

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



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

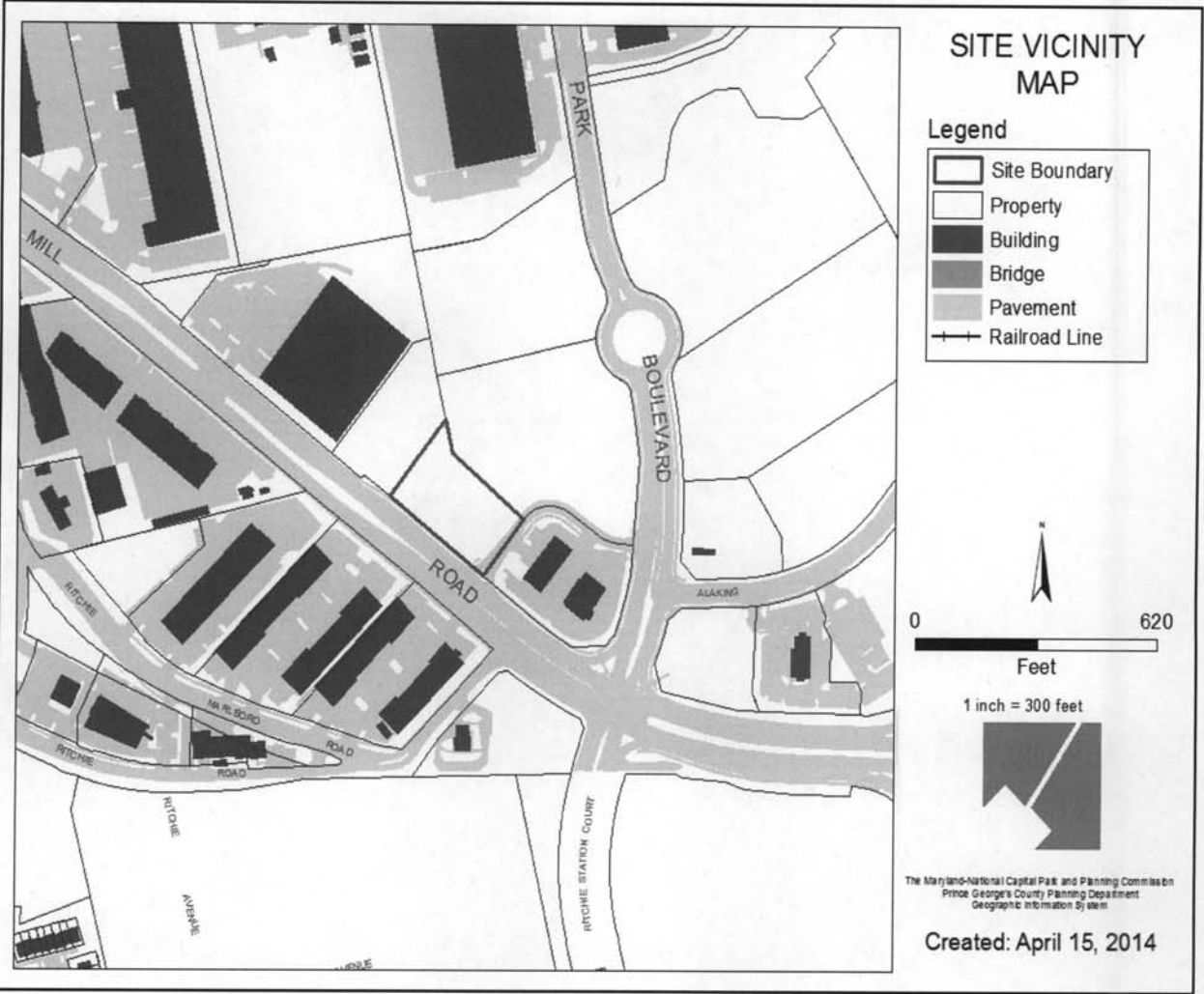
Detailed Site Plan

DSP-14009

Application	General Data	
Project Name: Steeplechase Business Park, Parcels 58 and 59 (Advance Auto/Sonic) Location: On the northeast side of Walker Mill Road, approximately 400 feet west of its intersection with Hampton Park Boulevard. Applicant/Address: Atapco Properties, Inc. One South Street, Suite 2800 Baltimore, MD 21202	Planning Board Hearing Date:	12/18/14
	Staff Report Date:	12/02/14
	Date Accepted:	10/15/14
	Planning Board Action Limit:	12/24/14
	Plan Acreage:	2.0
	Zone:	I-1
	Dwelling Units:	N/A
	Gross Floor Area:	9,175 sq. ft.
	Planning Area:	75A
	Council District:	06
	Election District:	13
	Municipality:	N/A
200-Scale Base Map:	202SE08	

Purpose of Application	Notice Dates	
To develop a one-story 6,831-square-foot Advance Auto automotive parts retail building and a 2,344-square-foot Sonic fast-food restaurant with drive-through service.	Informational Mailing:	04/28/14
	Acceptance Mailing:	10/15/14
	Sign Posting Deadline:	11/18/14

Staff Recommendation		Staff Reviewer: Cynthia Fenton Phone Number: 301-952-3412 E-mail: Cynthia.Fenton@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-14009
Steeplechase Business Park, Parcels 58 and 59

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

EVALUATION

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

- a. The requirements of the Zoning Ordinance in the Light Industrial (I-1) Zone.
- b. The requirements of Preliminary Plan of Subdivision 4-03113.
- c. The requirements of the 2010 *Prince George's County Landscape Manual*.
- d. The requirements of the Prince George's County Tree Canopy Coverage Ordinance.
- e. Referral comments.

FINDINGS

Based upon the analysis of the subject application, the Urban Design Section recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) application is for approval of a 6,831-square-foot auto parts store and a 2,344-square-foot eating and drinking establishment with drive-through service.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	I-1	I-1
Use(s)	Vacant	Retail, Restaurant
Acreage	2.0	2.0
Parcels	2	2
	(Parcel 43; p/o Parcel 25)	(Parcels 58 and 59)
Total building GFA	N/A	9,175 sq. ft.
Auto part sales	N/A	6,831 sq. ft.
Eating & Drinking Establishment	N/A	2,344 sq. ft.

OTHER DEVELOPMENT DATA:

Parking Required **86 spaces**

Retail—6,831 sq. ft. @ 1 space /150 sq. ft. (first 3,000 sq. ft.)	20 spaces
3,831 sq. ft. @ 1 space /200 sq. ft. (above 3,000 sq. ft.)	20

Restaurant—56 seats @ 1 space / 3 seats	20 spaces
1,264 sq. ft. @ 1 space /50 sq. ft.	26 spaces

Total Parking Provided **89 spaces**

Standard Spaces	84
Standard ADA Spaces	1 space
Van-Accessible ADA Spaces	4 spaces

Loading Spaces Required **2 spaces**

Retail – 2,000-10,000 sq. ft.	1 space
Restaurant – 2,000-10,000 sq. ft.	1 space

Loading Spaces Provided **2 spaces**

3. **Location:** The subject property is located on the northeast side of Walker Mill Road, approximately 400 feet west of its intersection with Hampton Park Boulevard, in Planning Area 75A, in Council District 6.

4. **Surrounding Uses:** The subject property is bounded to the north by vacant land, which contains a stormwater management facility; to the east and west by commercial uses all in the Light Industrial (I-1) Zone and all of which are part of the Steeplechase Business Park development; and to the south by the public right-of-way of Walker Mill Road. Across Walker Mill Road are multi-tenant industrial uses in the I-1 Zone.

5. **Previous Approvals:** A Preliminary Plan of Subdivision, 4-03113, was approved for 28 lots (PGCPB Resolution No. 04-49), including the subject property on March 11, 2004. The preliminary plan expired on March 11, 2006 and there are currently 24 parcels platted. A final plat for Parcel 23 of the subject property was recorded in Plat Book REP 205-95 on April 5, 2005. A final plat for Parcel 43 (previously Parcel 25) was originally approved and recorded in Plat Book REP 205-93 on April 5, 2005, and subsequently revised to adjust the common boundary lines and recorded in Plat Book MMB 233-86 on March 13, 2011.

6. **Design Features:** The applicant proposes to develop a one-story 6,831-square-foot Advance Auto automotive parts retail building on proposed Parcel 59, and a 2,344-square-foot Sonic fast-food restaurant with drive-through service on proposed Parcel 58. The pad sites are located in the Steeplechase Business Park between the existing Tires Plus automotive service use to the west and a shared access driveway to the east. Across the driveway is a WAWA gas station and convenience store. Both of the proposed buildings are oriented toward, and set back from, Walker Mill Road. Access will be via the shared access driveway between Parcels 24 and 43 on Walker Mill Road, which extends to Hampton Park Boulevard. An inter-parcel connection through Parcel F provides additional access to Walker Mill Drive. There is no direct access to proposed Parcels 58 and 59 from Walker Mill Drive. Parking is provided on all sides and between the proposed uses, including existing parking for the Tires Plus on the west side of the auto parts store. In addition to the drive-through service for the Sonic fast-food restaurant, 12 car stalls covered by a ten-foot-high canopy are provided with menu boards as an ordering option. An outdoor dining area with seating for a party of 16 people is proposed for the Sonic fast-food restaurant on the south side of the building. The seating area is separated from the parking area by proposed landscaping. The seating area should be labeled on the plan and details provided.

Architecture

The Advance Auto Parts building is generally square-shaped, with an extension in the rear. The building has a flat roof and is faced in red brick with a contrasting split-face watertable along all elevations. The glass entrance is framed by a slightly projecting entrance element with the same brick and split-face materials. A band of narrow windows approximately six feet high is framed by a brick soldier course and header on the two side elevations, and pilasters continuing the same design provide vertical accents. The brick soldier course wraps around the entire building. The roofline is accented with a contrasting cornice.

The Sonic fast-food restaurant is a rectangular-shaped building proposed to be faced in a combination of red brick and complementary cementitious siding, with vertical areas of stone veneer providing additional texture to the façade. The front (south, facing Walker Mill Road) and drive-through (west) elevations include a yellow metal arched canopy over the entrances and drive-through window, respectively. Additional details including bullnose fascia and large windows on the two side elevations provide roofline variation and visual interest with a contemporary feel. The bullnose fascia over portions of the side elevations appears to be identical to that proposed along the car stall canopy, but it should be labeled. All of the materials and features on the elevations should be identified in a legend. Two poster board displays are also provided on the side elevations and those details are shown on the plan.

Signage

A total of approximately 263.46 square feet of building-mounted signage over the entrance and a monument sign approximately 70 square feet, including a lettered area and a brick base, are proposed for the Advance Auto Parts retail building. A total of approximately 68 square feet of building-mounted signage and a monument sign approximately 98.7 square feet, including a lettered area and a brick veneer base with a pre-cast concrete cap, are proposed for the Sonic. In

addition, site signage is proposed for the Sonic fast-food restaurant, including directional signs and menu boards with ordering systems for the drive-through and parking stalls. Non-advertising window signage is also proposed. Signage is discussed in greater detail in Finding 7 below.

Lighting

The lighting fixtures proposed for the site are pole lights, and details have been provided. A note should be included on the DSP stating that the proposed fixtures are full cut-off luminaires. No building-mounted lighting is shown on the DSP; if building-mounted lighting is proposed, the details should be included on the plan.

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the I-1 Zone and the site plan design guidelines of the Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in industrial zones. The proposed eating and drinking establishment, including drive-through, is permitted when located within an industrial park per Footnote 10, with an approved DSP. Retail sales of auto parts are permitted by-right in the I-1 Zone.
 - b. The DSP shows a site layout that is generally consistent with the applicable site design guidelines; however, the site plan should demonstrate conformance with Section 27-474, regulations regarding required green space (ten percent in the I-1 Zone).
 - c. The signage within the DSP has been reviewed for conformance with Section 27-613, which governs signs attached to a building or canopy. The submitted plans provide dimensions for the proposed building-mounted signage which indicate that the square footage for Advance Auto Parts exceeds the allowed standards. The entire sign area should be calculated for the total square footage provided. The sign area must either be reduced or a departure must be obtained.

The total square footage of building-mounted signage for the Sonic fast-food restaurant falls within the allowed standards.

The signage within the DSP has also been reviewed for conformance with Section 27-614, which governs freestanding commercial signs. The submitted plans propose two freestanding monument signs located along Walker Mill Road outside of the public utility easement, one each for Advance Auto Parts and the Sonic fast-food restaurant. It appears that the freestanding monument sign for Advance Auto Parts exceeds the allowable standards. As it is currently proposed, the entire sign face and brick base must be calculated into the total square footage. The base must be differentiated from the sign face if it is not to be included in the sign calculation. Either the signage must be reduced to fall within the allowable standards or be modified so the base is differentiated from the sign face, or a departure must be obtained.

For the Sonic fast-food restaurant, the smaller directional signs provided to guide customers through the site present a coherent unified sign package. Dimensions and basic material labels were provided for these signs; however, no chart was provided showing conformance with the regulations of Section 27-614. Staff estimates that these requirements are being met; however, the plan should be revised to include a chart demonstrating this for all of the provided signage. In addition, the DSP should

demonstrate that the window signage proposed meets the requirements of Section 27-639(a)(1).

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

1. **Prior to signature approval of the preliminary plan:**

a. **The plan shall be revised as follows:**

- (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.**

This portion of the site was ultimately approved and developed with a shared access between Parcels 24 and 43, fronting on Walker Mill Road, which extends from Walker Mill Road (right-in/right-out access only) to Hampton Park Boulevard. The DSP proposes an additional parcel in this location and an inter-parcel connection for Parcels 58 and 59, which is an intensification of use to the existing shared access.

The inter-parcel connection should be established pursuant to Section 24-128(b)(9) of the Subdivision Regulations through the final plat process and an access easement recorded to set forth the rights, restrictions, and responsibilities of the properties who share the access, along with the rights of The Maryland-National Capital Park and Planning Commission (M-NCPPC), and the liber/folio reference of the recorded document should be reflected on the final plat.

Comment: The DSP was referred to the Department of Permitting, Inspection and Enforcement (DPIE) and the Transportation Planning Section for evaluation of access and potential impacts from the additional parcel on the access easement. No concerns were expressed with regard to the intensification of use on the shared access driveway.

9. **2010 Prince George's County Landscape Manual:** The proposed development is subject to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.5, Stormwater Management Facilities; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

- a. **Section 4.2, Requirements for Landscape Strips Along Streets**—Applies to all public and private road frontages, which includes only the southern edge of the subject site adjacent to Walker Mill Road. The site plan is in conformance with these requirements.
- b. **Section 4.3(c)(1), Parking Lot Perimeter Landscape Strip Requirements**—Applies when proposed parking lots are within 30 feet of an adjacent property line. The site plan is generally in conformance with these requirements; however, wheel stops should be provided for the parking spaces adjacent to Parcel 23.

- c. **Section 4.3(c)(2), Parking Lot Interior Planting Requirements**—Requires that a certain percentage of the interior parking area, in accordance with the size of the parking lot, be planted with one shade tree for each 300 square feet of planting area. The landscape plan identifies a parking area totaling 50,715 square feet, which is subject to a ten percent requirement. The landscape plan provides 10.1 percent of the total parking lot area in interior planting area and proposes a total of 18 shade trees, which satisfies the requirements of Section 4.3(c)(2). The five River Birch proposed should be replaced with another shade tree better suited to this location.
 - d. **Section 4.4, Screening Requirements**—Requires that all dumpsters and loading spaces be screened from all public roads and adjacent properties. The proposed trash facilities are enclosed by an eight-foot-high solid wall. This sight-tight wall enclosure is consistent with the Landscape Manual requirements in this section. The loading spaces are sufficiently screened by either the building (Advance Auto Parts) and/or landscaping (Sonic fast-food restaurant).
 - f. **Section 4.7, Buffering Incompatible Uses**—Requires a buffer be provided between adjacent incompatible land uses. The Sonic fast-food restaurant and Advance Auto Parts were evaluated as one site and do not require a Section 4.7 buffer between them. Furthermore, the adjacent use to the west, Tires Plus, is considered a compatible use with the auto parts store; therefore, conformance with this section is not applicable.
 - h. **Section 4.9, Sustainable Landscaping Requirements**—Requires that certain percentages of native plants be provided on-site, along with no invasive plants and no plants being planted on slopes steeper than three-to-one. The submitted landscape plan provides the required schedule and shows the requirements of this section being met. The plant schedule should be revised to reflect the correct number of shrubs provided; the Section 4.9 schedule should be adjusted accordingly.
10. **Prince George's County Tree Canopy Coverage Ordinance:** The project is subject to the requirements of Subtitle 25, Division 3: The Tree Canopy Coverage Ordinance. The requirement for the subject property (Parcels 58 and 59) is ten percent of the gross tract area or 2.0 acres (87,120 square feet) based on the I-1 zoning. The landscape plan received November 23, 2014 shows the requirement of 8,712 square feet of canopy being met by 8,725 square feet of proposed shade trees.
11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
- a. **Community Planning Division**—In a memorandum dated November 14, 2014, the Community Planning Division indicated that findings of conformance to the 2010 *Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment* or the *Plan Prince George's 2035 Approved General Plan* are not required with this application, and that there are no master plan issues associated with this application. The subject property is within the Joint Base Andrews Interim Land Use Control Area (ILUC), Imaginary Runway Surfaces B and G, but is not impacted by the height restrictions.

- b. **Transportation Planning Section**—In a memorandum dated November 17, 2014, the Transportation Planning Section indicated that access and on-site circulation, including queuing space and inter-parcel connectivity, are adequate. It was concluded that, from a transportation standpoint, the DSP is acceptable.
- c. **Trails**—In a memorandum dated November 25, 2014, the trails coordinator provided the following comments:

The Transportation Planning Section has reviewed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment* (Subregion 4 Master Plan and SMA) in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application is a DSP for a restaurant and commercial retail use in the I-1 Zone. The site is located along the north side of Walker Mill Road, approximately 400 feet west of Hampton Park Boulevard.

Master Plan Conformance

The MPOT and the Subregion 4 Master Plan and SMA recommend a master plan trail and bike lanes along Walker Mill Road, including the frontage of the subject site. The Bicycle and Trails map included in the MPOT recommends both a sidepath along Walker Mill Road and on-road bicycle lanes. The MPOT (page 29) includes the following wording regarding the sidepath:

Walker Mill Road Side path/Wide Sidewalk: This project should be implemented as a shared-use side path or wide sidewalk. This facility will connect to the existing wide sidewalk along Ritchie Marlboro Road at the Capital Beltway interchange. This facility will provide access to Walker Mill Regional Park, John H. Bayne Elementary School, and Walker Mill Business Park.

The master plan (page 118) includes the following additional text regarding the needed improvements:

Walker Mill Road: Implement bike lanes and a sidepath from Silver Hill Road to the Capital Beltway.

In the vicinity of the subject site, this master plan trail has been constructed as an eight-foot-wide sidewalk along the south side of the road. The wide sidewalk currently ends just east of the subject property at the intersection with Ritchie Road. Due to the fact that this master plan facility extends along the south side of Walker Mill Road from Ritchie Road to Ritchie-Marlboro Road (a distance of approximately 5,058 linear feet), in all likelihood the facility will be continued along the south side of the road as additional frontage improvements are made or road improvements funded. The subject site's frontage has an existing standard sidewalk. Designated bike lanes (or other appropriate on-road bicycle treatment) can be considered by the operating agency at the time the road is resurfaced and restriped.

The Complete Streets section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

Sidewalks exist along all of the road frontages of the subject site, including Walker Mill Road and the access road around the adjacent WAWA. Furthermore, the submitted DSP includes internal sidewalks and designated walkways that link both of the proposed uses to the public rights-of-way. These walkways also provide connectivity between the proposed Advance Auto Parts store and the Sonic fast-food restaurant. The existing and proposed sidewalks and walkways will adequately accommodate pedestrian movement through and along the subject site. Although bicycle traffic will likely remain low in the largely auto-oriented business park, a small amount of bike parking is recommended at the Sonic fast-food restaurant, as additional bicycle trips will be generated as new residential development occurs in the vicinity and designated bike lanes are added to area roads.

Conclusion

From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a DSP as described in Section 27-285 of the Zoning Ordinance if the approved site plan is subject to the following proposed condition:

- (1) Prior to signature approval of the DSP, a bicycle rack(s) accommodating a minimum of five bicycles shall be shown on the plan and details shall be provided.

- d. **Subdivision Review Section**—In a memorandum dated November 14, 2014, the Subdivision Review Section provided a review of the applicable condition attached to approval of the relevant Preliminary Plan of Subdivision, 4-03113, which has been incorporated into Finding 8 above. They also provided the following summarized comments:

The DSP does not accurately reflect the metes and bounds of the currently recorded parcel configurations for Parcels 23 and 43. Subsequent to the approval of the DSP, a final plat will need to be recorded for the newly configured parcels. Moreover, the DSP appears to propose a resubdivision of Parcels 23 and 43 into three parcels (Parcels 58, 59, and 60). Since the preliminary plan has expired, further subdivision of the property will require a new preliminary plan or the applicant must consolidate lots elsewhere in the subdivision so that no additional buildable parcels are created above the existing 24 buildable parcels. The proposed additional parcel on an arterial roadway will need to establish a shared-access easement, which requires authorization from the Planning Board pursuant to Section 24-128(b)(9) of the Subdivision Regulations.

Failure of the site plan and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

Comment: At the Subdivision and Development Review Committee (SDRC) meeting held on November 7, 2014, the applicant indicated that they would be consolidating parcels in another location of the subdivision in order to create the additional parcel proposed in this DSP application. Conditions are included in the Recommendation section addressing the subdivision issues.

- e. **Permit Review Section**—The Permit Review Section provided verbal comments, which are either not applicable at this time, have been addressed through revisions to the plans, or are addressed through proposed conditions of approval of this DSP.
- f. **Environmental Planning Section**—In an e-mail dated October 30, 2014, the Environmental Planning Section indicated that the current proposal is in conformance with previously approved Type II Tree Conservation Plan TCPII-128-90-08 and the conditions of approval. No other additional information is needed.
- g. **Historic Preservation Section**—In an e-mail dated October 24, 2014, the Historic Preservation Section commented that the subject application will have no impact on historic sites or historic resources.
- h. **Prince George's County Fire/EMS Department**—In a memorandum dated November 2, 2014, the Fire/EMS Department issued standard comments for the subject application.
- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated November 25, 2014, DPIE provided the following summarized comments:
 - (1) All improvements within county public rights-of-way are to be in accordance with the County Road Ordinance, Prince George's County Department of Public Works and Transportation (DPW&T) specifications and standards, and the Americans with Disabilities Act (ADA).
 - (2) General comments pertaining to required compliance with DPW&T's Utility Policy and specifications and standards for storm drainage systems and street trees and lighting are provided.
 - (3) The site has an approved Stormwater Management Concept Plan (8004290-2000-08) dated October 8, 2014, which proposes to convert existing Pond No. 1 to underground storage. Water quality and quantity for proposed Parcels 58 and 59 were to be provided in the existing Pond No. 1. A site concept plan is required for Parcels 58 and 59 to show and clarify how water quality is being met for the parcels.
 - (4) General comments pertaining to stormwater management are provided.

Comment: A condition is included in the Recommendation section requiring the applicant to demonstrate that the DSP is in conformance with an approved stormwater management concept plan.

- j. **Prince George's County Police Department**—In a memorandum dated October 31, 2014, the Police Department provided comments regarding adequate spacing between trees and light fixtures to avoid interference with light distribution.

Comment: The applicant has made some adjustments to the placement of trees and light poles shown on the landscape plan to address this concern. A condition is also included in the Recommendation section to ensure that the tree canopy does not interfere with light distribution.
 - k. **Prince George's County Health Department**—At the time this technical staff report was written, comments had not been received from the Health Department. However, their standard conditions regarding dust and noise are included in the Recommendation section.
 - l. **Maryland State Highway Administration (SHA)**—In an e-mail dated November 7, 2014, SHA commented that they are deferring review of the subject application to DPIE and M-NCPPC. The two proposed parcels are subject to an approved preliminary plan and fall under the approved trip cap; no further coordination with SHA is required.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated October 21, 2014, WSSC offered comments on needed coordination with buried utilities and WSSC easements and the requirements for connection to the existing water and sewer lines.
 - n. **Verizon**—At the time this technical staff report was written, comments had not been received from Verizon.
 - o. **Potomac Electric Power Company (PEPCO)**—At the time this technical staff report was written, comments had not been received from PEPCO.
12. Based upon the foregoing analysis and as required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
 13. Section 27-285(b)(4) of the Zoning Ordinance requires that a detailed site plan demonstrate that the regulated environmental features have been preserved and/or restored to the fullest extent possible. Because the site does not contain any regulated environmental features, this required finding does not apply.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-14009, Steeplechase Business Park, Parcel 58 and 59, subject to the following conditions:

1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:
 - a. Revise the detailed site plan (DSP) as follows:
 - (1) Indicate the monument sign setbacks from the right-of-way.
 - (2) Provide a chart for the freestanding and building-mounted signage showing the regulations in Sections 27-613 and 27-614 of the Zoning Ordinance being met. Calculations for what is permitted and what is being provided shall be included.
 - (3) Demonstrate that all of the proposed window signage meets the requirements of Section 27-639(a)(1) of the Zoning Ordinance.
 - (4) A bicycle rack(s) accommodating a minimum of five bicycles shall be shown on the plan and details shall be provided.
 - (5) Provide a plan note that indicates conformance to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
 - (6) Provide a plan note that indicates the applicant's intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
 - (7) Submit documentation from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) that the DSP is in conformance with an approved stormwater management concept plan.
 - (8) Show the outdoor seating area on the plans and provide details of the proposed furniture.
 - (9) Provide wheel stops for the parking spaces adjacent to Parcel 23 in compliance with Section 4.3-1(c)(i) of the 2010 *Prince George's County Landscape Manual*.
 - (10) Revise the landscape plan to replace the five proposed River Birch with another shade tree in conformance with Section 4.3(c)(2) of the 2010 *Prince George's County Landscape Manual*.
 - (11) Revise the plant schedule to accurately reflect the shrubs provided on the landscape plan and adjust the landscape plan Section 4.9-1 schedule accordingly.
 - (12) If building-mounted lighting is proposed, details of the proposed lighting fixtures shall be provided.
 - (13) A photometric plan shall be provided. Landscaping shall be adjusted as necessary to avoid interference with light distribution.
 - (14) All light fixtures shall be full cut-off luminaires.

- (15) Demonstrate conformance with Section 27-474 of the Zoning Ordinance, regulations requiring ten percent green space in the Light Industrial (I-1) Zone.
 - (16) The building-mounted signage for Advance Auto Parts shall be reduced in compliance with Section 27-613 of the Zoning Ordinance, or the applicant shall obtain a departure from sign design standards.
 - (17) The monument sign for Advance Auto Parts shall either be reduced in compliance with Section 27-614 of the Zoning Ordinance, or the sign base shall be modified so it is differentiated from the sign face and thereby excluded from the total sign area calculation, or the applicant shall obtain a departure from sign design standards.
2. Prior to approval of permits, the applicant shall obtain approval of the following:
 - a. A minor final plat to consolidate buildable parcels so that 23 or fewer buildable parcels are yielded within the geographic limits of Preliminary Plan of Subdivision 4-03113; and
 - b. A final plat to record the parcel configuration as shown in this detailed site plan, resulting in a total of no more than 24 buildable parcels.
 3. Prior to approval of the final plat for the parcels included in this detailed site plan, the applicant shall submit an executed vehicular shared-access easement agreement to be reviewed and approved by The Maryland-National Capital Park and Planning Commission (M-NCPPC) and recorded in the Prince George's County Land Records with the liber and folio reflected on the final plat prior to recordation.
 4. A note on the final plat shall indicate that no direct access is provided to Parcels 58 and 59 from Walker Mill Road.

ITEM:

CASE: DSP-14009

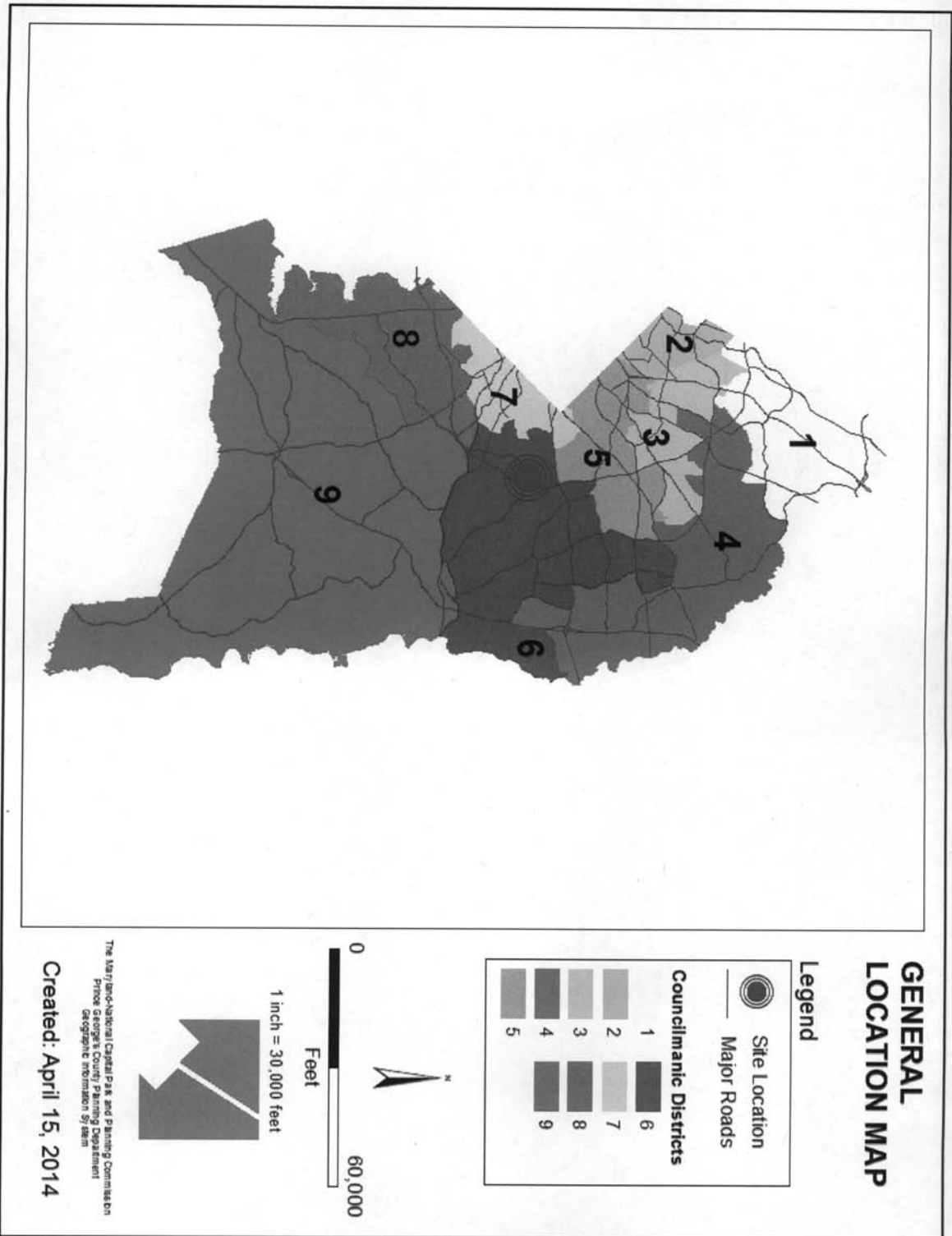
**STEEPLECHASE BUSINESS PARK
PARCEL 58 & 59
(SONIC AND ADVANCE AUTO PARTS)**

THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



GENERAL LOCATION MAP

Case # DSP-14009

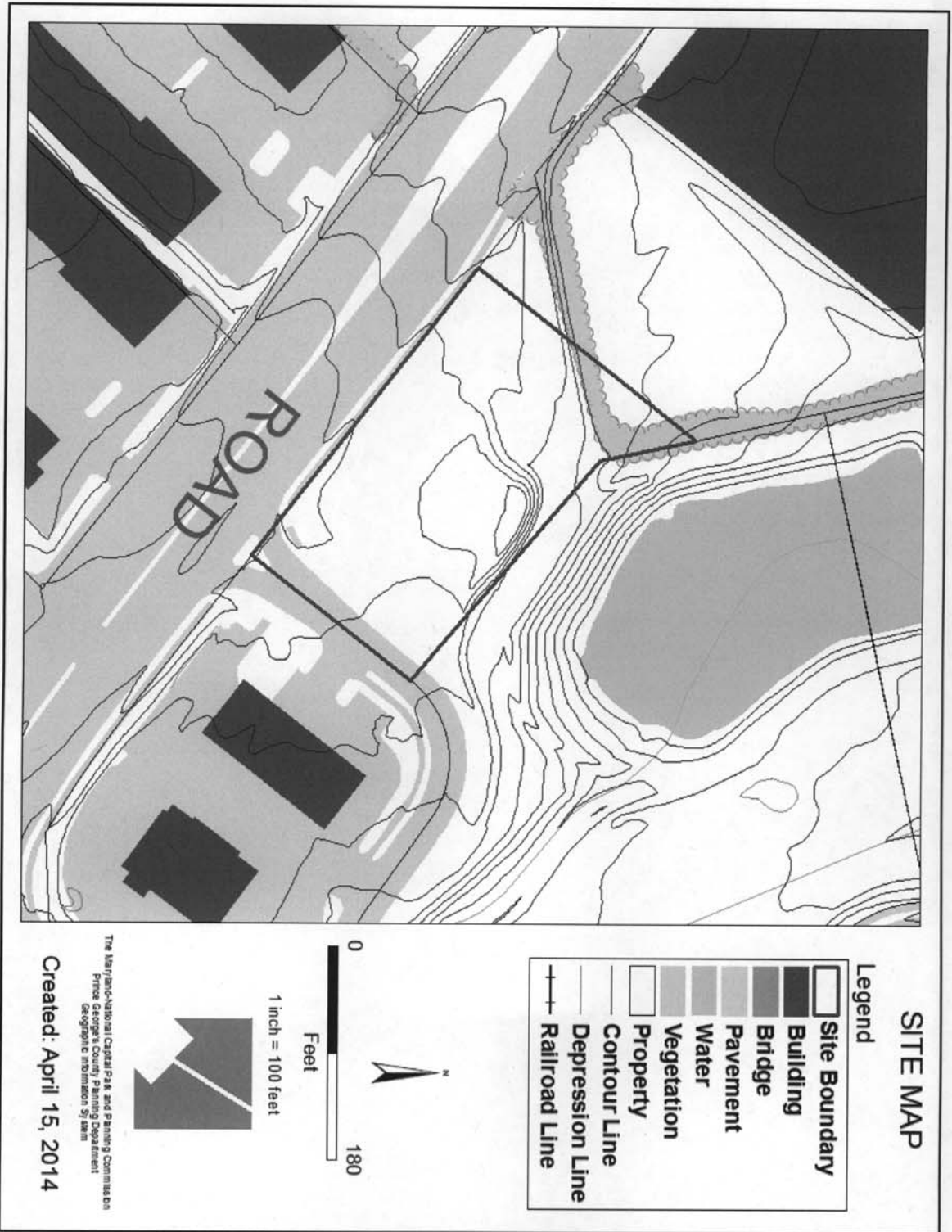


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SITE VICINITY

Case # DSP-14009

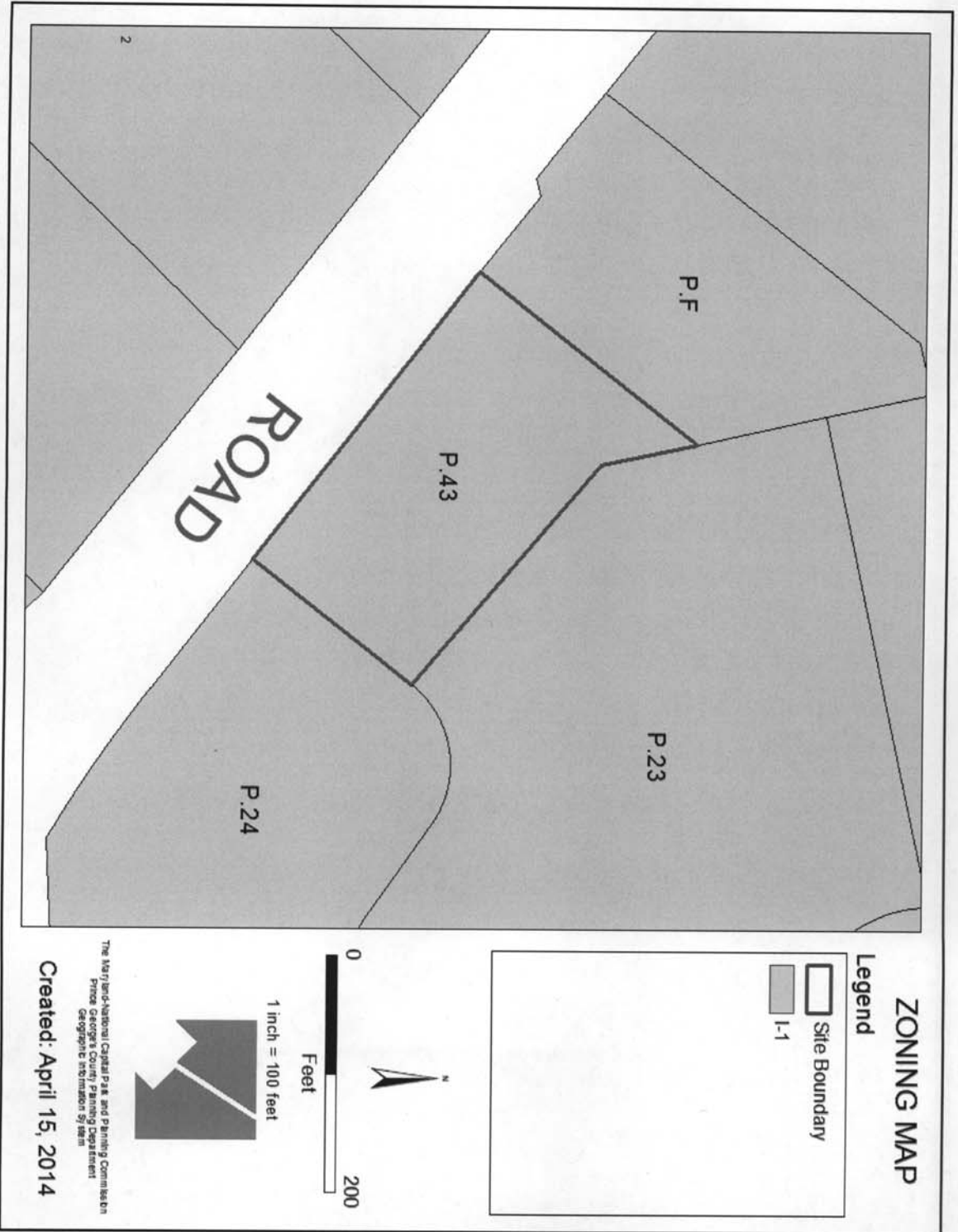


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ZONING MAP

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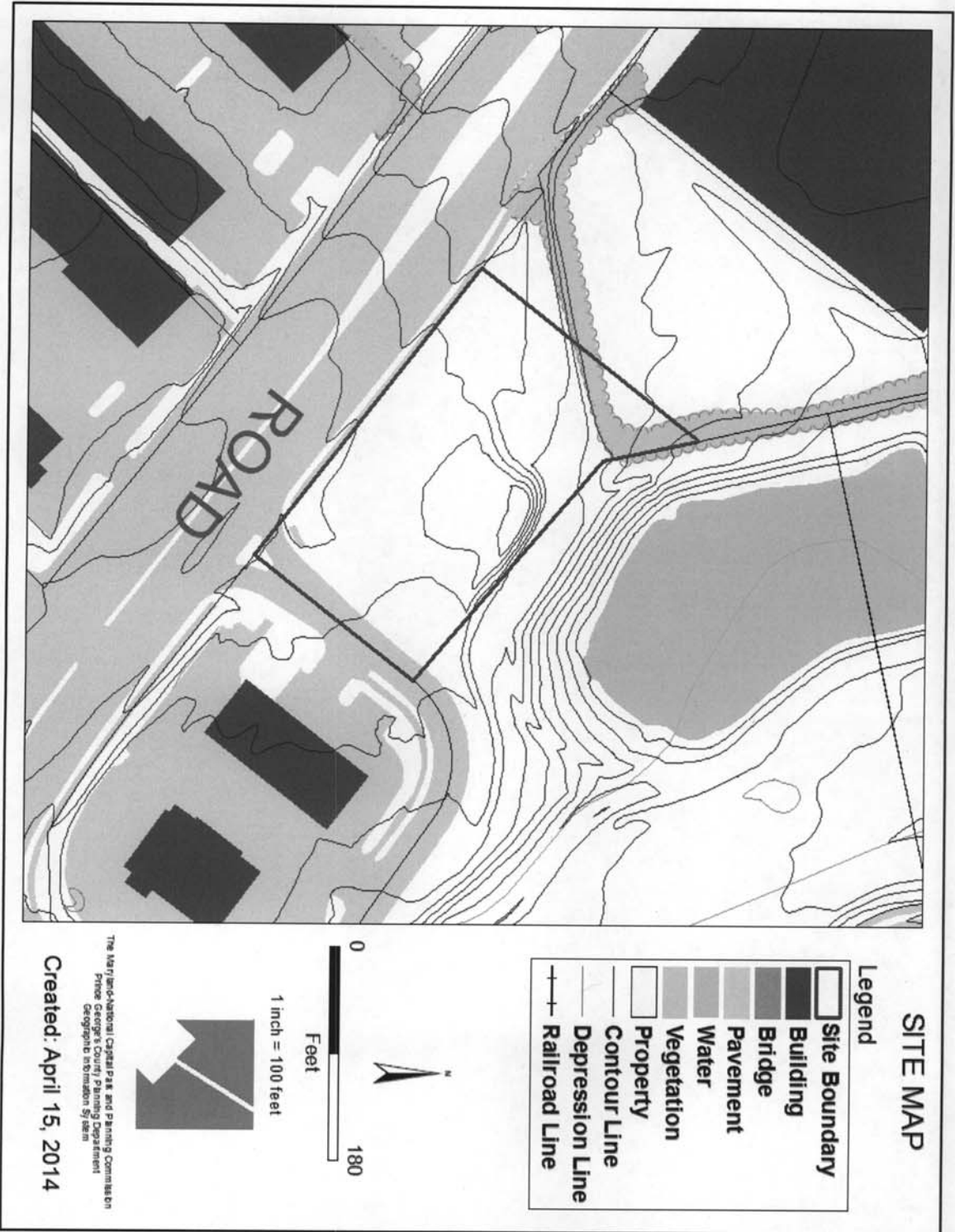
AERIAL MAP

Case # DSP-14009



SITE MAP

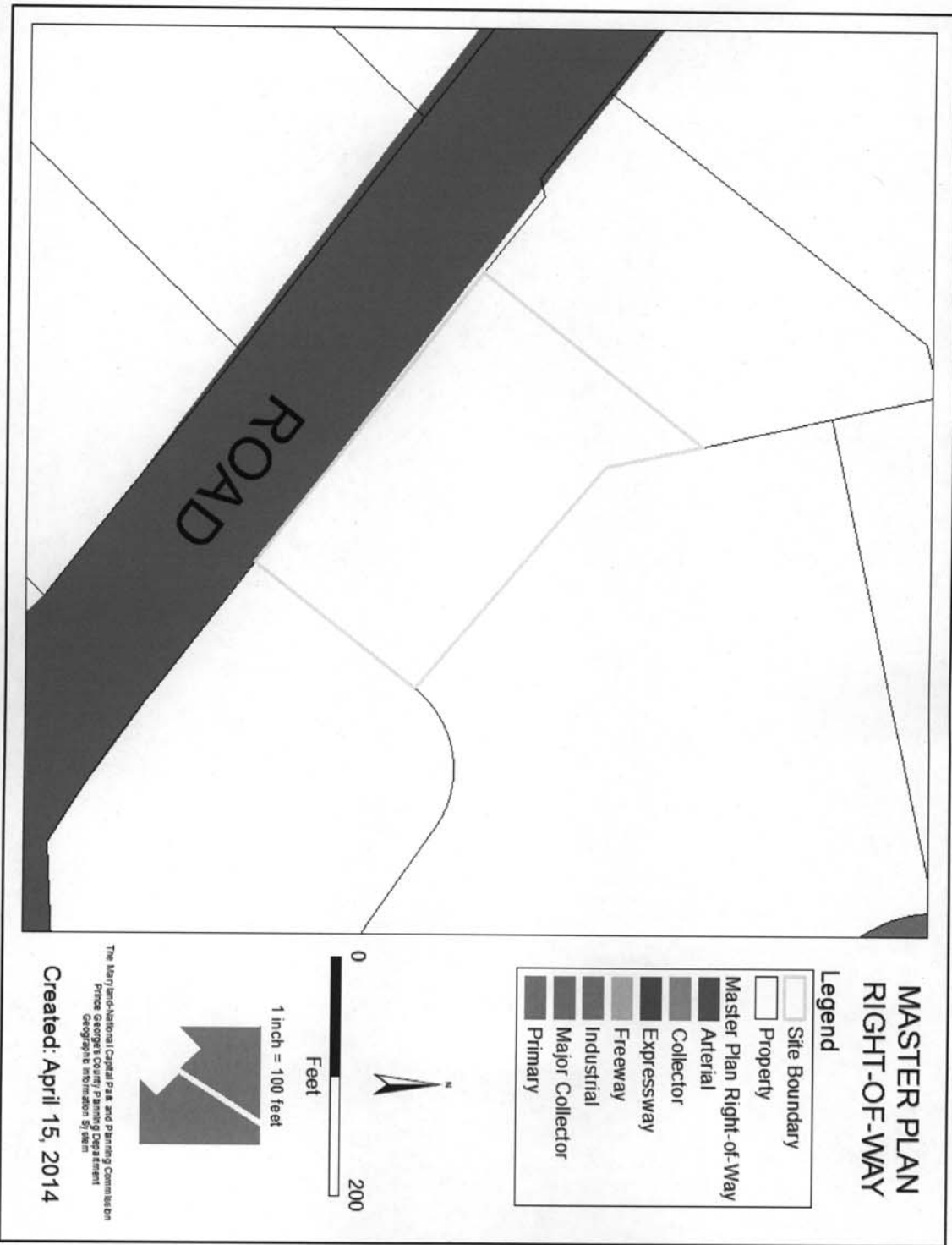
Case # DSP-14009



Slide 6 of 13

12/1/2014

MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

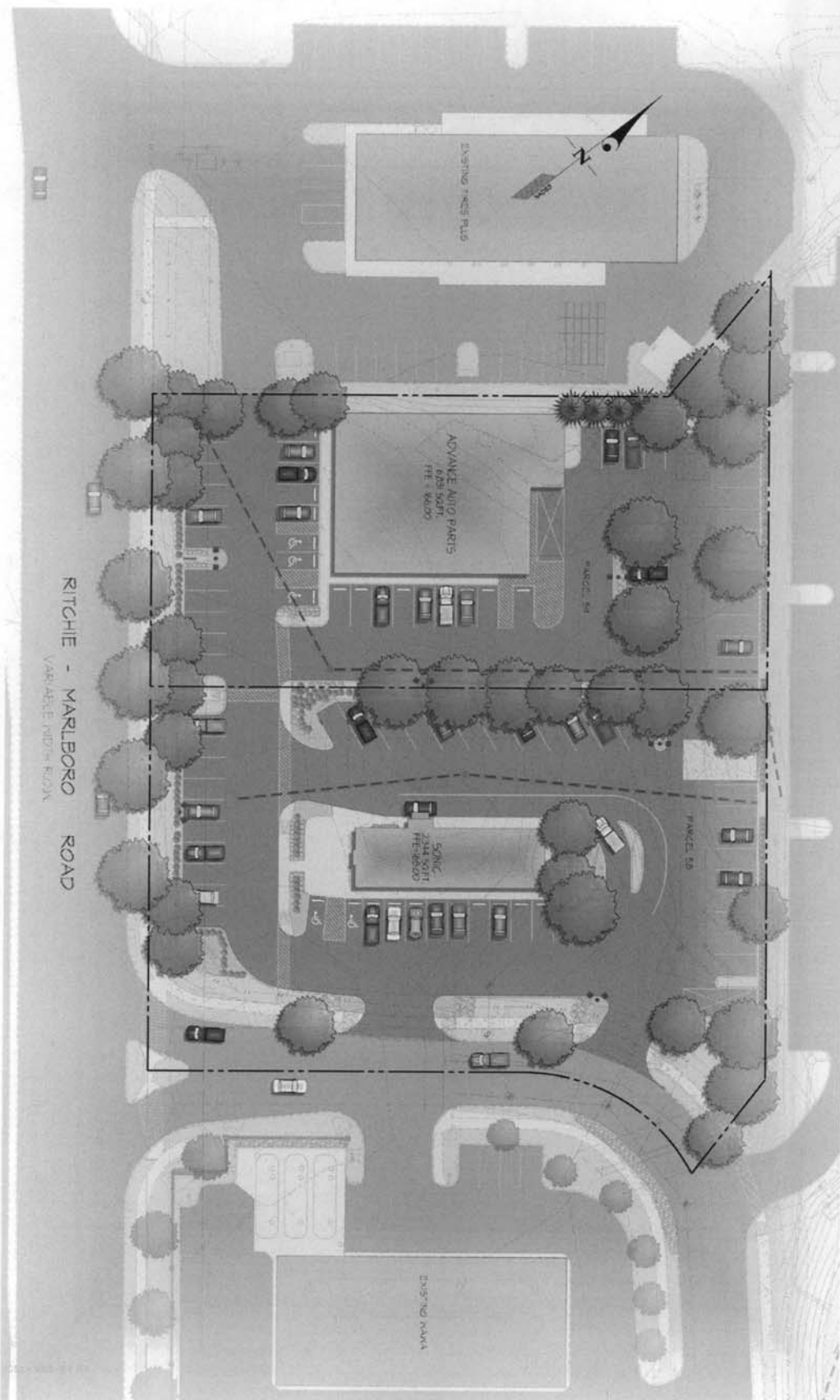


Slide 8 of 13

12/11/2014

ILLUSTRATIVE SITE PLAN

Case # DSP-14009



GLW/GUNCKICK LITTLE & WHELER, P.A.
 ONE PARKWAY, SUITE 200, WASHINGTON, DC 20005
 TEL: 202.331.1000 FAX: 202.331.1001
 WWW.GLWPA.COM

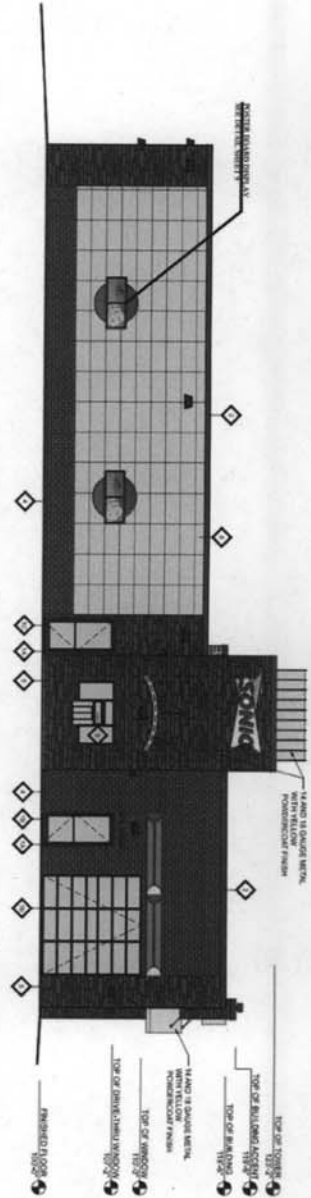
STEEPLECHASE BUSINESS PARK
 PARCELS 5B & 5A
 ILLUSTRATIVE RENDERING

ATARCO PROPERTIES, INC.
 ONE SOUTH STREET
 BALTIMORE, MD 21201
 ATTN: KRISTINA MACCEK
 PH: 410.275.3333

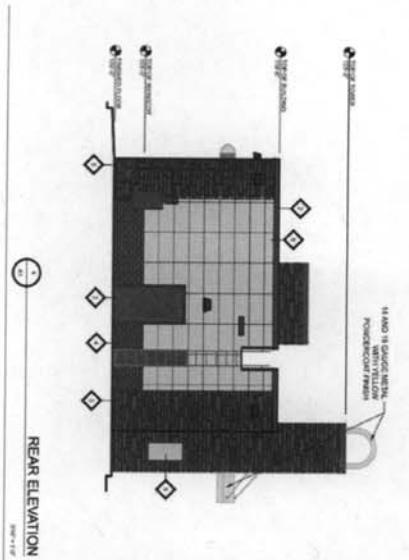


SONIC ELEVATIONS

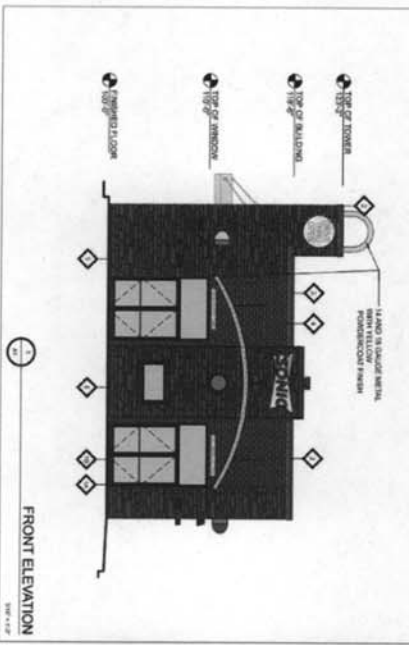
Case # DSP-14009



DRIVE-THRU SIDE ELEVATION



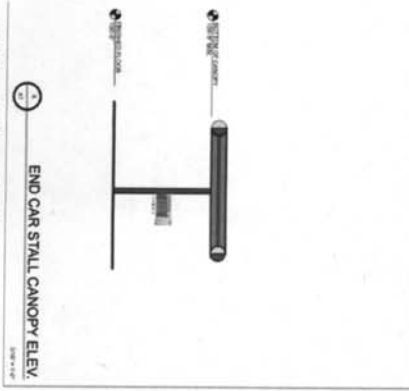
REAR ELEVATION



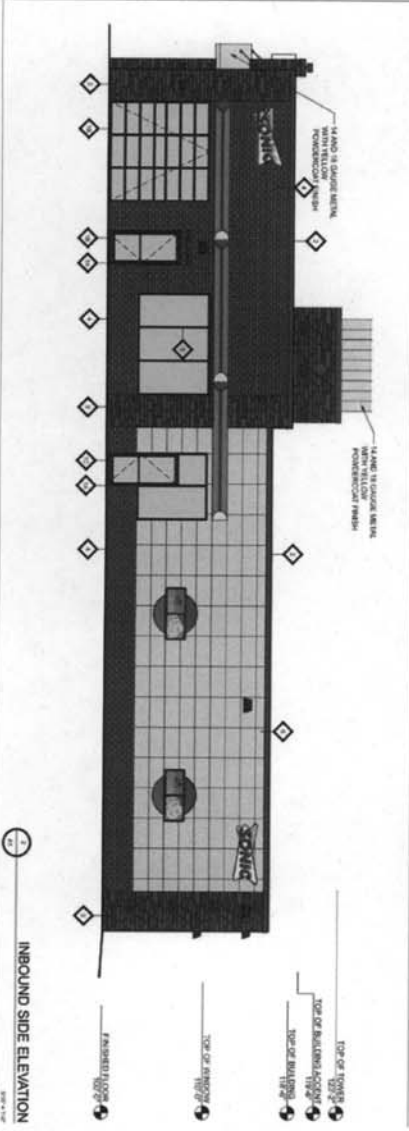
FRONT ELEVATION

COLOR SCHEDULE

- SOLID GRAY
- SOLID WHITE
- SOLID BLACK
- SOLID RED
- SOLID BLUE
- SOLID GREEN
- SOLID YELLOW
- SOLID PURPLE
- SOLID BROWN
- SOLID TAN
- SOLID SILVER
- SOLID GOLD
- SOLID COPPER
- SOLID BRASS
- SOLID STEEL
- SOLID ALUMINUM
- SOLID ZINC
- SOLID LEAD
- SOLID TIN
- SOLID IRON
- SOLID NICKEL
- SOLID CHROME
- SOLID PLATINUM
- SOLID PALLADIUM
- SOLID RHODIUM
- SOLID IRIDIUM
- SOLID OSMIUM
- SOLID COPPER ANTIQUE
- SOLID BRASS ANTIQUE
- SOLID STEEL ANTIQUE
- SOLID ALUMINUM ANTIQUE
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- SOLID PALLADIUM ANTIQUE
- SOLID RHODIUM ANTIQUE
- SOLID IRIDIUM ANTIQUE
- SOLID OSMIUM ANTIQUE



END CAR STALL CANOPY ELEV.



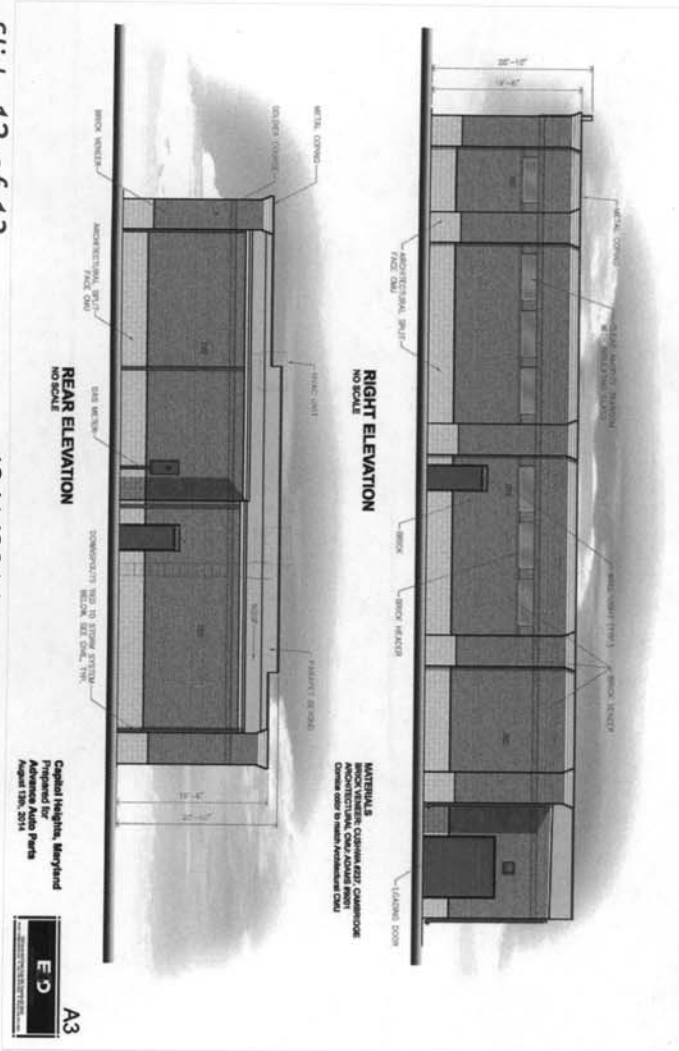
INBOUND SIDE ELEVATION

Slide 11 of 13

12/1/2014



ADVANCE AUTO PARTS ELEVATIONS



Slide 12 of 13

12/1/2014

Capital Heights, Maryland
Prepared for
Advance Auto Parts
August 12th, 2014



Case # DSP-14009

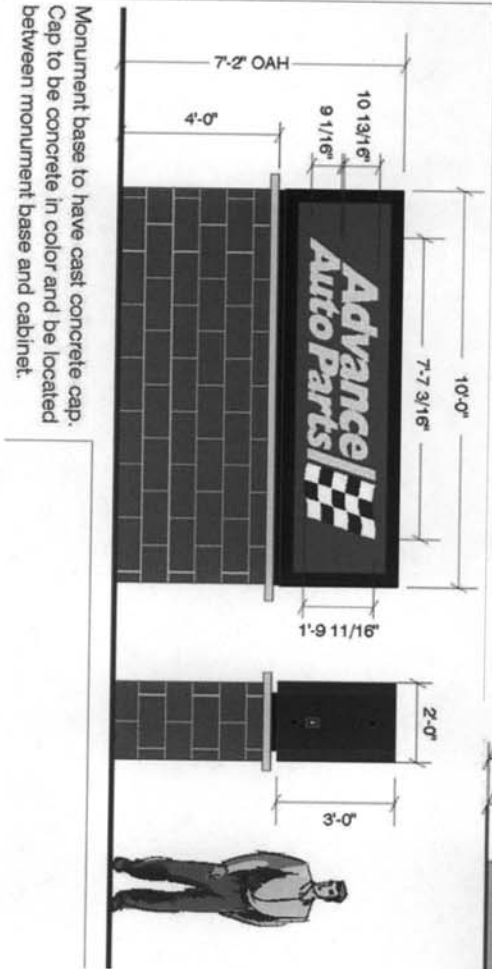
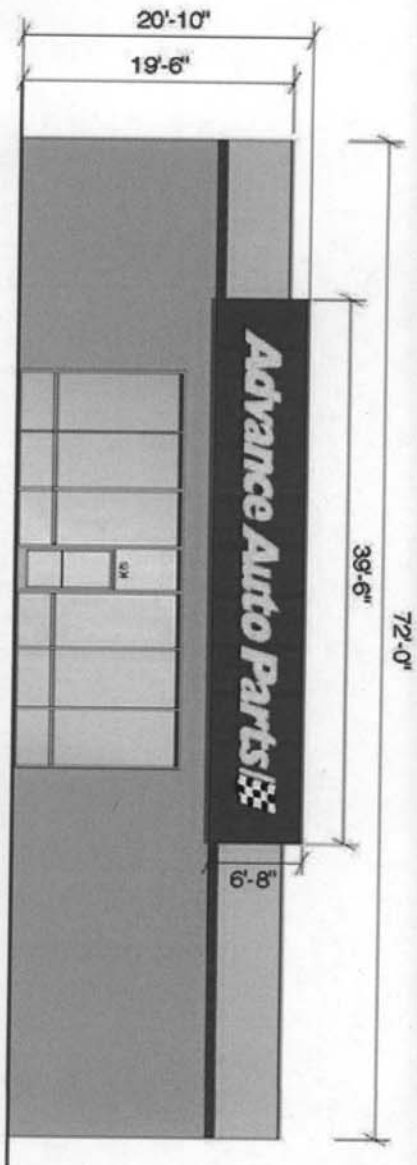
Capital Heights, Maryland
Prepared for
Advance Auto Parts
August 12th, 2014



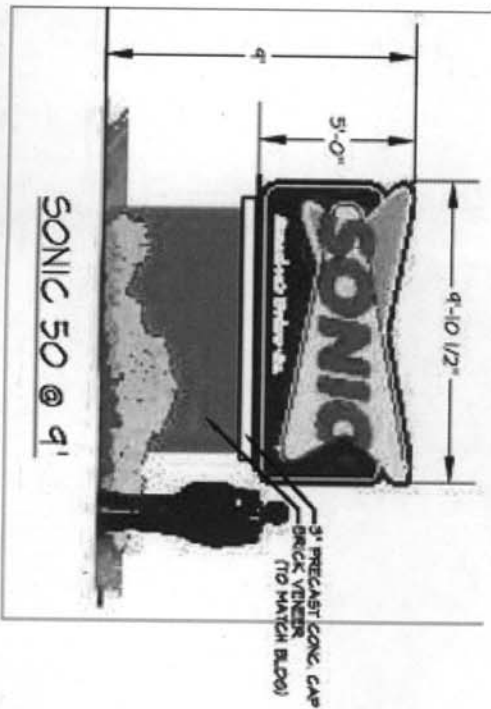
SIGNAGE DETAILS

Case # DSP-14009

Code Allowed: Proposed Signage - (1) 30" Channel Letterset (88 SF) with Red Panels



Monument base to have cast concrete cap. Cap to be concrete in color and be located between monument base and cabinet.



MONUMENT SIGNS				
MODEL	PART #	SIZE	SQ. FT.	O.A.H.
50	SON50DF	5'-0" X 9'-10 1/2"	49.4	10'

Slide 13 of 13

12/1/2014





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

November 25, 2014

MEMORANDUM

TO: Cynthia Fenton, Development Review Division

FROM:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division

SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following Detailed Site Plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan in order to provide the Master Plan Trails.

Detailed Site Plan Number: DSP-14009

Name: Steeplechase Business Park, Parcel 58 and 59

Type of Master Plan Bikeway or Trail

Private R.O.W.*	<input type="checkbox"/>	Public Use Trail Easement	<input type="checkbox"/>
PG Co. R.O.W.*	<input checked="" type="checkbox"/>	Nature Trails	<input type="checkbox"/>
SHA R.O.W.*	<input type="checkbox"/>	M-NCPPC – Parks	<input type="checkbox"/>
HOA	<input type="checkbox"/>	Bicycle Parking	<input type="checkbox"/>
Sidewalks	<input checked="" type="checkbox"/>	Trail Access	<input type="checkbox"/>

*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the preliminary plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff recommendations based on current or proposed conditions are also included in this memo.

Review Comments (Master Plan Compliance and Prior Approvals)

The subject application is a detailed site plan for a restaurant, as well as a commercial retail use in the I-1 Zone. The application is located along the north side of Walker Mill Road approximately 400 feet west of Hampton Park Boulevard. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment* (area master plan).

The MPOT and area master plan recommend a master plan trail and bike lanes along Walker Mill Road, including the frontage of the subject site. The Bicycle and Trails map included in the MPOT recommends both a sidepath along Walker Mill Road and on-road bicycle lanes (see the plan map). The MPOT includes the following wording regarding the sidepath:

Walker Mill Road Side path/Wide Sidewalk: This project should be implemented as a shared-use side path or wide sidewalk. This facility will connect to the existing wide sidewalk along Ritchie Marlboro Road at the Capital Beltway interchange. This facility will provide access to Walker Mill Regional Park, John H. Bayne Elementary School, and Walker Mill Business Park (MPOT, page 29).

The area master plan includes the following additional text regarding the needed improvements:

Walker Mill Road: Implement bike lanes and a sidepath from Silver Hill Road to the Capital Beltway (area master plan, page 118).

Comment: In the vicinity of the subject site, this master plan trail has been constructed as an eight-foot wide sidewalk along the south side of the road. The wide sidewalk currently ends just east of the subject property at the intersection with Ritchie Road. Due to the fact that this master plan facility extends along the south side of Walker Mill Road from Ritchie Road to Ritchie-Marlboro Road (a distance of approximately 5,058 linear feet), in all likelihood the facility will be continued along the south side of the road as additional frontage improvements are made or road improvements funded. The subject site's frontage has an existing standard sidewalk. Designated bike lanes (or other appropriate on-road bicycle treatment) can be considered by the operating at the time the road is resurfaced and restriped.

The Complete Streets Section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

POLICY 1:

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

POLICY 2:

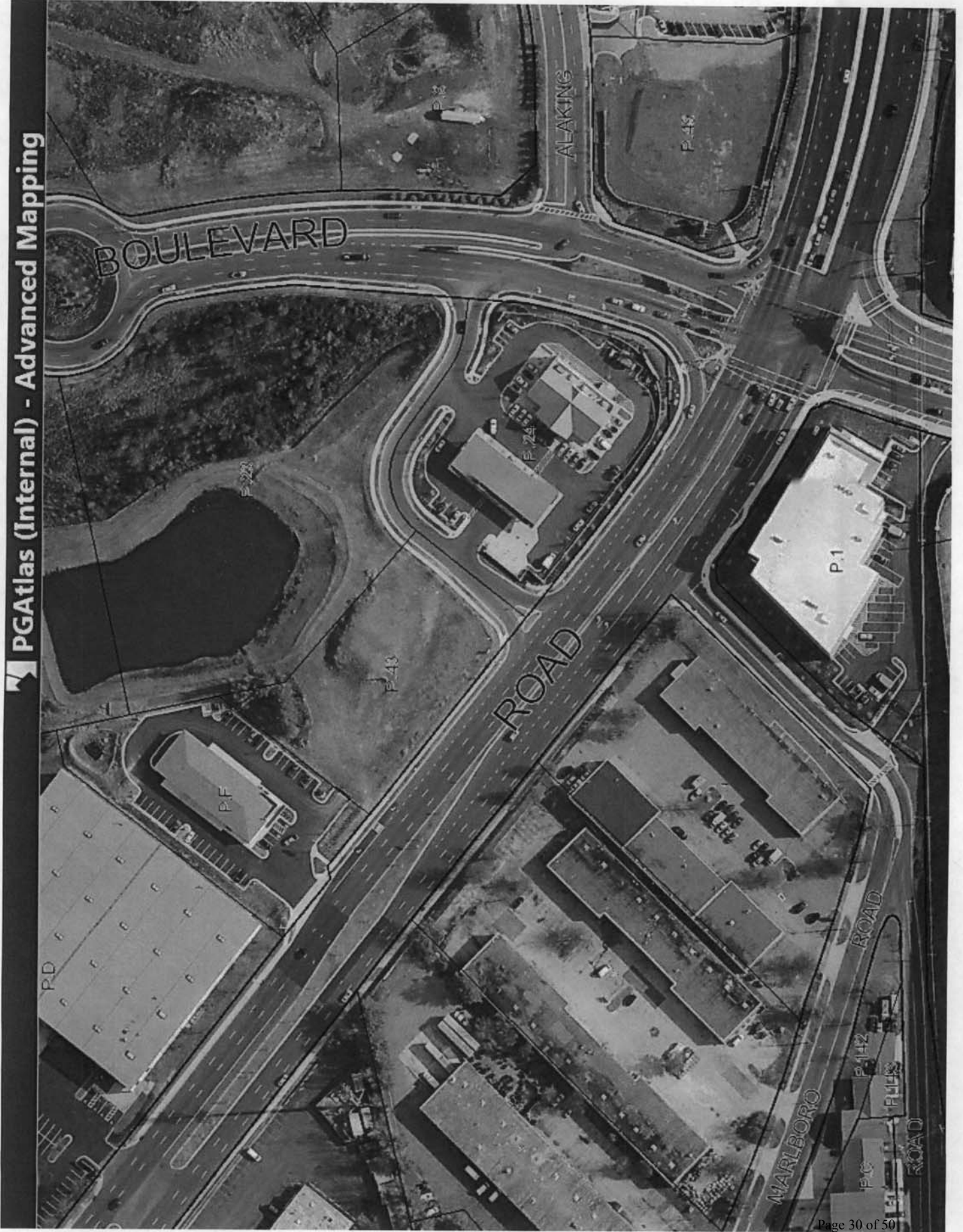
All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Comment: Sidewalks exist along all the road frontages of the subject site, including Walker Mill Road and the access road around the adjacent WAWA. Furthermore, the submitted Detailed Site Plan includes internal sidewalks and designated walkways that link both proposed uses to the public rights-of-way. These walkways also provided connectivity between the proposed Advance Auto Parts store and the Sonic. The existing and proposed sidewalks and walkways will adequately accommodate pedestrian movement through and along the subject site. Although bicycle traffic will likely remain low in the largely auto-oriented business park, a small amount of bike parking is recommended at the Sonic as additional bicycle trips will be generated as new residential development occurs in the vicinity and designated bike lanes are added to area roads.

Conclusion

From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval, and meets the finding required for a detailed site plan as described in Section 27-285 if the following conditions were to be placed.

1. Provide a bicycle rack(s) accommodating a minimum of five bicycles at the Sonic. The rack(s) shall be shown on the detailed site plan prior to signature approval.





Rushern L. Baker, III
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division
MEMORANDUM



November 25, 2014

TO: Cynthia Fenton, Urban Design
Development Review Division, M-NCPPC

FROM: *pon* Mary C. Giles, P.E., Associate Director
Site/Road Plan Review Division, DPIE

RE: Steeplechase Business Park, Parcel 58 and 59
Detailed Site Plan No. DSP-14009

CR: Walker Mill Road, 2-5092



In response to the Detailed Site Plan No. DSP-14009 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located on the north side of Walker Mill Road approximately 600 feet west of the intersection of Hampton Park Boulevard and Walker Mill Road. Walker Mill Road is a master planned arterial roadway (A-35) with existing frontage improvement. Additional improvements will be required as determined by the Department of Public Works and Transportation (DPW&T) and DPIE.
- All improvements within the public rights-of-way, as dedicated for public use to the County, are to be in accordance with the County's Road Ordinance, DPWT's Specifications and Standards and the Americans with Disabilities Act (ADA).
- Compliance with DPW&T's Utility Policy is required. Proper temporary and final patching and the related mill and overlay in accordance with the established DPW&T's Policy and Specification for Utility Installation and Maintenance Permits are required.
- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.
- All storm drainage systems and facilities are to be in accordance with DPWT's Specifications and Standards.
- Conformance with DPWT's street tree and street lighting Specifications and Standards is required.

Cynthia Fenton
November 25, 2014
Page 2

- The site has an approved Site Concept Plan No. 8004290-2000-08 dated October 8, 2014, which proposes to convert existing pond No.1 to underground storage. Water quality and quantity for proposed 58 and 59 were to be provided in the existing pond No.1. A site concept plan is required for parcels 58 and 59 to show and clarify how water quality is being met for the parcels.

- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans.
 - b) Exact acreage of impervious area has not been provided.
 - c) Proposed grading is shown on plans. Plan also shows offsite grading relating to pond No.1 however pond No.1 is being converted to an underground storage.
 - d) Delineated drainage areas at all points of discharge from the site have not been provided.
 - e) Stormwater volume computations have not been provided;
 - f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and location of environmental site design (ESD) devices and erosion and sediment control practices are not included in the submittal.
 - g) A narrative in accordance with the Code has not been provided.

Please submit any additional information described above for further review.

If you have any questions or need additional information, please contact Mr. Steve Snyder, P.E., District Engineer for the area, at 301.636.2060.

SS:IKN:dab

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Ikem Nwolisa, Engineer, S/RPRD, DPIE
Gutschick, Little and Weber, P.A, 3909 National Drive,
Suite 250, Burtonsville, Maryland 20866
Atapco Ritchie Interchange, Inc., One South Street,
Suite 2800, Baltimore, Maryland 21202

Fenton, Cynthia

From: Pranoy Choudhury <PChoudhury@sha.state.md.us>
Sent: Friday, November 07, 2014 11:17 AM
To: Fenton, Cynthia
Cc: Masog, Tom; Chellis, Whitney; Conner, Sherri
Subject: Steeplechase Business Park, Parcel 58 and 59, dsp - 14009

With regard to the subject project. SHA defers the project to the review and requirements of DPIE and MNCPPC. The two proposed lots were originally a part of the preliminary plan and fall under the approved trip cap and have been tested for transportation adequacy. No further coordination with SHA is required on this project.

Pranoy Choudhury

Regional Engineer

Maryland Dept. of Transportation


State Highway Administration, OHD-AMD

707 N. Calvert Street, Mail Stop C-302

Baltimore, MD 21202

Ph: 410-545-8895, Toll Free: 1-800-876-4742 ext. 8895

Fax: 410-209-5026

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

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
November 17, 2014

MEMORANDUM

TO: Cynthia Fenton, Urban Design Section, Development Review Division

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

FROM: Eric Jenkins, Transportation Planning Section, Countywide Planning Division

SUBJECT:  DSP-14009 Steeplechase Business Park, Parcel 58 & 59

The Transportation Planning Section has reviewed the detailed site plan application referenced above. The site contains 2.0 acres in the I-1 Zone. It is located on the north side of Walker Mill Road near the intersection of Hampton Park Boulevard. The applicant is proposing an eating and drinking establishment (restaurant) and commercial retail space.

Review Comments

The site is subject to the general requirements of site plan review, which include attention to parking, loading, on-site circulation, etc. There are no specific transportation-related requirements imposed by proposed use. The underlying preliminary plan is Preliminary Plan 4-03113 (PGCPB No. 04-49) from 2004. Several transportation improvements to nearby intersections were required, these have all been completed.

The applicant is proposing a drive-through fast food restaurant on Parcel 58 and commercial retail building on Parcel 59. There is an existing gas station with food service at Walker Mill Road and Hampton Park Boulevard.

Access will be provided from Walker Mill Road and Hampton Park Boulevard. Driveway access is provided between the two proposed retail buildings. There are also two entrances on the existing private service drive. There is an existing access point on Walker Mill Road with a right in/right out configuration that will allow vehicles to enter the site. One of the uses has proposed drive-through service for a fast food restaurant. A queuing study was not provided with the site plan. The drive-through window is located on the far side of the building. There is approximately 150 to 175 feet of queuing space on-site. Parcels 58 and 59 are connected by commercial driveway entrances on-site. A second entrance is located to the east serving an existing retail store. As a result, access and on-site circulation is adequate. However, the applicant should provide some assurance to the Department of Public Works and Transportation that vehicles will not back up onto Walker Mill Road or block the service drive.

The site is adjacent to one master plan roadway; this is Walker Mill Road, an arterial roadway. An industrial roadway, Hampton Park Boulevard is located nearby. Walker Mill Road is listed in the *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment* with a right-of-way width of 120 feet. There is no presence of buildings, parking, landscape elements, signage, fences, retaining walls, and any other structures within the ultimate master plan rights-of-way. Staff notes that the current right-of-way width at the site is 120 feet. A note should be placed on the final plat indicating "There shall be no direct access to/from Walker Mill Road from Parcels 58 and 59.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in Section 27-285.

MN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



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

November 14, 2014

MEMORANDUM

TO: Cynthia Fenton, Urban Design Section
VIA: Whitney Chellis, Subdivision Section
FROM: Sherri Conner, Subdivision Section
SUBJECT: Steeplechase Business Park, DSP-14009

The subject property is located on Tax Map 74 in Grid D-4. The property, Parcel 43 and part of Parcel 23, is approximately two acres in and is zoned I-1. The detailed site plan (DSP) has been submitted for the development of an eating and drinking establishment with drive thru service and an automotive parts retail sales building.

The site is the subject of Preliminary Plan of Subdivision (PPS) 4-03113 for Steeplechase Business Park which approved 28 lots for development, four parcels containing environmental features to be conveyed to a business owner's association and one outparcel. The Prince George's County Planning Board adopted the resolution of approval (PGCPB Resolution No. 04-49) on March 11, 2004 with 11 conditions. The preliminary plan expired on March 11, 2006 and there are currently 24 parcels for development platted. A final plat for Parcel 23 of the subject property was recorded in Plat Book REP 205-95 on April 5, 2005. A final plat for Parcel 43 (previously Parcel 25) was originally approved and recorded in Plat Book REP 205-93 on April 5, 2005 and subsequently revised to adjust common boundary lines and recorded in Plat Book MMB 233-86 on March 13, 2011.

The detailed site plan does not accurately reflect the metes and bounds of the currently recorded Parcel configurations for Parcels 23 and 43. Subsequent to the approval of the DSP, a final plat will need to be recorded for the newly configured parcels. Moreover, the detailed site plan appears to propose a resubdivision of Parcels 23 and 43 into three parcels (Parcels 58, 59 and 60). Since the preliminary plan has expired, further subdivision of the property will require a new preliminary plan of subdivision or the applicant must consolidate lots elsewhere in the subdivision so that no additional buildable parcels are created above the existing 24 buildable parcels. The following condition of PPS 4-03113 applies to the subject site:

1. **Prior to signature approval of the preliminary plan:**
 - a. **The plan shall be revised as follows:**
 - (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.

This portion of the site was ultimately approved and developed with a shared access between Parcel 24 and Parcel 43, fronting on Walker Mill Road, which extends from Walker Mill Road (right in/right out access only) to Hampton Park Boulevard. The detailed site plan proposes an additional Parcel in this location and an inter-parcel connection for Parcels 58 and 59 which is an intensification of use to the existing shared access. The DSP should be referred to DPW&T and the Transportation Planning Section for evaluation of access and potential impacts from the additional parcel. The inter-parcel connection should be established pursuant to Section 24-128(b)(9) of the Subdivision Regulations through the final plat process and an access easement recorded to set forth the rights, restrictions and responsibilities of the properties who share the access, along with the rights of M-NCPPC, and the liber/folio reference of the recorded document should be reflected on the final plat.

The Subdivision Section met with the engineer on July 2, 2014 for review of the proposed lot line configuration and advised the engineer of the issues regarding resubdivision to create an additional parcel on an arterial roadway that will need to establish a shared access easement which requires authorization from the Planning Board pursuant to Section 24-128(b)(9). At the SDRC meeting held November 7, 2014, the applicant indicated that they would be consolidating parcels in another location of the subdivision in order to yield the additional parcel proposed in this DSP application.

Site Comments:

The Subdivision Section recommends the following conditions:

1. Prior to the approval of permits, the applicant shall file:
 - a. A minor final plat to consolidate buildable parcels so that 23 or fewer buildable parcels are yielded within the geographic limits of PPS-4-03113, followed by;
 - b. A final plat to record the parcel configuration as shown in this Detailed Site Plan, resulting in a total of no more than 24 buildable parcels.
2. Prior to approval of the final plat for the parcels included in this Detailed Site Plan, the applicant shall submit an executed vehicular shared access easement agreement to be reviewed and approved by The Maryland-National Capital Park and Planning Commission (M-NCPPC) and recorded in land records with the liber and folio reflected on the final plat prior to recordation.

Failure of the site plan and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

Fenton, Cynthia

From: Reiser, Megan
Sent: Thursday, October 30, 2014 2:06 PM
To: Fenton, Cynthia
Subject: Steeplechase Business Park, Parcels 58 and 59, DSP-14009

Hi Cynthia,

The application package included a copy of approved TCPII-128-90-08, which is the most recent TCP approval for the site. A comparison has been made between the proposed Detailed Site Plan and the previously approved TCPII. The current proposal is in conformance with the previously approved TCPII and the overall application is in conformance with previous environmental conditions of approval. No additional information is needed.

The Environmental Planning Section recommends approval of DSP-14009. It is intended that this email response serve as the EPS referral comments.

Thanks,
Megan Reiser
Planner Coordinator, Environmental Planning Section
Prince George's County Planning Department
The Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772
301-952-3752 Fax:301-952-3799
megan.reiser@ppd.mncppc.org

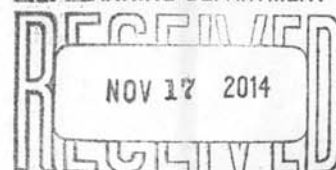
MN
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Community Planning Division

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301-952-3972

M-NCPPC
P.G. PLANNING DEPARTMENT



DEVELOPMENT REVIEW DIVISION

November 14, 2014

MEMORANDUM

TO: Cynthia Fenton, Zoning Section, Development Review Division
VIA: Scott Rowe, Planner Coordinator, Community Planning Division *sl by shf*
FROM: Chidy Umeozulu, Planner Coordinator, Community Planning Division *CU*
SUBJECT: **DSP - 14009, Steeplechase Business Park, Parcels 58 and 59**

DETERMINATIONS

Findings of conformance to the master plan or general plan are not required with this application

BACKGROUND

Location: 400 feet west of Hampton Park and Walker Mill Road
Size: Two acres
Existing Uses: Undeveloped
Proposal: Retail and Restaurant

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: Plan Prince George's 2035 designates the area Industrial/Employment land use

Master/Sector Plan: 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*

Planning Area/

Community: PA 75A/Capitol Heights

Land Use: Industrial

Environmental: Refer to the Environmental Planning Section referral for conformance with the Environmental Infrastructure Chapter of the master plan and the 2005 *Countywide Green Infrastructure Plan*.

Historic Resources: There are no historic sites or resources on or adjacent to the site.

Transportation: The plan recommends improvement to the segment of Walker Mill Road (A-35) from I-95/I-495 to Richie Road to arterial standards with six lanes.

- Public Facilities: There are no public facilities on or adjacent to the subject site.
- Parks & Trails: There are no trails and parks identified on or near the subject property.
- Aviation/ILUC: The property is split between Joint Base Andrews Imaginary Runway Surface B & G. In these zones, the maximum height requirement ranges between 370 and 500 feet.
- SMA/Zoning:** 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* classified the site in the Light Industrial (I-1) Zone.

PLANNING ISSUES

There are no master plan issues associated with this application

RECOMMENDED CONDITIONS

N/A

cc: Ivy A. Lewis, Chief, Community Planning Division
Long-range Agenda



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department



M-NCPPG
E.G. PLANNING DEPARTMENT
RECEIVED
NOV 10 2014
DEVELOPMENT REVIEW DIVISION

Office of the Fire Marshal

Date: 11/02/2014

Cynthia Fenton Planner, Urban Design Section
Development Review Division

FROM: Kenny Oladeinde, Project Coordinator
Office of the Fire Marshal

RE: DSP-14009

The following Preliminary Plan Referral has been reviewed by this office according to Departmental Procedures and Operational Guidelines of the Prince George's County Fire/ Emergency Medical Services Department.

Description: Steeplechase Business Park
District # 06

Please be advised Subtitle 11-276, titled required Access for *Fire Apparatus*, which states:

“(a) All premises which the Fire/EMS Department may be called upon to protect in case of fire or other emergencies and which are not readily accessible to fire apparatus from public streets shall be provided with suitable gates, access roads, and fire lanes so that all buildings on the premises are accessible to fire apparatus, and in accordance to Subtitle 4, the County Building Code Section 4-222.”

Private roads shall be: “(a) At least 22 feet in width.”

Subtitle 11-277, title *Fire Lanes States*:

“(b) Whenever the Fire Chief or his authorized representative shall find that any private entrance, exit sidewalk, vehicular driveway, interior private driveway, sidewalk, fire lane, or fire hydrant is obstructed by snow, debris, construction material, trash containers, vehicles, or other matter likely to interfere with the ingress or operation of the Fire Department or other emergency vehicles in case of fire, he may order the obstruction removed. To effectuate this Subsection, the Fire Chief or his authorized representative may order "no parking" fire lane signs erected and may designate the placement thereof. He may order that curbs be painted a distinctive color.”

6820 Webster Street
Landover Hills, Maryland 20784



Page Two

Please note and direct the owner to comply with aforementioned Subtitle. I have highlighted on the submitted drawings all areas which may contribute to the loss of emergency vehicle access due to its configuration. These locations shall be marked with painted yellow curbs and posted 'No Parking Fire Lane by order of the Prince George's County Fire/EMS Department' signs. The developer should contact the Fire /EMS Department's Office of Office of the Fire Marshal to assist in designating the fire lanes.

In addition, please be advised Subtitle 4-164. Fire Protection Systems; Section 912, Yard Hydrants. (a) Section 912.1 is added to read as follows: "Location and Performance of Fire Hydrants." Every building of more than one thousand (1,000) square feet in area shall be provided with sufficient fire hydrants located such that no exterior portion of the building is located more than five hundred (500) feet from a fire hydrant. The distance shall be measured as a hose line would be laid along paved streets, through parking lot entrances, and around obstructions, in accordance with the determination of the authority having jurisdiction. A fire hydrant is required within two hundred (200) feet of any required fire department connection, as hose is laid. The fire department connection must be located on the front, address side of the building and be visible from a fire hydrant or as approved by the Fire Code Official. Each hydrant shall provide a minimum of one thousand (1,000) gpm at a residual pressure of twenty (20) psi.

Also areas may be highlighted on the drawing in noted colors to show areas that do not accommodate the turning radius of a 43-foot wheel base vehicle or other comments. These areas need to be widened to allow emergency apparatus to turn.

Any courts or dead-end created should provide 43-foot turning radius within 200 feet of the end of the road.

These requirements should be incorporated into the final plat and a condition of release of the use and occupancy permit. If I may be of further assistance, please contact me at (301)-583-1830

mko

H: \ DSP-14009

Copy to: Christine Osei, Public Facilities Planner, Special Projects Section,
Countywide Planning Department, Maryland National Capital Park and
Planning Commission.



**PRINCE GEORGE'S COUNTY
POLICE DEPARTMENT**



MEMORANDUM

DATE: October 31, 2014

TO: Cynthia Fenton, Planner Coordinator
Urban Design Section
Development Review Division

FROM: Corporal Richard Kashe #2357
Prince George's County Police Department
Community Services Division

SUBJECT: **Steeplechase Business Park, Parcel 58 & 59, DSP- 14009**

After reviewing the plans and visiting the site I would like to address a lighting/landscape conflict. On parcel 59 to the north of the Advance Auto building, the proposed planting of two Red Oak trees will eventually interfere with light distribution from the pole light located on the island. Please allow adequate spacing between the trees and light fixtures to prevent future tree canopy interference with light distribution.

1 - 1 - WSSC Plan Review Comments

Created by: Mary Mapes
On: Monday, October 20, 2014 1:34:26 PM

WSSC Plan Review Comments
DSP-14009 - Steeplechase Business Park, Parcel 58 & 59

----- 0 Replies -----

2 - 2 - WSSC Standard Comments for all Plans

Created by: Mary Mapes
On: Monday, October 20, 2014 1:35:18 PM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
 - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
 - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
 - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
 - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
 - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
 - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
 - g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at [www.wsscwater.com/Development Services](http://www.wsscwater.com/Development%20Services) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

----- 0 Replies -----

3 - Sonic site

Created by: Bryan Hall
On: Tuesday, October 21, 2014 9:28:26 AM

The site has an existing water and sewer house connections built to the property line. Based on the pipe sizes, a site utility plan is required to extend water and sewer to the building. Depending on length of on property pipe it will be determined later if a minor site utility plan or a regular site utility plan is required.

----- 0 Replies -----

4 - Advanced Auto Parts site

Created by: Bryan Hall
On: Tuesday, October 21, 2014 9:30:49 AM

New water and sewer house connections are required. Based on pipe sizes to be determined at a later date a standard site utility plan would be required to extend water and sewer service to the buildings.

----- 0 Replies -----

5 - Clearances

Created by: Bryan Hall
On: Tuesday, October 21, 2014 9:33:54 AM

Realign any water pipeline that conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc.

----- 0 Replies -----

6 - Commercial Sites

Created by: Bryan Hall
On: Tuesday, October 21, 2014 9:36:13 AM

COMMERCIAL SITES ??? Proposed water systems (greater than 3-inch diameter) with a developed length of more than 80 feet will require an outside meter setting in a vault. Show and label vault and required WSSC right-of-way.

----- 0 Replies -----

7 - Easements

Created by: Bryan Hall
On: Tuesday, October 21, 2014 9:36:50 AM

WSSC easements must be free and clear of other utilities, including storm drain systems, with the exception of allowed crossings designed in accordance with the WSSC Pipeline Design Manual. Under certain conditions (and by special request) storm drains may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement between WSSC and the developer.

----- 0 Replies -----

8 - Private easement

Created by: Bryan Hall
On: Tuesday, October 21, 2014 9:41:40 AM

The water and sewer going through Parcel 58 to serve the Advanced Auto Parts site on Parcel 59 will require a private easement. It is the responsibility of the owner/engineer to process and record the private easement between the owners of parcels 58 and 59. If it is the same owner then a declaration of covenant would be required. Either a private easement or a declaration of covenant needs to be shown and properly labeled on the plans. Maintain the minimum width requirements as shown in the WSSC Pipeline Design Manual.

----- 0 Replies -----

9 - SHC

Created by: Bryan Hall
On: Tuesday, October 21, 2014 9:49:14 AM

All Sewer House Connections (SHC) must terminate at the property line or WSSC easement line with a riser. For 6" and smaller SHC's the riser is to be a standard cleanout. For 8" and larger connections the riser needs to be a standard sanitary manhole. This is to be reviewed during the site utility plan submittal process.

----- 0 Replies -----

10 - WSSC Authorization

Created by: Bryan Hall
On: Tuesday, October 21, 2014 9:53:34 AM

See Letter of Findings for existing project number DA3893Z04 Steeplechase for additional site specific requirements.

----- 0 Replies -----

11 - Fire coverage

Created by: Bryan Hall

On: Tuesday, October 21, 2014 9:56:48 AM

The applicant/engineer needs to coordinate with the County Fire Marshal office for determination of adequate fire coverage. Additional fire hydrants may be required on site.

----- 0 Replies -----

Fenton, Cynthia

From: Lester, Thomas
Sent: Friday, October 24, 2014 11:32 AM
To: Fenton, Cynthia
Subject: Steeplechase Business Park, Parcel 58 & 59, DSP-14009

Cynthia,

I reviewed the following referral provided comment.

Steeplechase Business Park, Parcel 58 & 59, DSP-14009

No impact on Historic Sites or Historic Resources.

Thank you,

Thomas Lester
Principal Planning Technician
M-NCPPC, Prince George's County
Historic Preservation Section
301-952-3756
Thomas.Lester@ppd.mncppc.org



Division of Environmental Health

Date: December 5, 2014

To: Cynthia Fenton, Urban Design, M-NCPPC

From: Adebola Adepoju, ^{RA} Environmental Health Specialist, Environmental Engineering and Policy Program

Re: DSP-14009, Steeplechase Business Park, Parcel 58 & 59

The Environmental Engineering/Policy Program of the Prince George's County Health Department has completed a health impact assessment review of the detailed site plan submission for the Steeplechase Business Park, Parcel 58 & 59, DSP-14009 and has the following comments/recommendations:

1. Health Department permit records indicate there are approximately 7 existing carry-out/convenience store food facilities 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. However, it is observed that there is one BJ's grocery store/warehouse located within the Steeplechase Business Park. Providing more options to fresh food/grocery options can help lower the prevalence of obesity and diabetes.
2. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
3. Indicate the dust control procedures to be implemented during the construction phase of this project. No dust should be allowed to cross over property lines and impact adjacent properties. Dust control requirements should conform to standards as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

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



Russell L. Baker, III
County Executive

Environmental Engineering 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

APPLICANT'S PROPOSED REVISIONS TO CONDITIONS
DSP-14009 STEEPLECHASE BUSINESS PARK, PARCEL 58 & 59

2. Prior to the approval of permits, the applicant, his heirs, successors, and/or assigns, shall obtain approval of two separate minor final plats in accordance with Section 24-108 of the Subdivision Regulations, to allow a total of no more than 24 buildable parcels within the geographic limit of PPS 4-03113, in the following order of approvals:

- a. [A minor final plat to c]Consolidate buildable parcels so that 23 or fewer buildable parcels are yielded, [within the geographic limits of Preliminary Plan of Subdivision 4-03113;] and then,
- b. [A final p]Plat [to record] the parcel configuration as shown in this detailed site plan, resulting in a total of no more than 24 buildable parcels[.], or,
- c. Alternatively, the engineer/Applicant shall consolidate and reconfigure the plat as shown on this Detailed Site Plan on one plat resulting in a total of no more than 24 buildable parcels. If consolidation is accomplished in one step, the two-step process outlined above is not necessary.

Proposed New Language is Green Bold Underlining

Proposed Deletions is [Red Brackets]