tract area to be covered by tree canopy. The net tract area of the property is approximately 1.17 acres and the required TCC is approximately 0.18 acres or 7,645 square feet. The TCC requirements are met, as the applicant proposes 8,000 square feet of TCC.

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

- a. **Historic Preservation and Archeological Review**—In a memorandum dated April 16, 2025 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section noted that 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 designated Prince George’s County historic sites or resources.
- b. **Community Planning**—In a memorandum dated April 18, 2025 (Skibinski to Huang), the Community Planning Division noted that, pursuant to Subtitle 27, Part 3, Division 9, Subdivision 3 of the prior Zoning Ordinance, master plan conformance is not required for this application.
- c. **Transportation Planning**—In a memorandum dated April 29, 2025 (Udeh to Huang), the Transportation Planning Section provided the following comments regarding this DSP:

Master Plan Right of Way

The property fronts Hazelwood Drive and is not impacted by master-planned roadways.

Master Plan Pedestrian and Bike Facilities

The 2009 *Countywide Master Plan of Transportation* (MPOT) recommends the following facilities:

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, page 10):

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 site plan shows the existing 5-foot-wide sidewalk, which will be upgraded, and proposes a crosswalk crossing the vehicle access point along the Hazelwood Drive frontage to meet the intent of the policy.

The 2010 *Approved Subregion 4 Master Plan* provides guidance for multimodal circulation through the planning area (page 16):

Improve walkability and pedestrian facilities, including sidewalks, crosswalks, pedestrian lighting, and special pavement

The site plan includes updating the existing sidewalk to a 5-foot-wide sidewalk and installing a high-visibility crosswalk to meet the intent of the policy.

- d. **Environmental Planning**—In a memorandum dated April 11, 2025 (Kirchhof to Huang), the Environmental Planning Section offered the following:

Natural Resources Inventory/Existing Conditions Plan

A Natural Resources Inventory Equivalency Letter, NRI-075-2023, was approved on June 8, 2023, for the subject property.

Soils

Based upon the provided information and PGAtlas, there are no unsafe soils on the subject property.

Stormwater Management

This site has an approved SWM Plan and associated letter, 13845-2023-00, which was approved October 30, 2023, and expires October 20, 2026.

- e. **Permit Review Section**—In a memorandum dated August 25, 2025 (Jacobs to Huang), the Permit Review Section offered comments on the subject application, which were addressed by the applicant with the submission of revised materials on May 12, 2025. The Permit Review section provided no further comments.
- f. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
- g. **Prince George's County Fire/EMS Department**—In a memorandum dated March 24, 2025 (Reilly to Huang), the Fire/EMS Department offered comments on the subject application, which were addressed by the applicant with the submission of revised materials on May 12, 2025. The Prince George's County Fire/EMS Department provided no further comments.
- h. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
- i. **Prince George's County Health Department**—In a memorandum dated March 31, 2025 (Adepoju, to Huang), the Health Department offered comments stating that noise and dust should not adversely impact adjacent properties during the construction phases. The Health Department also noted that, the applicant should assure that all sources of air pollution, including gasoline underground storage tanks, degreasing tanks, and paint spraying operations, have been registered with the Maryland Department of the Environment, Air and Radiation Management Administration.

- j. **Washington Suburban Sanitary Commission (WSSC)**—WSSC offered utility related comments dated April 8, 2025, which have been provided to the applicant and will have to be addressed before sewer and water connection. Specifically, WSSC noted that existing and/or proposed water/sewer mains and service connections, as well as easement locations and limits, if proposed, should clearly be shown on the plan. WSSC also indicated that a 12-inch water main and a 21-inch gravity sewer main are available to serve the proposed development.
 - k. **Public Utilities**—The subject DSP application was referred to Verizon, Comcast, AT&T, Potomac Electric Power Company, and Washington Gas for review and comments on March 24, 2025. At the time of the writing of this technical staff report, no correspondence has been received from these public utility companies.
 - l. **Town of Capitol Heights**—The subject property is located within the boundary of the Town of Capitol Heights. The DSP application was referred to the Town for review and comments on March 24, 2025. At the time of the writing of this technical staff report, the Town did not offer comments on the subject application.
 - m. **City of District Heights**—The subject property is located within 0.50 mile of the geographical boundary of the City of District Heights. The DSP application was referred to the City for review and comments on March 24, 2025. At the time of the writing of this technical staff report, the City did not offer comments on the subject application.
- 15. **Community feedback:** At the time of the writing of this technical staff report, staff did not receive any inquiries about the subject application.
 - 16. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the proposed conditions below, will represent 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 costs and without detracting substantially from the utility of the proposed development for its intended use.
 - 17. Section 27-285(b)(2) of the prior Zoning Ordinance does not apply to this DSP because the subject property is not subject to a conceptual site plan.
 - 18. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
 - 19. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that the regulated environmental features (REF) have been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the prior Subdivision Regulations. The subject property does not contain any REF on-site.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-23018, for Royal USA Tours, subject to the following conditions:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan, as follows:
 - a. Revise the south elevation of the proposed building to be consistent with the floor plan of the proposed building.
 - b. Label the building heights on the architectural elevations.
 - c. Label the setback of the sign proposed to be mounted on the fence along Hazelwood Drive, from a street line on the plan.
 - d. Correct "other offices: Accessory to a permitted use in the I-1 Zone" to "All other office" on the coversheet.
 - e. Provide sections of the fence and retaining walls along the northern and eastern property lines to show their height measuring from the exterior property not to be more than 6 feet.
2. Prior to the issuance of the first permit of any kind, the applicant shall submit proof that the Prince George's County Department of Permitting, Inspections and Enforcement has approved a stormwater pollution prevention plan. Such stormwater pollution prevention plan shall identify whether any methane gas is underground on the site and, if such methane gas exists, provide mitigation, in satisfaction of Condition 10 of Preliminary Plan of Subdivision 4-87194 (PGCPB Resolution No. 88-6).

ROYAL USA TOURS

Detailed Site Plan

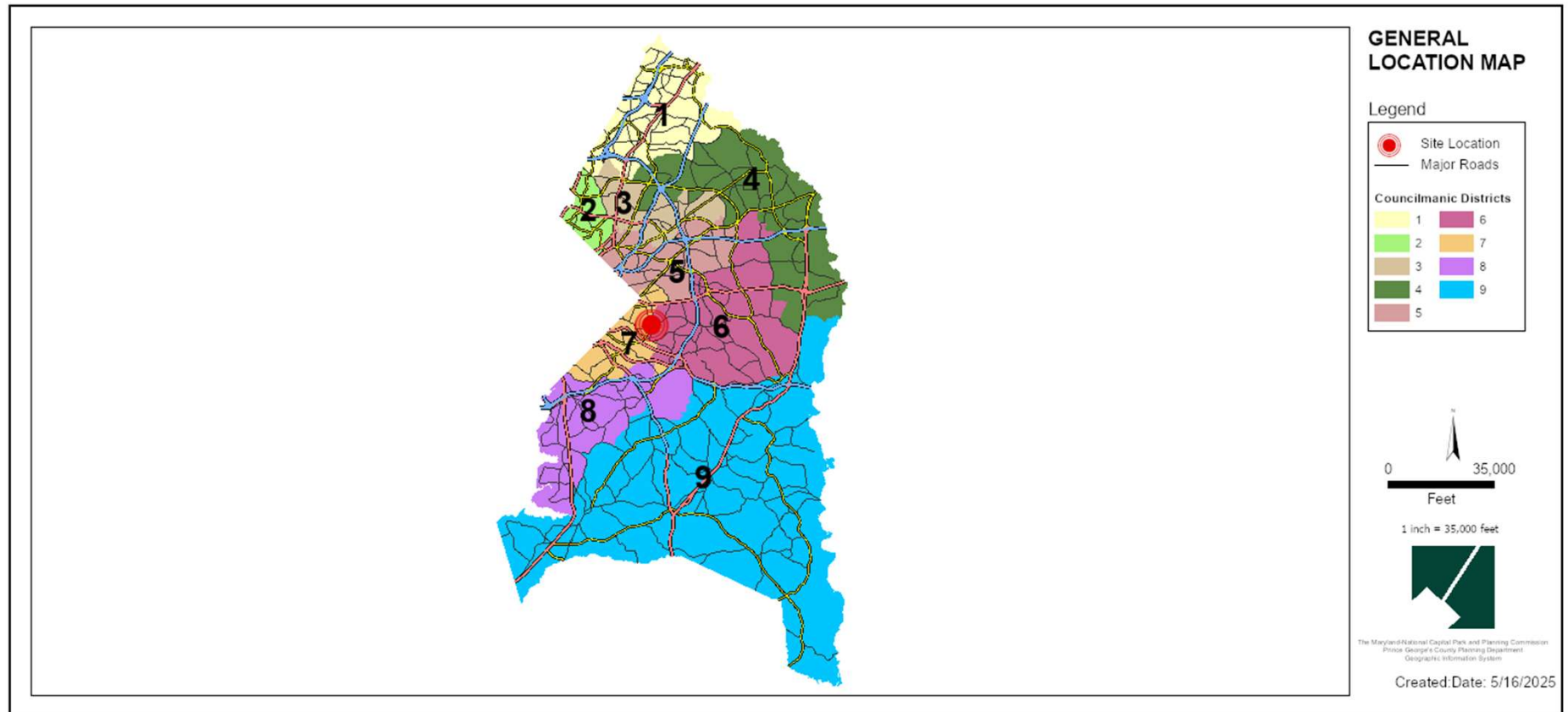
Staff Recommendation: APPROVAL with conditions



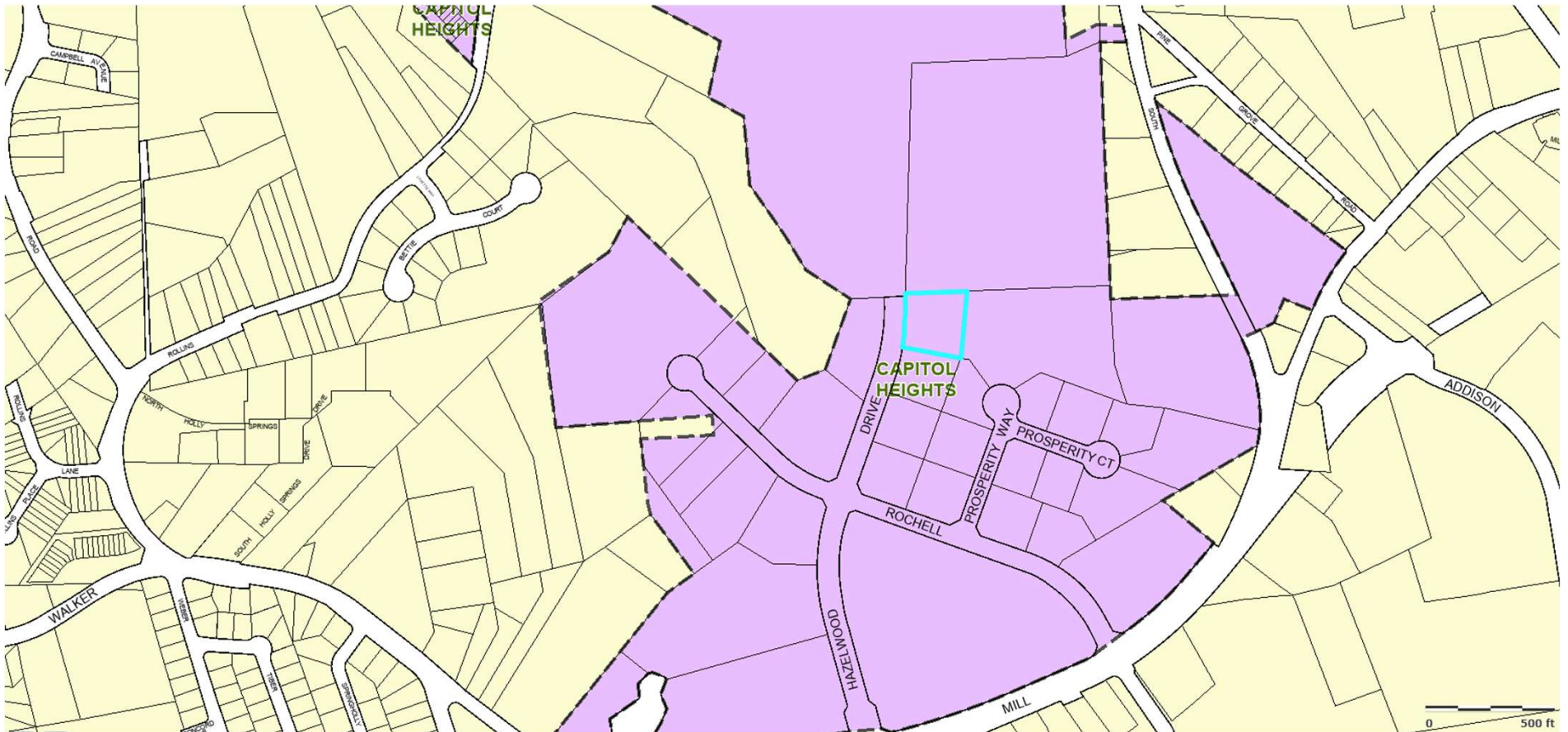
GENERAL LOCATION MAP

Council District: 07

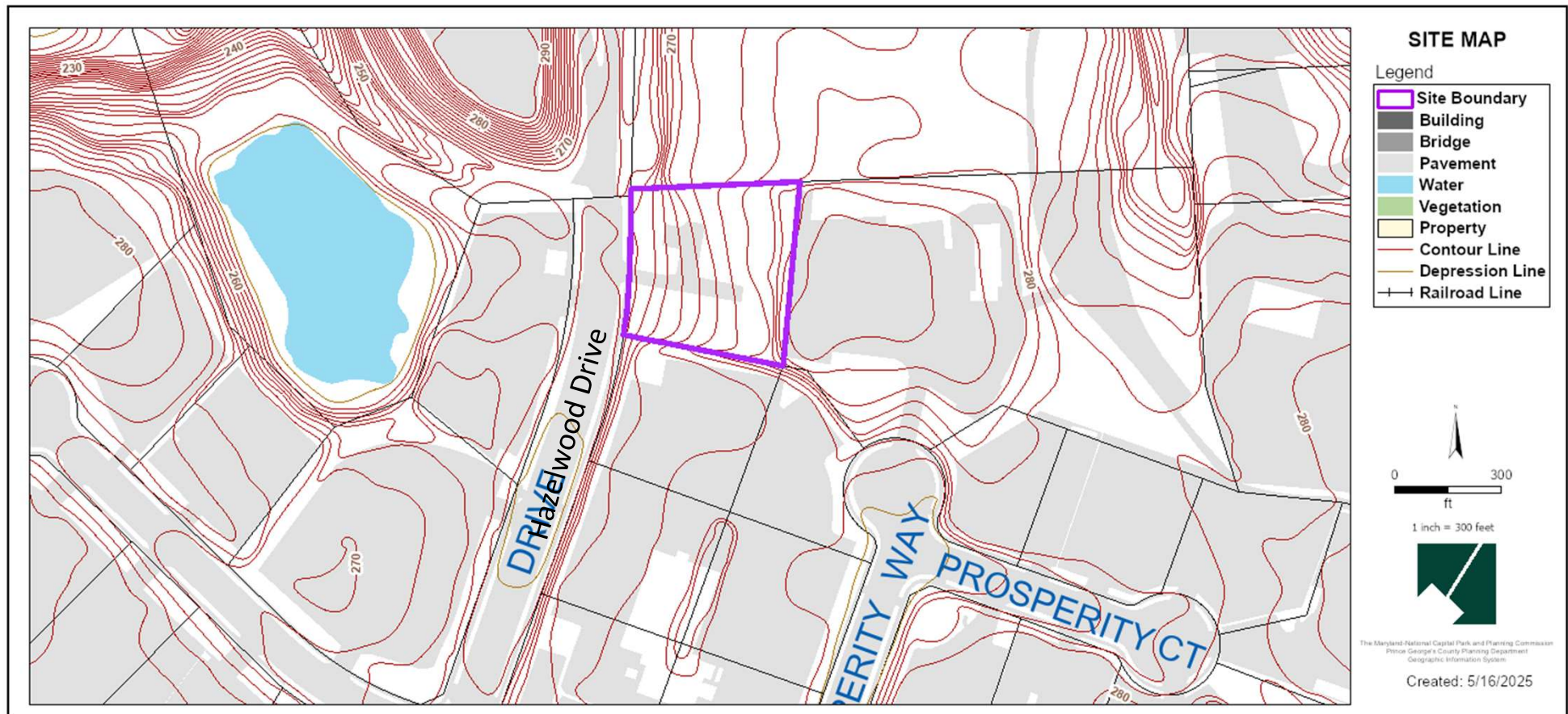
Planning Area: 75B



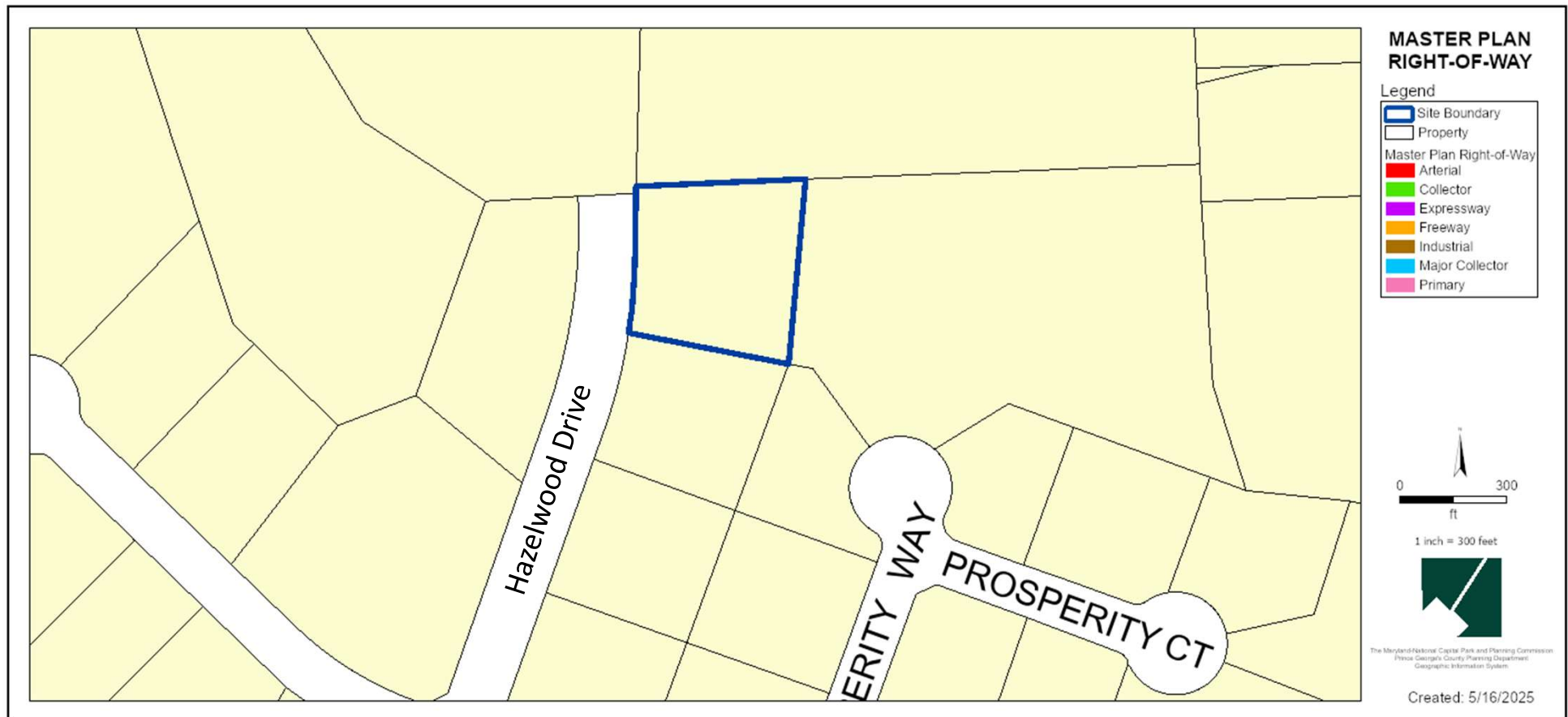
MUNICIPAL BOUNDARY (CAPITOL HEIGHTS)



SITE MAP



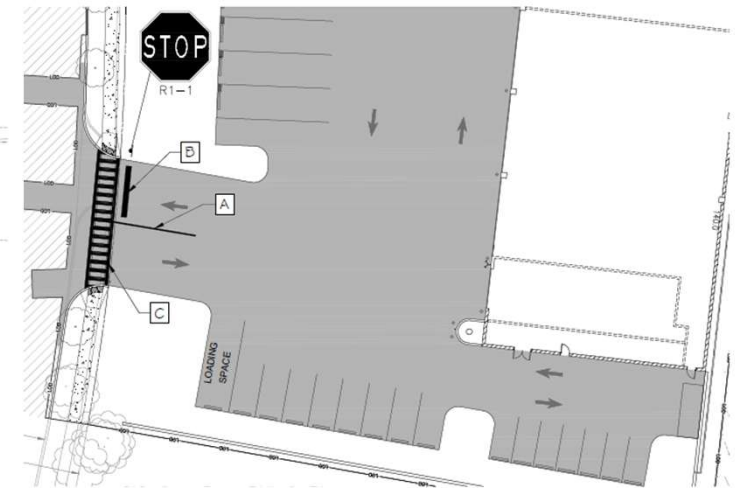
MASTER PLAN RIGHT-OF-WAY MAP



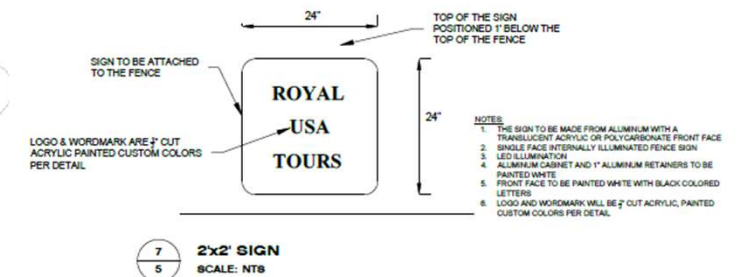
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



DETAILED SITE PLAN

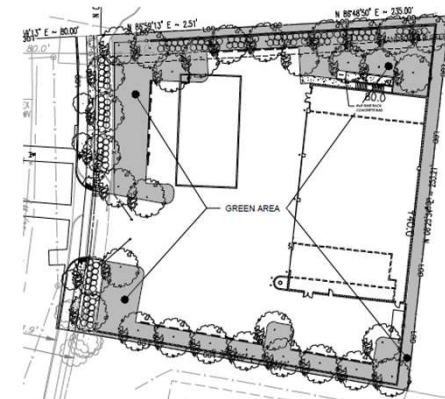
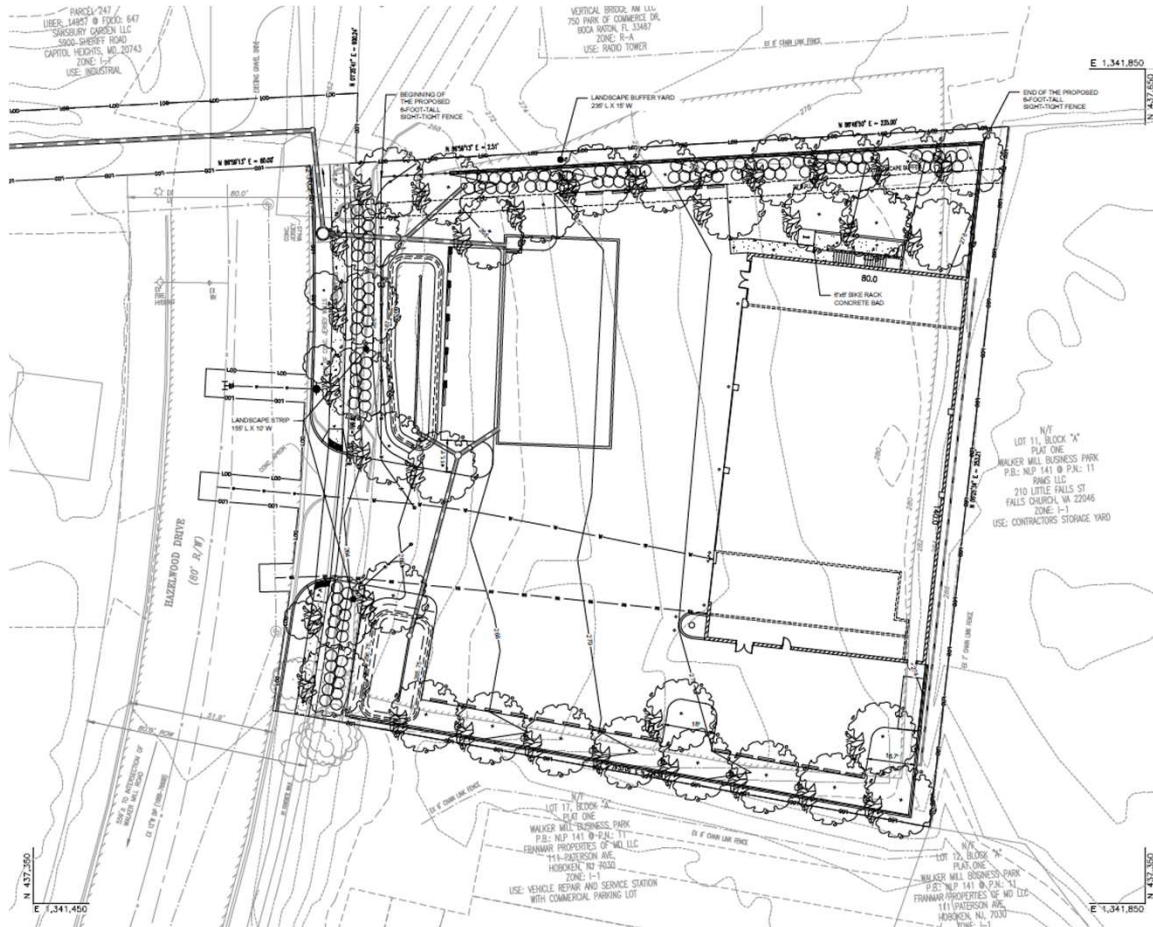


Directional Signs and Marking Plan



One Sign mounted on Fence

LANDSCAPE PLAN



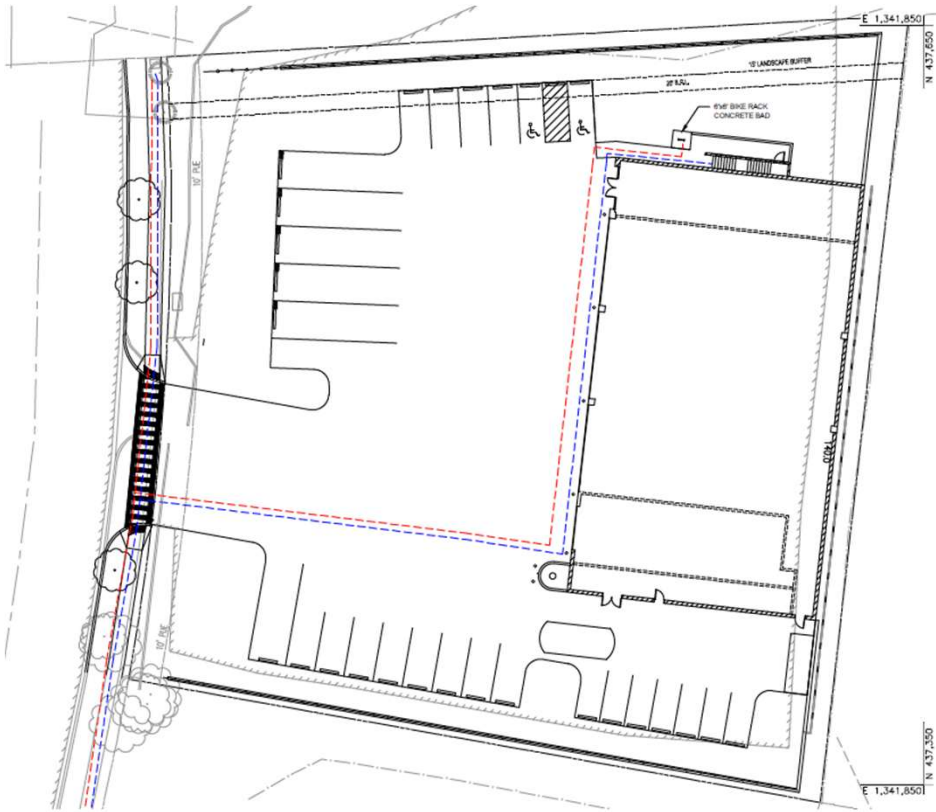
GREEN AREA NOTE:
GREEN AREA = 14,564 SF (EXCLUDING THE 10' LANDSCAPE STRIP)
GREEN AREA % = 20% OF THE SITE AREA > 10% - REQUIREMENT IS MET

Green Area

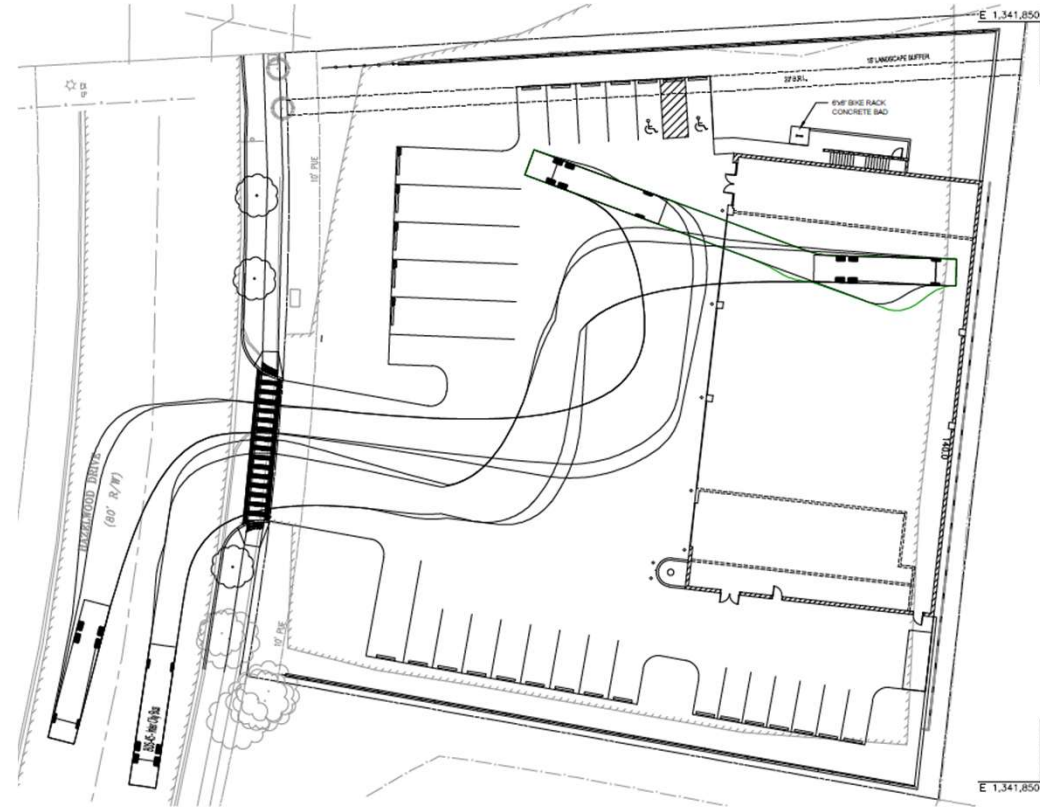


Parking Area Interior Landscape Area

CIRCULATION PLAN

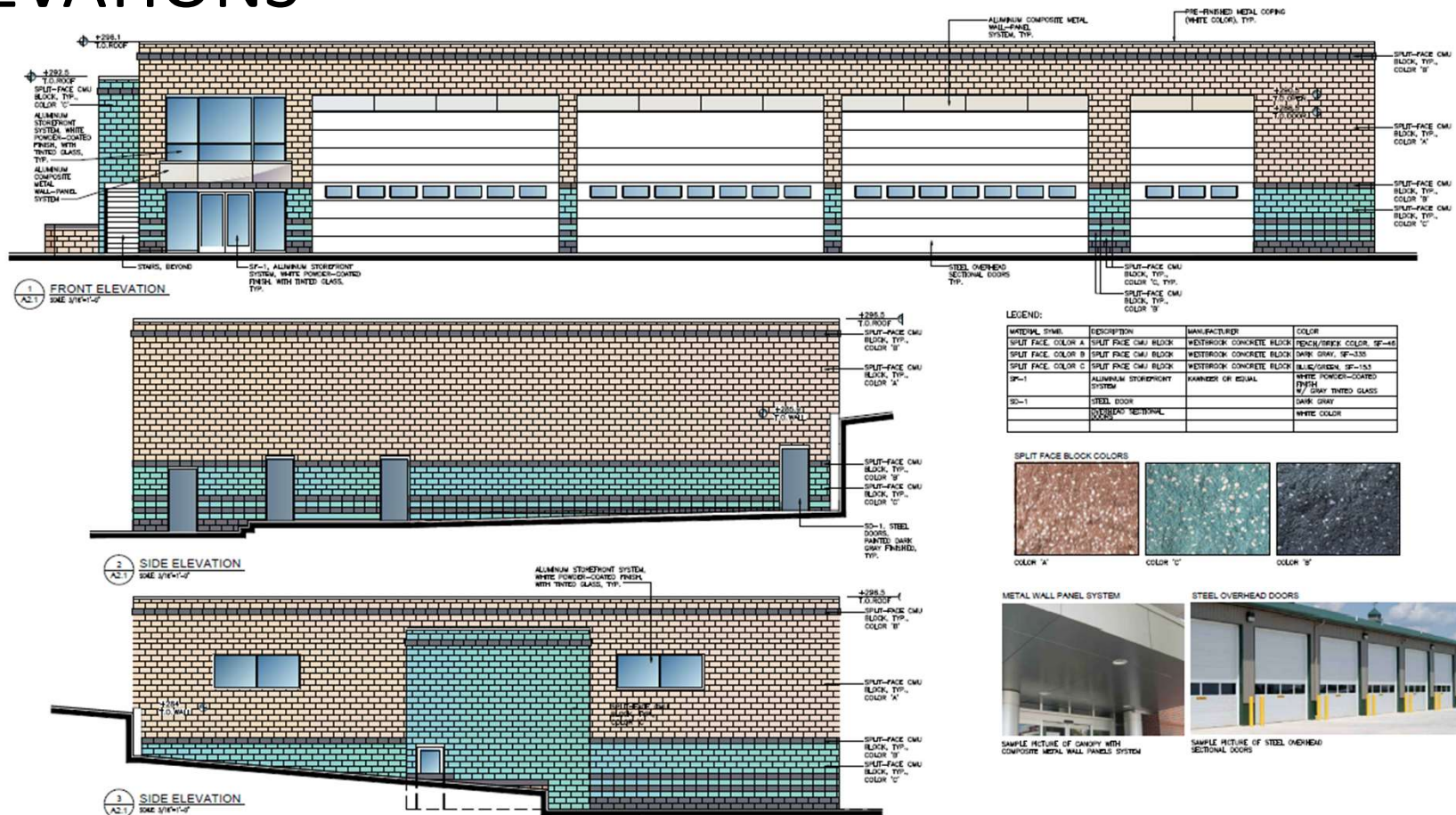


Pedestrian and Bike Circulation



Bus Circulation

ELEVATIONS



STAFF RECOMMENDATION

APPROVAL with conditions

- Detailed Site Plan DSP-23018

Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 01/10/2025
- Acceptance Mailing: 03/21/2025

Statement of Justification

Royal USA Tours- 1600 Hazelwood Drive, Capitol Heights, MD 20743

Detailed Site Plan (DSP) – 23018

1. Request and Location:

The subject property is 1.17± acre, zoned IE (formerly in the I-1 Zone) and is located on the east side of Hazelwood Drive approximately 1,500 feet north of its intersection with MD 458 (Walker Mill Road). The property is Lot 18, Block A, of the Walker Mill Business Park, recorded in Plat Book NLP 141, page 11, of the Prince George's County Land Records.

The site is subject to preliminary plan of subdivision (PPS) 4-87194, approved on January 7, 1988. A condition of the PPS provided that detailed site plans (DSPs) for individual lots shall be approved by the Planning Board prior to building permits. The condition further provided that the DSP review shall address, but not be limited to, items listed in a September 16, 1987, memorandum from the Area Planning Division. The items in this memorandum, and other requirements for approval of a DSP, are addressed in this statement of justification (SOJ).

The nature of the proposed development is a 12,795 square-foot industrial building to be used for maintaining and operating buses solely belonging to Royal USA Tours. This building will include four fully enclosed service and repair bays, including one also used for washing buses; internal parts and material storage; an external diesel pump; and company offices. The site will also include employee parking and areas for parking buses while they are not in use. The facility will not be open to the general public and will not offer services to any outside party. No parts or fuel will be sold on site. Hours of operation will be limited to 6 am to 9 pm M-F and 6 am to 7 pm Saturday and Sunday, but buses will be parked on the site overnight while the facility is closed.

Pursuant to Section 27-1903(b) of the Zoning Ordinance, the applicant elects to utilize the prior Zoning Ordinance for development of the subject property. The applicant has elected not to develop the property pursuant to the provisions of the current Zoning Ordinance because the current Ordinance includes design standards for the IE Zone and industrial uses that are not applicable to the prior I-1 Zone, and the proposed development is not designed to meet the standards of the current Ordinance.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone(s)	IE	I-1
Use(s)	Vacant	Vehicle repair and service station, and installation of parts within a wholly enclosed building Parking lot or garage,

		commercial (or motor vehicle storage yard) Other offices: Accessory to a permitted use in the I-1 Zone Commercial Fuel Depot
Acreage	1.17 ±	1.17 ±
Lots	1	1
Dwelling Units	-0-	-0-
Square Footage/GFA	Vacant	12,795 s.f. ±

3. Master Plan:

The property is located within the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* and was zoned I-1 under the prior Zoning Ordinance. Industrial land use is envisioned for this property in the Master Plan as indicated on page 62 of the Master Plan.

4. Surrounding Uses:

North: Radio towers in the AR Zone

South: Vehicle repair and service station with commercial parking lot in the IE Zone

East: Contractor's storage yard in the IE Zone

West: Hazelwood Drive, with contractor's storage yard in the IE Zone beyond

5. Previous Approvals:

- Preliminary Plan of Subdivision 4-87194 (Prince George's County Planning Board Resolution No. 88-6), approved January 7, 1988
- Detailed Site Plan DSP-00004, approved by the District Council on March 26, 2001
- Detailed Site Plan Amendment DSP-00004-01, approved by the District Council on October 19, 2010
- Natural Resource Inventory Equivalency Letter, NRI-075-2016, approved June 8, 2023
- Woodland Conservation Letter of Exemption S-093-2023, approved June 8, 2023
- Stormwater Management Concept Plan 13845-2023-00, approved October 30, 2023

6. Compliance with Prior Conditions of Approval.

a. **Preliminary Plan of Subdivision 4-87194**

4-87194 covers the entire Walker Mill Business Park. The proposed development complies with the following condition which is applicable to the subject DSP:

3. **Detailed site plans for individual lots shall be approved by the Planning Board prior to building permits. These site plan reviews shall address, but not be limited to, the items listed in the Area Planning Division's (N/SE) memorandum dated September 16, 1987.**

Response: The subject DSP is submitted to address this condition. The September 16, 1987, memorandum is addressed in Section 7 of this SOJ.

All other conditions of 4-87194 were satisfied at the time of final plat, are applicable at the time of permitting, or are not specifically applicable to Lot 18. However, Condition 10 warrants further discussion:

10. **Review of a methane study by the Natural Resources Division prior to the issuance of grading permits.**

Response: According to information provided in resolutions for prior nearby DSPs within the Walker Mill Business Park, including DSP-13017, DSP-13020, and DSP-14005, this condition appears to have been added to the PPS because the business park is a former mining site, and various fill materials used to reclaim the site may have broken down or decomposed over the years. Methane could be released as part of on-site grading activities and is a safety concern; for this reason, sources of methane must be identified prior to work on a construction site commencing.

This condition is not applicable at the time of DSP but rather must be addressed prior to the issuance of grading permits. The above DSPs, which date to 2013 and 2014, did carry the PPS condition forward in modified form to add more details and clarification, including that a methane survey must be submitted to the Environmental Planning Section and the Prince George's County Health Department, and that a mitigation plan would be required if methane were found. However, the additional requirements imposed on these prior DSPs by their conditions may not be appropriate for present-day circumstances. At the pre-application conference for this application, Environmental Planning staff indicated that they do not currently review methane studies. The Health Department also did not indicate any interest in potential methane on site when providing referral comments.

According to the stormwater management concept plan approval letter (13845-2023-00), a Stormwater Pollution Prevention Plan (SWPPP) must be completed prior to permit issuance. According to the 2014 Prince George's County Stormwater Management Design Manual, SWPPPs are a standard

requirement for certain industrial sites, including vehicle and equipment cleaning facilities and fleet storage areas, under the EPA's National Pollutant Discharge Elimination System stormwater program (Pages 5-33 to 5-34). The SWPPP will need to identify and provide mitigation planning for all potential sources of pollution on the site, including those that would result from site operations and those that would only be active during construction. The SWPPP will find and plan mitigation for any methane deposits that may be underground on the site. Therefore, the applicant believes that a separate methane study is not necessary, and that the intent of this condition will be met by submitting the SWPPP to DPIE during the permitting process. Accordingly, carrying forward the PPS condition to the current DSP should not be necessary.

b. **Detailed Site Plan DSP-00004**

DSP-00004 was approved in 2001 for a contractor's storage yard. The conditions of approval of the DSP required that the plans be revised, prior to certificate approval, to include sight-tight wood fencing along the property frontage line, a 12-foot-wide landscaped strip along the property frontage line, and cross sections demonstrating that any area of outdoor storage visible from a right-of-way would have solid wood fencing. The conditions of approval of DSP-00004 are no longer applicable because the proposed use was never developed, and because the DSP was amended to propose a new use which was also never developed. Both the original DSP and its amendment have expired.

c. **Detailed Site Plan Amendment DSP-00004-01**

DSP amendment DSP-00004-01 was approved in 2010 for a 5,780 square-foot bus operation and maintenance facility. However, this facility was never constructed, and the DSP has expired. The subject DSP is a new DSP, rather than an amendment, and it is not subject to the conditions of the prior expired DSP. However, because the applicant for this application is the same as under DSP-00004-01, because the use proposed is similar, and because the proposed facility is larger than previously approved, the prior conditions warrant discussion. The prior conditions of approval are discussed below:

11. **Prior to certification of the plans for the project, the following revisions shall be made or additional information submitted:**

- a. **Integrate the proposed sign for the project into the six-foot-high sight-tight fence along the subject site's Hazelwood Drive frontage. Sign copy area shall be limited to 24 square feet. Final design of said sign shall be approved by the Urban Design Section as designee of the Planning Board. Sign location shall be indicated on both the detailed site plan and the landscape plan.**

Response: A 2-foot by 2-foot sign (4 square feet) will be integrated into the fence along the Hazelwood Drive frontage.

- b. **Amend required parking schedule to reflect 3 parking spaces per**

service bay for repair and service of buses other than those owned by Royal USA Tours.

Response: The applicant no longer proposes that buses other than those owned by Royal USA Tours be serviced or repaired on the property. This is noted on the DSP in General Note 33.

c. Relabel the area to the rear of the building as storage.

Response: Based on the needs of the proposed larger facility, the building is designed so that storage is now located on the south side of the building.

d. Revise the notation indicating "proposed six-foot-high batten board fence, see Sheet DSP-3 for details," to read "proposed six-foot-high durable non-white, nonwood fence, see Sheet DSP-5 for details."

Response: A variety of fencing types are now proposed around the perimeter of the site based on Landscape Manual requirements. These include a 6-foot-tall opaque fence on the north side to comply with Section 4.7-1, a 3-foot-tall masonry wall with a 3-foot-tall chain link fence on top of it on the south side to comply with Section 4.3-1, and 6-foot-tall chain link fences along the east and west sides.

e. Utilize the "versa-lock mosaic" or an approved equal alternative in lieu of a standard concrete retaining wall in a white color. Final design of the wall shall be approved by the Urban Design Section as designee of the Planning Board and District Council.

Response: The proposed retaining wall is to be constructed of 12-inch, 100% grouted concrete masonry units. The applicant submits that the design will be an equal alternative to the versa-lock mosaic retaining wall previously considered.

f. Add a dumpster, with a six-foot- high, durable non-white, non-wood fence surrounding it, at the southeastern corner of the property per applicant's exhibit #1.

Response: A dumpster is proposed at the southeastern corner of the property. A five-foot, eight-inch concrete masonry unit wall is proposed around the dumpster, which the applicant submits will be of equivalent quality and screening ability to a non-white, non-wood fence.

2. Prior to the issuance of the first grading permit for the project, the applicant shall submit a methane study to the Environmental Planning Section for their review.

Response: As previously discussed, this condition was based on Condition 10 of the PPS. The applicant does not believe a similar condition needs to be carried forward to the current DSP because a SWPPP is already required to be completed prior to issuance of the first grading permit.

4. **No buses or passenger vans shall park on the street while awaiting service at the facility.**
5. **No buses or passenger vans shall idle on the street while awaiting service at the facility.**
6. **All repairs and service to the buses and passenger vans shall be completed within no more than five (5) business days.**
7. **Hours of operation shall be limited to 6 a.m. to 9 p.m. Monday through Friday and 6 a.m. to 7 p.m. Saturday and Sunday.**
8. **All buses and passenger vans awaiting service shall wait on the property behind the fenced and walled areas.**

Response: The above Conditions 4 through 8 were recommended by the Zoning Hearing Examiner because the applicant proffered them following discussion with the Millwood-Waterford Citizens Association. See discussion on pages 3-5 of the ZHE's decision, filed with the District Council on July 10, 2010, where these conditions are listed as Conditions 8-12. While these conditions are no longer binding on the applicant because DSP-0004-01 has expired, the applicant nevertheless agrees to abide by them to minimize the facility's impact on the surrounding community. The restrictions have been noted on the DSP in General Notes 36 through 40.

9. **No more than six (6) buses or passenger vans shall be on site at any one time either while being serviced or awaiting service.**

Response: Condition 9, like Conditions 4 through 8, was proffered by the applicant in 2010 following discussion with community members, and is no longer binding because DSP-00004-01 has expired. The applicant submits that due to the proposed increase in the size of the facility, a limit of six buses or passenger vans on site at one time is no longer appropriate, as the limit would place the facility under capacity.

10. **No automobiles or trucks shall be serviced at the property. Only buses and passenger vans shall be serviced.**
11. **The applicant and the community shall jointly request that no parking or standing signs be posted by the Prince George's County Department of Public Works and Transportation along Hazelwood Avenue in front of the property.**

12. **No towing facility shall operate from the property.**
13. **Used or discarded vehicle parts shall not be stored outside on the grounds of the facility.**

Response: Conditions 10 through 13, like Conditions 4 through 8, were proffered by the applicant in 2010 following discussion with community members, and they are no longer binding because DSP-00004-01 has expired. The applicant nevertheless agrees to abide by these conditions to minimize the facility's impact on the surrounding community. The restrictions have been noted on the DSP in General Notes 41 through 44.

7. **Compliance with the Area Planning Division's memorandum dated September 16, 1987**

The criteria contained in this memorandum are associated with the 1985 Master Plan of Suitland-District Heights and Vicinity, and address requirements for architectural compatibility as well as provisions for screening of industrial properties to maintain the residential character of surrounding properties. The criteria are applicable to any proposed development within the Walker Mill Business Park. The criteria are addressed as follows:

- (a) **All projects within this property shall be subject to site plan review by the Prince George's County Planning Board. The site plan shall contain a landscaping plan.**

Response: Submission of this DSP, inclusive of its landscape plan, satisfies this criterion.

- (b) **The Planning Board shall review the development to assure its compliance with the following design guidelines:**

- (1) **An effective visual buffer created by substantial berms and landscaping shall be provided along Walker Mill Road, Rollins Avenue, and Addison Road and along abutting areas which are planned or developed for residential purposes in order to maintain the residential character of surrounding properties.**

Response: The subject property is not located along Walker Mill Road, Rollins Avenue, or Addison Road. The subject property is bound to the north by land currently used as a site for several radio towers. That land is currently in the AR Zone, which is classified as a rural and agricultural base zone. The land was formerly in the R-A Zone, which is classified as a residential zone. Substantial landscaping is proposed along the subject property's northern property line as part of a visual buffer between the subject property and the radio tower site, to respect the original intent of the 1987 memorandum that buffering be provided for residentially zoned land.

(2) The internal organization of the site shall address the following:

(A) Minimizing the views of parking, loading, storage, and service areas.

Response: The proposed landscaping, retaining walls, and fencing on site will act in concert to minimize views of the site's parking, loading, storage, and service areas. The site is also located away from residential areas where views of such site features would be a concern.

(B) Providing architectural elevations consistent in materials and treatment on all sides, and with all mechanical equipment enclosed or screened. Screening and enclosures shall be treated as integral elements of building design.

Response: The proposed building architecture will feature consistent materials and treatment on all sides. The architecture features split-face CMU block facades in multiple colors with striping that continues around the building. No mechanical equipment serving the building will be visible from the exterior.

(C) Signs shall not be placed above the roof or parapet line. No moving or flashing signs, or signs projecting significantly from a building, shall be permitted. Low ground-mounted and landscape signs in keeping with the scale of the buildings and the site shall be encouraged in lieu of building-mounted signs.

Response: No signage is proposed above the roof or parapet line, and no moving signs, flashing signs, or projecting signs are proposed.

8. Compliance with Evaluation Criteria for a Detailed Site Plan

a. Sec. 27-274. – Design Guidelines

The development complies with the design guidelines of Section 27-274 of the Zoning Ordinance as follows:

1. The Plan should promote the purposes of the Conceptual Site Plan.

Response: Not applicable- there is no conceptual site plan for the property.

2. The applicant shall provide justification for, and demonstrate to the satisfaction of the Planning Board or District Council, as applicable, the reasons for noncompliance with any of the design guidelines for townhouses and three-family dwellings set forth in paragraph (11), below.

Response: Not applicable- the subject DSP does not propose any townhouse or

three-family dwellings.

- 3. Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:**

- (i) Parking lots should generally be provided to the rear or sides of structures;**

Response: As much parking as practicable (seven spaces) is provided to the side of the building. It is impractical to provide more parking to the rear or sides of the building because the circulation needs of the site, which involve buses moving through the large paved area in front of the building to the maintenance and repair bays, make it impractical to locate the building closer to the front of the property.

- (ii) Parking spaces should be located as near as possible to the uses they serve;**

Response: All parking is located as close to the building as possible given the particular circulation needs of the site.

- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**

Response: Instead of parking aisles, the parking lot features a large open paved area at the center for circulation of buses. The parking lanes are oriented so that pedestrians will not have to cross the parking lanes to reach the building.

- (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**

Response: The particular circulation needs of the site require a large, uninterrupted expanse of pavement at the center of the site. The large area of pavement will be mitigated by locating green space and plant materials around the perimeter of the parking lot in accordance with the Landscape Manual.

- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

Response: The parking lot does not feature areas reserved for vanpooling or carpooling. Regular visits by members of the public are not expected

based on the nature of the use.

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

- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**
- (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

Response: The proposed development does not feature any loading docks. The loading area will be clearly marked. Due to site constraints, particularly the need to provide green area on the south side of the site, there is no room to place the loading area immediately next to the building, and it must instead be located in the parking area.

5. Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**

Response: The design features a single driveway entrance, which will minimize conflict with off-site traffic. Approximately 35 feet of drive aisle, together with an entry gate, are provided between the street and the parking lot, which will be sufficient to provide a safe transition. No acceleration or deceleration lanes are necessary.

- (ii) Entrance drives should provide adequate space for queuing;**

Response: Adequate space for queuing will be provided within the parking lot.

- (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**

Response: The parking lot is designed so that buses can freely circulate throughout the site at low speeds. A bus circulation plan is provided on Sheet 8 of the DSP.

- (iv) Parking areas should be designed to discourage their use as through-access drives;**

Response: The parking lot is not designed to allow through-access to any other property or use.

- (v) **Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**

Response: Directional arrows, lane markings, and signage will be used to facilitate safe driving in the parking lot.

- (vi) **Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**

Response: Not applicable- the proposed development does not include any drive-through facilities.

- (vii) **Parcel pick-up areas should be coordinated with other on-site traffic flows;**

Response: The proposed development does not include any areas specifically designated for parcel pickup.

- (viii) **Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**

Response: Due to the nature of the use and the security needs of the site, there is no dedicated pedestrian access provided into the site and through the parking lot to the building. Access to the property is limited to the gate across the vehicular entryway; pedestrians will be able to use the gate.

- (ix) **Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**

Response: Due to the nature of the use and the security needs of the site, there is no dedicated pedestrian access provided into the site and through the parking lot to the building. Pedestrians may cross the parking lot, but a pedestrian route is not marked in order to avoid conflict with the vehicular directional pavement markings provided.

- (x) **Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**

Response: A crosswalk will be striped across the site entrance.

- (xi) **Barrier-free pathways to accommodate the handicapped should be provided.**

Response: Americans with Disabilities Act-accessible parking spaces are located immediately adjacent to the building, in order to ensure a barrier-free path between the spaces and the building.

6. For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design character. To fulfill this goal, the following guidelines should be observed:

- (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;

Response: The applicant proposes the use of six overhead pole lights and three wall mounted lights along two sides of the building. The six overhead pole lights will illuminate the parking lot while the wall-mounted lights will illuminate the entryways to the repair bays as well as the loading area. By ensuring these features are lit, the lighting design will enhance user safety and minimize vehicular/pedestrian conflicts.

- (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;

Response: Lighting is evenly distributed throughout the site to ensure that all important on-site elements are illuminated.

- (iii) The pattern of light pooling should be directed on-site;

Response: Lighting within the parking lot will be oriented inward to ensure light pools on-site. The side of the building which faces abutting off-site property is not proposed to be lit.

- (iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;

Response: Three different types of fixtures, including two on light poles for the parking lot and a wall-mounted light for the building, are proposed in order to ensure the quality of light is consistent throughout the site. The two types of fixtures on poles have slightly varying luminosity in order to help achieve consistent illumination throughout the parking lot.

- (v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and

Response: The light fixtures are proposed to be durable and compatible with the scale, architecture, and use of the site.

- (vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.

Response: The three different types of fixtures are similar in design in order to

provide visual continuity throughout the site.

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

Response: Not applicable- no public areas are proposed on-site.

8. On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:

- (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**

Response: All proposed green areas are located abutting the parking lot or the frontage sidewalk along Hazelwood Drive, which will ensure their utility to visitors and simplify maintenance.

- (ii) Green area should link major site destinations such as buildings and parking areas;**

Response: Due to the nature of the proposed use, it is not practical to locate green area between the building and the parking area, as such green area would obstruct the circulation of buses on the site. Trees are proposed along the entry drive aisle to green the link between the parking lot and the street.

- (iii) Green area should be well-defined and appropriately scaled to meet its intended use;**

Response: The green areas on site are well-defined and appropriately scaled based on the nature of the site's use. The nature of the use dictates that green areas have a small scale and play a supporting role for screening purposes.

- (iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**

Response: There is no green area specifically designated for the use of pedestrians.

- (v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**

Response: The green area defines the edges of the parking lot and provides screening between the property and abutting properties (where necessary) to ensure privacy. Trees planted along the entry drive aisle can serve as a visual focal point when entering and exiting the site.

- (vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual**

character of the site; and

Response: Not applicable- there are no on-site natural features that could be incorporated into the site's green area.

- (vii) **Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

Response: The green area will incorporate landscaping required by the Landscape Manual.

9. **The application 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).**

Response: Not applicable- the site does not feature regulated environmental features.

10. **Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**

- (i) **The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**

Response: Due to the nature of the use which does not involve regular visits from the public, minimal amenities are needed on site. Amenities to be provided include light fixtures on the building and in the parking lot, and Americans with Disabilities Act parking spaces. The design of these amenities has been coordinated to enhance the visual unity of the site.

- (ii) **The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**

Response: The amenities are designed to be compatible with the architecture of the building and the proposed pedestrian areas. The amenities will also be generally compatible with the architecture of buildings on adjacent sites.

- (iii) **Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**

Response: The amenities will be located in areas where they will be clearly visible and accessible, but will not obstruct pedestrian circulation.

- (iv) **Amenities should be functional and should be constructed of durable, low maintenance materials;**

Response: The amenities are designed to be functional and will be constructed of durable, low-maintenance materials.

- (v) **Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;**

Response: Light fixtures for the parking lot will be located behind wheel stops or in landscape areas in order to minimize vehicular intrusion.

- (vi) **Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and**

Response: No kiosks, planters, fountains, or public art are proposed. Landscaping provided around the perimeter of the parking lot may serve as a visual focal point.

- (vii) **Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.**

Response: Americans with Disabilities Act parking spaces are provided to accommodate disabled visitors and are designed so as to be appropriately scaled for user comfort.

11. Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:

- (i) **Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;**

Response: No slopes or berms will be visible from Hazelwood Drive or other public areas.

- (ii) **Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**

Response: The existing site features a gradual slope upward approximately 16 feet from the west side of the site to the east. Based on the nature of the use, which requires flat areas for circulation, storage, and maintenance of buses, it is not practical to preserve the existing slope. A retaining wall is therefore proposed along three sides of the site in order to provide a flat area for the use while preserving existing grades off-site.

- (iii) **Grading and other methods should be considered to buffer incompatible land uses from each other;**

Response: Not applicable- the proposed use will be compatible with the bus operation and maintenance facility (vehicle repair and service station with commercial parking lot) to the south, the contractor's storage yard to the east, and the radio towers to the north.

- (iv) **Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**

Response: The site design will utilize retaining walls instead of steep slopes.

- (v) **Drainage devices should be located and designed so as to minimize the view from public areas.**

Response: Stormwater management is to be provided by two micro bioretention areas and off-site drainage. These areas do not have drainage devices that would be highly visible from public areas.

12. Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

- (i) **Service areas should be located away from primary roads, when possible;**

Response: One service area is proposed on site to house a trash enclosure and a loading space. This service area is located away from Hazelwood Drive.

- (ii) **Service areas should be located conveniently to all buildings served;**

Response: The service areas are located in areas conveniently accessible to the storage area of the building.

- (iii) **Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**

Response: The entire site will be enclosed with a retaining wall and fencing, therefore additional separate screening for the service areas is unnecessary. The dumpster will have a separate CMU wall around it.

- (iv) **Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

Response: Not applicable- only one building is proposed.

13. A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:

- (i) **Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**

- (ii) **The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**
- (iii) **Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
- (iv) **Public spaces should be readily accessible to potential users; and**
- (v) **Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

Response: Not applicable- the proposed development is an industrial use.

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

Response: Only a single building is proposed. The proposed building uses consistent architecture across its facades to ensure a unified and harmonious use of materials and style. The building is divided into bays, most of which consist of a large garage door opening into the interior maintenance area. One bay features a personnel door with surrounding glazing to bring the entryway into scale with the other bays. The bays are unified by stripes of color on the facades which help provide a human scale on the first floor and visually separate the building into lower and upper floors.

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

Response: The architecture of the proposed building is in keeping with the proposal for industrial development as well as the character and purpose of the I-1 Zone.

16. These guidelines may be modified in accordance with Section 27-277.

Response: The design guidelines are not proposed to be modified, nor is limiting the review proposed in accordance with Section 27-277.

b. Sec. 27-281(b). - General Purposes of Detailed Site Plans

The development complies with the general purposes of detailed site plans required by Section 27-281(b) as follows:

- 1. To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;**

Response: The applicant contends that the proposed development is an orderly, planned, efficient, and economical option for development of the subject property, and will meet the principles for the same contained in the Master Plan, on the basis of it meeting the Master Plan goals and policies as described in Part 9 of this statement of justification.

2. To help fulfill the purposes of the zone in which the land is located;

Response: As provided below, the proposed development fulfills the purposes of the I-1 Zone contained in Section 27-469(a).

3. To provide for development in accordance with the site design guidelines established in this Division; and

Response: As provided above, the proposed development of this site is in accordance with the site design guidelines established in Section 27-274, Part 3, Division 9 – Site Plans, of the Zoning Ordinance, which are applicable to detailed site plans as stated in Section 27-283(a).

4. To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

Response: This purpose is applicable to the approval procedures for detailed site plans and therefore does not need to be met by the subject detailed site plan.

c. Sec. 27-285(b). - Required Findings for approval of a Detailed Site Plan

The development complies with the required findings for approval of a detailed site plan required by Section 27-285(b) as follows:

1. The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.

Response: The applicant contends that the plan represents a reasonable alternative for satisfying the site design guidelines, as discussed in detail above in the section of this statement of justification dedicated to the site design guidelines of Section 27-274. Development of the site will not pose unreasonable costs, and the site's meeting the site design guidelines will not detract substantially from the utility of the proposed development for its intended use. The applicant believes that when completed, the bus maintenance and operation facility will be a functional and discreet development that will add to the industrial resources of the County.

2. The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).

Response: Not applicable- the site is not subject to a conceptual site plan.

3. **The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

Response: Not applicable- the DSP is for full development of the site rather than for infrastructure only.

4. **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

Response: Not applicable- there are no regulated environmental features on site.

d. **Sec. 27-465. - Fences and walls:**

1. **Unless otherwise provided, fences and walls (including retaining walls) more than six (6) feet high shall not be located in any required yard and shall meet the setback requirements for main buildings. (See Figure 42.)**

Response: A 30-foot side yard is required next to the agriculturally zoned land to the north, and a 30-foot side yard is required next to the industrially zoned land to the south. A retaining wall topped by a fence will be located within both side yards. However, the retaining walls will be below the level of the ground from the viewpoint of the neighboring properties, and the fence will not exceed six feet in height.

2. **Walls and fences more than four (4) feet high (above the finished grade, measured from the top of the fence to grade on the side of the fence where the grade is the lowest) shall be considered structures requiring building permits.**

Response: All necessary permits for the proposed fencing will be acquired.

3. **Stranded barbed and/or razor wire are prohibited on all fences and walls, except for land that is assessed for agricultural use, and land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility**

Response: No stranded barbed wire and/or razor wire are proposed for this development.

4. **Except for fences less than four (4) feet in height, fences not requiring a permit, and fences on land assessed as agricultural uses, all structural support (vertical posts and horizontal rails) shall face the interior of the subject lot. (See Figure 42.1).**

Response: All structural support will face the interior of the subject lot.

e. **Sec. 27-466. - Corner lot obstructions.**

On a corner lot, no building or other visual obstruction (except a post or column) between two (2) and ten (10) feet high (above the curb level) shall be located within the triangle formed by the intersection of the street lines and points on the street lines five (5) feet from the intersection. (See Figure 43.)

Response: This requirement is not applicable as the site is not located on a corner lot.

f. **Sec. 27-466.01. - Frontage.**

Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

Response: The development has direct access to and frontage off of Hazelwood Drive.

g. **Sec. 27-467. - Extensions and projections.**

1. **No projections from building walls (including show windows, but not including signs) shall extend beyond building lines.**

Response: The proposed architectural elevations do not include any projections.

2. **Canopies may extend beyond the building line along a street, but not closer to the street than ten (10) feet.**

Response: The proposed canopy at the building's principal pedestrian entrance will not project beyond the front yard setback.

3. **In the U-L-I Zone, awnings may extend from beyond the front building line, but shall not project out more than seven (7) feet from the building unless approved through the Alternative Development Technique.**

Response: Not applicable- the project is not in the U-L-I Zone.

h. **Sec. 27-469. – I-1 Zone Specific Requirements.**

1. To attract a variety of labor-intensive light industrial uses;

Response: The development provides a light-industrial use that is expected to be labor-intensive.

2. To apply site development standards which will result in an attractive, conventional light industrial environment;

Response: The development will follow applicable site development standards to result in a conventional and attractive light industrial site design.

3. 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

Response: The development will contribute to the light industrial character of the existing industrial park.

4. To provide for a land use mix which is designed to sustain a light industrial character.

Response: The proposed land use mix will help sustain the light industrial character of the existing industrial park.

5. Landscaping, screening, and buffering of development in the I-1 Zone shall be provided in accordance with the provisions of the Landscape Manual. In addition, the following applies:

(1) At least ten percent (10%) of the net lot area shall be maintained as green area.

(2) Any landscaped strip adjacent to a public right-of-way required pursuant to the provisions of the Landscape Manual shall not be considered part of the required green area.

(3) A vehicle towing station permitted in the I-1 Zone shall be screened by a wall or fence at least six (6) feet high, or by an evergreen screen, unless the adjoining property is used for a vehicle towing station or a vehicle salvage yard.

Response: The proposed development will meet the requirements of the Landscape Manual, as discussed in Section 8 of this SOJ. In addition, more than 10 percent of the net lot area will be maintained as green area, not counting the landscape strip along Hazelwood Drive. The property is not proposed to be used for a vehicle towing station.

6. Outdoor storage shall not be visible from a street.

Response: No outdoor storage will be visible from Hazelwood Drive.

i. Sec 27-473(b) Footnote 51

The proposed development includes one diesel pump which qualifies as a commercial fuel depot use. Commercial fuel depots are a permitted use in the I-1 Zone subject to Footnote 51 of the table of uses. Footnote 51 requires the following:

(A) The use is limited to property that has at least one hundred and fifty (150) feet of frontage on and vehicular access to at least one (1) road classified as a collector or lower classification on the applicable Master Plan and a minimum right-of-way width of sixty (60) feet;

Response: The property has about 200 feet of frontage on Hazelwood Drive, which is classified as a local street and has a right-of-way width of 80 feet.

(B) A Limited Detailed Site Plan shall be approved for the use in accordance with Section 27-286(a). The site plan shall address architecture, landscaping, lighting, and infrastructure which is essential to the development of the site including streets, utilities, and stormwater management facilities;

Response: The full detailed site plan submitted for this development should obviate the need for a limited detailed site plan. The DSP addresses architecture, landscaping, lighting, and infrastructure including utilities and stormwater management facilities.

(C) The Limited Detailed Site Plan shall demonstrate compliance with Section 27-358(a)(2), (3), (4), (5), (6), (8), and (10); and (b)(1), (2), and (3); and

Response: The proposed development will comply with these sections of the Zoning Ordinance, as follows:

27-348(a)

(2) The nearest gas pump on the subject property shall be located at least three hundred (300) feet from any lot on which a school, outdoor playground, library, hospital, or a structure used as a residence is located;

Response: There are no schools, playgrounds, libraries, hospitals, or residences within 300 feet of the subject property.

(3) The use shall not include the display and rental of cargo trailers, trucks, or similar uses, except as a Special Exception in accordance with the provisions of Section 27-417;

Response: Cargo trailers and trucks will not be displayed or rented.

(4) The storage or junking of wrecked motor vehicles (whether capable of movement or not) is prohibited;

Response: No wrecked motor vehicles will be stored or junked on the property.

(5) Access driveways shall be not less than thirty (30) feet wide unless a lesser width is allowed for a one-way driveway by the Maryland State Highway Administration or the County Department of Permitting, Inspections, and Enforcement, whichever is applicable, and shall be constructed in compliance with the minimum standards required by the County Road Ordinance or Maryland State Highway Administration regulations, whichever is applicable. In the case of a corner lot, a driveway may begin at a point not less than twenty (20) feet from the point of curvature (PC) of the curb return or the point of curvature of the edge of paving at an intersection without curb and gutter. A driveway may begin or end at a point not less than twelve (12) feet from the side or rear lot line of any adjoining lot;

Response: The entrance driveway for the overall site will be 45 feet wide. The property is not a corner lot. The driveway begins at a point approximately 40 feet from the side lot line of the property nearest to the driveway (the property to the south). The diesel pump does not have an entrance driveway independent from the overall site.

(6) Access driveways shall be defined by curbing;

Response: The access driveway for the overall site has curbing where practicable; curbing is omitted where necessary to allow sheet flow of stormwater from the access driveway to the SWM facilities on either side of the driveway. The diesel pump does not have an access driveway independent from the overall site which would require curbing.

(8) Gasoline pumps and other service appliances shall be located at least twenty-five (25) feet behind the street line;

Response: The Diesel pump will be located approximately 134 feet behind the street line.

(10) Details on architectural elements such as elevation depictions of each facade, schedule of exterior finishes, and description of architectural character of proposed buildings shall demonstrate compatibility with existing and proposed surrounding development.

Response: The diesel pump will be attached to the principal building on the property. The building architecture is discussed on Pages 15-16 of this SOJ. The architecture of the building will be compatible with surrounding development.

27-348(b) In addition to what is required by Section 27-296(c), the site plan shall show the following:

(1) The topography of the subject lot and abutting lots (for a depth of at least fifty (50) feet);

Response: The topography of the site is shown on the DSP.

(2) The location and type of trash enclosures; and

Response: The trash enclosure is shown on the DSP south of the building, and a detail is shown on the DSP.

(3) The location of exterior vending machines or vending area.

Response: The location of the diesel pump is shown on the DSP.

(D) Upon the abandonment of a commercial fuel depot, all structures exclusively used in the business (including underground storage tanks), except buildings, shall be removed by the owner of the property. For the purpose of this footnote, the term "abandonment" shall mean non-operation as a commercial fuel depot for a period of fourteen (14) months after the services cease.

Response: The applicant will comply with this requirement.

j. **Sec. 27-474(b) - Regulations. SETBACKS**

Summary of 27-474(b) Setbacks:

	<u>Minimum Required Setback</u>	<u>Provided</u>
Front	25 feet	135 feet
N. Side	20 feet	40 feet
S. Side	30 feet	52 feet
Rear	None	8 feet

9. **Prince George's County Landscape Manual:**

1. **Section 4.2, Requirements for Landscape Strips Along Streets**

Response: The development has frontage on Hazelwood Drive. Section 4.2 specifies that for all nonresidential uses in any zone and for all parking lots, a landscape strip shall be provided on the property abutting all public and private streets. The Landscape Plan shows a landscaping strip along Hazelwood Drive. The Landscape Plan further details how the applicant plans to conform with this requirement on the Section 4.2 schedule for Hazelwood Drive.

2. Section 4.3, Parking Lot Requirements

Response: A three-foot-wide Section 4-3-1 landscape strip is required between the parking lot and the southern property line. The applicant is meeting this requirement using a three-foot-tall masonry wall built on top of the retaining wall that is proposed along the southern property line. A three-foot-tall chain link fence is proposed on top of the masonry wall to meet the site security needs.

Based on the size of the parking lot, eight percent of the parking lot is required to be an interior planting area per Section 4.3-2 of the Landscape Manual. 8.1 percent is provided.

3. Section 4.7, Buffering Incompatible Uses

Response: The proposed use is considered a high-impact use according to Table 4.7-1, and so is the contractor's storage yard to the east. Because these two neighboring uses are both high-impact, no bufferyard is required between them according to Table 4.7-2. The proposed use is compatible with the bus maintenance and operation facility (vehicle repair and service station with commercial parking lot) to the south because these uses are also both high-impact, therefore, no bufferyard is required between them either. The radio tower use to the north is considered low-impact according to Table 4.7-1, therefore a Type C bufferyard is required between this use and the subject use. A Type C Section 4.7 Incompatible Use buffer is therefore provided along the northern property line.

10. Approved Subregion 4 Master Plan and Sectional Map Amendment:

The Subregion 4 Master Plan retained the property in the I-1 zone for industrial use. The property is within the Walker Mill Business Park, which is identified as an industrial center by the master plan. The master plan contains goals, policies, and strategies applicable to the industrial centers (Pages 123 and 124). These goals, policies, and strategies are simply recommendations and are not binding. However, the applicant has tried to conform with these recommendations where applicable and to the extent possible as described below:

a. Goals

i. Work toward reducing the perceived or real negative environmental impacts of industrial users, particularly in Zone 2.

Response: There are no existing woodlands or environmental features on the site, so development of the subject property will minimize environmental impacts. With regard to perceived environmental impacts, the property will be fenced so as to minimize the use's impact on surrounding properties, and the minimal impact will be reinforced by the use's operational practices. Buses will not park or idle on the street while awaiting service, there will be no outdoor storage visible from the street, and no used or discarded vehicle

parts will be stored outside on the grounds of the facility. Hours of operation will be limited generally to daytime and evening hours, and all repairs will be completed within no more than five business days.

ii. Implement zoning and land use guidelines that ensure neighboring uses complement, and not conflict, with the planned physical environment of each living and industrial area.

Response: The proposed development will implement the County's zoning and land use guidelines intended to ensure neighboring uses complement rather than conflict with the planned physical environment of the area. These include, but are not limited to, regulations for setbacks, landscaping, and design of fencing.

iii. Provide intermediate uses or buffers between existing and expanding residential and industrial areas.

Response: There are no residential areas adjacent to the property, as the only adjacent property which was formerly in a residential zoning category is developed with radio towers. Nevertheless, the proposed development represents an expansion of the existing Walker Mill Business Park industrial area, and so the applicant contends that the specific use proposed represents an intermediate use compared to more intensive uses to the south and southeast within the industrial park. The use is appropriate for the edge of the industrial area.

iv. Establish a priority for industrial users to locate adjacent to major thoroughfares, improving the competitive advantage in Subregion 4.

Response: The portions of the Walker Mill Business Park closest to Walker Mill Road (MD 458) are already developed with various other uses.

b. Policy 5: Reassign industrial parcels adjacent to residential areas if industrial is impactful, blighted, or underutilized.

Response: As previously mentioned, the site is adjacent to a site used for several radio towers which is in an agricultural zone, the AR Zone, but which was formerly in a residential zone, the R-A Zone. The land to the north was therefore considered residential at the time the master plan first became effective. The site in its current state is underutilized, i.e. vacant. However, there is no need to reassign the subject industrial parcel to another land use because the proposed development will be a substantial improvement to the land that will allow it to see full utilization.

c. Policy 6: Mitigate the impacts on residential areas of heavy truck traffic from offending industrial uses.

Response: Although the proposed development will not service trucks, the applicant

recognizes that bus traffic to the site could have a similar impact as truck traffic. This bus traffic will have to pass by existing residential areas along Walker Mill Road to reach the site. Limiting the use's hours of operation to daytime and evening hours will help mitigate the effects of bus traffic on nearby residential areas.

11. Tree Canopy Coverage Ordinance

The Tree Canopy Coverage Ordinance under Subtitle 25 Division 3 of the code requires a minimum of 15% of the IE-zoned gross tract area to be covered by tree canopy, or 7,645 square feet. The applicant proposes to meet the requirement with 8,000 square feet of new landscape trees.

12. Woodland and Wildlife Habitat Conservation Ordinance

This property previously received a standard letter of exemption from the Woodland and Wildlife Habitat Conservation Ordinance (S-93-2023).

13. Countywide Green Infrastructure Plan

A review of the Countywide Green Infrastructure Plan of the 2017 Approved Prince George's County Resource Conservation Plan ("Green Infrastructure Plan") shows that the site does not contain regulated or evaluation areas within the designated network of the plan. Therefore, the detailed site plan is in conformance with the Green Infrastructure Plan.

14. Conclusion

The detailed site plan satisfies all the relevant criteria for development in the I-1 Zone. Further, as required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents the most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. DSP-23018 is requested to be approved.

Respectfully Submitted,

/s/

Abdullah Hijazi, Esq.
Hijazi & Carroll
3231 Superior Lane
Suite A-26
Bowie, MD 20715
Email: ahijazi@hijazilaw.com
Tel: (301) 464-4646
Fax: (301) 464-4188



Countywide Planning Division
Historic Preservation Section

301-952-3680

April 16, 2025

MEMORANDUM

TO: Emery Huang Te-Sheng, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **twg**

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

SUBJECT: DSP-23018 + AC-25003 Royal USA Tours

The subject property comprises 1.17 acres and is located on the east side of Hazelwood Drive, approximately 500 feet north of its intersection with Rochell Avenue, in Capitol Heights. The subject property was zoned Light Industrial (I-1), per the prior Zoning Ordinance, and is located within the 2010 *Approved Subregion 4 Master Plan* area. The subject detailed site plan (DSP) application proposes the development of a 12,795-square-foot bus maintenance and operations facility with 26 parking spaces and 5 bus parking spaces. The accompanying Alternative Compliance (AC) application requests relief from the 2010 *Landscape Manual* Section 4.3(c)(2)(A) to allow for a reduction of the required parking lot interior landscaping area from 2,101 square feet to 1,757 square feet.

The 2010 *Approved Subregion 4 Master Plan* contains goals and policies related to historic preservation (pp. 287-296). However, these are not specific to the subject site or applicable to the proposed development. 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 designated Prince George's County Historic Sites or resources.


Historic Preservation Section staff recommends approval of DSP-23018 and AC-25003, Royal USA Tours, with no conditions.




April 18, 2025

MEMORANDUM

TO: Emery Huang, Planner IV, Urban Design Section, Development Review Division

VIA: Sarah Benton, AICP, Planning Supervisor, Long-Range Planning Section, 
Community Planning Division

FROM: Bill Skibinski, Planner III, Long-Range Planning Section, Community Planning 
Division

SUBJECT: DSP-23018 Royal USA Tours

FINDINGS

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

BACKGROUND

Application Type: Detailed Site Plan for a property located within an industrial business park.

Planning Area: 75B

Community: Town of Capitol Heights

Location: Located on the east side of Hazelwood Drive approximately 1,500 feet north of its intersection with MD 458 (Walker Mill Road).

Size: 1.17 acres

Existing Uses: Industrial

Future Land Use: Industrial

Proposal: Construction of a 12,795 square-foot bus maintenance and operation facility with 26 parking spaces and bus parking spaces.

Zoning: Industrial, Employment (IE) Zone

Prior Zoning: Light Industrial (I-1) Zone

Applicable Zoning Ordinance: Prior Zoning Ordinance

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) places this application in the Established Communities Growth Policy Area. Established Communities are most appropriate for context-sensitive infill and low-to medium density development. Plan 2035 recommends maintaining and enhancing existing public services, facilities, and infrastructure in these areas to ensure that the needs of existing residents are met. (page 20)

Master Plan: The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* recommends **Industrial** land use for the subject property.

Analysis: *The proposed development of the site as a bus maintenance and operation facility is consistent with the recommended land use guidelines. This project aims to revitalize an underutilized parcel within an industrial park, where the zoning classification supports the intended use.*

This property is within **Living Area D** (page 90). The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* recommends the following policies and strategies to help advance the intent and purpose of the plan.

Chapter 4 - The Land Use Plan: Policies and Strategies

Policy 3

“Heighten the image and attraction of the industrialized areas of Subregion 4 to attract a higher quality of light industrial, research and development, and business park uses, offering expanded employment opportunities for residents of Prince George’s County and the region.” (page 60)

Analysis: *The proposed project will redevelop an underutilized (vacant) property within the Walker Mill Business Park and offer local employment opportunities.*

Chapter 5: Living Areas and Industrial Centers

Policy 1 (page 102)

Develop bicycle-friendly roadways to improve connectivity.

Strategies: Short-Term

- “Addison Road: Implement bike lanes from Walker Mill to Central Avenue.” (page 102)

Strategies: Long-Term

- “Rochelle Avenue: Install bike lanes from Walker Mill Road to dead-end past Hazelwood Drive.
- Hazelwood Avenue: Install bike lanes from Walker Mill Road back to Addison Road, including extension to connect to Addison Road.” (page 102)

Analysis: *The subject site is internal to the Walker Mill Business Park and is not directly along Walker Mill Road or Addison Road.*

Policy 2

Improve pedestrian connectivity by installing sidewalks.

Strategies: Short-Term

- “Walker Mill Road at Addison Road: Install pedestrian amenities including crosswalks, countdown signal, and ADA-compliant ramps at the intersection.” (page 103)

Strategies: Mid-Term

- “Walker Mill Road: Install sidewalks on Walker Mill Road at intersection with Addison Road.” (page 103)

Analysis: *The existing sidewalk, currently in poor condition, is slated for replacement as part of the site redevelopment outlined in the site plan.*

Proposed Industrial Use Development Pattern

Policy 5

“Reassign industrial parcels adjacent to residential areas if industrial is impactful, blighted, or underutilized. Sites where policy should be enacted:

- Walker Mill Business Park (Zone 2).” (page 124)

Analysis: *The application site is within the Walker Mill Business Park, surrounded by industrial uses to the west, east, and south, with a utility use to the north. With no adjacent residential uses, the proposed property improvements are expected to boost the local economy by generating employment opportunities.*

Policy 6

“Mitigate the impacts on residential areas of heavy truck traffic from offending industrial uses. Sites where policy should be enacted:

- Walker Mill Business Park and Forestville-Ritchie Road area (Zone 3).” (page 124)

Analysis: *The subject property is surrounded by industrial and utility uses. Site access is limited to Hazelwood Drive and Rochell Avenue, both connecting directly to Walker Mill Road. Although residential properties are located on the southern side of Walker Mill Road, the project will have restricted hours and exclusively service buses and passenger vans.*

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

SMA/Zoning: The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* retained the subject property into the Light Industrial (I-1) Zone.



April 14, 2025

MAJOR ISSUES MEMORANDUM

TO: Emery Huang, Planner IV, Urban Design Section, Development Review Division

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community Planning Division

SB for NAB

VIA: Sarah Benton, AICP, Planning Supervisor, Long-Range Planning Section, Community Planning Division

SB

FROM: Bill Skibinski, Planner III, Long-Range Planning Section, Community Planning Division

WRS

SUBJECT: DSP-23018 Royal USA Tours

Zoning Ordinance: Prior

Location: Located on the east side of Hazelwood Drive approximately 1,500 feet north of its intersection with MD 458 (Walker Mill Road).

Size: 1.17 acres

Existing Use: Industrial

Future Land Use: Industrial

Proposal: Construction of a 12,795 square-foot bus maintenance and operation facility with 26 parking spaces and bus parking spaces.

Zoning: Industrial, Employment (IE) Zone

Prior Zoning: Light Industrial (I-1) Zone

Major Issues

The Community Planning Division has identified **no major issues** with this application.

The 2010 *Approved Subregion 4 Master Plan* recommends **Industrial** land use on the subject property. The proposed use of the site as a bus maintenance and operation facility conforms with the recommended land use.

This property is within **Living Area D** (page 90). The 2010 *Approved Subregion 4 Master Plan* recommends the following policies and strategies to help advance the intent and purpose of the plan.

Chapter 4 - The Land Use Plan: Policies and Strategies

Policy 3

“Heighten the image and attraction of the industrialized areas of Subregion 4 to attract a higher quality of light industrial, research and development, and business park uses, offering expanded employment opportunities for residents of Prince George’s County and the region.” (page 60)

Analysis: *The proposed project will redevelop an underutilized (vacant) property within the Walker Mill Business Park and offer local employment opportunities.*

Chapter 5: Living Areas and Industrial Centers

Policy 1 (page 102)

Develop bicycle-friendly roadways to improve connectivity.

Strategies: Short-Term

- “Addison Road: Implement bike lanes from Walker Mill to Central Avenue.” (page 102)

Strategies: Long-Term

- “Rochelle Avenue: Install bike lanes from Walker Mill Road to dead-end past Hazelwood Drive.
- Hazelwood Avenue: Install bike lanes from Walker Mill Road back to Addison Road, including extension to connect to Addison Road.” (page 102)

Analysis: *The subject site is internal to the Walker Mill Business Park and is not directly along Walker Mill Road or Addison Road.*

Policy 2

Improve pedestrian connectivity by installing sidewalks.

Strategies: Short-Term

- “Walker Mill Road at Addison Road: Install pedestrian amenities including crosswalks, countdown signal, and ADA-compliant ramps at the intersection.” (page 103)

Strategies: Mid-Term

- “Walker Mill Road: Install sidewalks on Walker Mill Road at intersection with Addison Road.” (page 103)

Analysis: *The existing sidewalk is in disrepair and, according to the site plan, will be replaced during site redevelopment.*

Proposed Industrial Use Development Pattern

Policy 5

“Reassign industrial parcels adjacent to residential areas if industrial is impactful, blighted, or underutilized. Sites where policy should be enacted:

- Walker Mill Business Park (Zone 2).” (page 124)

Analysis: *The application site is located within the Walker Mill Business Park and is bordered by industrial uses to the west, east, and south, with a utility use to the north. The property is not*

adjacent to residential uses. The proposed improvements on the property will contribute to the economy by creating local employment options.

Policy 6

“Mitigate the impacts on residential areas of heavy truck traffic from offending industrial uses.

Sites where policy should be enacted:

- Walker Mill Business Park and Forestville-Ritchie Road area (Zone 3).” (page 124)

Analysis: *The subject property is surrounded by industrial and utility uses. Site access is restricted to Hazelwood Drive and Rochell Avenue, both connecting directly to Walker Mill Road. While residential properties exist on the south side of Walker Mill Road, the project will have limited hours of operation and only service buses and passenger vans.*



April 29, 2025

MEMORANDUM

TO: *Chidera Udeh* Tesheng Huang, Urban Design Section, Development Review Division
FROM: Chidera Udeh, Transportation Planning Section, Countywide Planning Division
VIA: *ns* Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division
SUBJECT: **DSP-23018- Royal USA Tours**

Prior Conditions of Approval

This site is subject to the previously approved Preliminary Plan of Subdivision (PPS) 4-87194, Detailed Site Plan (DSP)-00004, and (DSP)-00004-01. The relevant conditions of approval have been provided below.

4-87194

4. Provision of a dual left-turn lane at the intersection of Walker Mill Road and Addison Road as shown in the attached plan. The applicant shall also agree to provide for any modification to the existing signal when deemed necessary by the Department of Public Works and Transportation. It should be noted that, recently, the Planning Board approved the Walker Mill Towne subdivision with similar condition.

Comment: Condition was evaluated at the time of final plat.

5. Provision of a third exclusive through lane on the eastbound leg of Maryland Route 458 (Silver Hill Road) at its intersection with Maryland Route 4 in accordance with State standards and shall provide for signal modification if deemed necessary.

Comment: This has been constructed. Condition was evaluated at the time of final plat.

6. Provision of a 300-foot dual left-turn lane on the northbound leg of Maryland Route 4 and its intersection with Maryland Route 458 (Silver Hill Road) in accordance with State standards prior to building permit, to include minor modification of the existing traffic signal if deemed necessary

Comment: This has been constructed. Condition was evaluated at the time of final plat.

7. Provision of an exclusive right-turn lane in accordance with the Department of Public Works and Transportation standards on Walker Mill Road at access roads to the site, County Road, and Rochelle Avenue, prior to building permit.

Comment: This condition is to be evaluated at the time of permitting.

8. Provision of an exclusive right-turn lane and a shared through left-turning lane on the north leg of County Road and Rochelle Avenue at their approach to Walker Mill Road prior to building permit.

Comment: This condition is to be evaluated at the time of permitting.

9. Provision of the new traffic signal at the intersection of Walker Mill Road with County Road, when deemed necessary by the Department of Public Works and Transportation prior to the issuance of any building permits.

Comment: This condition is evaluated at time of permitting.

DSP-00004-01

1. Prior to certification of the plans for the project, the following revisions shall be made or additional information submitted:
 - a) Amend required parking schedule to reflect 3 parking spaces per service bay for repair and service of buses other than those owned by Royal USA Tours.

Comment: The applicant no longer proposes that buses other than those owned by Royal USA Tours be serviced or repaired on the property.

Master Plan Compliance

Master Plan Right of Way

The site is subject to the 2009 *Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Subregion 4 Master Plan*. The property fronts Hazelwood Drive and is not impacted by master planned roadways.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends the following facilities:

Planned Bike Lane: Hazelwood Drive

Comment: The implementation of bicycle lanes is beyond the scope of the DSP.

Recommendations, Policies, and Goals

MPOT Complete Streets Policies (p. 10):

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.

Comment: The site plan includes a five-foot-wide sidewalk and crosswalk crossing the vehicle access point is provided along the frontage to meet the intent of the policy.

2010 *Approved Subregion 4 Master Plan* provides guidance for multi-modal circulation through the planning area (p.16):

Improve walkability and pedestrian facilities, including sidewalks, crosswalks, pedestrian lighting, and special pavement

Comment: The site plan includes updating the existing sidewalk to a five-foot wide sidewalk and installing a high visibility crosswalk to meet the intent of the policy.

Transportation Planning Review

Zoning Ordinance Compliance

Section 27-283 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for DSP review. The section references the following design guidelines described in Section 27-274(a):

(2) Parking, loading, and circulation

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

Comment: Access to the subject site will be provided by one driveway along Hazelwood Drive. Proposed parking exceeds the requirements and allows for adequate circulation through the site.

B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.

Comment: The proposed development does not feature any loading docks. The loading area is conditioned to be clearly marked and separated from the nearest parking spaces.

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

Comment: The site has an existing sidewalk that is being updated to a five-foot-wide sidewalk. Plans also include high high-visibility crosswalk.

Conclusion

Based on the findings presented above, staff conclude that the vehicular, pedestrian, and bicycle access and circulation for this plan are acceptable, consistent with the site design guidelines pursuant to Section 27, and meet the findings for pedestrian and bicycle transportation purposes if the following conditions are met:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assigns shall show these facilities as part of the site plan:

- a. Provide a Pedestrian and Vehicle Circulation Plan.
- b. Include clearly marked loading area.
- c. Include internal signs such as directional arrows, lane markings, and other roadway commands.
- d. A minimum of two inverted U-style bicycle parking spaces is convenient to the building entrance.



Countywide Planning Division
Environmental Planning Section

301-952-3650

April 11, 2025

MEMORANDUM

TO: Emery Huang, Planner IV, Urban Design Section, DRD

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

FROM: Alexander Kirchhof, Planner II, Environmental Planning Section, CWPD *ANK*

SUBJECT: **Royal USA Tours; DSP-23018**

The Environmental Planning Section (EPS) has reviewed Detailed Site Plan DSP-23018, submitted for Royal USA Tours, accepted for review on March 24, 2025. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on April 11, 2025. Revised information was not requested. The EPS finds the application in conformance with Sections 27-285(b)(3), 27-285(b)(4), 27-282(e)(5), 27-282(e)(9), 27-282(e)(11), and 24-131, and recommends approval of DSP-23018 with no recommended conditions.

PROPOSED ACTIVITY

The current application is for the development of a bus maintenance and operation facility. The current zoning for the site is Industrial, Employment (IE); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Light Industrial (I-1) Zone.

ENVIRONMENTAL REVIEW

A Woodland Conservation Ordinance (WCO) Letter of Exemption (S-093-2023) and a Natural Resources Inventory Equivalency Letter (NRI-075-2023) were approved on June 8, 2023, for the proposed activity. The site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (2024 WCO). This application has a WCO exemption letter (S-093-2023), which will remain valid until June 30, 2026. Based upon the provided information and PGAtlas, there are no regulated environmental features or unsafe soils. This site has an approved stormwater management plan and associated letter (#13845-2023-0), which was approved October 30, 2023, and expires October 20, 2026.


No other environmental review issues have been identified for this application. The Environmental Planning Section recommends approval of the application, with no conditions.



April 25, 2025

MEMORANDUM

TO: Emery Huang, Planner IV, Urban Design Section

FROM: Alice Jacobs, Planning Technician III, Permit Review Section 

SUBJECT: DSP-23018 — Royal USA Tours

1. Any proposed signage should be included in this approval.
2. Add the street connection width to the site plan sheet.
3. Add the width of the fourth bay to the site plan sheet for the body repair portion.
4. The site plan shows a building height of 24 feet. Is that the height of the entire building, only the one-story portion, or does it include the height of the two-story office portion as well?
5. The Tree Canopy Coverage Schedule should use the I-1 Zone.
6. The Permit Review Section offers no further comments on this application at this time.



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Marshal

March 24, 2025

Te-Sheng (Emery) Huang, Planner III
Urban Design Section
The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774

Dear Mr. Huang:

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for DSP-23018 (Royal USA Tours) (PB). These are our 1st comments:

- 1) Please show the location of any proposed fire department connection (FDC). A hydrant must be provided within 200' of any proposed FDC. This distance must be measured as hose is laid by the fire department; along drive aisles, around obstacles, etc. and in accordance with County Subtitle 4-167.
- 2) Please ensure that, at the time of permitting, the proposed diesel UST and dispensing pump conform to all applicable codes to include NFPA 30A and County Subtitle 11-259. Any required bollards should be shown on the DSP.

Sincerely,

A handwritten signature in black ink, appearing to be "JVR", written over a horizontal line.

James V. Reilly
Project Coordinator III

JVR/jvr



Division of Environmental Health/Disease Control

Date: March 31, 2025

To: Te-Sheng (Emery) Huang, Urban Design, M-NCPPC

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

Re: DSP-23018, Royal USA Tours

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 submission for the Royal USA Tours located at 1600 Hazelwood Drive in Capitol Heights and has the following comments / recommendations:

1. The applicant should assure that all sources of air pollution have been registered with the Maryland Department of the Environment, Air and Radiation Management Administration. Such sources include gasoline underground storage tanks, degreasing tanks and paint spraying operations. Contact MDE – ARMA at 800-633-6101.
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 aoadepoju@co.pg.md.us.



Angela Alsobrooks
County Executive

Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

1 - Created by: Chrystal Jones on 4/8/25 3:43 PM

Title: WSSC Comments - Intake, Prescreen Review, Intake
DSP-23018 - WALKER MILL BUSINESS PARK
Invoice Paid \$1,845

2 - Created by: Chrystal Jones on 4/8/25 3:50 PM

Title: WSSC Standard Comments for all plans, Prescreen Review, Intake
WSSC Standard Comments for all plans

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.

2. Coordination with other buried utilities:

a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.

b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.

c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.

d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.

e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.

f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.

g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.

3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.

4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC Permit Services Section at (301-206-8650) or visit our website at <https://www.wsscwater.com/business--construction/developmentconstruction-services.html> for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact

3 - Created by: Mahbub Pramanik on 4/9/25 1:26 PM

Title: Ex. Water and Sewer mains

Existing water and sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number. Example 12" S, PVC (1988-7666B) and 12" W, DIP (1988-7666B). See mark ups.

Prior to submittal of Phase 2 System Integrity review, it is the applicants

responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicants engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.

4 - Created by: Mahbub Pramanik on 4/9/25 1:45 PM

Title: Outside meter vault and WSSC easement is required

OUTSIDE METERS - 3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2021 Plumbing & Fuel Gas Code 112.5.7 & 603.4.1

WSSC structures cannot be located within a public utility easement (PUE) however WSSC pipelines may cross over a PUE.

WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., except for allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case-by-case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

5 - Created by: Mahbub Pramanik on 4/9/25 2:13 PM

Title: Water and sewer availability and Site Utility System

A 12-inch water and 12-inch sewer mains are available to serve the proposed site.

Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Section at (301) 206-8650 for submittal requirements or view our website.

MEMO



September 16, 1987

TO: • Land Development Division
 FROM: Alan J. Lord, Planner III, Area Planning Division (N/SE) *AL*
 SUBJECT: 4-87194 (Walker Mill Business Park)

The Master Plan for Suitland-District Heights and Vicinity (1985) indicates this tract as part of an extensive Employment area extending from Rollins Avenue to Walker Mill Road, entirely within the Town of Capitol Heights. A proposed hiker-biker trail is located along Cabin Branch which flows through the planned employment area. The 1986 Sectional Map Amendment based on the same plan is consistent with this concept. The whole of the planned employment area was zoned I-1.

In approving the Master Plan, (CR-147-1985) the District Council attached a series of revisions. The following relates specifically to the subject property:

" Show the represented area of approximately 196 acres between Rollins Avenue, Addison Road and Walker Mill Road, with and adjoining the Town of Capitol Heights, with subsequent additional areas to be identified by the Town prior to consideration of the Sectional Map Amendment, in the Employment category, and with proposed I-1 zoning. The Plan text shall also incorporate the following language to assure the quality of site development:

- (a) All projects within this property shall be subject to site plan review by the Prince George's County Planning Board. The site plan shall contain a landscaping plan.
- (b) The Planning Board shall review the development to assure its compliance with the following design guidelines:
 - (1) An effective visual buffer created by substantial trees and landscaping shall be provided along Walker Mill Road, Rollins Avenue, and Addison Road and along abutting areas which are planned or developed for residential purposes in order to maintain the residential character of surrounding properties.
 - (2) The internal organization of the site shall address the following:
 - (A) minimizing the views of parking, loading, storage and service areas.
 - (B) providing architectural elevations consistent in materials and treatment on all sides, and with all

Form 20 (Revised 11, 1981)

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

- 2 -

Memo to Land Development Division/Continued

mechanical equipment enclosed or screened. Screening and enclosures shall be treated as integral elements of building design.

- (C) Signs shall not be placed above the roof or parapet line. No moving or flashing signs, or signs projecting significantly from a building, shall be permitted. Low ground-mounted and landscaped signs in-keeping with the scale of the buildings and the site shall be encouraged in lieu of building-mounted signs."

The language of (a) and (b) was subsequently incorporated in the final approved plan text and is therefore a legal requirement for site development.

During public hearings on the Suitland-District Heights and Vicinity Master Plan and SMA (1984-6) a preliminary concept plan for "Capitol Heights Light Industrial Park" was presented to the Planning Board and District Council by the then applicant (see attachment). The present submission is for less than half the acreage proposed to be in the future industrial park at that time. It is important to provide for the eventual continuation of the future Thompson Avenue as indicated on the present submission, north and west to connect with Rollins Avenue and, more importantly, to the future extension of Brooks Drive north-east to Addison Road. In approving the Master Plan the District Council determined that trucks with weight limits that would require three or more axles should be restricted from using Walker Mill Road for through trips from Ritchie Road to Addison Road. This would apply to all traffic generated by the proposed industrial park using Walker Mill Road for ingress and egress.

Attachment

AL:ras

PGCPB No. 88-6

File No. 4-87194

R E S O L U T I O N

WHEREAS, Woodward Industrial Park Joint Venture, is the contract purchaser of a 74.4-acre parcel of land known as Walker Mill Business Park (Lots 1-18 and Parcel A, Block A; Lots 1-15, Block B; Lots 1-3, Block C; Lots 1-7 Block D), said property being in the 18th Election District of Prince George's County, Maryland, and being zoned I-1; and

WHEREAS, on August 31, 1987, Woodward Industrial Park Joint Venture filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 43 lots and 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-87194 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 January 7, 1988, 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 modifications; and

WHEREAS, on January 7, 1988, 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 Preliminary Plat of Subdivision 4-87194 with the following modifications:

1. Approval of the 100-year floodplain by the Department of Environmental Resources prior to Final Plat.
2. Approval of a rough grading concept plan by the Natural Resources Division and the Urban Design Section for streets only, prior to final plat.
3. Detailed site plans for individual lots shall be approved by the Planning Board prior to building permits. These site plan reviews shall address, but not be limited to, the items listed in

the Area Planning Division's (N/SE) memorandum dated September 16, 1987.

4. Provision of a dual left-turn lane at the intersection of Walker Mill Road and Addison Road as shown in the attached plan. The applicant shall also agree to provide for any modification to the existing signal when deemed necessary by the Department of Public Works and Transportation. It should be noted that, recently, the Planning Board approved the Walker Mill Towne subdivision with a similar condition.
5. Provision of a third exclusive through lane on the eastbound leg of Maryland Route 458 (Silver Hill Road) at its intersection with Maryland Route 4 in accordance with State standards and shall provide for signal modification if deemed necessary.
6. Provision of a 300-foot dual left-turn lane on the northbound leg of Maryland Route 4 at its intersection with Maryland Route 458 (Silver Hill Road) in accordance with State standards prior to building permit to include minor modification of existing traffic signal if deemed necessary.
7. Provision of an exclusive right-turn lane in accordance with the Department of Public Works and Transportation standards on Walker Mill Road at access roads to the site, County Road and Rochelle Avenue, prior to building permit.
8. Provision of an exclusive right-turn lane and a shared through and left-turning lane on the north leg of County Road and Rochelle Avenue at their approach to Walker Mill Road prior to building permit.
9. Provision of a new traffic signal at the intersection of Walker Mill Road with County Road, when deemed necessary by the Department of Public Works and Transportation prior to the issuance of any building permits.
10. Review of a methane study by the Natural Resources Division prior to the issuance of grading permits.

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 Subtitle 24 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. There is a 100-year floodplain within the property which should be restricted from development.

3. A rough grading plan for streets is necessary in order to ensure minimal disturbance of the natural environment.
4. Site plan review is recommended to ensure compliance with the Area Master Plan and its recommendations for the development of this site.
5. A number of road improvements are necessary to ensure the adequacy of transportation facilities to serve this development.
6. A methane study is recommended to ensure that the land is safe for development.

* * * * *


This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Yewell, seconded by Commissioner Botts, with Commissioners Yewell, Botts and Rhoads voting in favor of the motion, with Commissioner Keller abstaining, and with Commissioner Dabney absent, at its regular meeting held on Thursday, January 7, 1988, in Upper Marlboro, Maryland.

Thomas H. Countee, Jr.
Executive Director


BY Robert D. Reed
Community Relations Officer

THC/RDR/TVAB:lg

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department

Date 1/26/88



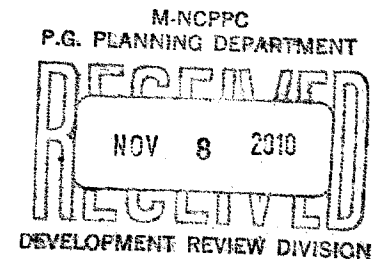
THE PRINCE GEORGE'S COUNTY GOVERNMENT

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

District Council
Decision

November 8, 2010

RE: *DSP 00004/01 Walker Mill Business Park*
Hazem El Samahy, Applicant



NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in this case on October 19, 2010.

CERTIFICATE OF SERVICE

This is to certify that on November 8, 2010, this notice and attached Council Order were mailed, postage prepaid, to all persons of record.

Redis C. Floyd
Clerk of the Council

(10/97)

County Administration Building – Upper Marlboro, Maryland 20772

Case No. SP-00004/01

Applicant: Hazem El Samahy

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

REVISED ORDER REAFFIRMING PLANNING BOARD DECISION,
WITH ADDITIONAL CONDITIONS

IT IS HEREBY ORDERED, after reviewing the Planning Board's decision to approve with conditions SP-00004/01, in PGCPB No. 08-108, a detailed site plan for a bus maintenance and operation facility for a project referred to as Walker Mill Business Park (Royal USA Tours), on property described as approximately 1.17 acres of land in the I-1 Zone, on the eastern side of Hazelwood Drive, approximately 700 feet north of its intersection with Rochell Avenue, Capitol Heights, whose decision was affirmed by the District Council on 11 January 2010, with conditions; and after the Planning Board's decision was scheduled for rehearing by the Council, pursuant to § 27-135 of the Zoning Ordinance, on the ground that the January 2010 Council affirmance was erroneous in part, because of fraud, surprise, mistake, or inadvertence; and after rehearing the case, including argument from the parties, the District Council has determined that the Planning Board's decision is:

REAFFIRMED, and DSP-00004/01 is hereby REAPPROVED, for the reasons stated in the July 20, 2010, decision of the Zoning Hearing Examiner, whose decision is hereby adopted as the findings of fact and conclusions of law of the District Council in this case, and, on the applicant's motion to revise the order of October 4, 2010, as to condition 3, and after hearing and Council review, the Council having found a mistake in the October 2010 order, in the inadvertent inclusion of condition 3, the order is:

REVISED and REAPPROVED, for the reasons stated in the Council's order, with the deletion of condition 3, which was inadvertently included in the order.

Affirmance of the Planning Board's decision is subject to the following amended conditions:

1. Prior to certification of the plans for the project, the following revisions shall be made or additional information submitted:
 - a. Integrate the proposed sign for the project into the six-foot-high sight-tight fence along the subject site's Hazelwood Drive frontage. Sign copy area shall be limited to 24 square feet. Final design of said sign shall be approved by the Urban Design Section as designee of the Planning Board. Sign location shall be indicated on both the detailed site plan and the landscape plan.
 - b. Amend required parking schedule to reflect 3 parking spaces per service bay for repair and service of buses other than those owned by Royal USA Tours.
 - c. Relabel the area to the rear of the building as storage.
 - d. Revise the notation indicating "proposed six-foot-high batten board fence, see Sheet DSP-3 for details," to read "proposed six-foot-high durable non-white, non-wood fence, see Sheet DSP-5 for details."
 - e. Utilize the "versa-lock mosaic" or an approved equal alternative in lieu of a standard concrete retaining wall in a white color. Final design of the wall shall be approved by the Urban Design Section as designee of the Planning Board and District Council.
 - f. Add a dumpster, with a six-foot- high, durable non-white, non-wood fence surrounding it, at the southeastern corner of the property per applicant's exhibit #1.
2. Prior to the issuance of the first grading permit for the project, the applicant shall submit a methane study to the Environmental Planning Section for their review.
3. [Condition deleted.]
4. No buses or passenger vans shall park on the street while awaiting service at the facility.
5. No buses or passenger vans shall idle on the street while awaiting service at the facility.

6. All repairs and service to the buses and passenger vans shall be completed within no more than five (5) business days.
7. Hours of operation shall be limited to 6 a.m. to 9 p.m. Monday through Friday and 6 a.m. to 7 p.m. Saturday and Sunday.
8. All buses and passenger vans awaiting service shall wait on the property behind the fenced and walled areas.
9. No more than six (6) buses or passenger vans shall be on site at any one time either while being serviced or awaiting service.
10. No automobiles or trucks shall be serviced at the property. Only buses and passenger vans shall be serviced.
11. The applicant and the community shall jointly request that no parking or standing signs be posted by the Prince George's County Department of Public Works and Transportation along Hazelwood Avenue in front of the property.
12. No towing facility shall operate from the property.
13. Used or discarded vehicle parts shall not be stored outside on the grounds of the facility.

Ordered this 19th day of October, 2010, by the following vote:

In Favor: Council Members Dernoga, Bland, Campos, Dean, Exum, Knotts, Olson and Turner


Opposed:

Abstained:

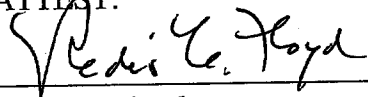
Absent: Council Member Harrison

Vote: 8-0

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

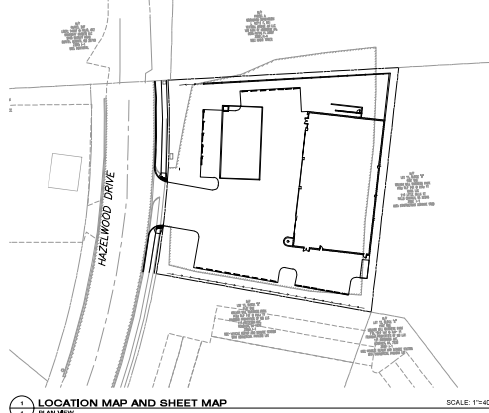
By: 
Thomas E. Dernoga, Chairman

ATTEST:

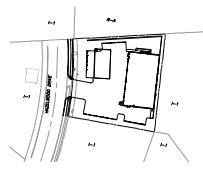

Redis C. Floyd
Clerk of the Council

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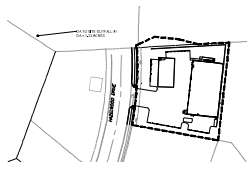
1600 HAZELWOOD DRIVE
CAPITOL HEIGHTS, MD 20743
PRINCE GEORGE'S COUNTY



LOCATION MAP AND SHEET MAP



2 ZONING MAP



3 PROPOSED DRAINAGE AREA MAP

SOILS TABLE		
SOIL SYMBOL	SOIL DESCRIPTION	HYDROLOGIC SOILS GROUP
UduB	UDORTHENTS-URBAN LAND COMPLEX, 0 TO 5 PERCENT SLOPES	C

PARKING SCHEDULE						
	DESCRIPTION	RATE	AREA (SF)	NO. OF BAYS	REQUIRED	PROVIDED
CAR	OFFICE	1 PER 250 SF UP TO 2,000 SF	2,000		8	22
CAR	OFFICE	1 PER 400 SF ABOVE FIRST 2,000 SF	773		2	
CAR	MAINTENANCE AND REPAIR BAYS	3 PER BAY		4	12	
HANDICAP		1 IN 1 TO 25			1	2

NOT FOR CONSTRUCTION	
FOR OFFICIAL USE ONLY All listed conditions are final as of the meeting conditions of final approval by the Planning Board. No changes to the Board Council.	
M-NCPCC APPROVAL	
PROJECT NAME: ROYAL USA TO LINDS	
PROJECT NUMBER: DSP-23018	
<i>The Conditions of Approval are the Plan Commission's Approval of the</i>	

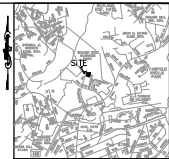
OLD PERMITS:

1. STORMWATER CONCEPT: 8865271-2886-0
13945-2023-0
2. DETAILED SITE PLAN: D8P-00004/01
3. ROUGH GRADING: 200-1566-1

ROYAL USA TOURS

[illegible]

DSP-23018 Backup 56 of 68



ROYAL USA TOURS
1600 HAZELWOOD DR. CAPITOL HEIGHTS, MD 20743
TAX ID: 2055365, LOMBARD/POLO: 21696/50735

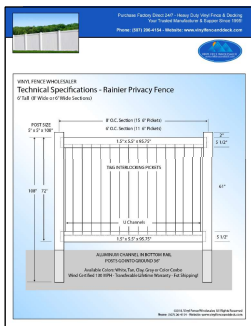
NOT FOR CONSTRUCTION

<p>FOR OFFICIAL USE ONLY</p> <p>Contract number and date of an awards conditions of final approval by the Planning Board, as designed by the District Council.</p> <p>M-NCPPC</p> <p>APPROVAL</p>	<p>PROJECT NAME: ROYAL USATOLPS</p> <p>PROJECT NUMBER: CSP-23018</p> <p><small>The Conditions of Approval on this Plan Cover Sheet or Jointed Draw. Amendment numbers is not be included in the Project Number.</small></p>
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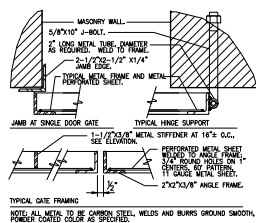
DATE	05/09/2025
SCALE	AS NOTED
DESIGNED BY	SH
CHECKED BY	SH
DRAWN BY: NTL	
DSP-2	
SHEET 2 OF 12	



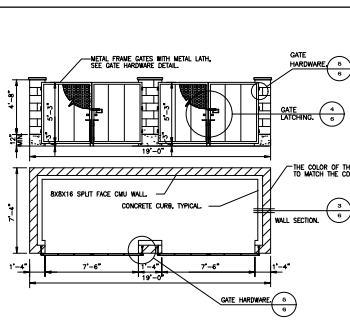
DSP-23018 Backup 60 of 68



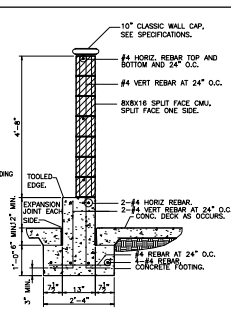
6' HIGH OPAQUE FENCE DETAIL
SCALE: NTS



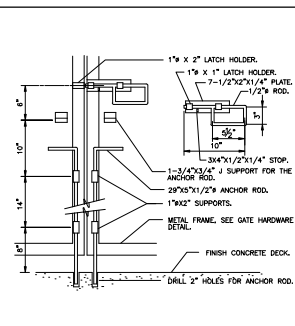
HARDWARE DETAIL
SCALE: NTS



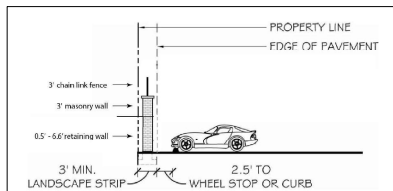
TRASH ENCLOSURE
SCALE: NTS



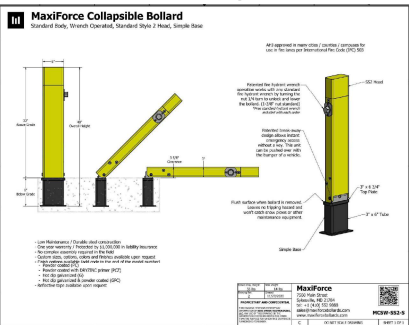
TYPICAL WALL SECTION
SCALE: NTS



LATCHING DETAIL
SCALE: NTS



RETAINING WALL ON THE SOUTH OF THE PROPERTY
SCALE: NTS

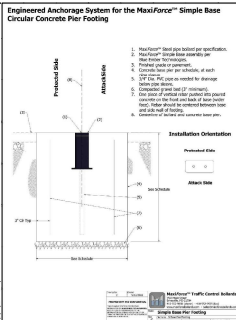


COLLAPSIBLE BOLLARD
SCALE: NTS

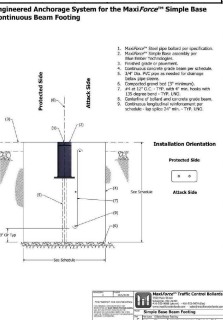
MaxiForce™ Steel Bollard Base Installation Schedule

Engineered Anchorage System for MaxiForce™ Steel Bollard Base - Single Footing					
Base Type	Concrete Foot	Concrete Foot	Concrete Foot	Bollard Base/Underlayment	4\"/>

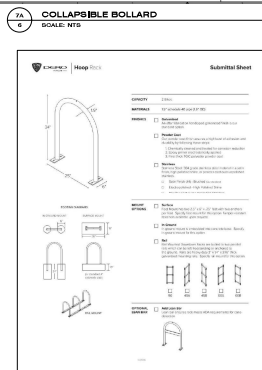
COLLAPSIBLE BOLLARD
SCALE: NTS



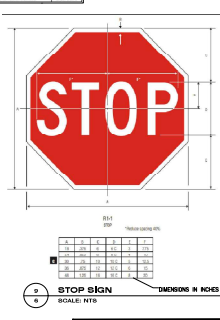
COLLAPSIBLE BOLLARD
SCALE: NTS



COLLAPSIBLE BOLLARD
SCALE: NTS



BIKE RACK
SCALE: NTS



STOP SIGN
SCALE: NTS

NOT FOR CONSTRUCTION

FOR OFFICIAL USE ONLY

PROJECT NAME: DSP-2018

PROJECT NUMBER: DSP-2018

DATE: 05/16/2018

DESIGNED BY: BH

CHECKED BY: BH

APPROVED BY: BH

DSP-6

PROFESSIONAL CERTIFICATION

I, ROYAL LISA TOURS, a duly licensed Professional Engineer in the State of Maryland, hereby certify that these documents were prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer in the State of Maryland, License No. 12002, Exp. Date: 12/16/2020.

ROYAL LISA TOURS
1400 HAWK RIDGE DRIVE
TOWSON, MD 21204
TEL: 410-526-1234
FAX: 410-526-1235
E-MAIL: RLTOURS@GMAIL.COM

DETAILED SITE PLAN
SITE DETAILS

EXHIBIT C (NEW SHEET)

DATE: 05/16/2018

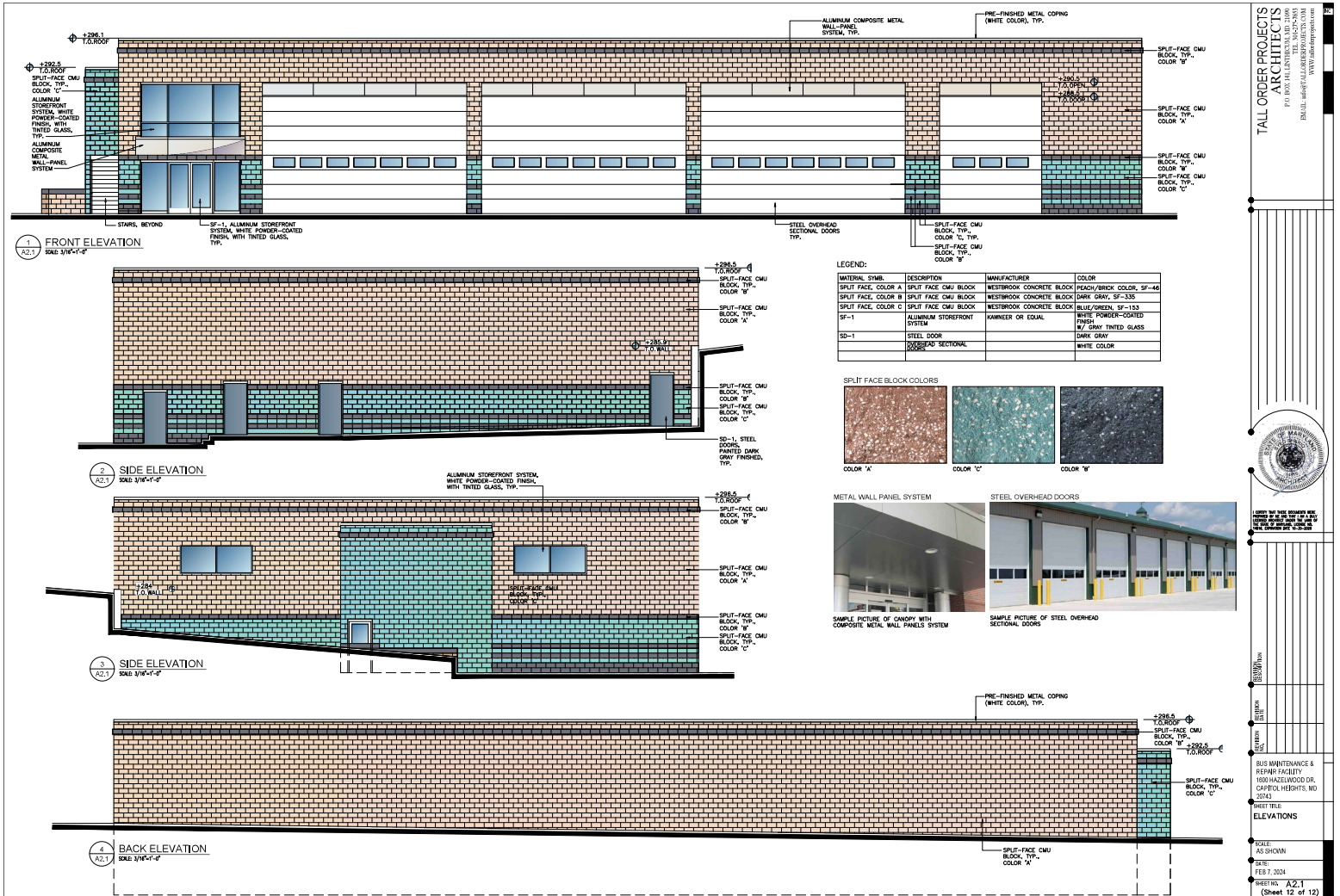
DESIGNED BY: BH

CHECKED BY: BH

APPROVED BY: BH

DSP-6

SHEET 6 OF 12



Additional Back-up

For

**DSP-23018
Royal USA Tours**

ITEM 7 - AE1-Applicant's Requested Revisions to Conditions of Approval & ADD'L DRAWINGS (2 pages)

DSP-23018 Royal USA Tours

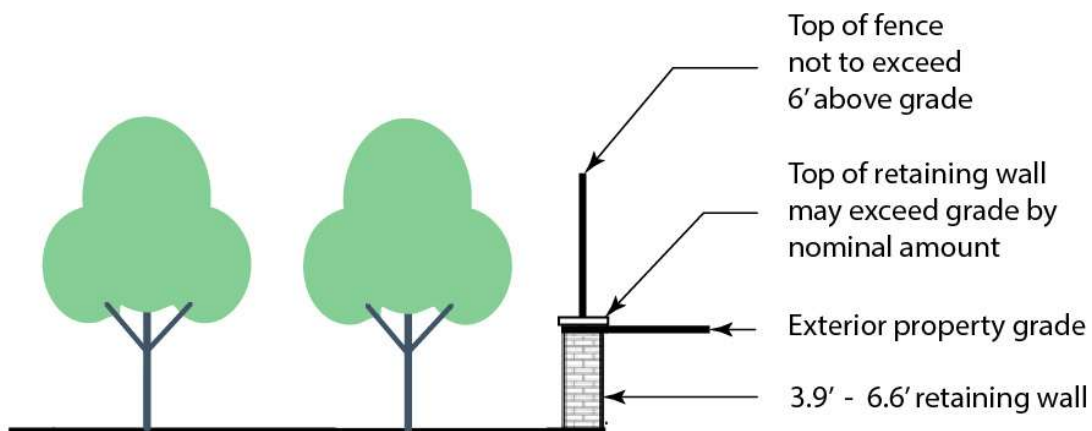
Applicant's Requested Revisions to Conditions of Approval

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan, as follows:

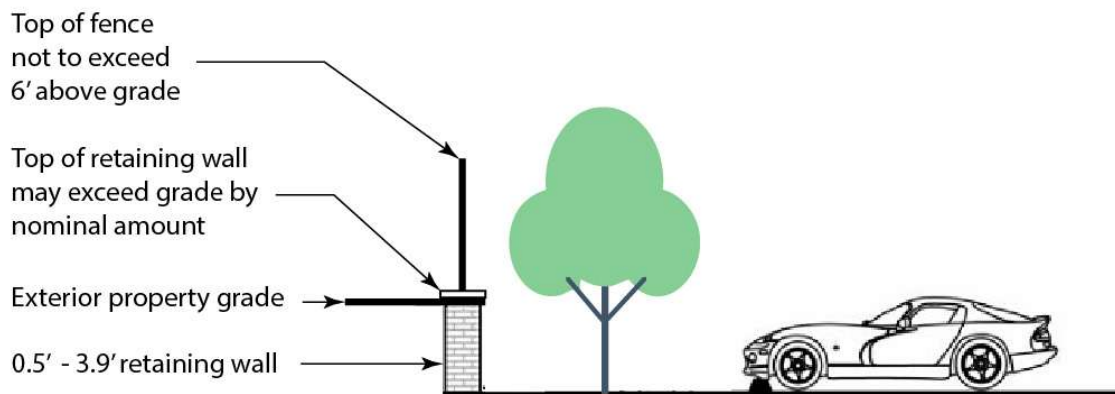
- a. Revise the site plan and/or the south elevation of the proposed building so that the elevation and the floor plan of the proposed building are consistent. ~~to be consistent with the floor plan of the proposed building.~~

2. Prior to the issuance of the first permit of any kind, the applicant shall submit proof that the Maryland Department of the Environment or other applicable approving agency ~~Prince George's County Department of Permitting, Inspections and Enforcement~~ has approved a stormwater pollution prevention plan. Such stormwater pollution prevention plan shall identify whether any methane gas is underground on the site and, if such methane gas exists, provide mitigation, in satisfaction of Condition 10 of Preliminary Plan of Subdivision 4-87194 (PGCPB Resolution No. 88-6).

DSP-23018 Royal USA Tours
Additional Section Drawings Exhibit



East retaining wall section



North retaining wall section