



Detailed Site Plan Departure from Sign Design Standards Steeplechase Business Park

DSP-05044-14
DSDS-24001

REQUEST	STAFF RECOMMENDATION
<p>DSP-05044-14: To develop a multi-tenant retail building on Parcels 69 and 70.</p> <p>DSDS-24001: A departure from Section 27-613(c) of the prior Prince George's County Zoning Ordinance.</p>	<p>With the conditions recommended herein:</p> <p>APPROVAL of Detailed Site Plan DSP-05044-14</p> <p>APPROVAL of Departure from Design Standards for Signage DSDS-24001</p>

Location: On the south side of Alaking Court, approximately 1000 feet east of its intersection with Hampton Park Boulevard.	
Gross Acreage:	2.03
Zone:	IE
Zone Prior:	I-1
Reviewed per prior Zoning Ordinance:	Section 27-1903(b)
Dwelling Units:	0
Gross Floor Area:	15,150
Planning Area:	75A
Council District:	06
Municipality:	0
Applicant/Address: ATAPCO BELTSVILLE LLC One South Street, Suite 2800 Baltimore, MD 21202	
Staff Reviewer: Price, Todd Phone Number: 301-952-3994 Email: Todd.Price@ppd.mncppc.org	



Planning Board Date:	09/26/2024
Planning Board Action Limit:	09/30/2024
Staff Report Date:	09/12/2024
Date Accepted:	06/20/2024
Informational Mailing:	02/08/2024
Acceptance Mailing:	06/14/2024
Sign Posting Deadline:	08/27/2024

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

Table of Contents

EVALUATION CRITERIA	3
FINDINGS	3
1. Request	4
2. Development Data Summary	4
3. Location	5
4. Surrounding Uses	5
5. Previous Approvals.....	5
6. Design Features.....	6
COMPLIANCE WITH EVALUATION CRITERIA	7
7. Prior Prince George’s County Zoning Ordinance.....	7
8. Preliminary Plan of Subdivision 4-03113	8
9. Departure from Sign Design Standards DSDS-24001.....	8
10. 2010 Prince George’s County Landscape Manual	10
11. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance.....	11
12. Prince George’s County Tree Canopy Coverage Ordinance.....	11
13. Referral Comments	11
14. Community Feedback	12
RECOMMENDATION	13

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-05044-14
Departure from Sign Design Standards DSDS-24001
Steeplechase Business Park

The Urban Design staff has completed its review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of **approval**, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

The subject property is within the Industrial, Employment (IE) Zone and was previously located within the Light Industrial (I-1) Zone. This application is being reviewed and evaluated in accordance with the prior Prince George's County Zoning Ordinance. Pursuant to Section 27-1903(b) of the Zoning Ordinance, certain proposals or permit applications may utilize the prior Zoning Ordinance for development of the subject property. The applicant has elected to have this application reviewed under the requirements of the prior Zoning Ordinance, and therefore, this application is being processed as an amendment to Detailed Site Plan DSP-05044. Staff considered the following in reviewing this application:

- a. The prior Prince George's County Zoning Ordinance for the Light Industrial (I-1) Zone, and site design guidelines;
- b. Preliminary Plan of Subdivision 4-03113;
- 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 evaluation and analysis of the subject application, the Urban Design staff recommend the following findings:

- Request:** The subject detailed site plan (DSP) requests to develop a multi-tenant retail building on Parcels 69 and 70.

The applicant also requests a departure from sign design standards (DSDS) for an additional 157.5 square feet of building-mounted signage.

2. Development Data Summary:

	EXISTING	EVALUATED
Zone(s)	IE (prior I-1)	I-1
Use(s)	Vacant	Retail
Gross Tract Acreage	2.03	2.03
Parcels	2	2
Gross Floor Area (GFA)	0 sq. ft.	15,150 sq. ft.

Parking Requirements (Per Section 27-568(a) of the prior Zoning Ordinance)

	REQUIREMENT	PROPOSED
Integrated Shopping Center 1.0 per 250 sq. ft. of GFA =15,150/250=60.6	141	141
Standard car spaces		91
Compact car spaces		44
Handicap Van-accessible	5	6

Loading Spaces (Per Section 27-582(a) of the prior Zoning Ordinance)

	Required	Provided
Loading spaces (12 feet x 33 feet)	3	1*

Note: *As part of an integrated shopping center, 2 loading spaces are provided elsewhere in the shopping center.

Bicycle Spaces

This DSP includes two U-shaped bicycle racks, which are located at the building entrance, to support a multimodal system of service.

Sign Design Data—Building-Mounted Signage Area

Lineal feet of width at front of the building	Maximum Area Permitted	Area Requested	Departure Requested
190 feet	380 sq. ft.	537.5 sq. ft.*	157.5 sq. ft.*

Note: *DSDS-24001, for an additional 157.5 square feet of building-mounted signage, has been requested with this DSP.

3. **Location:** The subject site consists of 2.03 acres and is located on Parcels 69 and 70 within the Steeplechase Business Park, recorded in the Prince George's County Lands Records in Plat Book SJH 250, Plat No. 9. Specifically, it is located on the south side of Alaking Court, approximately 1,000 feet east of its intersection with Hampton Park Boulevard. The subject site address is 9221 and 9241 Alaking Court, Capital Heights, Maryland. The subject property is in Planning Area 75A and Council District 6.
4. **Surrounding Uses:** The site lies within the Steeplechase Business Park. It is bound to the north by Alaking Court, and beyond by retail and industrial uses in the Industrial Employment (IE) Zone. To the east is a hotel, which is under construction, in the IE Zone, and beyond is Interstate 495 (Capital Beltway). To the west is a credit union, and beyond is retail use in the IE Zone. To the south is an exit ramp associated with the interchange of the Capital Beltway and Ritchie Marlboro Road.
5. **Previous Approvals:** Preliminary Plan of Subdivision (PPS) 4-03113 was approved by the Prince George's County Planning Board on March 11, 2004 (PGCPB Resolution No. 04-49), for an overall development titled Steeplechase Business Park, containing 110.26 acres in the prior Light Industrial (I-1) Zone. PPS 4-03113 approved 28 lots, 4 parcels, and 1 outparcel for development of an industrial/business park consisting of approximately 850,000 square feet of space including a bank, restaurants, a gas station, and office, retail, and warehouse space. PPS 4-03113 was approved subject to 11 conditions, of which the conditions relevant to the review of this proposed amendment are analyzed within Finding 9 of this technical staff report.

In 2006, the Prince George's County District Council approved DSP-05044 for the 33.04-acre retail portion of the development along Alaking Court, which includes the subject property, approving the general site design without approving architecture for the proposed buildings.

In 2007, the District Council approved DSP-05044-01, which included architecture for several parcels, but not for the subject parcels. In conjunction with DSP-05044-01, the Planning Board and District Council also approved DSDS-641 for freestanding and building-mounted signage.

DSP-05044-02 was approved by the Planning Board in 2009 for a bank on former Parcel 18, now Parcel 34.

Four other Prince George's County Planning Director-level revisions were subsequently approved for minor site and architectural changes.

In 2015, the Planning Board approved DSP-05044-07 for a multi-tenant retail building on Parcel 49, now Parcel 63.

In 2017, the Planning Board approved DSP-05044-08 to develop a hotel building and amenities.

Three Planning Director-level revisions were subsequently approved for minor site and architectural changes.

In 2023, DSP-05044-12 was withdrawn by the applicant.

DSP-05044-13 was a Planning Director-level revision approved in 2022, for the installation of two new electric charging stations and three new parking spaces.

A Stormwater Management (SWM) Concept Plan (8004290-2000-09) and letter approved by the Prince George's County Department of Permitting, Inspection and Enforcement (DPIE) were submitted with the subject application.

6. **Design Features:** This DSP amendment proposes the development of a 15,150-square-foot multi-tenant retail building facing Alaking Court. The site proposes 141 parking spaces surrounding the building, including six handicap van-accessible spaces, and two inverted U-shaped bike racks. There will be an enclosed dumpster at the southwest corner of the site. Sidewalk and crosswalks provide connectivity to the existing sidewalk within Alaking Court.

Architecture

The proposed single-story building will be 24 feet high. The building façade includes a combination of brown and black brick, gray stone veneer, and off-white exterior finish. The roof line will have raised parapets to create visual interest. All elevations will include either a metal canopy or fabric awning above the storefront doors.



Figure 1: Typical Architecture

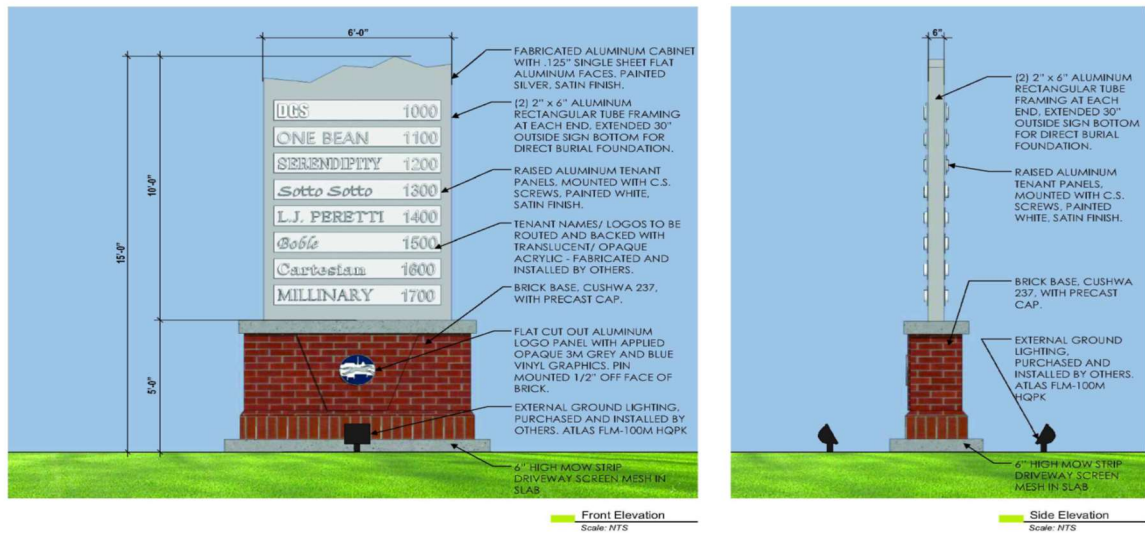
Signage


The subject DSP proposes one freestanding sign and building-mounted signage for future tenants. The 15-foot-high freestanding sign will be located at the entrance off of Alaking Court, at the northwest corner of the site. The building-mounted signage will be on all four sides of the building.

A detail for the freestanding sign is provided with the plan set and proposes a pylon sign to advertise future tenants. The sign will have a brick base with aluminum cabinet and raised tenant panels. The total height of the sign will be 15 feet, with a signage face of approximately 60 square feet. The freestanding sign will be illuminated externally by ground lighting.

Section 27-614 of the prior Zoning Ordinance provides regulations for freestanding signs. The maximum height allowable is 25 feet. The proposed height is 15 feet. The maximum allowable area for the sign is calculated as 1-square-foot of sign area for each 2 lineal feet of street frontage, to a maximum of 200 square feet. The maximum allowed for this project is 173.7 square feet. The DSP proposes 60 square feet and, therefore, is within the allowable square footage.

The proposed building-mounted signs are the subject of DSDS-24001, which is further discussed in Finding 9 below.



 JP2 Architects, LLC
2811 Dillon Street
Baltimore, MD 21224

 Display Type: Monument Sign
January 02, 2024

 Steeplechase Parcels 69-70
Prince George's County, MD

 Atapco
1 South Street, Ste. 2000
Baltimore, MD 21202

Figure 2: Freestanding Sign

Lighting

The subject DSP includes both building-mounted and pole-mounted lighting throughout the site, with details for the pole-mounted lighting included on the submitted photometric plans. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating drive aisles and building entryways. A condition is included herein requiring the applicant to add a note indicating that all light fixtures included in this DSP are full cut-off and directed downward to reduce glare and light spill-over.

Loading and Trashing Facilities

The submitted plans show one loading space provided. The development proposed with this application is part of an integrated shopping center within the Steeplechase Business Park. The parking calculations provided on the DSP require three loading spaces for the integrated shopping center. Two of the loading spaces are provided within the existing shopping center on adjacent parcels.

The submitted plans show the location of the proposed dumpster. Details of the dumpster enclosure are included in this DSP, and landscape screening is provided. Staff find that the provided enclosure and landscaping adequately screen the proposed trash facility.

COMPLIANCE WITH EVALUATION CRITERIA

- Prior Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the I-1 Zone of the prior Zoning Ordinance:

- a. This DSP is in conformance with the requirements of Section 27-473(b) of the prior Zoning Ordinance, which governs uses in the I-1 Zone. Various types of stores, eating and drinking establishments, and services which could be potential tenants, are all permitted in the I-1 Zone.
- b. Section 27-474 of the prior Zoning Ordinance provides additional regulations for development in industrial zones, including requirements for setbacks, net lot area, lot frontage, building coverage, and green area. The subject DSP meets all of these requirements, as shown on the submitted plans.
- c. As discussed herein, this DSP is in conformance with all of the applicable site design guidelines, as referenced in Section 27-283 and contained in Section 27-274 of the prior Zoning Ordinance. The proposed plan meets all of the site design guidelines by providing safe, efficient, and convenient vehicular and pedestrian circulation, adequate lighting, and landscaping. Discussion relative to conformance with other site design guidelines can be found in Finding 6 above and in the referrals incorporated herein by reference.

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

3. Development of this property shall be in conformance to the approved Stormwater Management Concept Plan 8004290-2000-09.

An approved Stormwater Management Concept Plan (8004290-2000-09) and approval letter were submitted with the subject DSP.

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

The condition is referenced in Note 7 on the recording plat, in Plat Book SJH 244, Plat No. 45. This should also be noted on the DSP as a general note and will be evaluated for conformance at the time of building permit for the proposed building on Parcels 69 and 70. A condition has been added herein, to add a general note to the DSP to satisfy this condition.

9. Departure from Sign Design Standards DSDS-24001: The applicant is proposing to increase the building-mounted signage for the overall building from the allowed 380 square feet to 537.5 square feet. The applicant has requested a DSDS, in accordance with Section 27-612 of the prior Zoning Ordinance. Section 27-239.01(b)(7)(A) of the prior Zoning Ordinance provides that in order for the Planning Board to grant the departure, it shall make the following findings:

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

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

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

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

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

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

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

The site has an unusual orientation which is visible from Alaking Court as well as the exit ramp from the Capital Beltway. Furthermore, being within the overall

Steeplechase Business Park, which is inclusive of Ritchie-Marlboro Road, Hampton Park Boulevard, and Alaking Court, buildings within the business park are visible from a myriad of streets. The subject multi-tenant building will need to provide building-mounted signage for each tenant that can be visible from multiple orientations. This combination of circumstance is unique to the site and justifies approval of the request for an increase in the maximum area of building-mounted signage.

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

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

Based on the analysis above, staff recommend that the Planning Board approve DSDS-24001 for the proposed building-mounted signage, which is designed at an appropriate scale for the size and type of development within the existing Steeplechase Business Park.

- 10. 2010 Prince George’s County Landscape Manual:** The application is subject to the requirements of Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The required schedules have been provided, demonstrating conformance to the requirements.
- a. **Section 4.2, Requirements for Landscape Strips Along Streets**—The applicant used Option 1 and Option 2 to fulfill the requirements. Option 1 was used along Alaking Court, where a public utility easement exists. Plantings provided are one shade tree and 10 shrubs per 35 linear feet. Option 2 was used along the Capital Beltway. This requires a minimum 10-foot-wide landscape strip and has an average width of at least 15 feet. Plantings are provided at a rate of one shade tree and five shrubs per 35 linear feet of frontage.
 - b. **Section 4.3, Parking Lot Requirements**—Section 4.3 requires a percentage of the parking lot, determined by size, to be planting area. In this DSP, the parking lot area is approximately 52,594 square feet. Table 4.3-2, Parking Lot Interior Planting Requirements, of the Landscape Manual, requires 10 percent of the interior planting area, which is approximately 5,259 square feet. Schedule 4.3-2 on the landscape plans show 5,320 square feet of the interior planting area is provided.
 - c. **Section 4.4, Screening Requirements**—Section 4.4 requires screening of trash facilities. The submitted DSP shows the proposed trash dumpster to be screened by an enclosure and landscaping.
 - d. **Section 4.9, Sustainable Landscaping**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native

species and/or cultivars is 50 percent for shade trees and ornamental trees, and 30 percent for evergreen trees and shrubs. Schedule 4.9-1 provided on the landscape plans, meets this requirement.

11. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The site has a prior Type 2 Tree Conservation Plan, TCP2-128-90-11, which was approved on January 22, 2018. The proposed development of Parcels 69 and 70 is within the limits of disturbance of the existing development. The parcels in question do not contain any regulated environmental features or woodlands and are fully developed with a building and parking area. As such, revisions to the TCP2 are not required for conformance. A Natural Resources Inventory Equivalency Letter NRI-059-2024, approved on April 29, 2024 for the proposed activity, was submitted with this application.
12. **Prince George’s County Tree Canopy Coverage Ordinance:** DSP-05044-07 approved the entire Steeplechase Business Park tree canopy coverage (TCC) at 10 percent. Therefore, this application must maintain the previously approved TCC at 10 percent. The TCC schedule provided on the landscape plans meets the requirement.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated July 18, 2024 (Stabler, Smith, and Chisholm to Price), the Historic Preservation Section offered the following comments:

“The subject property does not contain and is not adjacent to any Prince George’s County Historic Sites or Resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended.”
 - b. **Community Planning**—In a memorandum dated August 22, 2024 (Lutz to Price), the Community Planning Division indicated that, pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, master plan conformance is not required for this application.
 - c. **Transportation Planning**—In a memorandum dated August 23, 2024 (Shaw to Price), the Transportation Planning Section offered the following comments:

“Staff conclude that the vehicular, pedestrian, and bicycle access and circulation for this plan are acceptable, consistent with the site design guidelines pursuant to Subtitle 27 of the prior Zoning Ordinance, and meets the findings for pedestrian and bicycle transportation purposes if the following conditions are met:

 - “1. Prior to the certification of the detailed site plan, the applicant’s heirs, successors and/or assignees shall provide:
 - “a. Updated plan sheets that include pedestrian crosswalks, with ADA-compliant curb ramps, for all points of vehicle access.”

- d. **Subdivision**—In a memorandum dated August 28, 2024 (Bartlett to Price), the Subdivision Section offered an analysis of the subject property with no conditions of approval.
 - e. **Environmental Planning**—In a memorandum dated July 31, 2024 (Kirchhof to Price), the Environmental Planning Section found the proposed development in conformance with the prior approved TCP2-128-90-11. Natural Resources Inventory, NRI-059-2024, approved on April 29, 2024, for the proposed activity was submitted with this application.
 - f. **Permit Review**—In a memorandum dated August 26, 2024 (Jacobs to Price), the Permit Review Section offered four comments, one of which has been included as a condition of approval.
 - g. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated June 24, 2024 (Branch to Price), DPIE commented that water and sewer lines in Alaking Court abut both parcels.
 - h. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated July 3, 2024 (Pramanik to Price), WSSC offered analysis and comments that were subsequently addressed in revised drawings.
 - i. **Prince George’s County Fire/EMS Department**—In a memorandum dated August 22, 2024 (Reilly to Price), the Fire/EMS Department offered a comment that has been included as a condition of approval.
14. **Community Feedback**—As of the writing of this technical staff report, staff did not receive any inquiries or feedback from the community regarding the subject DSP.
15. 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 condition below, represents a most 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.
16. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

There are no REFs on the subject property.

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 technical staff report and APPROVE Detailed Site Plan DSP-05044-14 and Departure from Sign Design Standards DSDS-24001, for Steeplechase Business Park, subject to the following condition:

1. Prior to certificate approval of the detailed site plan, the following revisions shall be made, or information shall be provided:
 - a. Add a building height label to the site plan.
 - b. If a fire department connection (FDC) will be provided, the detailed site plan shall show the proposed FDC located on the front, address side of the building. Any FDC must be located within 200 feet of a fire hydrant.
 - c. Updated plan sheets that include pedestrian crosswalks with Americans with Disabilities Act-compliant curb ramps, for all points of vehicle access.
 - d. Provide a general note stating that Departure from Sign Design Standards DSDS-24001 has been approved.
 - e. Add a note indicating that all light fixtures are full cut-off and directed downward to reduce glare and light spill-over.

STEEPLECHASE BUSINESS PARK

Detailed Site Plan
Companion Case: DSDS-24001

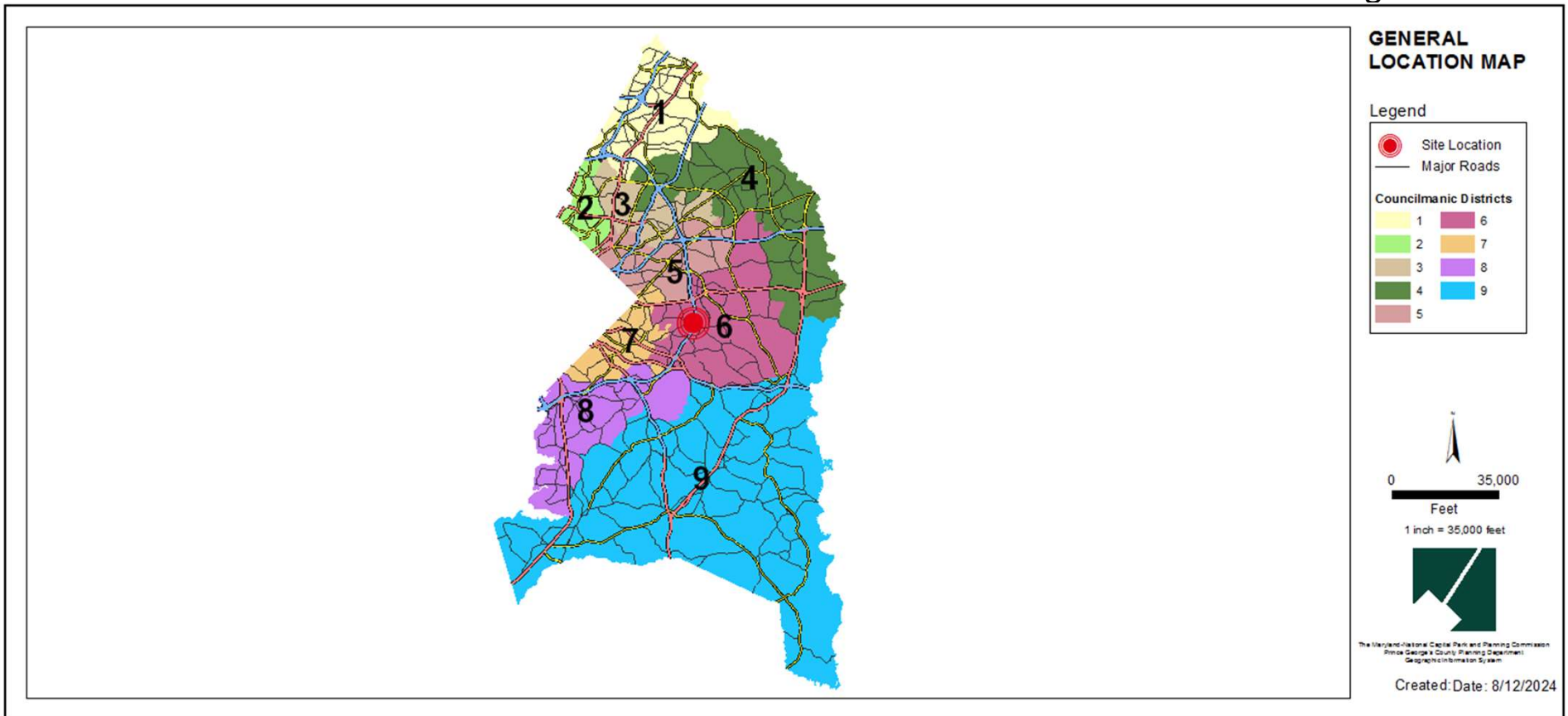
Staff Recommendation: APPROVAL with conditions



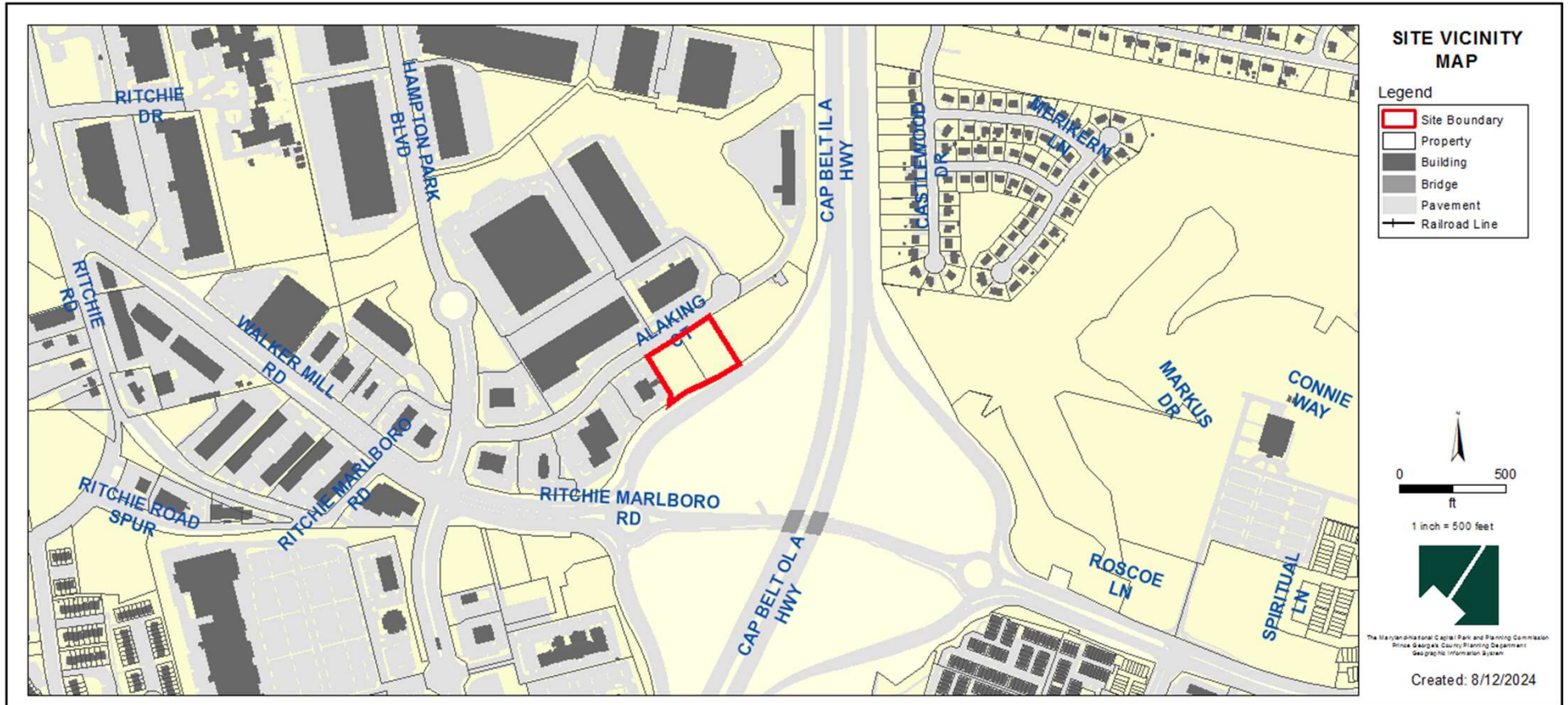
GENERAL LOCATION MAP

Council District: 06

Planning Area: 75A



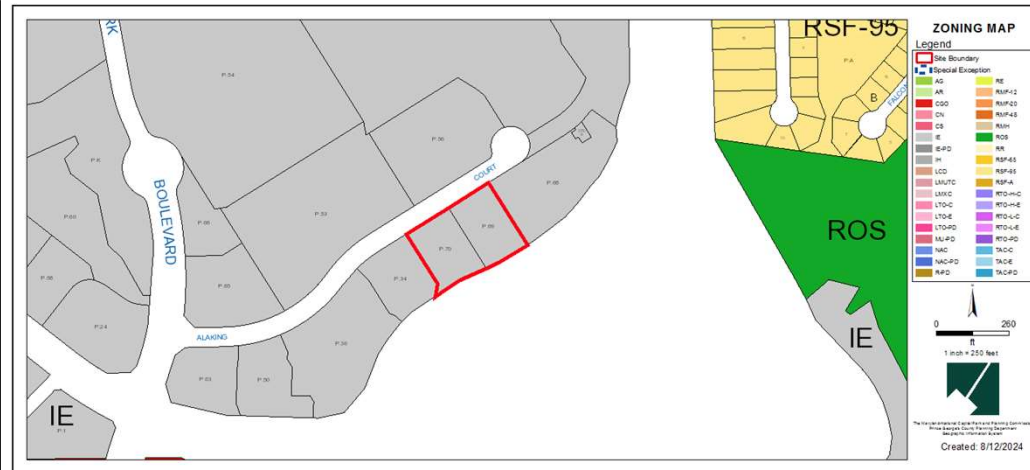
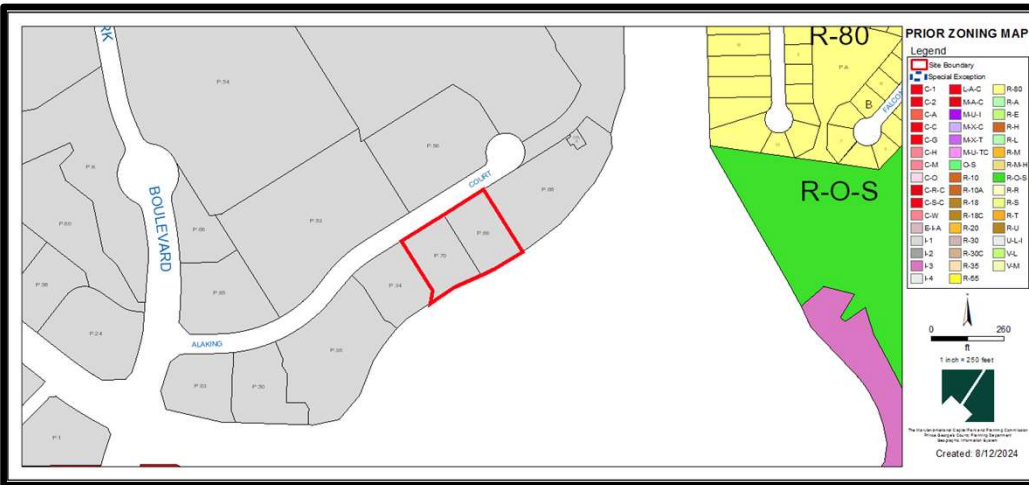
SITE VICINITY MAP



ZONING MAP (PRIOR AND CURRENT)

Prior Zoning: I-1

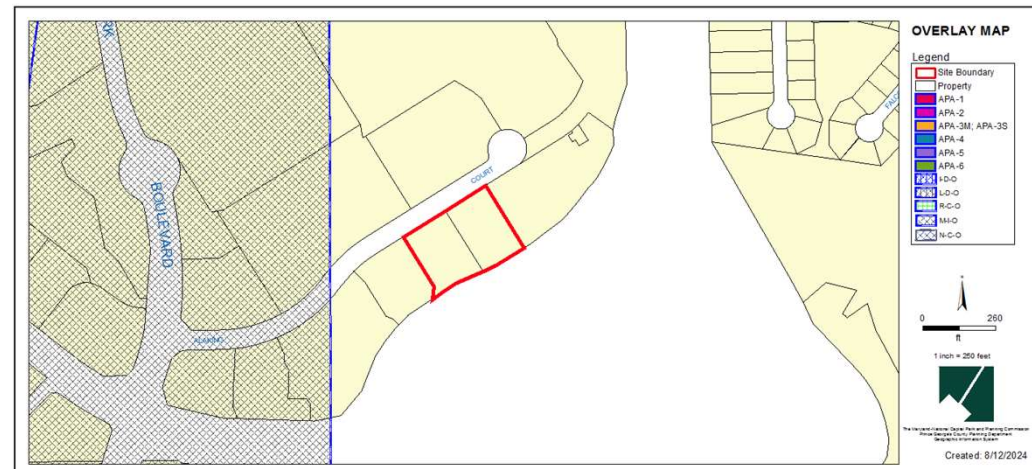
Current Zoning: IE



OVERLAY MAP (PRIOR AND CURRENT)

Prior Overlay Map

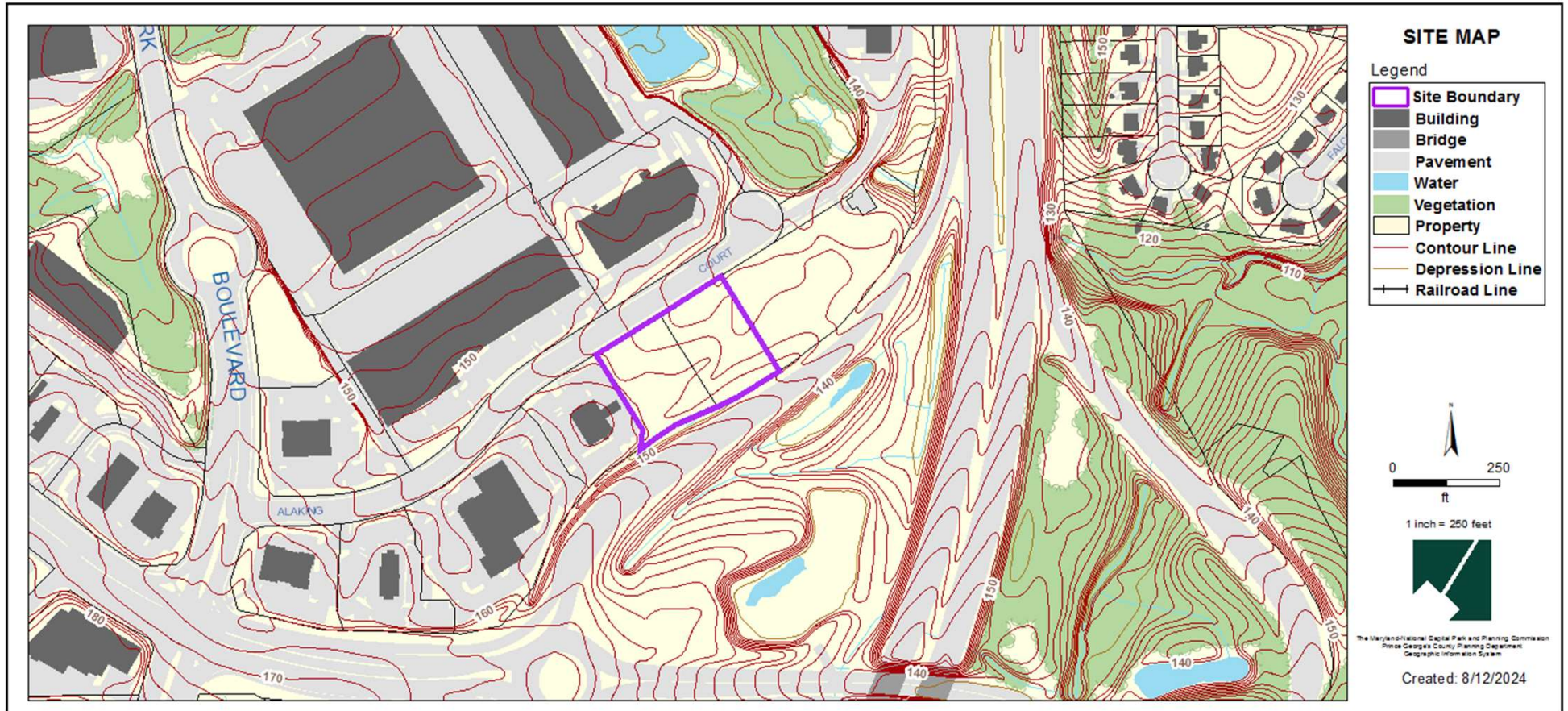
Current Overlay Map



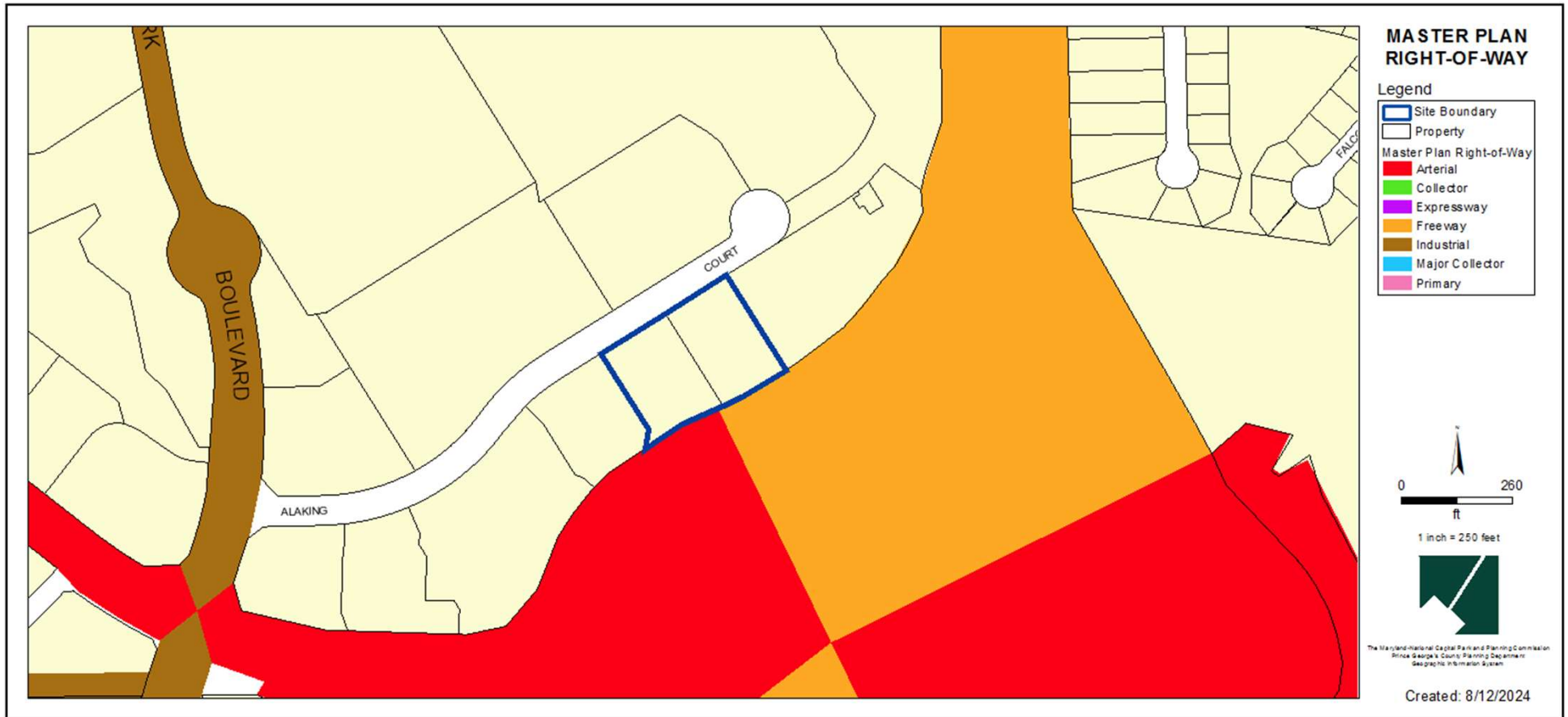
AERIAL MAP



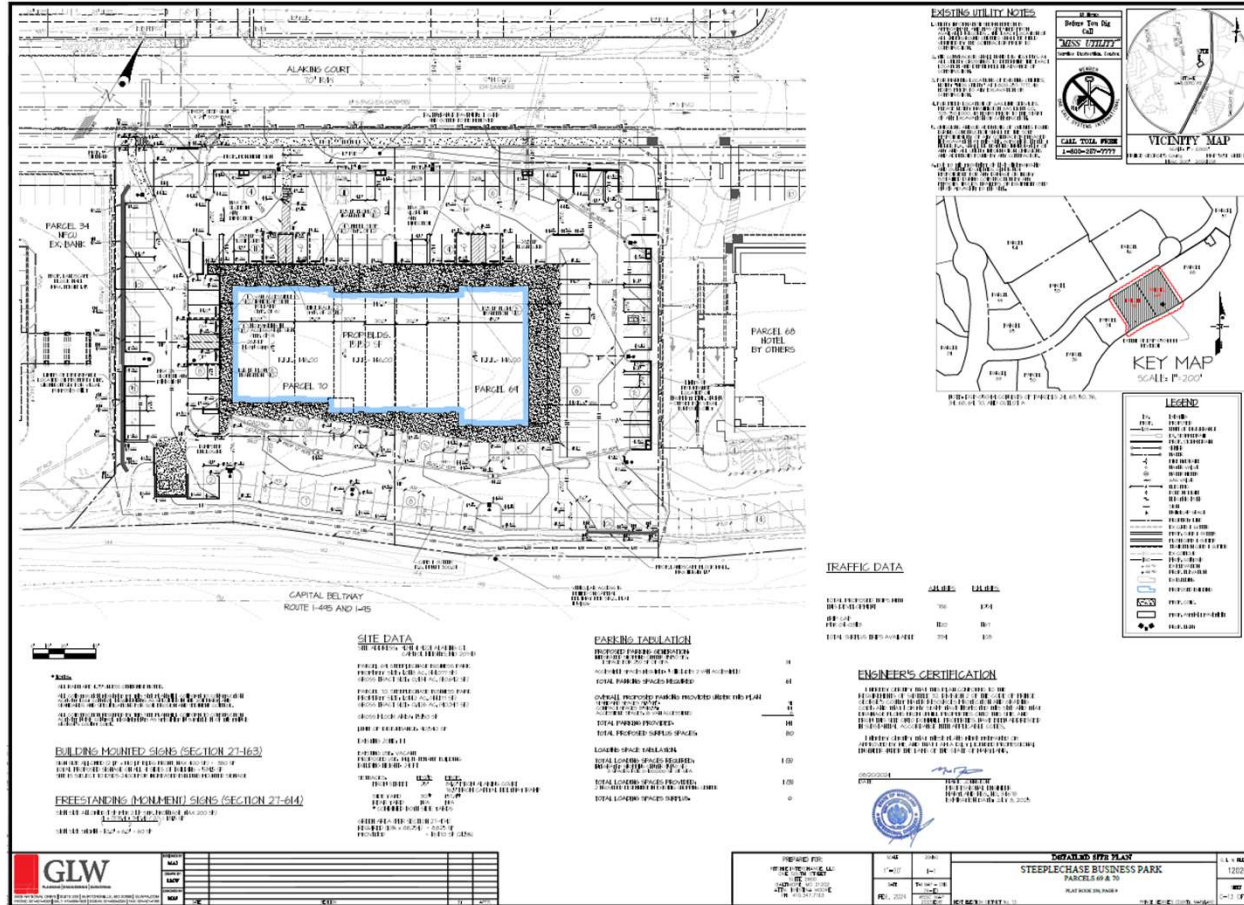
SITE MAP



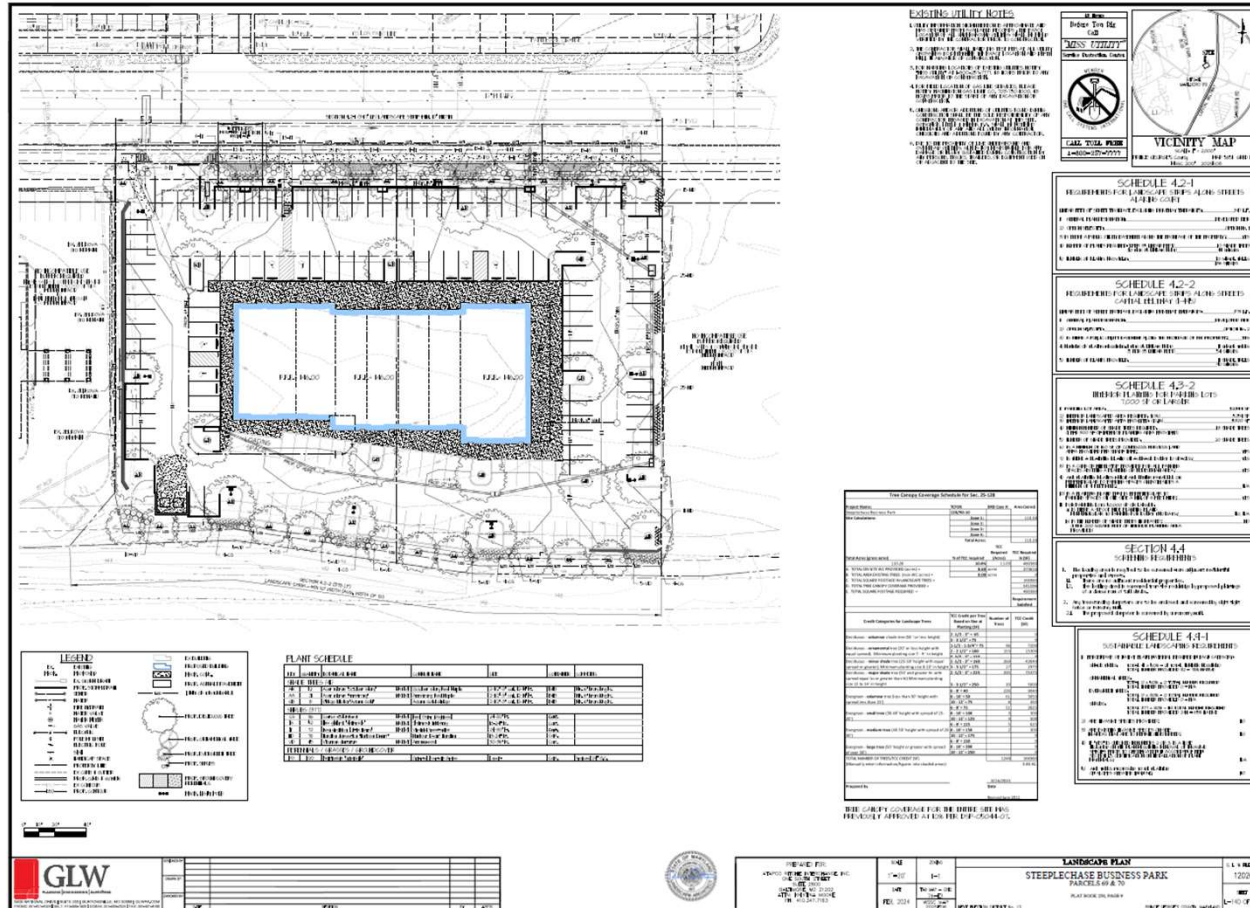
MASTER PLAN RIGHT-OF-WAY MAP



DETAILED SITE PLAN



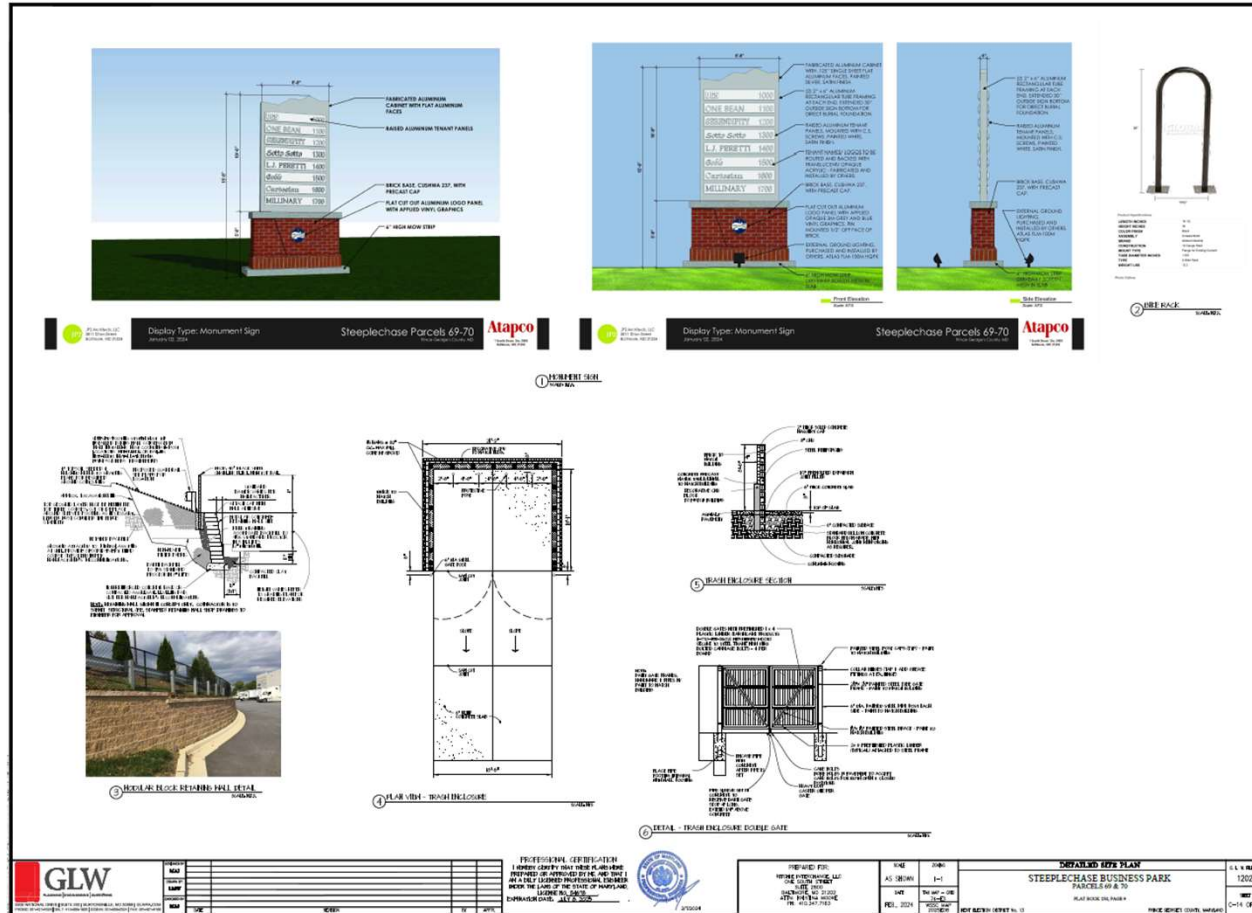
LANDSCAPE PLAN



BUILDING ELEVATIONS AND SIGNAGE



STEEPLECHASE SITE DETAILS



STAFF RECOMMENDATION

Detailed Site Plan: DSP-05044-14

Departure from Design Standards for Signs: DSDS-24001

- **APPROVAL** with conditions

Major Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 02/08/2024
- Acceptance Mailing: 06/14/2024

I. INTRODUCTION

Ritchie Interchange LLC (the “**Applicant**”), by and through Gingles, LLC, submits this Detailed Site Plan (“**DSP**”) Justification Statement (the “**Statement**”) to demonstrate that the proposed development on the subject property is in compliance with the applicable provisions of Subtitle 27 of the Prince George’s County Code in effect prior to April 1, 2022 (the “**Prior Zoning Ordinance**”), the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment (the “**Master Plan**”), relevant conditions of approval associated with prior development approvals, and other applicable review requirements and criteria. The subject property consists of ±2.03 acres located on the south side of Alaking Court in the Steeplechase Business Park, approximately 1,000 feet from the intersection of Alaking Court and Hampton Park Boulevard, and northwest of the of the Capital Beltway (I-95/495) and Ritchie Marlboro Road (the “**Property**”).

The Property is currently zoned IE (Industrial, Employment) pursuant to the Prince George’s County Zoning Ordinance implemented on April 1, 2022 (the “**Current Zoning Ordinance**”) and was previously zoned I-1 (Light Industrial) pursuant to the Prior Zoning Ordinance. Development on the Property is subject to the recommendations of the Master Plan and the Property is located within the Established Communities Growth Policy Area of the *Plan Prince George’s 2035 Approved General Plan* (the “**General Plan**”).

As described in detail herein and shown on DSP-05044-14, the Applicant proposes to amend the parent Detailed Site Plan approval, DSP-05044, to develop the Property with a ±15,510 square foot multi-tenant retail building (the “**Proposed Development**”), in compliance with the Prior Zoning Ordinance. The Proposed Development will comply with all applicable development standards of the prior I-1 Zone and efficiently utilize an existing surface parking lot and vacant property with context-sensitive, infill development. Accordingly, the Applicant respectfully requests Planning Board approval of this DSP application.

II. PROPERTY DATA

<i>A. Location:</i>	9221 & 9241 Alaking Court, Capitol Heights, MD 20745.
<i>B. Tax Map #:</i>	74-D4
<i>C. Frontage:</i>	Alaking Court (to the north). I-495 (to the south and east).
<i>D. Election District:</i>	13.
<i>E. Legislative District:</i>	25.
<i>F. Councilmanic District:</i>	6.
<i>G. Municipality:</i>	N/A.
<i>H. Acreage:</i>	± 2.03 acres.
<i>I. Prior Zoning:</i>	I-1.
<i>J. Subdivision:</i>	Parcels 69, 70.
<i>K. Previous Approvals:</i>	PPS 4-03113, DSP-05044, DSP-05044-04, DSP-05044-07, DSP-05044-08.
<i>L. Existing Water Company:</i>	W-3.
<i>M. Existing Sewer Company:</i>	S-3.
<i>N. Historic:</i>	N/A.
<i>O. Master Plan & SMA:</i>	<i>2010 Approved Subregion 4 Master Plan and Sectional Map Amendment.</i>
<i>P. General Plan:</i>	<i>Plan 2035 Prince George's Approved General Plan.</i>

III. EXISTING AREA AND SURROUNDING NEIGHBORHOOD

The Property is located south side of Alaking Court in the Steeplechase Business Park, approximately 1,000 feet from the intersection of Alaking Court and Hampton Park Boulevard, and northwest of the of the Capital Beltway (I-95/495) and Ritchie Marlboro Road. The existing parking lot and vacant land comprising the

Property is located in the prior I-1 Zone. The Property is bounded to the north by the public right-of-way of Alaking Court with the remainder of the industrial portion (I-1 Zone) of Steeplechase Business Park; to the east by Parcel 68 in the Steeplechase Business Park, which is currently being developed with a ±74,789 square foot, 123-room hotel in the I-1 Zone; to the south and west by the exit ramp from the south-bound Capital Beltway (I-95/495); and to the west by Parcel 34 in the Business Park, which is currently owned and used as the federal credit union of Navy Federal Credit Union.

The Property is generally surrounded by industrial and commercial uses in the immediate vicinity. The expected future use of Parcel 68 to the east is hospitality (hotel) uses, which also sits in the I-1 (Light Industrial) Zone.

IV. PROPOSED DEVELOPMENT

DSP-05044-14 is proposed to provide for the development of the Property with a ±15,510 square foot multi-tenant retail building in accordance with applicable prior development approvals for the Property and the prior I-1 Zone's applicable development standards and use-specific regulations. The Applicant anticipates future Detailed Site Plan applications, subsequent to approval of the subject DSP.

V. LAND USE OVERVIEW

A. Applicable Previous Approvals

1. Preliminary Plan of Subdivision 4-03113

On March 11, 2004, the Prince George's County Planning Board approved Preliminary Plan of Subdivision 4-03113 (the "PPS") for the 110.23-acre parcel of land known at the time of PPS as Parcels 26 and 27, Tax Map 74, Grid D-3 ("Steeplechase Business Park"). The PPS subdivided Steeplechase Business Park into 28 lots, 4 parcels and 1 outparcel.

2. DSP-05044

On January 5, 2006, the Prince George's District Council (the "**District Council**") approved Detailed Site Plan DSP-05044 for the construction of 42,414 square-feet of retail space, consisting of one bank, one drug store, one service station and one multi-tenant building and 21,800 square feet of restaurant space consisting of two fast-food restaurants and two sit-down restaurants in the retail portion of Steeplechase Business Park. The application for DSP-05044 did not include the architectural elevations of the buildings. Accordingly, the District Council approved the general site design without approving architecture for the proposed buildings.

3. DSP-05044-04

DSP-05044-04 was approved by the Planning Director on October 6, 2010 to allow for minor site and architectural changes to accommodate a Chipotle Restaurant on Parcel 36 of the Steeplechase Business Park.

4. DSP-05044-07

On January 8, 2015, the Planning Board approved DSP-05044-07 for the construction of an 8,647 square foot multi-tenant retail building within the retail area on Parcel 49 of Steeplechase Business Park.

5. DSP-05044-08

On October 19, 2017, the Planning Board approved DSP-05044-08 for the development of Parcels 68, 69 and 70 (previously known as Parcels 37 and 64) of the Steeplechase Business Park with a 74,789 square foot, 123-room, 5-story hotel building including amenities such as a swimming pool, fitness center, room and concierge service, and a restaurant in accordance with County Council Bill CB-97-2004.

B. Plan Prince George's 2035 General Plan

The Property is located within the General Plan's Established Communities Growth Policy Area. The General Plan stipulates that Established Communities are

“most appropriate for context-sensitive infill and low- to medium-density development.” The siting and scale of the proposed multi-tenant retail building are compatible with the surrounding low- to medium-density commercial and industrial communities and representative of appropriate context-sensitive infill.

C. The 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment

The Proposed Development is subject to the recommendations and objectives outlined in the Master Plan. The Master Plan maintained an industrial future land use designation for the Property. The sector map amendment contained within the Master Plan maintained the I-1 (Light Industrial) Zone on the Property. The Planning Board found that the parent application, DSP-05044, conformed with the Master Plan.

VI. ANALYSIS

A. Development Pursuant to Prior Ordinance

This application will be processed and reviewed consistent with the Prior Zoning Ordinance, pursuant to Sec. 27-1704 “Projects Which Received Development or Permit Approval Prior to the Effective Date of this Ordinance” of the Current Zoning Ordinance. As it relates to DSP-05044-14, Sec. 27-1704(e) of the Current Zoning Ordinance allows for subsequent revisions or amendments to development approvals or permits “grandfathered” consistent with the Current Zoning Ordinance’s Transitional Provisions (Sec. 27-1700) to be reviewed pursuant to the Prior Zoning Ordinance. Pursuant to Sec. 27-1704(a) of the Current Zoning Ordinance, parent approval DSP-05044 is “grandfathered” and remains valid for “for the period of time specified in the Zoning Ordinance Regulations . . . under which the project was approved.” DSP-05044 was approved on January 5, 2006, pursuant to Part 3, Division 9, Subdivision 3 of the Prior Zoning Ordinance, which states in Section 27-287 that (i) a Detailed Site Plan remains valid so long as “construction”

has begun within three (3) years of the date the Detailed Site Plan was approved, and (ii) “[c]onstruction shall be considered to have begun when all necessary excavation and piers and footings (of one (1) or more buildings included in the Plan) have been completed.” Construction began (i.e., all necessary excavation and piers and footings were completed) on the first building constructed pursuant to DSP-05044 prior to January 4, 2009. Accordingly, DSP-05044 is “grandfathered” and remains valid, and, as an amendment to a “grandfathered” development approval, DSP-05044-14 may be reviewed and decided under the Zoning Ordinance under which the original development approval was approved (i.e., the Prior Zoning Ordinance), unless the Applicant elects to develop under the Current Zoning Ordinance. The Applicant formally elects to develop DSP-05044-14 consistent with the Prior Zoning Ordinance, pursuant to Sections 27-1704 and 27-1900 of the Current Zoning Ordinance.

Consistent with the requirements of the Current Zoning Ordinance, the Applicant participated in a Pre-Application Conference with Planning Staff on October 23, 2023. Analysis of the subject application’s conformance with Sec. 27-1900 “Development Pursuant to Prior Ordinance” is provided below:

1. **§27-1904 – Procedures**

In order to proceed with development under the Prior Zoning Ordinance, the following procedures shall apply:

- (a) *If the development proposal will require an evidentiary hearing before the Planning Board, the applicant shall schedule and participate in a pre-application conference.*

Comment: The Applicant participated in a pre-application conference with M-NCPPC Staff on October 23, 2023. The Applicant provided an overview of the subject DSP application and received comments from several applicable M-NCPPC Sections, including Urban Design, Subdivision, Zoning, and Environmental Planning Staff.

- (b) *The applicant shall provide a statement of justification which shall explain why the applicant has elected not to*

develop a specific property pursuant to the provisions of this Zoning Ordinance.

Comment: This Statement is submitted as an explanation of the subject application's conformance with the Prior Zoning Ordinance, the Current Zoning Ordinance's procedures concerning development pursuant to the Prior Ordinance, and other applicable review criteria. This DSP application is subject to the previously approved parent application, DSP-05044, which was reviewed and approved by the Planning Board pursuant to the Prior Zoning Ordinance and previous I-1 Zone. The subject DSP conforms with the Prior Zoning Ordinance's applicable regulations, as well as relevant findings and conditions associated with DSP-05044. Moreover, this DSP satisfies the parent application's conditions related to pertinent Master Plan urban design and pedestrian circulation recommendations – which were drafted and approved in conjunction with the 2010 Sectional Map Amendment maintaining the zoning of the Property as I-1. For these reasons related to application continuity, conformance with the Prior Zoning Ordinance, and alignment with the Master Plan, the Applicant has elected not to develop the Property pursuant to the provisions of the Current Zoning Ordinance.

B. Compliance with Prior Zoning Ordinance – Detailed Site Plan

1. §27-281 – Purposes.

(b) General purposes.

(1) The general purposes of Detailed Site Plans are:

(A) 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;

(B) To help fulfill the purposes of the zone in which the land is located;

(C) To provide for development in accordance with the site design guidelines established in this Division; and

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

(c) Specific purposes.

(1) The specific purposes of Detailed Site Plans are:

(A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;

(B) To show specific grading, planting, sediment control, woodland conservation areas, regulated environmental features and storm water management features proposed for the site;

(C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and

(D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

Comment: DSP-05044-14 meets several of the purposes of Detailed Site Plans provided in Section 27-281 of the Prior Zoning Ordinance. Specifically, DSP-05044-14 Provides for development of the Property in accordance with the applicable site design guidelines, shows the specific location and delineation of the proposed building, parking facilities, streets, green areas, and other physical features of the Proposed Development, shows proposed and existing grading, planting, sediment control, and storm water management features of the Proposed Development, and describes the proposed architectural form of the building.

2. §27-282 – Submittal Requirements.

(e) A Detailed Site Plan shall include the following:

(1) Location map, north arrow, and scale;

Comment: The location map, north arrow and scale are shown on the Cover Sheet of DSP-05044-14.

(2) Boundaries of the property, using bearings and distances (in feet); and either the subdivision lot and block, or liber and folio numbers;

Comment: The boundaries of the Property (using bearings and distances (in feet)) and the subdivision lot and block are shown on DSP-05044-14.

(3) Zoning categories of the subject property and all adjacent properties;

Comment: The zoning categories of the Property and adjacent uses are shown on DSP-05044-14.

(4) Locations and types of major improvements that are within fifty (50) feet of the subject property and all land uses on adjacent properties;

Comment: The locations and types of major improvements within fifty (50) feet of the Property and all land uses on adjacent properties are shown on DSP-05044-14.

(5) An approved Natural Resource Inventory;

Comment: The Applicant is not required to provide a Natural Resources Inventory for DSP-05044-14. The parent DSP (DSP-05044) and subsequent related DSP were subject to Natural Resources Inventory Equivalency Letter, NRI-095-2017, which was approved on May 4, 2017, and expired on June 4, 2022. The Applicant has requested an updated Natural Resources Inventory Equivalency Letter from the M-NCPPC Environmental Planning Section and will provide the updated Equivalency Letter upon receipt.

(6) Street names, right-of-way and pavement widths of existing streets and interchanges within and adjacent to the site;

Comment: Street names, right-of-way and pavement widths of existing streets and interchanges within and adjacent to the site are shown on DSP-05044-14.

(7) Existing rights-of-way and easements (such as railroad, utility, water, sewer, access, and storm drainage);

Comment: Existing rights-of-way and easements are shown on DSP-05044-14.

(8) Existing site and environmental features as shown on an approved NRI;

Comment: There are no existing environmental features on the Property. All existing site features are shown on DSP-05044-14.

(9) A Type 2 Tree Conservation Plan prepared in conformance with Division 2 of Subtitle 25 and The Woodland and Wildlife Habitat Conservation Technical Manual or a Standard Letter of Exemption;

Comment: A Type 2 Tree Conservation Plan (TCPII-128-90-11) has been previously prepared and approved for the Property. All conditions of TCPII-128-90-11 have been satisfied and approved by Planning Staff. During its pre-application conference with M-NCPPC Staff on October 23, 2023, M-NCPPC Staff informed the Application that it would not be required to submit an updated or revised Type 2 Tree Conservation Plan in connection with DSP-05044-14.

(10) A statement of justification describing how the proposed design preserves and restores the regulated environmental features to the fullest extent possible;

Comment: As described above and shown on DSP-05044-14, there are no regulated environmental features located on the Property.

(11) An approved stormwater management concept plan;

Comment: The Applicant previously submitted a Stormwater Management (“SWM”) Concept Plan for the Property with the Site/Road Plan Review Division of the Prince

George's County Department of Permitting, Inspections and Enforcement (“DPIE”). DPIE approved the SWM Concept Plan by the SWM Concept Approval (Case No. 8004290-2000-09) dated April 23, 2023. The Applicant will include the SWM Concept Approval in its submission package.

(12) Proposed system of internal streets including right-of-way widths;

Comment: As shown on DSP-05044-14, the Proposed Development is located on the south side of Alaking Court and does not propose any additional internal streets.

(13) Proposed lot lines and the dimensions (including bearings and distances, in feet) and the area of each lot;

Comment: The Proposed Development does not propose any changes to the lot lines or dimensions. The existing lot lines and dimensions (with bearings and distances) are shown on DSP-05044-14.

(14) Exact location and size of all buildings, structures, sidewalks, paved areas, parking lots (including striping) and designation of waste collection storage areas and the use of all buildings, structures, and land;

Comment: The exact location and size of all buildings, structures, sidewalks, paved areas, parking lots (including striping) and designation of waste collection storage areas and the use of all buildings, structures, and land are all shown on DSP-05044-14.

(15) Proposed grading, using one (1) or two (2) foot contour intervals, and any spot elevations that are necessary to describe high and low points, steps, retaining wall heights, and swales;

Comment: The proposed grading and spot elevations are shown on DSP-05044-14.

(16) A landscape plan prepared in accordance with the provisions of the Landscape Manual showing the exact location and description of all plants and other landscaping

materials, including size (at time of planting), spacing, botanical and common names (including description of any plants that are not typical of the species), and planting method;

Comment: Applicant has prepared and will provide a landscape plan prepared in accordance with the applicable provisions of the Landscape Manual showing the exact location and description of all plants and other landscaping materials, including size, spacing, botanical and common names, and planting method.

(17) Exact location, size, type, and layout of all recreation facilities;

Comment: The Proposed Development does not include any recreation facilities.

(18) Exact location and type of such accessory facilities as paths, walks, walls, fences (including widths or height, as appropriate), entrance features, and gateway signs (in accordance with Section 27-626 of this Subtitle);

Comment: The exact location and type of any proposed accessory facilities are shown on DSP-05044-14.

(19) A detailed statement indicating the manner in which any land intended for public use, but not proposed to be in public ownership, will be held, owned, and maintained for the indicated purpose (including any proposed covenants or other documents);

Comment: The Proposed Development does not include any land intended for public use that will not be proposed to be in public ownership.

(20) Description of the physical appearance of proposed buildings (where specifically required), through the use of architectural elevations of facades (seen from public areas), or through other illustrative drawings, photographs, or renderings deemed appropriate by the Planning Board; and

Comment: The Applicant submits the following as the description of the physical appearance of the proposed building required by this provision. The architecture of the proposed building located at the Property blends architectural components and materials that are consistent with other multi-tenant retail buildings within DSP-05044. The primary façade of the building faces the public right-of-way of Alaking Court and is composed of multiple architectural forms with varying heights, cornices and canopy/awning treatments. The pedestrian level of the building is a mixture of masonry and stone with the bulk of the linear frontage comprised of glazed storefront allowing for views and visibility into the retail spaces. Materials and colors are consistent with other retail parcels in the Steeplechase Business Park, making this particular building part of the overall “family” without directly copying other building components. Activated storefronts continue for the majority of each side façade composition, allowing daylighting and views into the endcap retail spaces. Architectural materials and compositions including detail cornices extend to the rear façade of the building creating a four-sided architectural expression.

(21) Any other pertinent information.

Comment: Applicant will provide any additional pertinent information as requested by Planning Staff during the review process.

3. §27-283 – Design guidelines.

(a) The Detailed Site Plan shall be designed in accordance with the same guidelines as required for a Conceptual Site Plan (Sec. 27-274):

(1) ...

Comment: The Applicant proposes to amend DSP-05044 to develop the Property with compatible uses within the boundaries of the subject DSP. Specifically, DSP-05044-14 proposes the development of a ±15,510 square foot multi-tenant retail building on the Property. DSP-05044-14 conforms with the relevant conditions of DSP-05044. As it relates to the design of DSP-05044-14, and as analyzed in Section VI.B.4 of this

Statement, the proposed Development meets the site design guidelines enumerated in Sec. 27-274, as approved by the Planning Board in DSP-05044.

- (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.*

Comment: As analyzed in Section VI.C of this Statement, the Proposed Development aligns with the character and purpose of the proposed type of development, and the prior I-1 Zone.

- (c) *These guidelines may be modified in accordance with Sec. 27-286.*

Comment: The Proposed Development aligns with the character and purpose of the proposed type of development, and the prior I-1 Zone. Moreover, the proposed DSP conforms with the Planning Board-approved parent DSP-05044. As such, the Applicant is not proposing an amendment to these guidelines.

4. **§27-274 – Design guidelines.**

- (a) *The Conceptual Site Plan shall be designed in accordance with the following guidelines:*

- (1) *General.*

- (A) *The Plan should promote the purposes of the Conceptual Site Plan.*

Comment: This provision is not applicable to this DSP. A Conceptual Site Plan was not required in connection with the parent DSP-05044.

- (B) *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.*

Comment: This provision is not applicable to this DSP. The Proposed Development does not propose any townhouse or three-family dwellings.

(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: As shown on DSP-05044-14, (i) surface parking lots are located adjacent to the multi-tenant retail building to provide safe and efficient vehicular and pedestrian circulation within the site, and (ii) parking spaces are located to provide convenient access to the multi-tenant retail building. Where feasible, reasonable measures have been taken to minimize the visual impact of cars.

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;

Comment: As shown on DSP-05044-14 and consistent with the previously approved use for the Property, parking is located adjacent to the rear, sides and front of the multi-tenant retail building.

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

Comment: As shown on DSP-05044-14 and consistent with the previously approved use for the Property, parking is located adjacent to the rear, sides and front of the multi-tenant retail building, as near as possible to the building.

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

Comment: As shown on DSP-05044-14 and consistent with the previously approved use for the Property, parking aisles are 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

Comment: As shown on DSP-05044-14, the Proposed Development avoids large, uninterrupted expanses of pavement and provides green space and plant materials where possible and in conformance with the Landscape Manual.

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

Comment: The Applicant does not propose any designated van pool, car pool and visitor parking for the Proposed Development, because such designated spaces are incompatible with the multi-tenant retail use of the Property. All parking spaces are available for use by visitors, invitees and employees of the businesses and tenants occupying the building.

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

Comment: As shown on DSP-05044-14, loading areas for the Proposed Development will be visually unobtrusive and located on the rear of the building to minimize conflicts with vehicles and 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

Comment: As shown on DSP-05044-14, loading areas for the Proposed Development will be located on the rear of the building. The Property does not abut any service roads.

(ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.

Comment: The loading areas on the Property will be clearly marked with striping and separated from the general parking areas.

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

Comment: The vehicular and pedestrian circulation on the Property will be as safe, efficient, and convenient as feasible 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;

Comment: The driveway is located in accordance with the previously approved DSP and Site Development Concept Plan, as reviewed and approved by the DPIE.

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

Comment: Entrance drives at the Proposed Development will 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;

Comment: DSP-05044-14 provides for a single building with a small parking lot situated around the building. Traffic will flow freely around the building and higher speeds will not be feasible.

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

Comment: Parking areas at the Property will provide no through-access to other streets.

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

Comment: DSP-05044-14 provides for a single building with a small parking lot situated around the building. Internal signage and directional arrows are not necessary for the size of the parking lot at the Property.

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

Comment: No drive-through establishments are anticipated at the Proposed Development. Accordingly, this provision is inapplicable.

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

Comment: Parcel pick-up at the Property shall 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;

Comment: Pedestrian access shall be provided into the Property from Alaking Court and through parking lots to the single building on the Property.

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

Comment: The pedestrian access route into the Property from Alaking Court to the single building on the Property will be clearly marked with a striped crosswalk.

(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

Comment: The pedestrian access route into the Property from Alaking Court to the single building on the Property will be clearly marked with a striped crosswalk.

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

Comment: The pedestrian access route into the Property from Alaking Court to the single building on the Property will be clearly marked with a striped crosswalk. Handicap parking spaces provide direct access to the sidewalk adjacent to the building.

(3) Lighting.

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

Comment: Light fixtures shall be designed to support the Proposed Development and enhance the Property'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;

Comment: Light fixtures shall be designed to support the Proposed Development and enhance the Property's design character.

(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;

Comment: Light fixtures shall be designed to support the Proposed Development and enhance the Property's design character.

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

Comment: Light fixtures shall be designed to support the Proposed Development and enhance the Property's design character. The photometric plan associated with the Proposed Development clearly shows the light levels and qualities throughout the Property.

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

Comment: Light fixtures shall be designed to support the Proposed Development and enhance the Property's design character. The photometric plan associated with the Proposed Development clearly shows the light levels and qualities throughout the Property.

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

Comment: Light fixtures shall be designed to support the Proposed Development and enhance the Property's design character. Light fixtures for the Proposed Development shall be similar to light fixtures utilized throughout the other commercial portions of Steeplechase Business Park.

(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.

Comment: Light fixtures shall be designed to support the Proposed Development and enhance the Property's design character. Light fixtures for the Proposed Development shall be similar to light fixtures utilized throughout the other commercial portions of Steeplechase Business Park.

(4) Views.

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

Comment: DSP-05044-14 utilizes site design techniques to emphasize scenic views 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.

Comment: As shown on DSP-05044-14, on-site green area meets County Code requirements for on-site green area.

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;

Comment: Green area at the Property shall be accessible and located to maximize utility and simplify maintenance.

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

Comment: No green area within the Proposed Development is large enough in scale to link major site destinations.

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

Comment: Green area shall be well defined and scaled based on the Proposed Development and the DSP revision limits of disturbance.

(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;

Comment: Green area adjacent to the building shall provide for outdoor seating.

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

Comment: Green area adjacent to the building shall provide for outdoor seating and shall be defined by sidewalk areas.

(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

Comment: There are no regulated natural features nor woodland conservation areas within the limits of the Proposed Development.

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

Comment: Green area at the Property shall generally be accented by landscaping, where feasible.

(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).

Comment: There are no regulated environmental features at the Property. Accordingly, this provision is inapplicable to this DSP.

(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.

Comment: As shown on DSP-05044-14, new sidewalks and street trees along the frontage of the Property will be provided in accordance with County requirements.

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;

Comment: The addition of benches, trash receptacles, bicycle racks and other street furniture are not appropriate for the location of the Property within Steeplechase

Business Park. However, light fixtures shall be designed to support the Proposed Development and enhance the Property's design character.

(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;

Comment: The addition of benches, trash receptacles, bicycle racks and other street furniture are not appropriate for the location of the Property within Steeplechase Business Park. However, light fixtures shall be designed to support the Proposed Development and enhance the Property's design character.

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

Comment: The addition of benches, trash receptacles, bicycle racks and other street furniture are not appropriate for the location of the Property within Steeplechase Business Park. Any other amenities provided shall be clearly visible and accessible and shall not obstruct pedestrian circulation.

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

Comment: The addition of benches, trash receptacles, bicycle racks and other street furniture are not appropriate for the location of the Property within Steeplechase Business Park. Any other amenities provided shall be functional and 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;

Comment: The addition of benches, trash receptacles, bicycle racks and other street furniture are not appropriate for the location of the Property within Steeplechase

Business Park. Any other amenities provided shall be protected from vehicular intrusion and integrated into the overall design of the Property.

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

Comment: The addition of kiosks, planters, fountains, and public art are not appropriate for the location of the Property within Steeplechase Business Park.

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

Comment: The addition of benches, trash receptacles, bicycle racks and other street furniture are not appropriate for the location of the Property within Steeplechase Business Park. Any other amenities provided shall accommodate the handicapped and should be appropriately scaled for user comfort.

(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.

Comment: The Property has previously been mass graded pursuant to and in accordance with requirements of previous DSP approvals.

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;

Comment: The Property has previously been mass graded pursuant to and in accordance with requirements of previous DSP approvals. Grading outside of the parking and building areas have been minimized given the nature of the Proposed Development.

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

Comment: There are no hilltops or slopes within the project limits requiring excessive grading. Accordingly, this provision is inapplicable to this DSP. However, the Property has previously been mass graded pursuant to and in accordance with requirements of previous DSP approvals.

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

Comment: The other uses within Steeplechase Business Park are generally compatible with the proposed use of the Property. The Property has previously been mass graded pursuant to and in accordance with requirements of previous DSP approvals in a manner which provides slopes within the limited areas adjacent to the Property requiring buffers.

(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

Comment: There are no steep slopes within the Proposed Development. Accordingly, this provision is in applicable to this DSP.

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

Comment: Storm drainage inlets shall be provided within the parking lot areas in accordance with County requirements.

(8) Service areas.

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

Comment: Services areas at the Property shall be accessible and unobtrusive.

To fulfill this goal, the following guidelines should be observed:

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

Comment: As shown on DSP-05044-14, service areas shall be located at the rear of the building, away from the main entrance to the Property from Alaking Court and screened wherever feasible.

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

Comment: As shown on DSP-05044-14, service areas shall be located at the rear of the building in a location convenient to the single building within the Proposed Development.

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

Comment: As shown on DSP-05044-14, service areas shall be located at the rear of the building, away from the main entrance to the Property from Alaking Court and screened wherever feasible.

(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.

Comment: The Proposed Development consists of only one (1) building. Accordingly, this provision is inapplicable to this DSP.

(9) Public spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development.

Comment: The Proposed Development consists of only one (1) building and is not a large-scale development. Accordingly, this provision is inapplicable to this DSP, and no public space system will be provided in connection with this DSP.

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;

Comment: The Proposed Development consists of only one (1) building and is not a large-scale development. Accordingly, this provision is inapplicable to this DSP, and no public space system will be provided in connection with this DSP.

(ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;

Comment: The Proposed Development consists of only one (1) building and is not a large-scale development. Accordingly, this provision is inapplicable to this DSP, and no public space system will be provided in connection with this DSP.

(iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;

Comment: The Proposed Development consists of only one (1) building and is not a large-scale development. Accordingly, this provision is inapplicable to this DSP, and no public space system will be provided in connection with this DSP.

(iv) Public spaces should be readily accessible to potential users; and

Comment: The Proposed Development consists of only one (1) building and is not a large-scale development. Accordingly, this provision is inapplicable to this DSP, and no public space system will be provided in connection with this DSP.

(v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

Comment: The Proposed Development consists of only one (1) building and is not a large-scale development. Accordingly, this provision is inapplicable to this DSP, and no public space system will be provided in connection with this DSP.

(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.

Comment: The Applicant submits the following as the statement required by this provision. The architecture of the proposed building located at the Property shall blend architectural components and materials that are consistent with other multi-tenant retail buildings within Steeplechase Business Park. Materials and colors are consistent with other retail parcels in the Steeplechase Business Park making this particular building part of the overall “family” of buildings without directly copying other building components.

(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.

Comment: The architecture of the proposed building located at the Property shall blend architectural components and materials that are consistent with other multi-tenant retail buildings within Steeplechase Business Park. Materials and colors are consistent with other retail parcels in the Steeplechase Business Park making this particular building part of the overall “family” of buildings without directly copying other building components. Further, the architecture, materials and colors of the proposed building located at the Property shall keep with the character and purpose of the proposed multi-tenant retail development and the I-1 Zone.

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

Comment: The Applicant does not propose modification of the guidelines pursuant to Section 27-277 of the Prior Zoning Ordinance at this time.

(11) Townhouses and three-family dwellings.

(A) . . .

Comment: This provision is inapplicable to this DSP. This DSP does not include nor contemplate townhouses nor three-family dwellings.

5. §27-285 – Planning Board Procedures

(a) Required Findings

(1) The Planning Board may approve a Detailed Site Plan if it finds that the Plan represents a 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. If it cannot make this finding, the Planning Board may disapprove the Plan.

Comment: This DSP represents the most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs, and it does not detract substantially from the utility of the Proposed Development for its intended use. The Applicant has analyzed the site design guidelines and proposes a high-quality multi-tenant retail building that advances the development objectives of the Master Plan and Sectional Map Amendment.

(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).

Comment: This provision is not applicable to this DSP. A Conceptual Site Plan was not required in connection with DSP-05044.

(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.

Comment: This provision is not applicable to this DSP. DSP-05044-14 is not a Detailed Site Plan for Infrastructure.

(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).

Comment: There are no regulated environmental features at the Property. Accordingly, this provision is inapplicable to this DSP.

C. Compliance with Prior Zoning Ordinance – I-1 Zone

1. §27-469 – I-1 Zone (Light Industrial)

(a) Purposes:

(1) The purposes of the I-1 Zone are:

(A) To attract a variety of labor-intensive light industrial uses;

Comment: DSP-05044-14 is compatible with and designed in accordance with (i) the applicable requirements of previous DSP approvals, and (ii) previous development within Steeplechase Business Park.

(B) To apply site development standards which will result in an attractive, conventional light industrial environment;

Comment: DSP-05044-14 is compatible with and designed in accordance with (i) the applicable requirements of previous DSP approvals, and (ii) previous development within Steeplechase Business Park.

(C) To create a distinct light industrial character, setting it apart from both the more intense Industrial Zones and the high-traffic-generating Commercial Zones; and

Comment: DSP-05044-14 is compatible with and designed in accordance with (i) the applicable requirements of previous DSP approvals, and (ii) previous development within Steeplechase Business Park.

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

Comment: DSP-05044-14 is compatible with and designed in accordance with (i) the applicable requirements of previous DSP approvals, and (ii) previous development within Steeplechase Business Park. In addition, this DSP proposes a mixed-use, multi-tenant retail building providing for the addition to the mix of uses within Steeplechase Business Park.

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

Comment: Landscaping, screening and buffering shall be provided at the Proposed Development in accordance with the applicable requirements 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.*

Comment: 21.5% of the net lot area of the Property 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.*

Comment: Landscaped strips adjacent to public rights-of-way required pursuant to the provisions of the Landscape Manual are not included in the green area computation.

- (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.*

Comment: DSP-05044-14 does not propose a vehicle towing station. Accordingly, this provision is inapplicable to this DSP.

- (c) *Outdoor storage.*

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

Comment: DSP-05044-14 does not propose any outdoor storage. Accordingly, this provision is inapplicable to this DSP.

2. **§27-469 – Uses Permitted**

- (a) *No use shall be allowed in the Industrial Zones, except as provided for in the Table of Uses or in Subsection (c) of this Section.*

Comment: DSP-05044-14 does not propose a use which is not provided for in the Table of Uses for Industrial Zones or in Section 27-469(c).

3. **§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.)*

Comment: DSP-05044-14 does not propose any fences or walls of more than six (6) feet high located in any required yard or within any building setback areas.

- (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.*

Comment: The Applicant will obtain building permits for any walls and/or fences exceeding four (4) feet in height.

- (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).

Comment: The Property is not located in the U-L-I Zone. Accordingly, this provision is inapplicable to this DSP.

- (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).*

Comment: DSP-05044-14 does not propose any fences four (4) feet or more in height that do not require a permit.

- (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.*

Comment: DSP-05044-14 does not propose any electric security fences.

4. §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 line 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.

Comment: The Property is not located on a corner lot. Accordingly, this provision is inapplicable to this DSP.

5. §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.

Comment: The Property shall have frontage on and direct access to the public street, Alaking Court.

6. §27-467 – Extensions and Projections

(a) General projections.

(1) No projections (including show windows, but not including signs or canopies) shall extend beyond building lines.

Comment: DSP-05044-14 does not propose any projections that extend beyond building lines.

(b) Canopies.

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

Comment: DSP-05044-14 does not propose any canopies that extend beyond the front building line.

(c) 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.

Comment: The Property is not located in the U-L-I Zone. Accordingly, this provision is inapplicable to this DSP.

7. **§27-467.01 – Motor Freight Facilities**

Any Motor Freight Trucking Operation, defined pursuant to Section 27-107.01, which has a valid permit issued prior to December 31, 1992, shall be considered a permitted use, provided the use has not changed to a different use since issuance of the permit. This provision shall apply only to the property which was the subject of the original permit.

Comment: DSP-05044-14 does not propose any Motor Freight Trucking Operation. Accordingly, this provision is inapplicable to this DSP.

8. **§27-467.02 – U-L-I Zone, Existing Uses**

Any existing use which has a valid permit issued prior to the approval of a rezoning to the U-L-I Zone shall be considered a permitted use (except a Special Exception use may only be continued in accordance with Section 27-320), provided the use has not changed to a different use since issuance of the permit. This provision shall apply only to the property which was the subject of the original permit.

Comment: The Property is not located in the U-L-I Zone. Accordingly, this provision is inapplicable to this DSP.

9. **§27-468 – Swimming Pools**

All outdoor swimming pools shall be enclosed by a fence at least six (6) feet high. If the pool is constructed above grade, and a fence or railing (the top of which is at least six (6) feet above grade) is attached to it, another separate fence shall not be required.

Comment: DSP-05044-14 does not propose any outdoor swimming pools. Accordingly, this provision is inapplicable to this DSP.

10. **§27-468.01 – Satellite Dish Antennas**

(a) On any lot, one (1) satellite dish antenna to serve one (1) dwelling unit, or one (1) or more satellite dish antenna(s) to serve more than one (1) dwelling unit or any other allowed use, are

allowed (subject to the requirements of the Table of Uses), provided that each antenna shall be located at least two (2) feet from any side or rear lot line.

Comment: DSP-05044-14 does not propose any satellite dish antenna. Accordingly, this provision is inapplicable to this DSP.

(b) The location of a satellite dish antenna shall be dependent on the reception of usable satellite signals, and/or the size of the satellite dish antenna. Where usable signals can be obtained, the antenna shall be ground-mounted and located in the rear yard. If usable signals cannot be obtained from such rear yard location, the antenna shall be ground-mounted and located in either side yard. If usable signals cannot be obtained from such side yard location, the antenna may be mounted on a pole or any other structure. In no event shall a satellite dish antenna be located in the front yard. Notwithstanding anything above to the contrary, a satellite dish antenna six (6) feet four (4) inches or less in diameter may be mounted on the roof of any building other than a single-family dwelling unit. On lots having no rear yard (through lots) and on corner lots where the designated front of the main building faces a side street, the rear, side, and front yards, as used herein, shall mean the yards at the rear, side and front of the building.

Comment: DSP-05044-14 does not propose any satellite dish antenna. Accordingly, this provision is inapplicable to this DSP.

(c) Usable satellite signals shall be those signals from communication satellites which are at least equal in quality to that received from local commercial stations or by way of cable television, or which meet accepted broadcast industry standards of good engineering practice.

Comment: DSP-05044-14 does not propose any satellite dish antenna. Accordingly, this provision is inapplicable to this DSP.

(d) Screening shall be provided along the rear and sides of any ground-mounted or roof-mounted satellite dish antenna, when such antenna is visible from the street or surrounding property as viewed at ground level.

Comment: DSP-05044-14 does not propose any satellite dish antenna. Accordingly, this provision is inapplicable to this DSP.


(e) Satellite dish antennas may be located within any required green area or in any required landscaped area except along a street.

Comment: DSP-05044-14 does not propose any satellite dish antenna. Accordingly, this provision is inapplicable to this DSP.

II. CONCLUSION

The Applicant respectfully requests that the Planning Board grant approval of this DSP. The above analysis and submitted plans establish that DSP-05044-14 satisfies the required findings that the Planning Board must make to approve a DSP application.

Respectfully submitted,
GINGLES, LLC

By: 

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**STATEMENT OF JUSTIFICATION
DEPARTURE FROM SIGN DESIGN STANDARDS
STEEPLECHASE BUSINESS PARK
DSDS-24001**

Ritchie Interchange LLC (the “**Applicant**”), by and through Gingles, LLC, submits this Departure from Sign Design Standards Justification Statement (the “**Statement**”) to demonstrate compliance with the criteria of approval for a Departure from Sign Design Standards (“**DSDS**”), as reflected in Sec. 27-612 of the Prince George’s County Zoning Ordinance in effect prior to April 1, 2022 (the “**Prior Zoning Ordinance**”), from the design requirements for on-site signs “attached to a building or canopy” contained in Section 27-613 of the Prior Zoning Ordinance, albeit consistent with the previously approved Comprehensive Sign Package. Specifically, the Applicant requests that it be permitted to provide additional building mounted signage on the building proposed to be constructed on the Property (defined below) to maintain the high level of design provided within the rest of the existing retail uses located within the Steeplechase Business Park. This DSDS is submitted in conjunction with Applicant’s proposed Detailed Site Plan (“**DSP**”) application, DSP-05044-14, which is processed pursuant to the Prior Zoning Ordinance.¹

The Property is currently zoned IE (Industrial, Employment) pursuant to the Prince George’s County Zoning Ordinance implemented on April 1, 2022 (the “**Current Zoning Ordinance**”) and was previously zoned I-1 (Light Industrial) pursuant to the Prior Zoning Ordinance. Development on the Property is subject to the recommendations of the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment (the “**Master Plan**”) and the Property is located within the Established

¹ This DSDS and DSP-05044-14 are proposed for review under the Prior Zoning Ordinance, pursuant to Sec. 27-1900 of the Current Zoning Ordinance.

Communities Growth Policy Area of the Plan Prince George's 2035 Approved General Plan (the "**General Plan**").

I. Property Description, Proposed Development and Sign Design Background

The subject property consists of approximately ±2.03 acres of vacant I-1-zoned property located at 9221 & 9241 Alaking Court, Capitol Heights, MD 20745 and known as Parcel 69 and Parcel 70 of the Steeplechase Business Park (the "**Property**"). Pursuant to DSP-05044-14, Applicant has proposed to revise the parent DSP approval, DSP-05044,² to develop a ±15,510 square foot multi-tenant retail building (the "**Proposed Development**") on the Property.

As part of the original DSP-05044 approval, a Comprehensive Sign Package and associated Departure from Sign Design Standards (DSDS-641) were also approved. The retail parcels to the west of the Property along Alaking Court, which are also the subject of the DSP-05044, are mostly constructed and consist of buildings that maintain a unified design character by utilizing consistent architectural elements such as signage, brick construction and color pallet. The previously approved Comprehensive Sign Package maintained a consistent size of the sign band above the doorways and below the building cornices to provide a strong unifier and an orderly presentation of tenant identification. The nature of the retail buildings within Steeplechase Business Park, and on the Property in particular, is that the buildings are highly visible and can be viewed from all four sides. Visibility from the nearby roads is critical to the success of the retail development and therefore signage is proposed for multiple building facades.

The Approved DSDS-641, DSDS-687, and DSDS-690 permitted an increased sign area (above that permitted by the Prior Zoning Ordinance) to allow for adequate signage on multiple facades within the I-1 zone as follows:

² DSP-05044 was originally approved on January 5, 2006. DSP-05044's most recent revision, DSP-05044-08, was approved on October 19, 2017.

DSDS	Parcel/Building	Maximum Sign Area Permitted by Ordinance (sq. ft.)	Maximum Sign Area Permitted by Approved DSDS (sq. ft.)	Total Increase (sq. ft.)
641	36 (Building 4a)	203	535	332
641	36 (Building 4b)	200	470	270
687	63	228	340	112
690	65	221	439	218

Pursuant to Section 27-613(c)(3)(C) of the Prior Zoning Ordinance, the permitted total area of the signage on the proposed building at the Property is 380 square feet. Applicant is requesting that the maximum sign area be increased by 169.5 square feet to a total maximum sign area of 539.5 square feet. This sign area increase for the proposed building on the Property is consistent with, but less than the average of, the three previously approved DSDS sign area increases provided for the existing buildings within the Steeplechase Business Park. Nevertheless, the Applicant has determined the requested square footage will be sufficient to meet the intent of the Comprehensive Sign Package and provide adequate visibility for the Property.

Additionally, this DSDS application’s proposed sign band proposes utilizing the same high-quality materials, consistent colors, material types and styles to maintain the Steeplechase identity. No other modifications are requested for this DSDS.

II. Analysis: Departure from Sign Design Standards

Part 12, Division 2, Subdivision 4 – Departures from Design Standards.

Sec. 27-612 – Authorization and procedures

(a) Except for signs exempt from permit requirements, as provided in Section 27-602, departures from sign design standards may be permitted by the Planning Board or Planning Director...

(d) The Planning Board is authorized to approve departures from sign design standards, under procedures and requirements in Part 3, Division 5.

Part 3, Division 5, Subdivision 4 – Departures from Design Standards.

Sec. 27-239.01(b)(7) – Departures from Design Standards

...

(7) Required findings.

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

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

Comment: The Purposes of the Prior Zoning Ordinance are served by the requested DSIDS as it assists the Applicant in its continuation of the creation of quality identification and image for its development such that it attracts quality businesses, diverse tenants and patrons desiring the products and services provided by the tenants of the Proposed Development. The requested DSIDS allows for adequate identification and advertisement in a manner compatible with the I-1 zone and with existing and future uses. Lastly, the requested DSIDS assists in the implementation of the planned growth envisioned by the General Plan and Master Plan, thus generating quality economic development, and furthers the health, safety and welfare of the public by providing safe identification.

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

Comment: As noted above, the sign area increase requested by this DSIDS application is less than that requested and approved by the Planning Board by previous DSIDS within Steeplechase Business Park, each of which was oriented to providing similar signage on the various sides of the subject buildings. Thus, the requested DSIDS is the minimum necessary to provide the same consistency in signage previously established by the approvals for signage within Steeplechase Business Park.

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

Comment: Orientation for the Steeplechase Business Park exists as a result of the surrounding street network's construction and orientation, inclusive of Ritchie-Marlboro Road, Hampton Park Boulevard and Alaking Court. Buildings are visible along the street network, and the architecture is designed to be attractive from the various streets surrounding the Property. Such high visibility from multiple streets is unique to the Property. Thus, as previously found by the Planning Board in each of the previously approved DSDS at Steeplechase Business Park, the need for providing additional identification for the businesses, tenants and users of the Property results from the uniqueness of the Property's location within the street network.

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

Comment: The Applicant's requested DSDS assists in providing consistent, safe and attractive signage at the Property and within the Steeplechase Business Park. Further, the requested DSDS does not impair the other uses within the Steeplechase Business Park or the surrounding neighborhood. The immediate character of the neighborhood is commercial and industrial, and the proposed building mounted signage is both compatible with the surrounding commercial and industrial uses and attractive to the surrounding neighborhood.

II. Conclusion

The Applicant respectfully requests that the Planning Board grant approval pursuant to Section 27-612 of the Prior Zoning Ordinance of this DSDS from Section 27-613 of the Prior Zoning Ordinance. As discussed throughout this Statement, the purposes of the Prior Zoning Ordinance, Master Plan, and General Plan (as well as the previously approved Comprehensive Design Package) are served by this DSDS. Further, the departure requested in DSDS-24001 is both less than that requested by Applicant in the previous DSDS approved at the Steeplechase Business Center and the minimum departure necessary to meet the unique visibility needs of the Property

and its expected uses, businesses and tenants. Finally, the circumstances necessitating the DSDS to provide additional visibility are unique to the Property and its location within the surrounding street network. The above analysis and submitted plans establish that DSDS-24001 satisfies the required findings that the Planning Board must make to approve a DSDS application.

Respectfully submitted,

GINGLES, LLC

By:  _____

André J. Gingles, Esq.
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Laurel, Maryland 20707
Attorney for Applicant

R E S O L U T I O N

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

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

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

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

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

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

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

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

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

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

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

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

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

Woodland Conservation

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

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

The minimum woodland requirement for the site is 14.67 acres of the net tract. An additional 8.07 acres are required due to the removal of woodlands for a total of 22.74 acres of woodland conservation. The plan shows the requirement being met with 4.51 acres of on-site woodland conservation, 4.90 acres of reforestation, and 13.33 acres of off-site mitigation for a total of 22.74 acres. The plan as submitted should reflect the correct acreage of existing woodland on-site, provide permission from DER for reforestation in stormwater management pond areas, increase the amount of on-site preservation, and the computation worksheet should be revised accordingly.

Patuxent River Primary Management Area

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

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

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

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

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

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

PMA Impact Areas 8 and 15: These PMA impacts are for the construction of public water and

sewer lines, which meet the requirement of necessity. Staff recommends approval of the proposed impacts in these areas.

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

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

Water and Sewer Categories

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

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

It appears likely that these improvements will be continued along the south side of Ritchie-Marlboro Road and Walker Mill Road extended. Improvements to the north side of these roads may consist of standard DPW&T improvements, with the master plan trail facility going on the south. In staff's opinion, the best location for the master plan trail is along the south side of the roadway due to the location of existing improvements and the location of nearby Walker Mill Regional Park.

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

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

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

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

Growth Policy—Service Level Standards

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

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

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

Analysis of Traffic Impacts

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

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

The existing conditions at the study intersections are summarized below:

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

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

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	Ritchie Road and Walker Mill Road	874	1,080	A
Ritchie Marlboro Road and site access	Future			
I-95/I-495 SB Ramps and Ritchie Marlboro Road	18.6*	13.8*	--	--
I-95/I-495 NB Ramps and Ritchie Marlboro Road	14.2*	19.3*	--	--

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy. This criterion is applicable to roundabouts as well as standard four-way or three-way intersections.

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

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

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

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

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

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

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

Approval of the plan should be made conditional upon the assumed improvements at Ritchie

Marlboro Road/site access (aka Hampton Park Boulevard), as may be modified by SHA/DPW&T to provide the same or better service levels at that location.

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

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

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

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

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

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

9. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the

Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded that the subdivision is exempt from APF test for schools because it is a nonresidential use.

10. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue facilities and concluded the following:
- a. The existing fire engine service at Ritchie Fire Station, Company 37, located at 1415 Ritchie Marlboro Road, has a service travel time of 2.27 minutes, which is within the 3.25-minute travel time guideline.
 - b. The existing ambulance service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service travel time of 5.80 minutes, which is beyond the 4.25-minute travel time guideline.
 - c. The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service travel time of 5.80 minutes, which is within the 7.25-minute travel time guideline.
 - d. The existing ladder truck service at District Heights Fire Station, Company 26, located at 6208 Marlboro Pike, has a service travel time of 7.40 minutes, which is beyond the 4.25-minute travel time guideline.

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

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

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

11. **Police Facilities**—The proposed development is within the service area for Police District III-Landover. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of June 30, 2002, the county had 874 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for additional 69 sworn personnel. Therefore, in accordance with Section 24-122.01(c) of the Subdivision Regulations, the staff concludes that the existing county police facilities will be adequate to serve the proposed Steeplechase Business Park development.

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

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Harley, seconded by Commissioner Vaughns, with Commissioners Harley, Vaughns, Squire, Eley and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, March 4, 2004, in Upper Marlboro, Maryland.

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

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:JD:meg



APPLICATION FORM

DO NOT WRITE IN THIS SPACE

Application No.(s): _____ Planning Board Review Planning Director Review

Acceptance Date: _____ 70-day limit: _____ Limit waived–New limit: _____

Posting Waived Posting Date: _____ No. of Signs Posted: _____ Agenda Date: _____

Application Fee: _____ Posting Fee: _____ Case Reviewer: _____

Subdivision Development Review Committee Date: _____

Referral Mail-Out Date: _____ Referral Due Date: _____

Date of Informational Mailing: _____ Date of Acceptance Mailing: _____

APPLICATION TYPE: _____ Revision of Case # _____ Companion Cases: _____

Payment option: Check (payable to M-NCPPC) Credit Card General Plan Growth Policy:

PROJECT NAME:

Complete address (if applicable) _____ Tax Account #: _____

Geographic Location (distance related to or near major intersection) _____ Police District #: _____

Total Acreage:	Aviation Policy Area:	Election District:
Tax Map/Grid:	Current Zone(s):	Council District:
WSSC Grid:	Existing Lots/Blocks/Parcels:	Dev. Review District:
Planning Area:	In Municipal Boundary:	Is development exempt from grading permit pursuant to 32-127(a)(6)(A): <input type="checkbox"/> Y <input type="checkbox"/> N

(2002) General Plan Tier: Developed Developing Rural Area of proposed LOD: _____

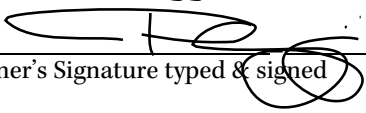
Proposed Use of Property and Request of Proposal: (if same as applicant indicate same/corporation see Disclosure)	Please list and provide copies of resolutions of previously approved applications affecting the subject property:
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Applicant Name, Address & Phone: Owner Name, Address & Phone: (if same as applicant indicate same/corporation see Disclosure)	Consultant Name, Address & Phone: Contact Name, Phone & E-mail:
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SIGNATURE (Sign where appropriate; include Application Form Disclosure for additional owner's signatures)

Patrick Coggins

Patrick Coggins



 Owner's Signature typed & signed Date



 Applicant's Signature typed & signed Date

 Contract Purchaser's Signature typed & signed Date

 Applicant's Signature typed & signed Date

SUBDIVISION CASES – PRELIMINARY PLAN/CONSERVATION SKETCH PLAN:**Type of Application (Check all that apply)**

Conventional <input type="checkbox"/>	Comprehensive Design <input type="checkbox"/>	Conservation Sketch Plan <input type="checkbox"/>	Pre-Preliminary Plan <input type="checkbox"/>
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Variation, Variance or Alternative Compliance Request(s)
 Yes No

Applicable Zoning/Subdivision Regulation Section(s):

Total Number of Proposed:

Lots _____ Outlots _____ Parcels _____ Outparcels _____

Number of Dwelling Units:

Attached _____ Detached _____ Multifamily _____

Gross Floor Area (Nonresidential portion only):

SUBDIVISION CASES – FINAL PLAT:

Water/Sewer: DER Health Dept.

Number of Plats:

CSP/DSP/SDP No.:

WSSC Authorization No.:

Preliminary Plan No.:

Approval Date of Preliminary Plan:

URBAN DESIGN AND ZONING CASES:

Details of Request:

Zoning Ordinance Section(s):

Total Number of Proposed:

Lots _____ Outlots _____ Parcels _____ Outparcels _____

Number of Dwelling Units:

Attached _____ Detached _____ Multifamily _____

Gross Floor Area (Nonresidential portion only):

Variance Request

Yes No

Applicable Zoning/Subdivision Regulation Section(s):

Departure Request

Yes No

Application Filed

Yes No

Alternative Compliance Request

Yes No

Application Filed

Yes No



August 23, 2024

MEMORANDUM

TO: Todd Price, Subdivision Section, Development Review Division

FROM: Evan Shaw, Planner II Transportation Planning Section, Countywide Planning Division ES

VIA: Noelle Smith, AICP Transportation Planning Section, Countywide Planning Division
Crystal Hanock, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-05044-14 & DS DS-24001: Steeple Chase Business Park

Proposal

The subject Detailed Site Plan (DSP) application is being reviewed in conjunction with the accompanied Departure from Sign Design Standards (DS DS) application, which proposes to develop a 15,510 square-foot multi-tenant retail building and additional mounted signage on the new building. The subject site is located in Capitol Heights, on the south side of Alaking Court, in the existing Steeple Chase Business Park. The subject site is located in the Industrial Employment (IE) zone per the current Ordinance and Light Industrial (I-1) per the prior Ordinance. The Transportation Planning Section's (TPS) review of the referenced DSP and DS DS application was evaluated using standards of Section 27 of the prior Zoning Ordinance.

Prior Conditions of Approval

The site is subject to a prior approved Preliminary Plan of Subdivision (PPS), 4-03113, and several revisions to DSP-05044. The PPS established a trip cap of 1120 AM and 1167 PM trips, to which the proposed development will not exceed the cap. There are no conditions within the prior DSPs that are applicable to the current application.

Master Plan Compliance

Master Plan Right of Way

The site is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*. The subject property is adjacent to Ritchie Marlboro Road (A-35), an arterial roadway with a 120-foot right-of-way. The site does not propose direct access to Ritchie Marlboro Road. The property is accessed from Alaking Court, a public road with a 70-foot right-of-way. No dedication is required with this application.

Master Plan Pedestrian and Bike Facilities

Ritchie Marlboro Road has an existing master planned side path and is designated as a planned bicycle lane facility. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* provides guidance for multi-modal circulation through the planning area:

- **Provide sidewalks and neighborhood trail connections within existing communities to improve pedestrian safety, allow for safe routes to Metro stations and schools, and provide for increased nonmotorized connectivity between neighborhoods.**

Comment: The existing site is currently vacant with a sidewalk and an access point constructed. However, the subject application modifies the current configuration and includes a five-foot-wide sidewalk along the frontage that connects to the building entrance. The site plans also include ADA-compliant curb ramps as well as a crosswalk crossing the vehicular access point and within the site. The subject application proposes no modifications to the prior approved pedestrian and bicycle master planned or conditioned facilities.

Transportation Planning Review

Zoning Ordinance Compliance

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

(2) Parking, loading, and circulation

(I) 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:

(ix) Pedestrian and vehicular routes should generally be separate 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

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

(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 to enhance the visual unity of the site.

Comments: The submitted plans include one full movement access point to the site and inter-parcel connectivity along the eastern boundary of the site to the adjacent property. Alaking Court has an existing pedestrian path along the roadway leading to the subject property. The site plan proposes continuous sidewalks, marked crosswalks, and accessible curb ramps on site. The

proposed development requires 61 parking spaces, of which 91 standard, 44 compact, and 6 van-accessible parking spaces are provided. One loading space is required for this development and is included in the parking tabulation. Staff find the proposed pedestrian and vehicular circulation to be acceptable.

Departures from Design Standards

Section 27-239.01(b)(7) of the prior Ordinance provides guidance for departures from sign design standards. The section references the following design guidelines described in Section 27-239.01(b)(7):

(7) Required findings.

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

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

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

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

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

Comment: The subject departure from sign design standards is consistent with the prior approved departures for other businesses within the Steeple Chase Business Park. The area is adjacent to multiple major roadways, as well as the I-495 Beltway, so the increase in signage area is desired for increased location awareness. The signage is proposed for multiple building facades and will be consistent with the existing materials. The signage would not be obstructive nor compromise the quality of the area and would be compatible with the surrounding development and neighborhood.

Conclusion

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

1. Prior to the certification of the detailed site plan, the applicant's heirs, successors and/or assignees shall provide:
 - a. Updated plan sheets that include pedestrian crosswalks, with ADA-compliant curb ramps, for all points of vehicle access.



August 26, 2024

MEMORANDUM

TO: Todd Price, Planner II, Urban Design Section

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

SUBJECT: DSP-05044-14 & DSDS-24001 – Steeplechase Business Park Parcels 69 & 70

1. Add dimensions and height for the proposed building to the sheet with the building layout.
2. The location of the monument sign should be clearly marked on site plan sheet.
3. The fourteenth detailed site plan revision involved some parking calculation updates that should be taken into account with this revision.
4. The Permit Review Section offers no additional comments at this time.



August 28, 2024

MEMORANDUM

TO: Todd Price, Planner II, Zoning Section

VIA: Mridula Gupta, Planner IV, Subdivision Section *MG*

FROM: Jason Bartlett, Planner II, Subdivision Section

SUBJECT: DSP-05044-14 (Steeplechase Business Park, Parcels 69 & 70)

The property subject to this detailed site plan (DSP) amendment is known as Parcels 69 and 70, recorded as part of Steeplechase Business Park in the Prince George's County Land Records in Plat Book SJH 250 Plat no. 9.

The subject property consists of 2.30 acres and is zoned Industrial, Employment (IE). This amendment to DSP-05044, was submitted for review pursuant to the prior Zoning Ordinance and Subdivision Regulations and the property's prior Light Industrial (I-1) Zone. This DSP amendment was accepted for review on June 20, 2024. Comments were provided to the applicant during the SDRC meeting on August 16, 2024. This referral is based upon revised plans received on August 22, 2024.

The applicable Preliminary Plan of Subdivision (PPS) 4-03113 was approved by the Prince George's County Planning Board on March 11, 2004 (PGCPB Resolution No. 04-49), for an overall development titled Steeplechase Business Park containing 110.26 acres in the prior I-1 Zone. PPS 4-03113 approved 28 lots, 4 parcels, and 1 outparcel for development of an industrial/business park consisting of approximately 850,000 square feet of space including bank, restaurants, gas station, office, retail, and warehouse space.

Steeplechase Business Park was approved to be an integrated shopping center. DSP-05044 approved development of Parcels 69 and 70, along with adjoining Parcel 68, with two sit-down restaurants totaling 15,171 square feet. DSP-05044 is now being amended to develop the property with a 15,150-square-foot multi-tenant retail building. While Parcel 69 is currently undeveloped, Parcel 70 is developed with a parking lot.

The resolution of 4-03113 provides a transportation analysis based on approximately 850,000 square feet of total development. The Transportation Planning Section, in their review of this application, has provided determination that the proposed development on Parcel 69 and 70 is within the approved capacity for the overall development evaluated with the PPS, and does not exceed the trip cap of 1,120 AM and 1,167 PM established with 4-03113.

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

conformance to the conditions follows each one in plain text:

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

The applicant submitted an approved Stormwater Management (SWM) Concept Plan (8004290-2000-09) and approval letter with the subject DSP. The Environmental Planning Section should further review the SWM concept plan for conformance to Condition 3.

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

This condition appears as Note 7 on the recording plat for the property, Plat Book SJH 250 Plat No. 9. Condition 4 will be evaluated for conformance at the time of building permit for the proposed building.

5. The master plan trail facility along Ritchie Marlboro Road should be continued along the south side of the roadway in the vicinity of the subject site, in keeping with recent DPW&T road improvements in this area. Standard road frontage improvements to the subject site's frontage of Ritchie Marlboro Road (including a standard sidewalk) are recommended at the time of street construction permits, per the concurrence of DPW&T.

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

- a. **Along Ritchie Marlboro Road/Walker Mill Road, provide a westbound right-turn lane and an eastbound left-turn lane.**
- b. **Along Hampton Park Boulevard at the approach to Ritchie Marlboro Road/Walker Mill Road, provide an exclusive right-turn lane and dual left-turn lanes.**
- c. **Provide the necessary traffic signal warrant studies and install a traffic signal at Ritchie Marlboro Road/Hampton Park Boulevard, if warranted, at the time it is deemed necessary by the responsible transportation agency.**

The Transportation Planning Section should review DSP to ensure that the facilities required under Conditions 5 and 6 are complete.

Additional Comments

None.

Recommended Conditions

None.

This referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plats, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



Division of Environmental Health/Disease Control

Date: July 1, 2024

To: Mridula Gupta, Urban Design, M-NCPPC

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

Re: DSP-05044-14 & DSDS-24001 (Steeplechase Business Park Parcels 69 & 70)

The Environmental Engineering / Policy Program of the Prince George's County Health Department have completed a health impact assessment review of the detailed site plan for the Steeplechase Business Park parcels 69 and 70 located at 9221 and 9241 Alaking Court in Capitol Heights following comments / recommendations:

1. Health Department permit records indicate there are approximately 5 existing carry-out/convenience store food facilities and one markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. ***The applicant should consider designating retail space for a food facility that provides healthy options such as fresh fruits and vegetables.***
2. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
3. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

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



Environmental Engineering/Policy Program
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



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Marshal

August 22, 2024

Todd Price, Planner II
Zoning Section
The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774

Dear Mr. Price:

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for DSP-05044-14 & DSDS-24001 (Steeplechase Business Park Parcels 69 & 70). While I advised that we had no comments during the SDRC meeting on 8/16/24, I would like to offer the following comment which is informational only as the civil plan does not show a non-compliant arrangement:

- 1) The location of a proposed fire department connection (FDC) is not shown on the provided DSP. If an FDC will be provided, please ensure it is located on the front, address side of the building in accordance with Subtitle 4-167. Any FDC must be located within 200' of a fire hydrant measured as hose is laid by the fire department; along drive aisles, around corners, around obstacles, etc.

Sincerely,

A handwritten signature in black ink, appearing to read "JMR", written over a white background.

James V. Reilly
Project Coordinator III



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Office of the Director



MEMORANDUM

June 24, 2024

TO: Todd Price, Subdivision Review Section
Maryland-National Capital Park & Planning Commission

FROM: Shirley Anthony Branch, Water and Sewer Plan Coordinator *SAB*
Site/Road Plan Review Division, DPIE

RE: SDRC Comments – Steeplechase Business Park, Parcels 69 & 70
DSP-05044-14 & DSDS-24001

Below are my comments on the referenced Detailed Site Plan that is scheduled for review at the **July 5, 2024 SDRC** meeting. This is a first response for this plan. Should you have any questions regarding the attached information, please feel free to contact.

DSP-05044-14 Steeplechase Business Park
Tax IDs: 4059606, 4048237
Tax Map: 74 D-3/4; Parcels 69 & 70; Plat: 13250009
Acres: 2.03; Current Zone: IE
WSSC Grid: 202SE08
DPIE North District

1. The 2018 Water and Sewer Plan designates the subject property, platted Parcels 69 and 70 in Water and Sewer Category 3, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act – approved for water and sewer service. The aerial view reflects the parcels as undeveloped.
2. Water and sewer lines in Alaking Court abut both parcels.

*The Department of Permitting, Inspections and Enforcement (DPIE) determines the validity in category designations of the Prince George's County Water and Sewer Category Maps. Information reflects the category designated by the 2018 Water and Sewer Plan and its amendments deemed accurate as of **January 5, 2024**. Any dispute of the designated category or comments herein may be addressed to the Site/Road Plan Review Division, Water and Sewer Plan Coordinator, at 301.636.2060.*

cc: Rey S. de Guzman, P.E., Acting Associate Director, S/RPRD, DPIE
Steven G. Snyder, P.E., North District, S/RPRD, DPIE



Countywide Planning Division
Environmental Planning Section

301-952-3650

July 31, 2024

MEMORANDUM

TO: Todd Price, Planner II, Subdivision Section, DRD

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

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

SUBJECT: **Steeplechase Business Park Parcels 69 & 70; DSP-05044-14**

The Environmental Planning Section (EPS) has reviewed detailed site plan DSP-05044-14, submitted for Steeplechase Business Park Parcels 69 and 70, accepted for review on June 20, 2024. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on July 5, 2024. Revised information was not requested. The EPS recommends approval of DSP-05044-14 subject to no conditions.

PROPOSED ACTIVITY

The current application is for the redevelopment of retail establishments on Parcels 69 and 60. 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

This site has a prior Type 2 Tree Conservation Plan, TCPII-128-90-11, approved January 22, 2018. The proposed redevelopment of Parcels 69 and 70 is within the limits of disturbance of the existing development. The parcels in question do not contain any regulated environmental features or woodlands and are fully developed with a building and parking area. As such, revisions to the TCPII are not required for conformance. A Natural Resources Inventory Equivalency Letter NRI-059-2024, approved on April 29, 2024, for the proposed activity was submitted with this application. This site has an approved stormwater management plan and associated letter 8004290-2000-09, which was approved April 23, 2023, and expires April 23, 2026.

No other environmental requirements have been identified for this application.