



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

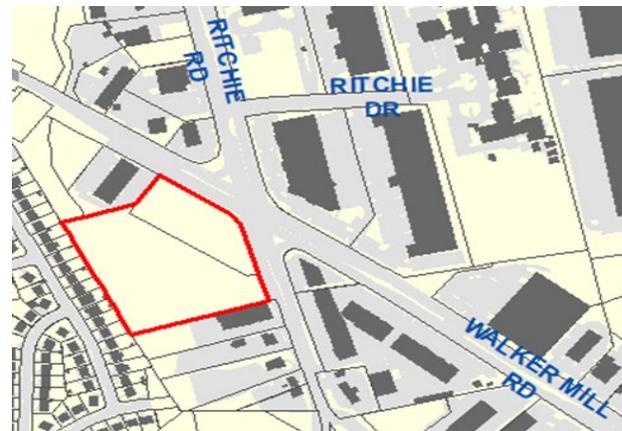
Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Detailed Site Plan Royal Farms #381

DSP-20017

REQUEST	STAFF RECOMMENDATION
Approval of a 4,649-square-foot food and beverage store, gas station, and a 1,248-square-foot car wash.	APPROVAL with conditions

Location: On the southwest quadrant of the intersection of Walker Mill Road and Ritchie Road.	
Gross Acreage:	7.67
Zone:	I-1/M-I-O
Dwelling Units:	N/A
Gross Floor Area:	5,897 sq. ft.
Planning Area:	75A
Council District:	06
Election District:	06
Municipality:	N/A
200-Scale Base Map:	202SE08
Applicant/Address: Two Farms, Inc. 3611 Roland Avenue Baltimore, Maryland 21211	
Staff Reviewer: Thomas Burke Phone Number: 301-952-4534 Email: Thomas.Burke@ppd.mncppc.org	



Planning Board Date:	11/12/2020
Planning Board Action Limit:	11/17/2020
Staff Report Date:	10/27/2020
Date Accepted:	09/08/2020
Informational Mailing:	03/24/2020
Acceptance Mailing:	09/01/2020
Sign Posting Deadline:	10/13/2020

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.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-20017
Type 2 Tree Conservation Plan TCP2-027-2020
Royal Farms #381

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 CRITERIA

This detailed site plan application was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Light Industrial (I-1) Zone and the site design guidelines;
- b. The requirements of Zoning Map Amendment A-8033-C;
- c. The requirements of Zoning Map Amendment A-9190-C;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and,
- g. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) proposes construction of a 4,649-square-foot food and beverage store, gas station, and a 1,248-square-foot car wash.

2. **Development Data Summary:**

	Existing	Proposed
Zone	I-1	I-1
Use(s)	Vacant	Food and beverage store, gas station, and car wash
Acreage	7.67	7.67
Gross Floor Area (sq. ft.)	0	5,897

Zoning Regulations

	Required	Proposed
Minimum Lot Coverage (percentage)	None	31
Green Area (percentage)	10	71.2*

Parking Requirements

Use	Number of Spaces Required	Number of Spaces Provided	
Retail - 4,649 sq. ft.	1 space/150 sq. ft. for first 3,000 sq. ft.		
	+1.0 space/200 sq. ft. (above the first 3,000 sq. ft.)		
Gas Station - 8 employees @ 1 space/employee	8		
Car Wash - 1,248 sq. ft. @ 1 space/500 sq. ft.	3		
Eating and drinking establishment - 29 seats @ 1 space/3 seats	10		
TOTAL	50**		72
Of which handicap-accessible	3		3

Loading Requirements

Description	Number of Spaces Required	Number of Spaces Provided
1 space for 2,000 - 10,000 sq. ft. @ 5,897 GFA	1	1
TOTAL	1	1

BICYCLE REQUIREMENTS	Number of Spaces Provided
TOTAL	6

Notes: *Green area was provided by the applicant but does not appear on the DSP. A condition is included in the Recommendation section to provide the green area tabulations in the General Notes.

**The Parking and Loading Schedule provided on the DSP incorrectly shows 49 spaces required but doesn't include the spaces required for the car wash. A condition is included in the Recommendation section to include the car wash and correct the tabulations to reflect the 50 required spaces in the parking schedule.

3. **Location:** This property is located in the southwest quadrant of the intersection of Walker Mill Road and Ritchie Road, in Planning Area 75A, and Council District 6.
4. **Surrounding Uses:** The site is bounded to the north and south by commercially-developed properties in the Light Industrial (I-1) Zone, to the east by Walker Mill Road and Ritchie Road with commercially-developed property in the I-1 Zone beyond; and to the west by single-family detached residential properties in the One-Family Detached Residential (R-55) Zone.
5. **Previous Approvals:** The site, consisting of existing Parcels B and G, was originally partially designated in the Rural Residential (R-R) Zone, and partially in the Local Commercial, Existing (C-1) Zone; however, the parcels were rezoned to I-1 on October 16, 1970, via Zoning Map Amendment A-8033-C, and on September 12, 1977, via Zoning Map Amendment A-9190-C, respectively. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) retained this site as an industrial property in the I-1 Zone.

Parcel B is subject to Preliminary Plan of Subdivision (PPS) 4-74093, approved in 1974, and Parcel G is subject to PPS 4-77195, which was approved in 1977. The resolutions of approval and other documents from the approval of PPS 4-74093 and PPS 4-77195 are no longer available. The site has an approved Stormwater Management (SWM) Concept Plan 52507-2019-00 and associated letter, which is valid until May 28, 2023. The approved concept plan is consistent with the DSP.

6. **Design Features:** This DSP proposes to construct a 4,649-square-foot food and beverage store, a gas station with seven standard and three diesel fuel dispensers, and a 1,248-square-foot car wash. The application also includes associated site improvements including landscaping and SWM facilities. The majority of the western portion of the property, which includes environmental features, is to remain undisturbed with this DSP.

The site plan proposes two points of vehicular access; one on Walker Mill Road, and one on Ritchie Road. Both access points are right-in/right-out only. The plan includes a 10-foot-wide shared use path along the property's frontage on Walker Mill Road and a 5-foot-wide sidewalk along the frontage of Ritchie Road. A pedestrian and bicycle access sidewalk is provided from the intersection of Walker Mill Road and Ritchie Road to the food and beverage store, for safe access into the site. An internal sidewalk surrounding the food

and beverage store is provided, as well as, a sidewalk linking the food and beverage store to the car wash. In addition, bicycle racks are proposed near the entrance of the food and beverage store. Based on staff's findings, conditions that the applicant provide crosswalks crossing both points of vehicle entry at Walker Mill Road and Ritchie Road, and replace the proposed bicycle racks with inverted U-style bicycle racks, are included in the Recommendation section of this report.

The food and beverage store building faces Walker Mill Road, but sits back behind the gas station canopy. Surface parking is proposed along the front of the building with additional parking along the eastern edges of the property. The loading space will be located between the diesel fueling dispensers and the car wash, southeast of the food and beverage store. The applicant is providing six outdoor tables for dining.

Architecture

The applicant is proposing a high-quality, one-story building in varied materials, which include stone, brick, and composite siding. The fuel canopy and car wash are reflective of the architecture and materials of the store. The applicant is using materials that are typical of the brand, used at other locations in the County, and incorporates sustainable building design elements. The proposed retail building has a height of approximately 21 feet and is designed to reflect a rural aesthetic. A stone veneer water table will wrap the base of the building, with a wide brick band in the middle, and beige cementitious siding with a copper-red cornice trim along the top portion. This horizontal mix of materials is integrated into the design scheme on all four elevations. The main entrance projects from the front façade and features two side entry points. The front elevation features white metal trim in a horizontal and vertical fashion with large storefront windows, allowing natural light to permeate the interior of the building. A gable-end metal-seam roof over the main entrance is topped with a cupola and weathervane, characteristic of corporate brand. Faux windows are proposed with green canvas awnings on the side and rear elevations.

The approximately 14-foot-high car wash will be located to the southeast of the store and will complement it, featuring a mix of stone and cementitious siding, with storefront windows on the side façade facing the activity on the site.

The proposed 19-foot-high gas canopies will have a flat roof, supported by two white prefinished metal wrapped columns between each fuel dispenser aisle, with the two columns on each end of the canopies wrapped in stone veneer. The fascia will be wrapped in a white internally-illuminated cabinet, with the corporate 'Royal Farms' logo provided on the front and each side fascia. The canopy for the diesel dispensers will have a yellow horizontal band wrapping the center of the fascia, with "Diesel" displayed on each front to distinguish this canopy from the standard one.

Signage

The site features building-mounted signs, illuminated, directional signs, and a pylon sign. The building-mounted signs are proposed as illuminated channel letters in the Royal Farms blue and green along the front projecting section, and on the rear façade. The corporate slogan, "World Famous Chicken and Fresh Kitchen" accompanies the front building mounted sign.

The 25-foot-tall pylon sign will be located along the frontage of the site, near the intersection of Walker Mill Road and Ritchie Road. The pylon sign will have a masonry base uniting the architecture of the site. The sign information, consisting of the corporate name and the fuel prices, will be blue, back-lit boxes with white lettering.

Directional signs throughout the site will be placed primarily for wayfinding, car wash information, and fuel type designation. A signage table provided with the sign details on the DSP demonstrates conformance with the Prince George's County Zoning Ordinance.

Lighting

This DSP proposes building-mounted and pole-mounted lighting throughout the site to illuminate the driveways, parking areas, and open spaces on the site. A photometric plan was submitted with this application and reflects adequate lighting throughout the site with minimal spillover onto adjacent neighboring properties. The submitted photometric plan shows that there is adequate lighting for users on-site, with no spillover onto the adjacent residential properties, and staff recommends approval of the lighting, as proposed.

Dumpster Enclosure

The dumpster enclosure is located to the southeast of the building, beyond the car wash and will be approximately eight feet in height. The enclosure is proposed to be constructed with brick to match the proposed building, with a solid double gate.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Map Amendment A-8033-C:** On October 16, 1970, Zoning Map Amendment A-8033-C was enacted by the Prince George's County District Council to rezone a portion of this property from the R-R to the I-1 Zone with two conditions, as follows:

1. **The flood plain area (as indicated on the study submitted by the applicant) shall be maintained in accordance with the regulations of the Maryland Department of Water Resources, the Washington Suburban Sanitary Commission, and the Department of Public Works.**

This DSP does not propose any disturbance to the flood plain.

2. **There shall be submitted to, and approved by, the District Council a site plan showing suitable landscaping of the subject properties abutting the residential properties before the properties are developed.**

This DSP and the associated landscape plan will be submitted to the District Council for mandatory review following a decision by the Prince George's County Planning Board. The landscape plan shows existing vegetation to be preserved between the development on this site and the adjacent residential properties, in conformance with the 2010 Prince George's County Landscape Manual (Landscape Manual).

8. **Zoning Map Amendment A-9190-C:** On September 12, 1977, Zoning Map Amendment A-9190-C was enacted by the District Council with two conditions, as follows:

1. **Development shall be confined to the area east of the Washington Suburban Sanitary Commission right-of-way.**

This DSP conforms to this condition.

2. **A site plan shall be submitted to the District Council for approval before the property is developed to insure [sic] that there are no adverse effects to surrounding properties.**

This DSP will be submitted to the District Council for mandatory review following a decision by the Planning Board.

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

a. This DSP is in general conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in the I-1 Zone. The proposed gas station and food and beverage store are permitted uses in the I-1 Zone, subject to Footnote 65, which permits each use if approved with a DSP. The car wash is permitted by-right in the I-1 Zone.

b. Section 27-474 of the Zoning Ordinance provides additional regulations for development in industrial zones, including requirements for setbacks, net lot area, lot frontage, building coverage, and green area. The subject DSP meets all these requirements, as shown on the submitted plans.

c. This DSP is in general conformance with all of the applicable site design guidelines, as referenced in Section 27-283 and contained in Section 27-274 of the Zoning Ordinance. For example, vehicular and pedestrian circulation is designed to be safe, efficient, and convenient for both pedestrians and drivers; pedestrian access is provided to the site from the public right-of-way; and the architecture proposed for the building is constructed of durable, low-maintenance materials, and employs a variety of architectural features and designs, such as window and door treatments, projections, colors, and materials.

10. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of the Landscape Manual for Section 4.2, Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. The required schedules have been provided demonstrating conformance to the requirements, with technical corrections provided in the Recommendation section herein.

11. **2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing

woodland. A Type 2 Tree Conservation, TCP2-027-2020, was submitted for review with this application. According to the worksheet, the overall site is 7.67 acres within the I-1 Zone. A total of 5.42 acres of existing woodlands are on the net tract. The site has a woodland conservation threshold of 0.81 acre, or 15 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 1.64 acres. The TCP2 shows this requirement will be met entirely on-site by preserving 2.13 acres of woodland. Minor technical revisions to the TCP2 are included in the Recommendation section herein.

12. Prince George's County Tree Canopy Coverage Ordinance: Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a 10 percent tree canopy coverage (TCC) on properties in the I-1 Zone. The subject site measures 7.67 acres and the required TCC amounts to approximately 0.77 acre. The subject application provides a schedule showing that 2.48 acres of TCC will be provided in conformance with this requirement.

13. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Historic Preservation**—In a memorandum dated September 17, 2020 (Stabler to Hurlbutt), incorporated herein by reference, the Historic Preservation Section evaluated the site and locations of currently known archeological sites indicating that the probability of archeological sites within the subject property is low. Staff noted that the subject application will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended for this site.
- b. **Community Planning**—In a memorandum dated October 8, 2020 (Byrd to Hurlbutt), incorporated herein by reference, 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.

This property is located within the Military Installation Overlay Zone for height, Surface B (Approach-Departure Clearance Surface), with an approximate allowable height limit of 318 feet. The proposed single-story building is within the height limit.

- c. **Subdivision Review**—In a memorandum dated October 22, 2020 (Gupta to Burke), incorporated herein by reference, the Subdivision and Zoning Section provided an evaluation of the previous zoning map amendments and record plats and determined that the development proposal does not represent a substantial revision to the mix of uses that affects Subtitle 24 adequacy findings. The development remains commercial and does not result in any change to the adequacy analysis required for a commercial development, which would have been conducted at the time of subdivision approval. Three subdivision conditions are included in the Recommendation section of this report.
- d. **Transportation Planning**—In a memorandum dated October 12, 2020 (Burton to Hurlbutt), incorporated herein by reference, the Transportation Section reviewed the application and evaluated development policies governing the site including the Subregion 4 Master Plan and SMA, as well as the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). This application is proposing right in/right-out access on both Walker Mill Road, as well as Ritchie Road. Walker Mill Road is a

master planned arterial (A-35) road within a 120-foot right-of-way. Ritchie Road is a master planned collector (C-426) road within an 80-foot right-of-way. Along the property's frontage, both roads have existing rights-of-way that are wider than the planned requirement. Consequently, no additional right-of-way will be required.

Based on the information provided in the *Trip Generation Manual, 10th edition* (Institute of Transportation Engineers (ITE)), the proposed development will generate approximately 346 AM and 305 PM trips during peak hours. The ITE manual also recommends a pass-by trip reduction rate of 76 percent. Consequently, the proposed development will generate 83 AM and 73 PM new trips on the adjacent streets to this development.

- e. **Trails**—In a memorandum dated October 12, 2020 (Ryan to Burke), incorporated herein by reference, the Transportation Planning Section reviewed the DSP for conformance with the MPOT and Subregion 4 Master Plan and SMA to provide the appropriate pedestrian and bicycle transportation recommendations. The policies set forth in the plans reinforce the need for adequate sidewalk and bikeway construction with bicycle-friendly roadways in conformance with the latest standards and guidelines.

The site contains an MPOT planned Ritchie Branch Trail running east-west through the rear of the property and recommends a hard surface trail for this facility. However, with the primary management area (PMA), floodplain, and existing woodland in the rear of the property, and considering that the proposed trail would not connect to an existing trail segment on either side of the property, staff recommends that the applicant provide a public use easement along the future trail alignment. At a future time, when a complete connection to the Walker Mill Regional Park or other trails can be made, the Prince George's County Department of Parks and Recreation can build and maintain the Ritchie Branch Trail. A condition is included in the Recommendation section to provide a public use easement in the rear of the property.

- f. **Environmental Planning**—In a memorandum dated October 13, 2020 (Rea to Burke), incorporated herein by reference, the Environmental Planning Section provided an evaluation, summarized as follows:

Natural Resources Inventory/Existing Conditions

An approved Natural Resources Inventory, NRI-019-2020, was submitted with the application. Two specimen trees are associated with this site. The site contains regulated environmental features, including streams and associated buffers steep slopes, and 100-year floodplain, which comprise the PMA. The forest stand delineation indicates that there is one forest stand which has a high rating for preservation. The site has a total of 7.67 acres of gross tract woodland, of which 2.21 acres are within the existing 100-year floodplain, as shown on the NRI. There are two large areas of steep slopes located on-site; the first is along the western property boundary and is associated with an existing forested perennial stream system, which passes through the western property boundary; while the second is located along the north east portion of the site and is associated with rising elevations that extend to the northeast boundary line.

Preservation of Regulated Environmental Features/Primary Management Area (PMA)

A statement of justification (SOJ) dated October 12, 2020 and associated exhibits were submitted on October 12, 2020 for three on-site impacts to the PMA, totaling 13,060 square feet (0.30 acre). Based on the SOJ, the applicant is requesting the following impacts described below:

Impact 1: On-site for proposed retaining wall, drive aisle and stormwater management facility

Impact 1 is proposed for the disturbance of 6,614 square feet of steep slopes for installation of a retaining wall, drive aisle and a SWM facility. The retaining wall minimizes the impacts that would otherwise be needed to grade the area. This disturbance is needed for proper site circulation for truck traffic, utility connections, and SWM for the proposed site. The impact is located outside of the preserved woodland area and the existing stream buffer. Staff supports this impact.

Impact 2: On-site for sanitary sewer connection

Impact 2 is proposed for the disturbance of 1,348 square feet of steep slopes and floodplain for the installation of a sewer connection to serve the site. Staff supports this impact.

Impact 3: Future on-site trail easement

Impact 3 is proposed for the disturbance of 5,098 square feet of PMA for a 20-foot future trail easement. This is a master planned trail connection which staff supports.

Stormwater Management

An approved SWM Concept Plan and associated letter, 52507-2019, were submitted with this application. The approved SWM concept plan shows the use of seven micro-bioretenion devices on-site. The concept approval expires on May 28, 2023.

- g. **Permits**—In a memorandum dated September 10, 2020, (Bartlett to Burke), incorporated herein by reference, the Permit Review Section evaluated the DSP and offered comments that have either been addressed through revisions to the plans, or are conditioned herein.
- h. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
- j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
- k. **Prince George's County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on the subject application.

- l. Washington Suburban Sanitary Commission (WSSC)**—In an email September 16, 2020 (Westendorf to Burke), incorporated herein by reference, WSSC offered utility related comments that have been provided to the applicant and will have to be addressed before sewer and water connection.
- 14.** As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
- 15.** As required by Section 27-285(b)(4) of the Zoning Ordinance, for approval of a DSP, the regulated environmental features on-site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Prince George’s County Subdivision Regulations, with three proposed impacts totaling 13,060 square feet (0.30 acre).

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Prince George’s County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-20017 and Type 2 Tree Conservation Plan TCP2-027-2020 for Royal Farms #381, subject to the following conditions:

- 1.** Prior to certification of the detailed site plan (DSP), the following revisions shall be made to the plan:
 - a.** Provide the green area tabulations in the General Notes.
 - b.** Provide the required car wash parking spaces in the Parking and Loading Schedule and correct the total number of required spaces.
 - c.** Correct General Note 6 to add car wash as a proposed use.
 - d.** Revise General Note 12 to remove parts of Parcel G and indicate the entirety of Parcel G is recorded in Plat Book NLP 100-27. The plan label for Parcel G should also include the plat recordation number.
 - e.** In General Note 14, complete the Type 2 tree conservation plan data once the information is provided.
 - f.** Provide a 10-foot-wide shared-use-path/sidewalk west of the Walker Mill Road motor vehicle entrance, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - g.** Provide inverted-U bicycle racks, or racks of a similar style that can provide two points of contact to support and secure each parked bicycle.

- h. Provide crosswalks at each of the motor vehicle access driveways.
 - i. Provide the linear foot measurement for the Schedule 4.3-1 on the Landscape Plan.
 - j. Label the recording reference for the right-of-way dedication deed as recorded in Liber 18207 folio 359. There is a discrepancy between the bearings and distances on Plat Book NLP 100-27 for Parcel G resulting from this dedication.
 - k. Prior to certification of the DSP, the Type 2 tree conservation plan shall be revised as follows:
 - (1) Show the proposed master plan trail easement that overlaps existing woodlands to remain, as being woodland retained counted as cleared on the plan, not as woodland preservation and update the woodland conservation worksheet accordingly.
 - (2) Have the Property Owners Awareness Certificate signed and dated by the owner or owner's representative.
 - (3) Add the following note under the Type 2 tree conservation plan certification block on Sheet 1:

“Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George’s County Land Records at Liber ____ Folio ____.
Revisions to this TCP2 may require a revision to the recorded easement.”
2. Prior to the approval of any permits, which impact 100-year floodplain, wetlands, wetland buffers, streams, or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
 3. Prior to the approval of a building permit, the applicant and the applicant’s heirs, successors, and/or assignees shall provide a public use easement for the future Ritchie Branch Trail, the location and width of which shall be determined in accordance with the Prince George’s County Department of Parks and Recreation.

ITEM: 6

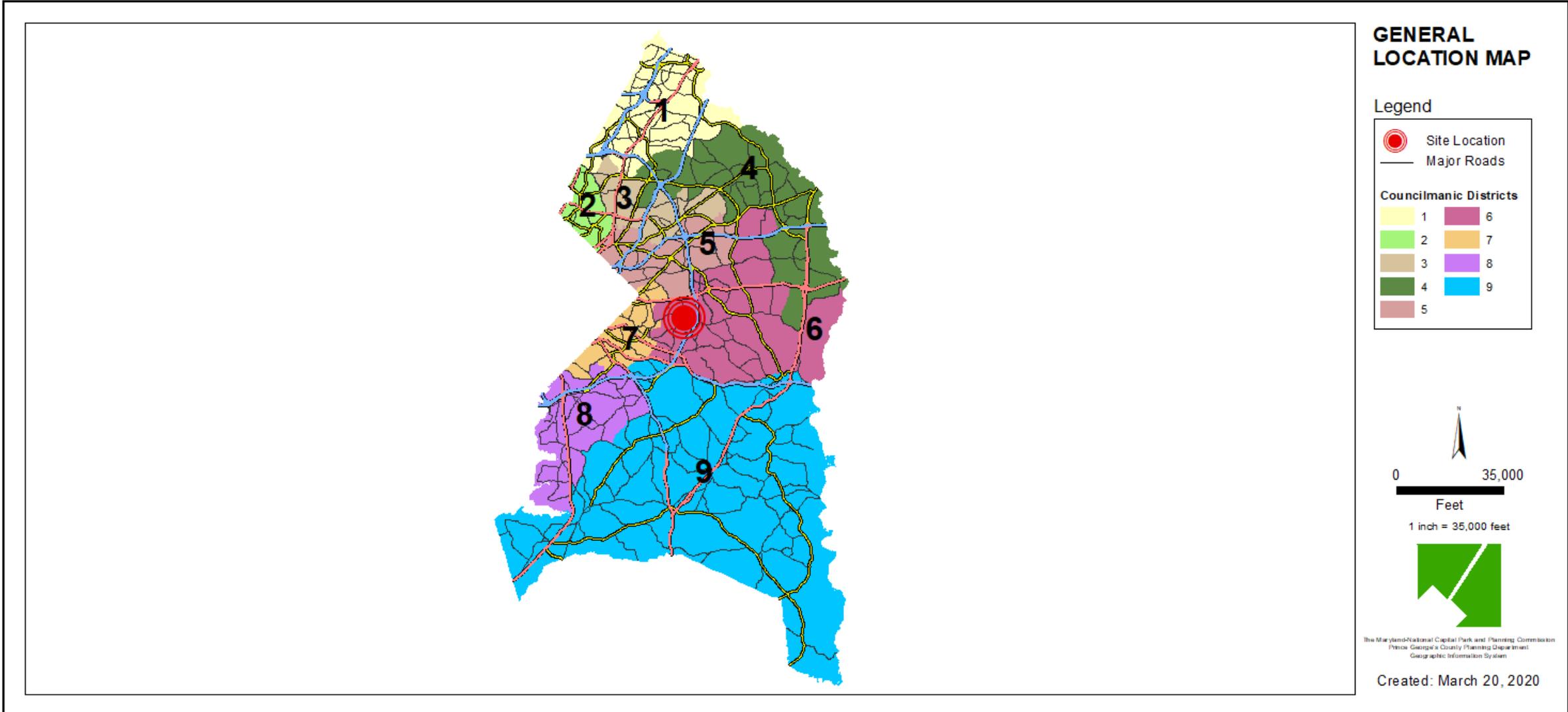
CASE: DSP-20017

**ROYAL FARMS #381
WALKER MILL ROAD**

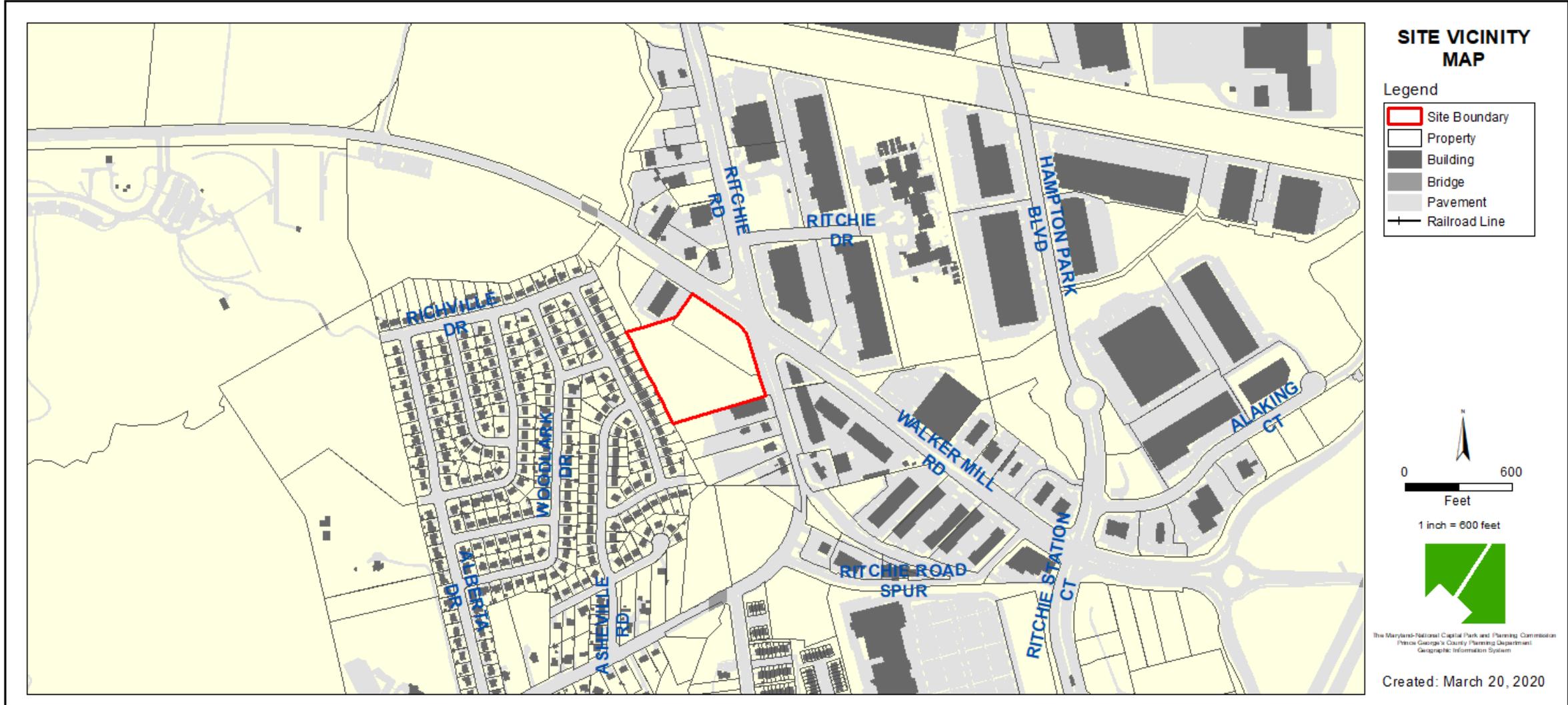
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



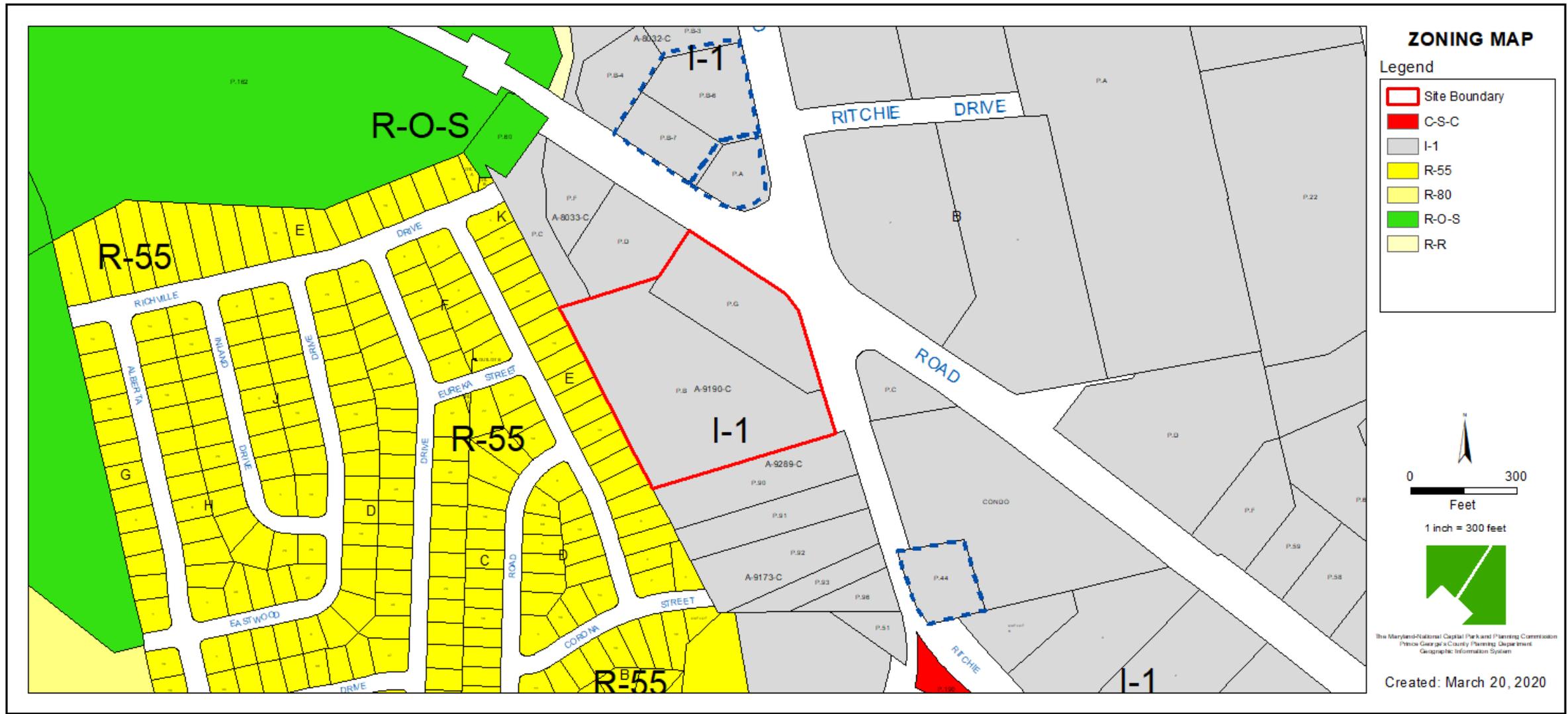
GENERAL LOCATION MAP



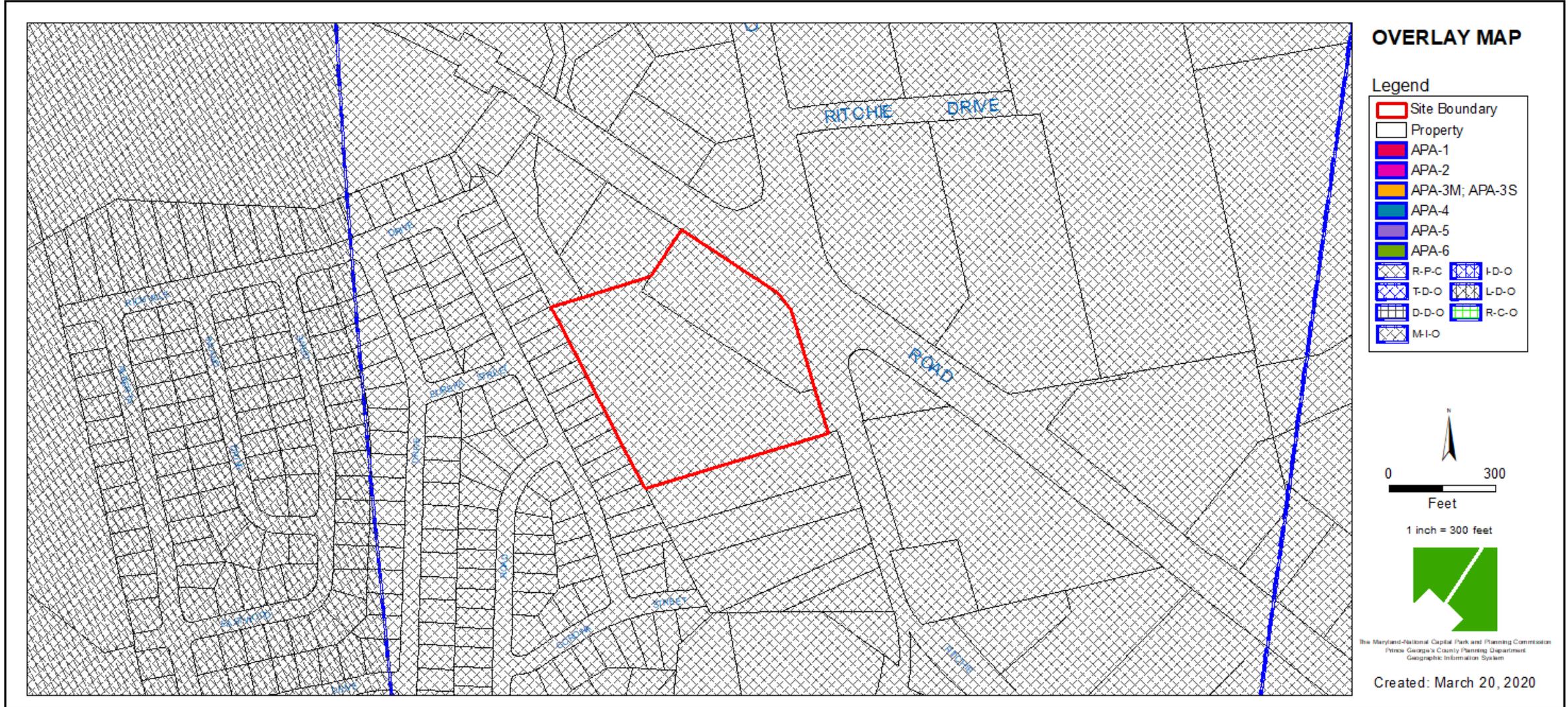
SITE VICINITY



ZONING MAP



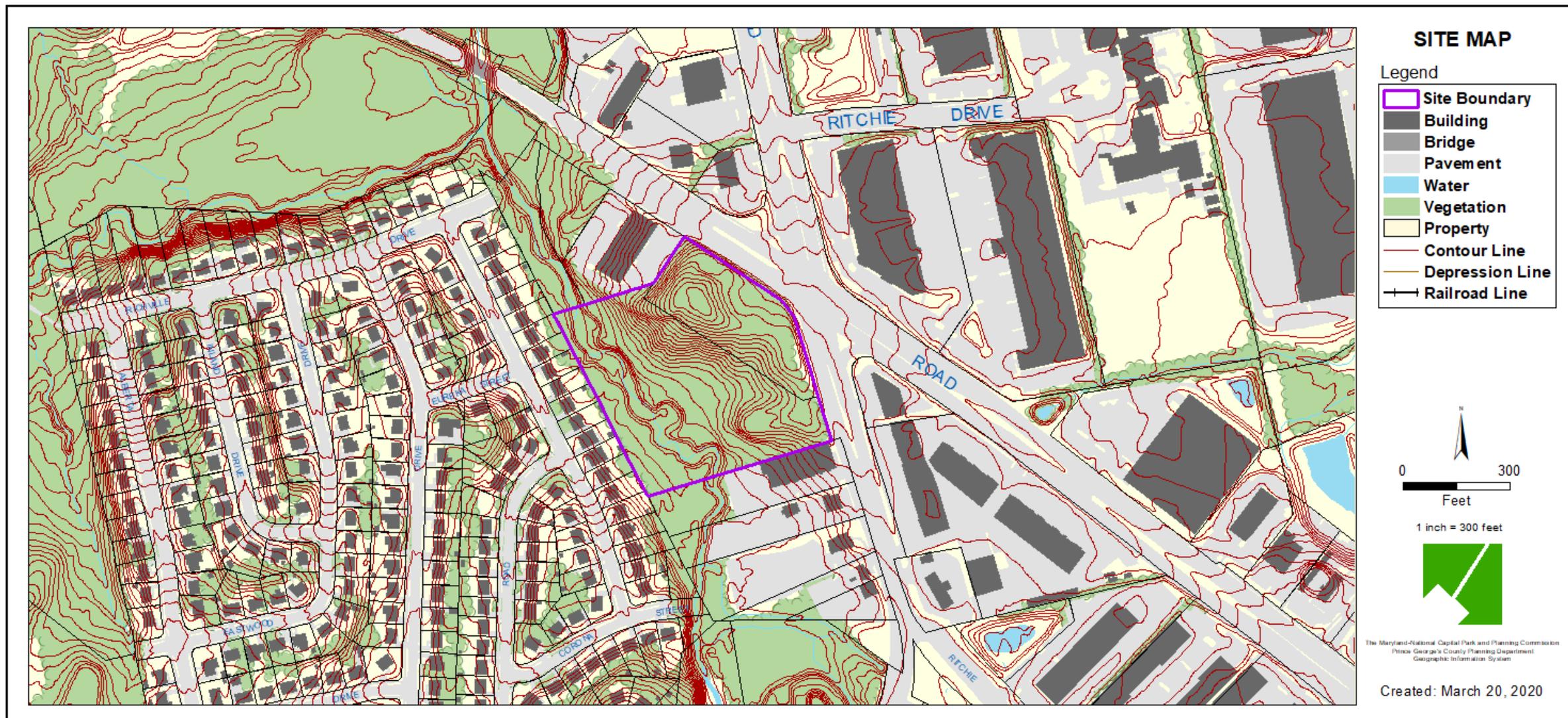
OVERLAY MAP



AERIAL MAP

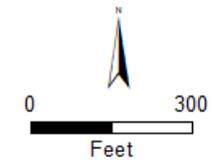


SITE MAP



SITE MAP

- Legend
- Site Boundary
 - Building
 - Bridge
 - Pavement
 - Water
 - Vegetation
 - Property
 - Contour Line
 - Depression Line
 - Railroad Line



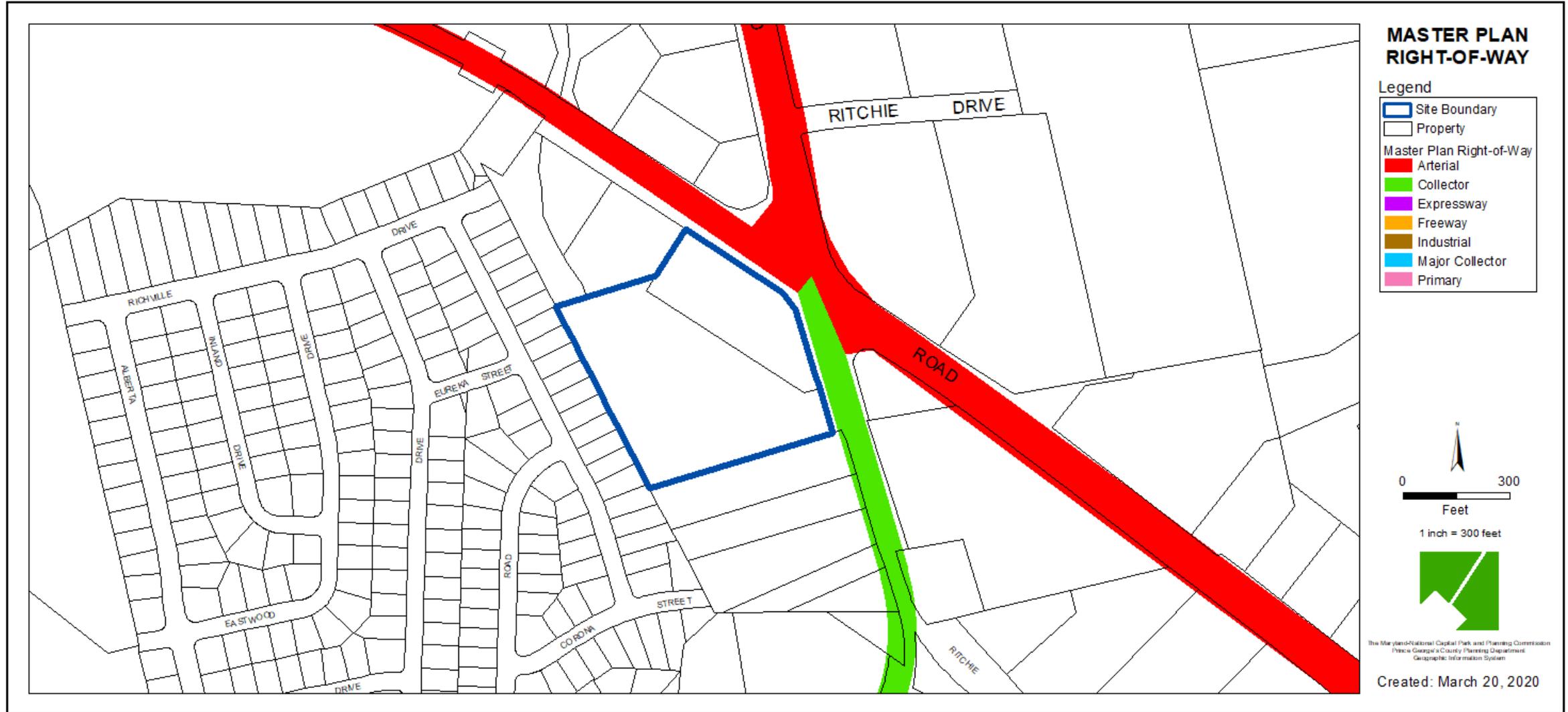
1 inch = 300 feet



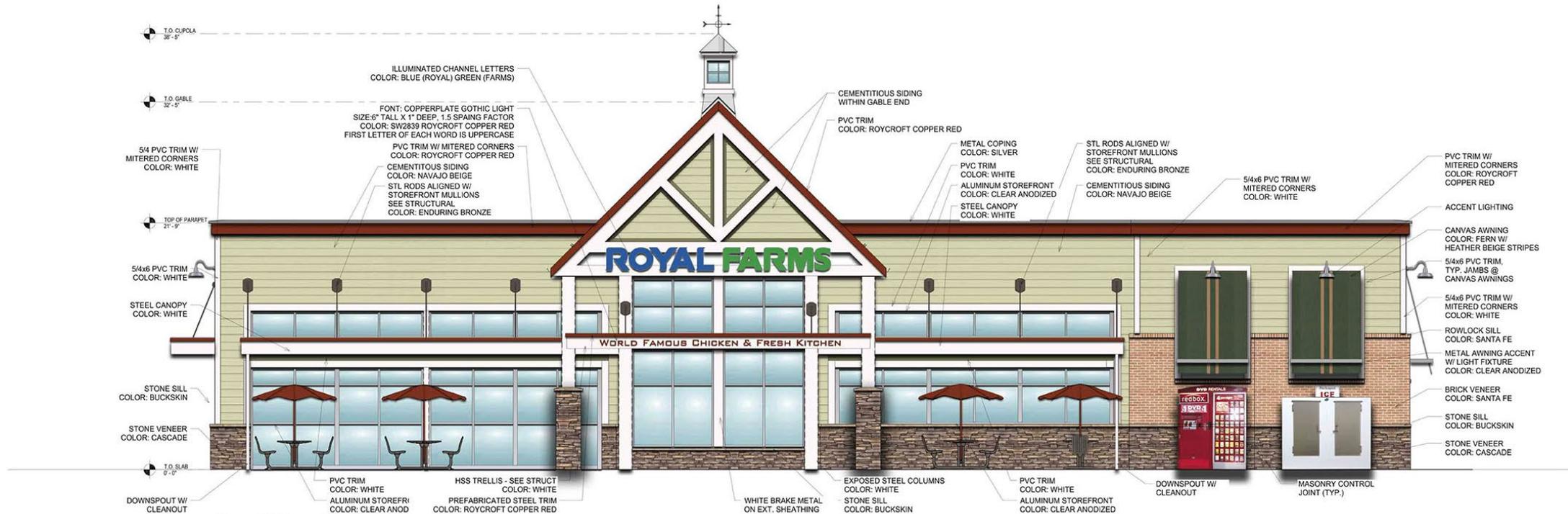
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System

Created: March 20, 2020

MASTER PLAN RIGHT-OF-WAY MAP



FRONT ELEVATION



Front Elevation
1/4" = 1'-0"

ROYAL FARMS

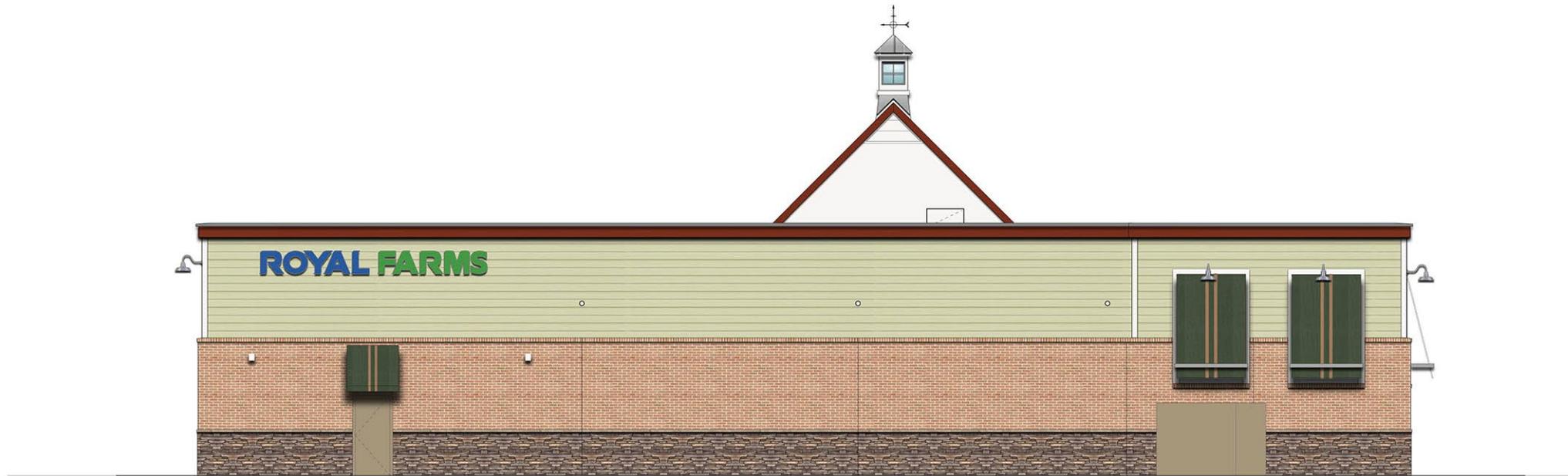
Royal Farms #381
Walker Mill & Ritchie Road, Forestville MD
Proposed Elevations
March 27th, 2020

RA RATCLIFFE
ARCHITECTS

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Phone 410-484-7010 • Fax 410-484-3819 • peter@ratcliffearchitects.com



REAR ELEVATION



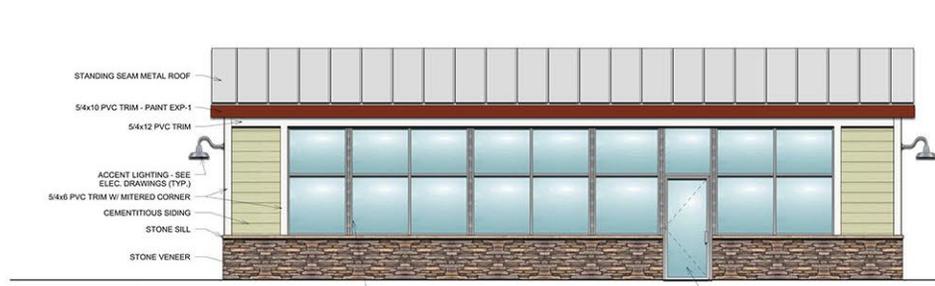
ROYAL FARMS

Royal Farms #381
Walker Mill & Ritchie Road, Forestville MD
Proposed Elevations
March 27th, 2020

RA RATCLIFFE
ARCHITECTS
10404 Stevenson Road • Stevenson, Maryland 21153
Phone 410-484-7010 • Fax 410-484-3819 • peter@ratcliffearchitects.com



CAR WASH ELEVATIONS



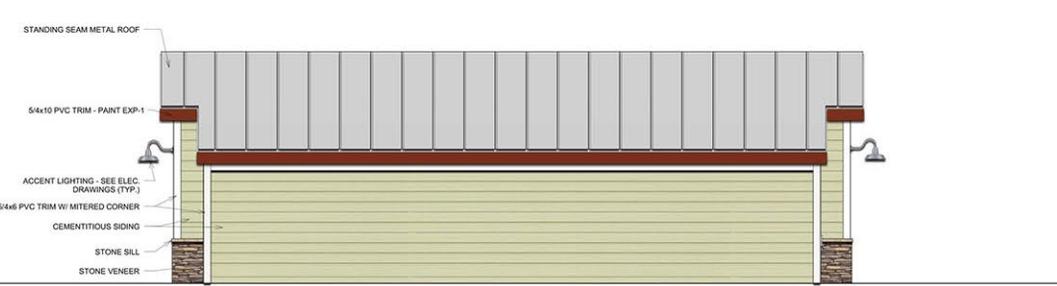
Front Elevation
1/4" = 1'-0"



Left Elevation
1/4" = 1'-0"



Right Elevation
1/4" = 1'-0"



Rear Elevation
1/4" = 1'-0"

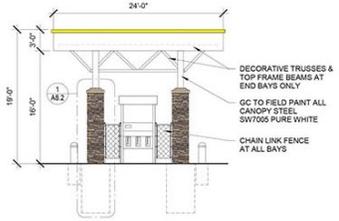
ROYAL FARMS

Royal Farms #381
Walker Mill & Ritchie Road, Forestville MD
Proposed Car Wash Elevations
March 27th, 2020

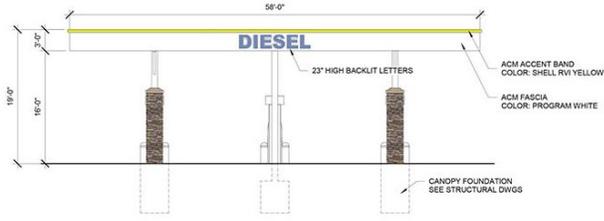
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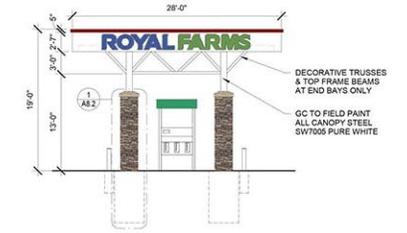
FUEL CANOPIES



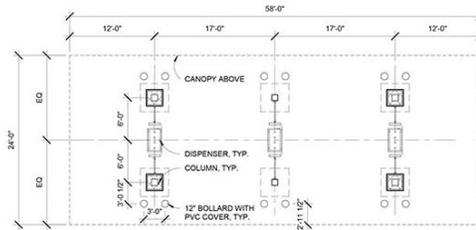
1 DIESEL SIDE ELEVATION
SCALE = 1/8" = 1'-0"



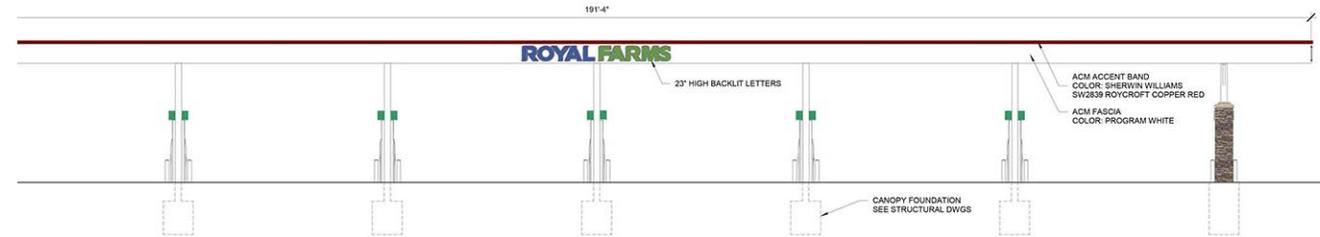
2 DIESEL
SCALE = 1/8" = 1'-0"



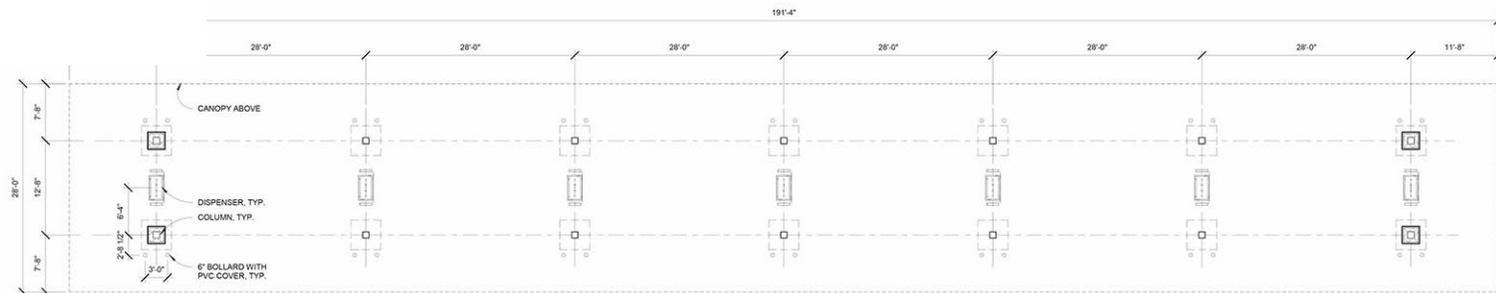
3 STARTER GATE SIDE ELEVATION - 191'
SCALE = 1/8" = 1'-0"



3 DIESEL
SCALE = 1/8" = 1'-0"



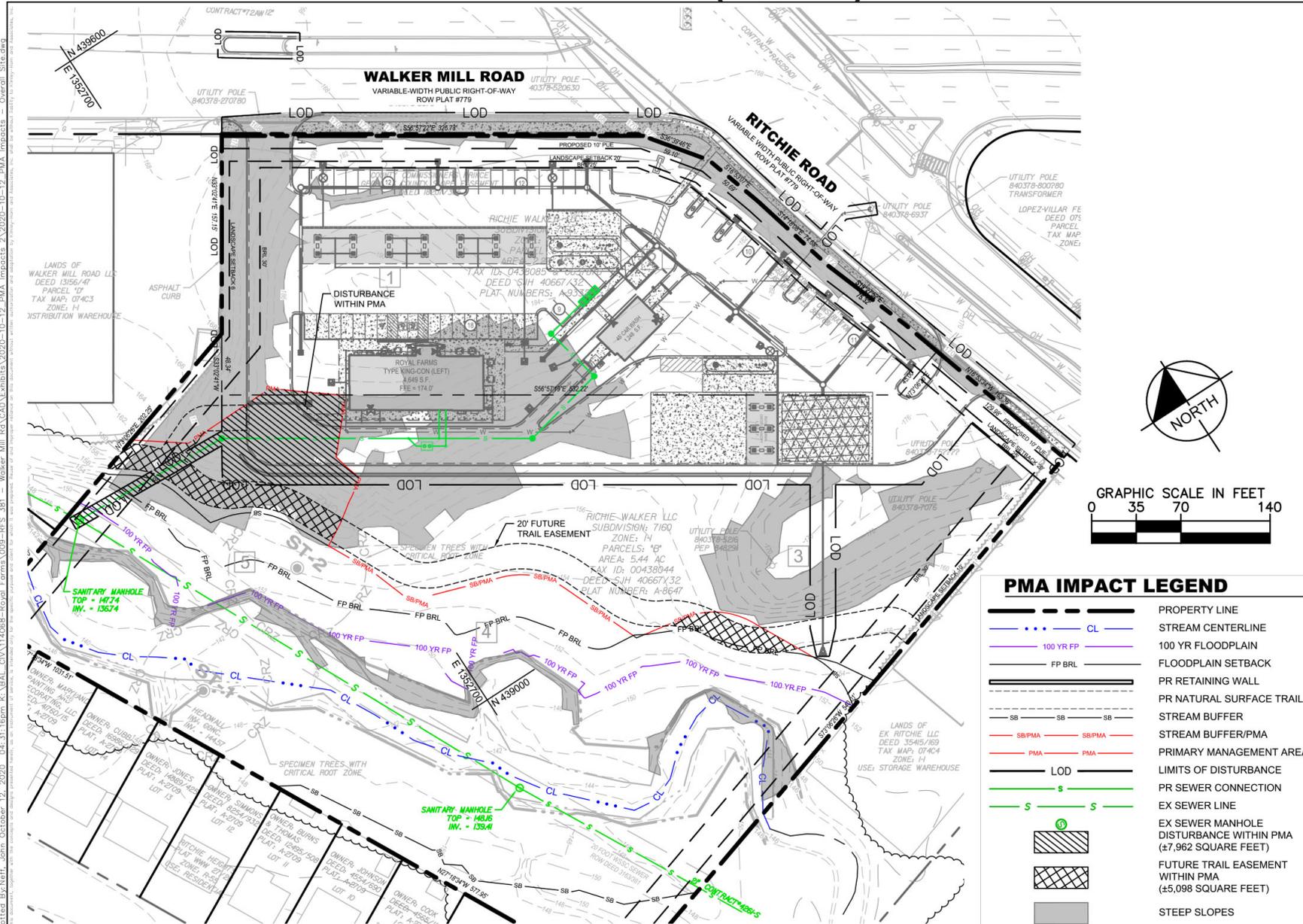
2 STARTER GATE - 191'
SCALE = 1/8" = 1'-0"



1 STARTER GATE - 191'
SCALE = 1/8" = 1'-0"



PRIMARY MANAGEMENT AREA (PMA) IMPACTS

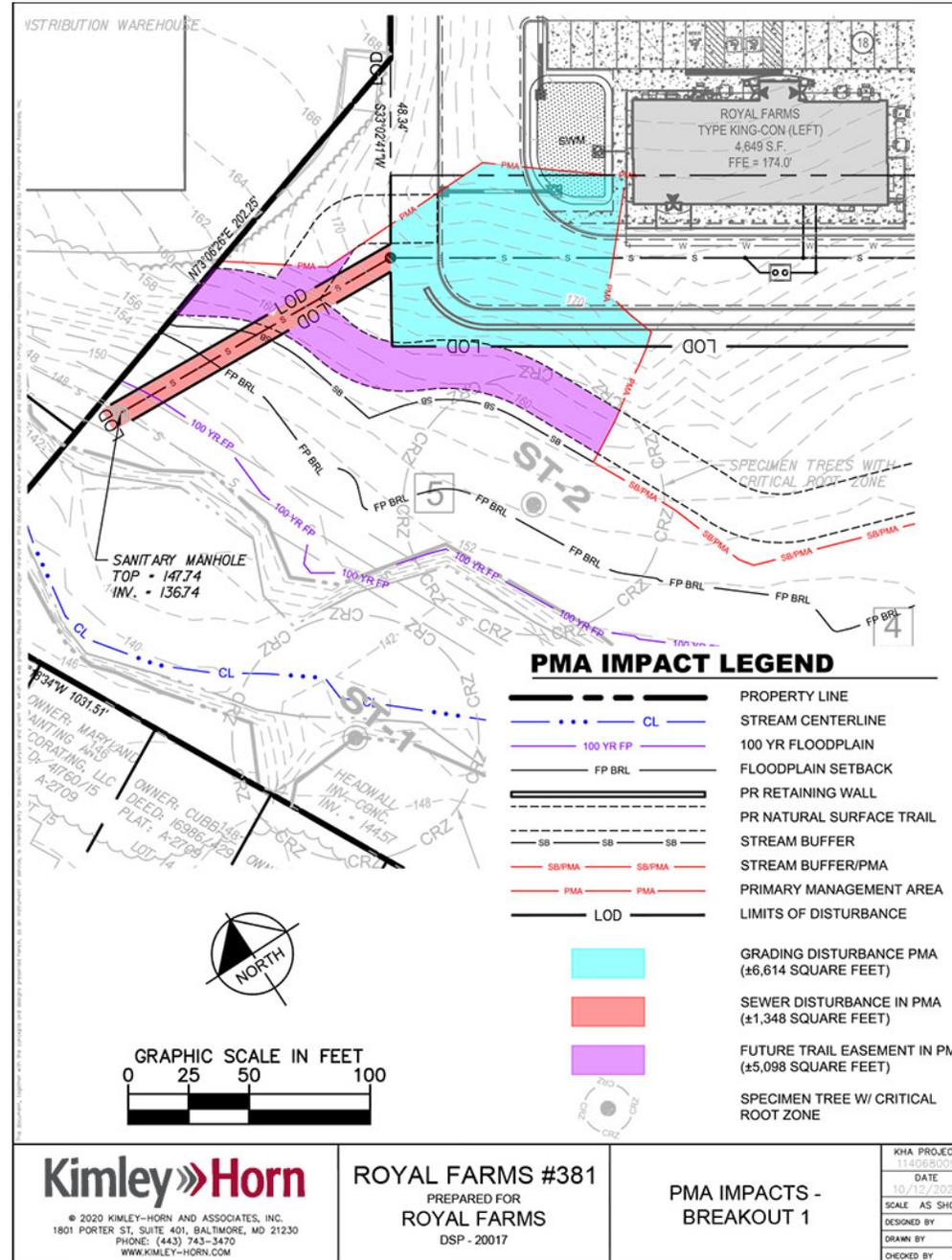


PMA IMPACT LEGEND	
	PROPERTY LINE
	STREAM CENTERLINE
	100 YR FLOODPLAIN
	FLOODPLAIN SETBACK
	PR RETAINING WALL
	PR NATURAL SURFACE TRAIL
	STREAM BUFFER
	STREAM BUFFER/PMA
	PRIMARY MANAGEMENT AREA
	LIMITS OF DISTURBANCE
	PR SEWER CONNECTION
	EX SEWER LINE
	EX SEWER MANHOLE
	DISTURBANCE WITHIN PMA (±7,962 SQUARE FEET)
	FUTURE TRAIL EASEMENT WITHIN PMA (±5,098 SQUARE FEET)
	STEEP SLOPES

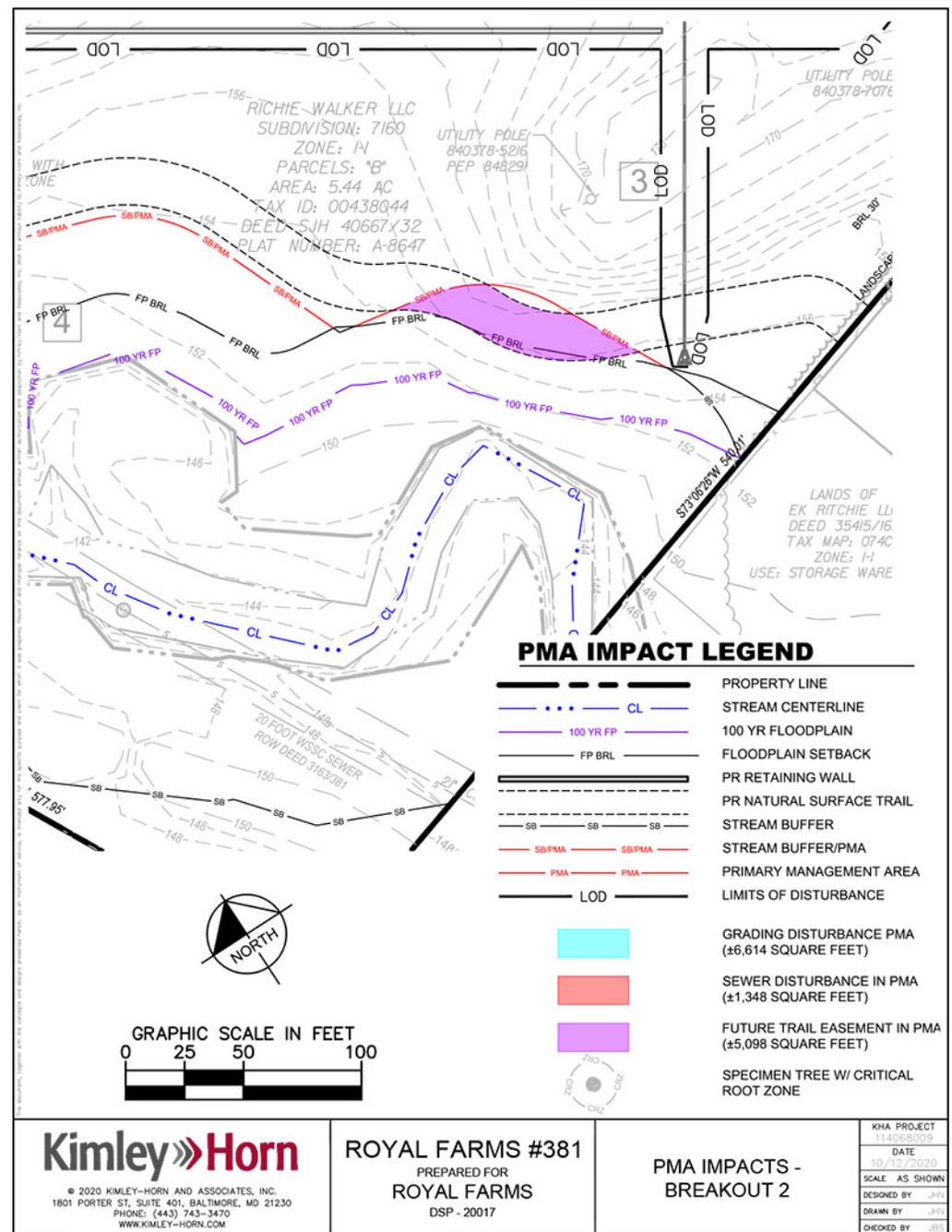
<p>Kimley»Horn</p> <p>1007 PARKWAY, SUITE 100, CHARLOTTE, NC 28202 PHONE: 442-743-3470 WWW.KIMLEY-HORN.COM</p>	
<p>M/A PROJECT: 11408R009</p> <p>DATE: 11/12/2020</p> <p>DESIGNED BY: JRN</p> <p>DRAWN BY: JRN</p> <p>CHECKED BY: JBS</p>	<p>NO.</p> <p>REVISIONS</p> <p>DATE</p>
<p>PMA IMPACTS - OVERALL SITE</p>	
<p>ROYAL FARMS #381</p> <p>PREPARED FOR: ROYAL FARMS</p> <p>DSP - 20017</p> <p>PRINCE GEORGES COUNTY MARYLAND</p>	
<p>SHEET NUMBER: EX-1</p>	



PMA IMPACTS



PMA IMPACTS



Kimley»Horn
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 1801 PORTER ST, SUITE 401, BALTIMORE, MD 21230
 PHONE: (443) 743-3470
 WWW.KIMLEY-HORN.COM

ROYAL FARMS #381
 PREPARED FOR
ROYAL FARMS
 DSP - 20017

**PMA IMPACTS -
 BREAKOUT 2**

KHA PROJECT	114068009
DATE	10/12/2020
SCALE	AS SHOWN
DESIGNED BY	JH1
DRAWN BY	JH1
CHECKED BY	JH1



**AMENDED STATEMENT OF JUSTIFICATION
DSP-20017
Royal Farms #381 Walker Mill Road**

OWNER: Ritchie Walker LLC
3729 Brightseat Road
Landover, Maryland 20785

APPLICANT: Two Farms Inc.
d/b/a Royal Farms
3611 Roland Avenue
Baltimore, Maryland 21211

ATTORNEY/AGENT: Matthew C. Tedesco, Esq.
McNamee, Hosea, Jernigan, Kim, Greenan & Lynch, P.A.
6411 Ivy Lane, Suite 200
Greenbelt, Maryland 20770
(301) 441-2420 Voice
(301) 982-9450 Fax

CIVIL ENGINEER: Kimley-Horn
Attn: Jennifer Leonard
1801 Porter Street, Suite 401
Baltimore, Maryland 21230
(443) 743-3470

REQUEST: A detailed site plan is submitted to develop a food or beverage store in combination with a gas station and a car wash in the I-1 Zone.

I. DESCRIPTION OF PROPERTY

1. Addresses – The parcels do not have an assigned address, but they are located in the southwest quadrant of the intersection of Walker Mill Road and Ritchie Road, District Heights, MD 20747.
2. Use – Food and Beverage Store in combination with the retail sales of gasoline and a car wash.
3. Incorporated Area – None.
4. Council District – 6th.
5. Parcels – Parcels B and G.
6. Total Area – 7.67 Acres.
7. Plat Book – Plat Book CEC 92 Plat No. 1 and Plat Book NLP 100 Plat No. 27.
8. Tax Map/Grid – 74/C-3.

9. Location – The site is located on the southwest quadrant of the intersection of Walker Mill Road and Ritchie Road.
10. Zoned: I-1/M-I-O (Height) Zone.
11. 200 Sheet – 202SE08.

II. APPLICANT’S PROPOSAL

The total area of the property is 7.67 acres. This Detailed Site Plan is being submitted so that the property can be developed with a food and beverage store in combination with the retail sale of gasoline, and a car wash, which are permitted in the I-1 Zone, subject to the approval of said DSP.

A Royal Farms is unique in that it offers various convenience needs to its patrons and serves as a food and beverage store, with indoor and outdoor seating, and offers the retail sale of gasoline and a car wash. It is incorrect to broadly label a Royal Farms as a “gas station” or service station. This is especially true given the definition of a “gas station” in the Zoning Ordinance¹ does not accurately capture or define Royal Farms.

Regarding Royal Farms, its mission is “To Be the Best.” The proposed development will include a 4,649 square foot food and beverage store, with indoor and outdoor seating, 7 multi-product gas dispensers, and 3 diesel dispensers, which will facilitate the development of this property with a modern and attractive commercial retail business that satisfies the needs of the modern consumer. A car wash is also proposed. The development will be attractive; will use sustainable building materials; will utilize environmental site design techniques to the fullest extent practical; will add attractive landscaping; will provide for the convenience needs of the surrounding community; will create jobs for the local economy; and will increase the County’s tax base.

¹ (99) **Gas Station (Automobile Filling Station):** (A) A "Building" or "Lot" having pumps and storage tanks, where the primary "Use" is the retail sale of motor vehicle fuels. No storage or parking space shall be offered for rent. Vehicle-related services may be offered incidental to the primary "Use," such as:

- (i) Sales and servicing of spark plugs, batteries, and distributors and distributor parts; tune-ups;
- (ii) Tire servicing and repair, but not recapping or regrooving;
- (iii) Replacement of mufflers and tail pipes, water hoses, fan belts, brake fluid, light bulbs, fuses, floor mats, windshield wipers and wiper blades, grease retainers, wheel bearings, mirrors, and the like;
- (iv) Washing and polishing, and sale of automotive washing and polishing materials;
- (v) Greasing, lubrication, and radiator flushing;
- (vi) Minor servicing and repair of carburetors, fuel, oil and water pumps and lines, and minor engine adjustments not involving removal of the head or crank case or racing the engine;
- (vii) Emergency wiring repairs;
- (viii) Adjusting and repairing brakes;
- (ix) Provision of road maps and other information to travelers.

(B) Services allowed at a "Gas Station" shall not include major chassis or body work; repair of transmissions or differentials; machine shop work; straightening of body parts; or painting, welding, or other work involving noise, glare, fumes, smoke, or other characteristics to an extent greater than normally found in "Gas Stations."

Design Features

The site plan within the lease area proposes two points of vehicular access. One access point is proposed along Walker Mill Road; and one access point is proposed on Ritchie Road. The proposed site design places the food and beverage store and the main pump island parallel to Walker Mill Road, and the carwash perpendicular to Ritchie Road. The queuing for the car wash is physically separated from the fueling areas by the convenience store and a landscaped island. The diesel pumps are located at the eastern portion of the site, near the site's entrance on Ritchie Road. Surface parking is proposed to the eastern side of the Royal Farms building with additional parking along the frontage of the abutting roads to ensure safe and efficient on-site circulation. In addition, and more importantly, the proposed layout creates a safe environment for patrons utilizing all of the services offered by Royal Farms, while also keeping users of the diesel canopy from negatively interacting with patrons of the Royal Farms store. Further, as an expert in the field and having designed numerous sites that are aesthetically pleasing and safe and efficient, the applicant very strongly contends that its layout will result in a very successful and high quality development.

The retail building for the Royal Farms is designed to reflect a somewhat rural aesthetic which is a trademark of Royal Farms. The new model has been constructed throughout Maryland and most recently, in a number of locations throughout Prince George's County. The building design incorporates a band of composite siding at the top portion of the building, brick veneer in the middle, and stone veneer at the base of the building. The main entrance projects from the rest of the building and features two side entry points. The front elevation is accented with a shed-style roof over the main entrance supported by stone veneer and painted steel columns and topped with a cupola, and over-sized windows that help break up the horizontal mass. The applicant is proposing one twenty-five (25) foot tall pylon sign at the intersection of Walker Mill Road and Ritchie Road.

The pedestrian patrons will access the site by two sidewalks. A five-foot sidewalk is proposed along Ritchie Road. An eight-foot wide sidewalk is proposed along Walker Mill Road in conformance with the Master Plan requirement for a planned sidepath. A twelve-foot wide mulch trail is proposed behind the proposed development to fulfill the requirements of the planned Ritch Branch Trail, which is physically separated from the proposed development by a retailing wall.

There is no question that the proposed exterior building materials, which include stone, brick, and composite siding, are of notable quality and durability. The pumps and canopy are reflective of the architecture and materials of the main building. Due to the visibility of the pumps, canopy, and retail building, the design of these features are important and are of high quality. The quality of design is currently on display at a number of locations throughout Prince George's County. The applicant anticipates that the proposed development will have similar positive impacts to the County in the form of new jobs, reinvestment, increased taxes, etc. The elevations use high end finishes, with a design that is often used as the model for other similar uses. Indeed, from 2006-2008, the applicant began to incorporate energy and water-efficient "green" building features, and by 2010, the applicant had fully embraced sustainability and has since incorporated sustainable building design into its construction. Since 2010, all of the vegetable oil used to prepare Royal Farms' famous chicken has been converted into biofuel. The majority of materials are purchased locally, and the majority of all waste from construction is recycled or repurposed.

Pursuant to Section 27-473(b)(1)(E) Footnote 64, a Detailed Site Plan is being filed to allow for a food or beverage store in combination with a gas station, and a car wash. As discussed in detail below, the applicant contends that all of the requirements for a detailed site plan have been met.

III. CRITERIA FOR APPROVAL

General Criteria for DSP Approval

Section 27-285. Planning Board Procedures.

(b) Required findings.

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: The plan does represent a reasonable alternative for satisfying the site design guidelines.

- (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: A conceptual site plan is not required for this development proposal.

- (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: DSP-20017 is not a DSP for infrastructure; this finding does not apply.

- (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: The plan does not propose impacts to regulated environmental features. The applicant has obtained an approved Natural Resources Inventory, NRI-019-2020, dated March 2, 2020. A Tree Conservation Plan – Type 2 is included for the property. These plans are included with this detailed site plan package.

DSP-20017 is located within the boundaries of the Subregion 4 Master Plan and Sectional Map Amendment, but is not within a specific living area or designated General Plan Growth Center. The property is not located within a Subregion 4 designated opportunity site, and does not have a DDO. Therefore, DSP-20017 is not subject to the Subregion 4 Development District Standards.

Section 27-473(b), Uses in the Industrial Zone

The proposed food or beverage store in combination with a gas station and car wash is a permitted use in the I-1 Zone subject to detailed site plan approval. (See CB-82-2017).

Section 27-474, Regulations in the Industrial Zones (I-1 Standards)

The site plan is in conformance with the regulations in the I-1 industrial zone, as provided in the General Notes on the DSP filed in conjunction with the application.

Site Design Guidelines

The DSP will be in conformance with the applicable site design guidelines contained in Section 27-274. For example, the majority of the proposed surface parking is proposed to be as near as possible to the main entrance of the building. The loading area is conveniently located in the southeastern portion of the property between the car wash and the diesel canopy to minimize conflicts with pedestrians or vehicles, and will be screened by the surrounding plantings within the parking islands and the parking lot landscape strips. The proposed architecture features varied building form with a harmonious use of different building materials. Specifically, the DSP, pursuant to Section 27-283, satisfies the applicable design guidelines in Section 27-274(a) of the Zoning Ordinance as follows:

Section 27-274(a)(2), Parking, loading, and circulation

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

COMMENT: The surface parking lot is located and designed to provide safe and efficient vehicular and pedestrian circulation within the site by use of clearly defined, striped and curbed access ways from Walker Mill Road and Ritchie Road. The travel ways leading to the parking, loading, car wash, and service use areas are clearly defined. Additionally, sidewalks are provided around the building, and along Walker Mill Road and Ritchie Road. Finally, access and circulation have been designed to ensure co-mingling of trucks using the diesel pumps and the queuing for the carwash do not interfere or impact patrons using and accessing the Royal Farms store. These facilities make for safe, efficient and convenient circulation of the site for both pedestrians and drivers in accordance with this requirement.

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

COMMENT: The loading area is located in the southeastern portion of the site, between the car wash and the diesel canopy, which should minimize conflicts with vehicles and pedestrians. Additionally, the loading area will be heavily screened from all road frontages by generous landscaping. Therefore, the loading area should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians in accordance with this requirement.

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

COMMENT: Safe vehicular circulation is created on the site by use of clearly defined, striped and curbed access ways from Walker Mill Road and Ritchie Road. The travel ways leading to the parking, loading and service use areas are clearly defined. Sidewalks are provided around the building, and along Walker Mill Road and Ritchie Road. Finally, access and circulation have been designed to ensure co-mingling of trucks using the diesel pumps and the queuing for the carwash do not interfere or impact patrons using and accessing the Royal Farms store. An eight foot wide sidepath is proposed along Walker Mill Road, and a five-foot sidewalk is proposed along Ritchie Road. These facilities make for safe, efficient and convenient circulation of the site for both pedestrians and drivers in accordance with this requirement.

Section 27-274(a)(3), Lighting

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

COMMENT: A photometric plan is provided as Sheet 11 of the detailed site plan set and lighting details are provided on Sheet 12. DSP-20017 provides adequate illumination with light fixtures that enhance the character of the site, but do not negatively impact adjacent properties.

Section 27-274(a)(4), Views

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

COMMENT: The siting of the building, with its most architecturally significant façade, the front, facing Walker Mill Road and visible from Ritchie Road helps create an attractive view to those driving or walking by in accordance with this requirement. Also, the quality of these views will be enhanced by generous landscaping along the road frontages. Lastly the quality architectural materials (brick, stone and composite siding) and design, assist in creating attractive views from the adjacent public domain.

Section 27-274(a)(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: Green areas on the subject property are located along the road frontages as both landscaping and bioretention areas, as well as within the landscaped islands combined with bioretention facilities throughout the site, and within the woodland preservation area located at the rear or western portion of the property. Those green areas will serve to enhance the views from the six (6) tables and eighteen (18) seats to be located on the front and eastern side of the store to be utilized primarily for outdoor dining and the area under the pump canopies, the site's main activity areas, and will help to soften the character of the area, which is predominantly industrial.

Section 27-274(a)(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: Landscaping of the site along its Walker Mill Road and Ritchie Road frontages and in the bioretention areas within the landscaped islands throughout the site are heavily landscaped. Six outdoor seating tables, with 18 seats are provided in front and southern side of the building and three bike racks (providing parking for 6 bicycles) at the southeast corner of the building have been provided. High quality materials have been utilized in the architecture of the building, the car wash, and the design of the pump canopy has been coordinated therewith. All these factors help create an attractive, coordinated development that will enhance the use and enjoyment of the site in accordance with this requirement.

Section 27-274(a)(8), Service areas

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

COMMENT: The loading area is located in the southeastern portion of the site, between the car wash and the diesel canopy, which should minimize conflicts with vehicles and pedestrians. Additionally, the loading

area will be heavily screened from all road frontages by generous landscaping. Therefore, the loading area should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians in accordance with this requirement.

2010 Landscape Manual

DSP-20017 complies with the requirement of the 2010 Landscape Manual. Please see the Landscape Plan on Sheets 10-11 and the Planting Schedules on Sheet 12 for schedules and details.

Tree Canopy Coverage

The Tree Canopy Coverage requirement for this development proposal is 33,411 square feet. The Tree Canopy Coverage requirement is satisfied with 108,303 square feet being provided.

IV. CONFORMANCE WITH PART 10C MILITARY INSTALLATION ZONE (Section 27-548.50)

On November 15, 2016, the District Council approved the Military Installation Overlay Zone. (CR-97-2016). DSP-20017 is to allow for a food and beverage store in combination with a gas station and carwash on the property. In regard to this proposed use, Part 10C states the following:

Sec. 27-548.54. - Requirements for Height.

- (a) For purposes of the Military Installation Overlay Zone, heights are measured from the base of a structure to the highest point of any part of the structure, including, but not limited to, antennae, towers, poles, monopoles, or satellite dishes.**
- (b) No development, structure, or alteration of the land shall exceed the height established by the Impact Map for Height.**
- (c) At the time of building permit, a licensed Engineer or qualified professional of competent expertise shall certify that structures do not exceed the height established by the Impact Map for Height, utilizing the formulae and methodology set forth in this Section.**
- (e) The Planning Board shall verify certification of height using the formulae proscribed in this Section as described below:**
 - (1) Military Installation Overlay Zone height formulae are based upon the highest elevation of the subject property in relation to the elevation of the runways at Joint Base Andrews, which are 274 feet above sea level.**
 - (2) The figures calculated through the measurements in this Section should add the difference in elevation between the runways at Joint Base Andrews and the highest elevation on the subject property: properties lower than 274 feet in elevation should add this difference in elevation; properties higher than 274 feet in elevation should subtract this difference in elevation to determine the maximum height:**
 - (B) Surface B (Approach-Departure Clearance Surface): Structures shall not exceed a height (in feet) equivalent to the distance between Surface A and nearest boundary of the subject property, divided by 50.**

COMMENT: The project is located within the Height Zone under the Military Installation Overlay Zone. Under this zoning, the project has a height limited called "Surface B" which requires that building height

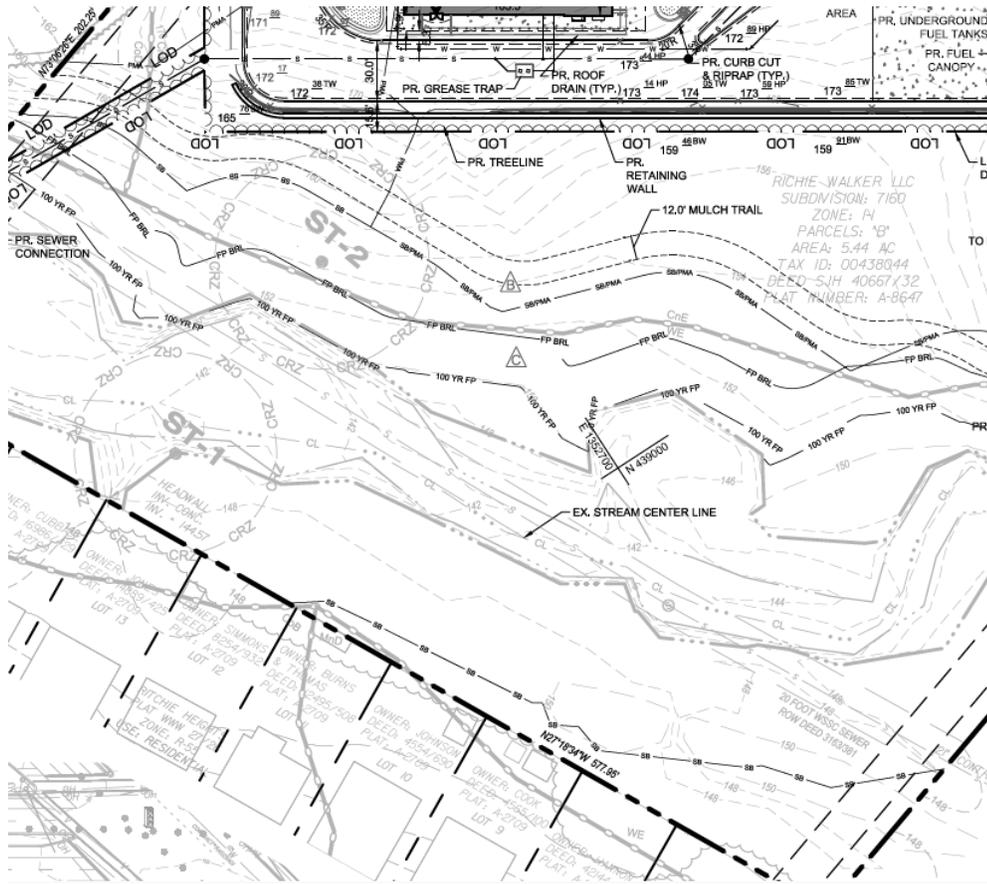
not exceed 145 feet tall. The building height in this project is 38.5 feet tall, which is well within the 145 foot requirement.

V. PRIOR APPROVALS

On January 9, 1978, the he District Council adopted Ordinance No. 74-1978, Zoning Map Amendment Petition No. A-9190-C, which effectively rezoned the subject property from C-1 Zone to I-1 Zone, subject to the following conditions:

1. Development shall be confined to the area east of the Washington Suburban Sanitary Commission right-of-way; and
2. A site plan shall be submitted to the District Council for approval before the property is developed to insure that there are no adverse effects to surrounding properties.

COMMENT: The project is located to the east of the Washington Suburban Sanitary Commission right-of-way, and a Detailed Site Plan has been submitted as part of the process for development, which complies with all of the applicable regulations of the Code. As such, the proposed development, which meets the landscape manual, is a permitted use, and of high quality, does not adversely affect any surrounding properties. It should be noted that the WSSC right-of-way creates a natural buffer between the proposed use and the existing single family detach homes father to the west. Indeed, at its closest point, the subject property is over 300' away from any residential lot.



VI. CONCLUSION

Based on the foregoing, as well as the detailed site plan filed in conjunction with this application, the applicant respectfully requests the approval of DSP-20017. This application, and the requests herein, satisfy the required findings provided in the Zoning Ordinance, and as such, must be approved.

Respectfully submitted,
MCNAMEE HOSEA

By:  _____
Matthew C. Tedesco, Esq.

Date: July 9, 2020

To: To Whom it May Concern
From: Jeff Smith, PE
Date: 10/12/2020
Subject: Statement of Justification – Primary Mitigation Area (PMA) Impacts

Case Name, application (Case) Number:

This letter serves as the justification for the proposed improvements located within the PMA area as noted on the Detailed Site Plan #20017, dated 07/08/2020, for Royal Farms #381 at Walker Mill Road, TCP2-027-2020

Description and Location of the Subject Property:

1. Address – The parcels do not have an assigned address, but they are located in the southwest quadrant of the intersection of Walker Mill Road and Ritchie Road, District Heights, MD 20747
2. Use – Food and Beverage Store in combination with the retail sales of gasoline and a car was. (Permitted use in I-1 Zone subject to the approval of said DSP)
3. Incorporated Area- None.
4. Council District – 6th
5. Parcels – Parcels B and G
6. Total Area – 7.67 Acres.
7. Plat Book – Plat Book CEC 92 Plat No. 1 and Plat Book NLP 100 Plat No. 27.
8. Tax Map/Grid – 74/C-3.
9. Location – The site is located in the southwest quadrant of the intersection of Walker Mill Road and Ritchie Road.
10. Zoned: I-1/M-I-O (Height) Zone.
11. 200 Sheet – 202SE08

General Description of proposed use and request:

The proposed site is 7.67 acres located on the southwest corner of Walker Mill Road and Ritchie Road. The proposed area of development is located on the northeastern side of the parcels in order to minimize impacts on the adjacent environmental features. The remainder of the site is proposed to be woodland conservation area per TCP2-027-2020. The proposed disturbances have been minimized to avoid any unnecessary removal of existing vegetation and to keep the site as compact as possible. Additionally, a retaining wall is proposed along the southwestern portion of the site in order to minimize grading impacts on the woodland conservation area and the existing environmental features which will also maximize the area placed under conservation. Below is a description of disturbance that will encroach on the PMA:

1. Proposed sanitary sewer connection on the west side of the property.
 - a. This is a needed public utility service and is the shortest distance to connect to the sanitary sewer and minimizes the impact to the PMA.

2. Disturbances for proposed wall, drive aisle, and stormwater management (SWM) facility.
 - a. The PMA extends further into the site due to existing slopes greater than 15%.
 - b. The existing area is within B classification soils. In that area the PMA is extended significantly uphill due to the existing slopes. These areas are outside of the forest conservation areas and stream buffers on-site.
 - c. This disturbance is needed for proper site circulation for truck traffic, utility connections, and stormwater management for the proposed site. These uses are permissible pending DSP approval.
 - d. Disturbances are limited by the proposed retaining wall and are outside of forest conservation areas and the existing stream buffer.

3. 20-foot Easement for Future Trail
 - a. The easement is located to avoid the PMA in locations where possible
 - b. The easement crosses the PMA at two locations
 - i. Where the PMA extends into the site due to existing steep slopes
 - ii. Where the trail avoids an existing steep hill with an existing utility pole

The size of the drive aisle should not be reduced as it is based on safe operating procedures from Royal Farms Standards to allow for Truck circulation and the SWM facility is sized based on calculations that were submitted as part of the approved Site Development Concept Plan #52507-2019-0.

The location of the proposed sewer connection indicates minimized impacts within the PMA. Of the two available sewer connection points, this location was chosen as the manhole is closer to the proposed site and outside of the stream top of bank on the same side as the proposed connection. This allows for a connection without impacts to the stream itself.

The Easement is for a future trail that is not being constructed at this time. The applicant is engaging in ongoing conversations with MNCPPC staff to possibly provide an easement that will accommodate the future trail, if constructed. Consequently, since it will be necessary for the easement to include limited areas of PMA, the applicant has been asked to include this potential impact in its justification to impact the PMA. Certainly, at this time, no actual impacts are proposed since only an easement is likely to be provided. However, if the master plan trail is ever constructed in the future, impacts will be necessary for the reasons listed below under "*Impact #3: Minimization Justification*".

Description of existing regulated environmental features on-site:

The existing site has a Stream running along the southwest portion of the site. There is also an associated stream buffer, 100-yr floodplain, and floodplain setback. Additionally, there are steep slopes (>15%) throughout the site which, in some areas, cause the PMA to extend further into the site. The entire existing site is vegetated.

Specific Description of the proposed impacts and justification of avoidance and minimization:

Impact #1 is ±6,614 square feet of PMA disturbance for a proposed wall, drive aisle, and stormwater management (SWM) facility.

1. Minimization Justification: To minimize the impact on the existing PMA, we are proposing a retaining wall, this will keep the grading to a minimum and avoid extending slope disturbances. Additionally, we are disturbing the PMA created by the projection of steep slopes and note the PMA directly associated with the Steam Buffer and Floodplain. The drive aisle is important to promote safe site circulation specifically for the car and the High Flow Diesel fuel station. The SWM facility is required in order to meeting MDE standards for Stormwater Management. Based on proposed site setbacks, required landscaping to buffer the adjacent areas, our site layout has been reduced to the maximum extent practical to provide a safe and efficient facility

Impact #2 is ±1,348 square feet of PMA disturbance for a proposed sewer connection.

1. Minimization Justification: The plan proposes the sewer connection directly to the nearest sewer manhole and the one that is not located on the other side of the stream centerline. This minimizes the amount of impacts within the PMA and avoids impacts within the stream itself in order to provide the site with the required public utility.

Impact #3 is ±5,098 square feet of PMA disturbance for a Future Trail Easement.

1. Minimization Justification: Per PG County Trail Masterplan, a 20' Easement for a Future Trail is required. The easement is located to minimize impact to the PMA and avoid regrading steep slopes within the Woodland Conservation Area. The trail crosses the PMA at two points, where the PMA extends into the site due to existing steep slopes and where a steep hill with an existing utility pole extends towards the southwest corner of the site.

Impact ID	Impact Type and duration	Total Acreage or square footage of impact	Linear feet of stream bed impact	Acreage of square footage of wetland and wetland buffer impact
1	Grading & Wall/ Permanent	±6,614 square feet of PMA Impact	N/A	N/A
2	Sewer Connection/ Permanent	±1,348 square feet of PMA Impact	N/A	N/A
3	20' Future Trail Easement/ Permanent	±5,098 square feet of PMA Impact	N/A	N/A
Total linear feet of stream bed impacts			N/A	
Total wetland and wetland buffer impacts				N/A

Please note that the proposed storm drain outfall is not located within the stream buffer or PMA. Should you have any further questions, please feel free to contact Kimley-Horn at 443-743-3470.

Thank you,

Jeff Smith, PE
Project Manager

BOARD OF COUNTY COMMISSIONERS FOR
PRINCE GEORGE'S COUNTY, MARYLAND,
Sitting as the District Council
for the Maryland-Washington
Regional District in
Prince George's County

A-8033-C

CONDITIONAL ZONING PROPOSAL NO. 566 - 1970

CONDITIONAL ZONING RESOLUTION NO. 566 - 1970

AN ORDINANCE to amend the zoning map for the Maryland-Washington Regional District in Prince George's County, Maryland, pursuant to the provisions of Chapter 471 Laws of Maryland, 1968; the Zoning Ordinance for said District as adopted on November 29, 1949, and as amended, and in accordance with subsection 30.5 thereof, titled "Conditional Zoning."

WHEREAS, a petition for zoning map amendment, being No. A-8033, filed by Thomas B. Yewell, Attorney for Pat Bottalico, Jr., and Felix Marchegiani, Petitioners,

to reclassify the property described therein and known as 4.696± acres, located near the southwest corner of Ritchie Road and Walker Mill Road, 6th Election District,

from the R-R Zone to the I-1 Zone, was presented at public hearing for consideration by the District Council; and

WHEREAS, on the 16th day of October, 1970, the District Council having first Approved for I-1

the above-described petition for zoning map amendment, and thereafter in the same proceedings gave consideration to and adopted certain conditions with respect to such rezoning, as hereinafter detailed; and

WHEREAS, within a ninety (90) day period from the date of approval of such land use classification as conditionally approved, the above-named applicant(s) has (or have) on the 26th day of October, 1970, in writing duly advised the District Council of his acceptance thereof;

A 8033 1/2

NOW, THEREFORE:

SECTION 1. Be It Resolved by the Board of County Commissioners for Prince George's County, Sitting as the District Council for the Maryland-Washington Regional District in Prince George's County, that the zoning map for the Regional District in Prince George's County, as amended, be and it is hereby further amended by reclassifying the parcel of land and premises described in Zoning Map Amendment Petition No. A-8033-C from the R-R Zone to the I-1 Zone, as said zones are described in the Zoning Ordinance, subject to the following requirements, safeguards, and conditions:

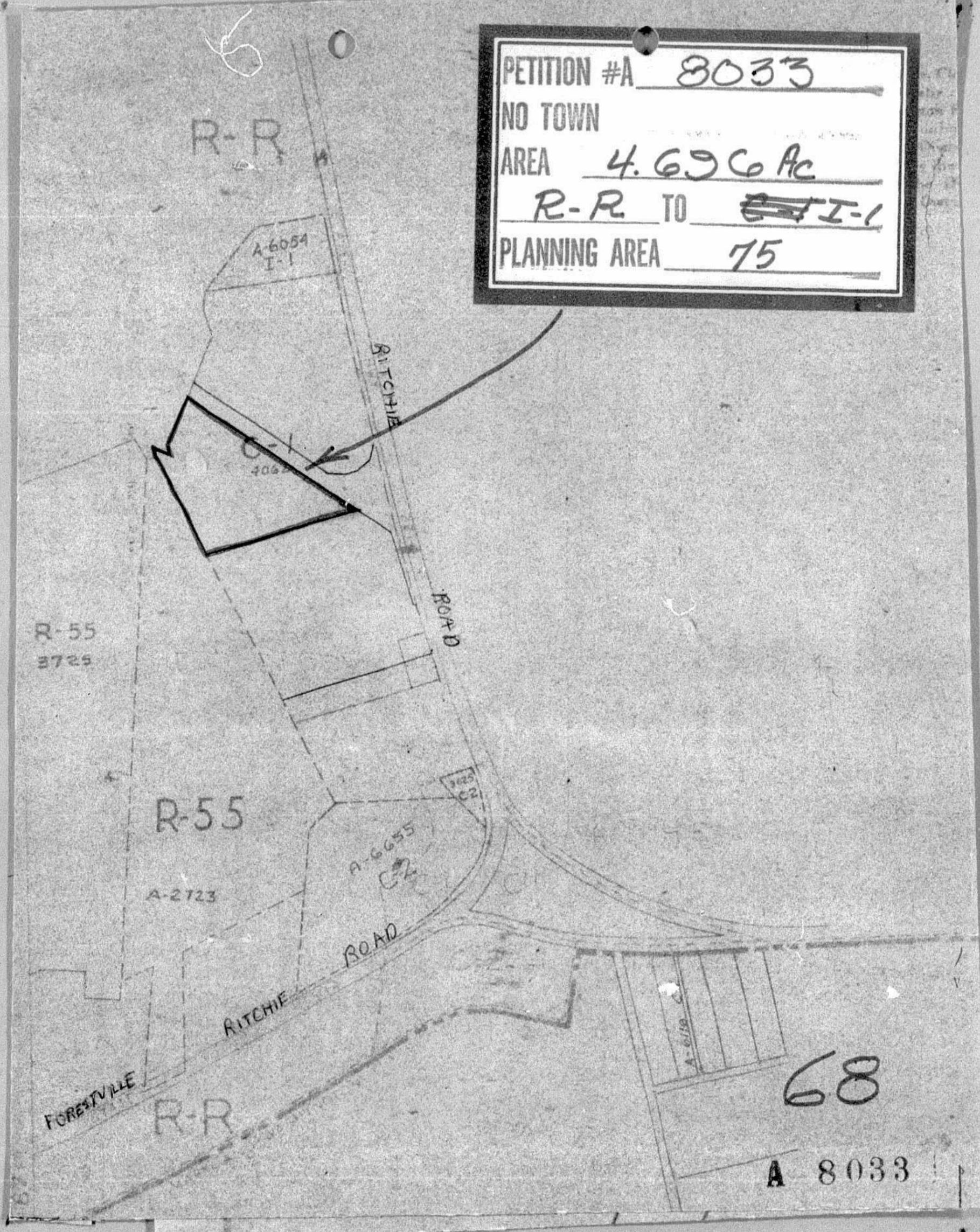
Approved for I-1 for 3.706± acres, with 0.990± acre having been withheld to provide for a 120-foot right-of-way for Walker Mill Road, in accordance with the District Council's Findings of Fact and Conclusions, SUBJECT TO THE FOLLOWING CONDITIONS:

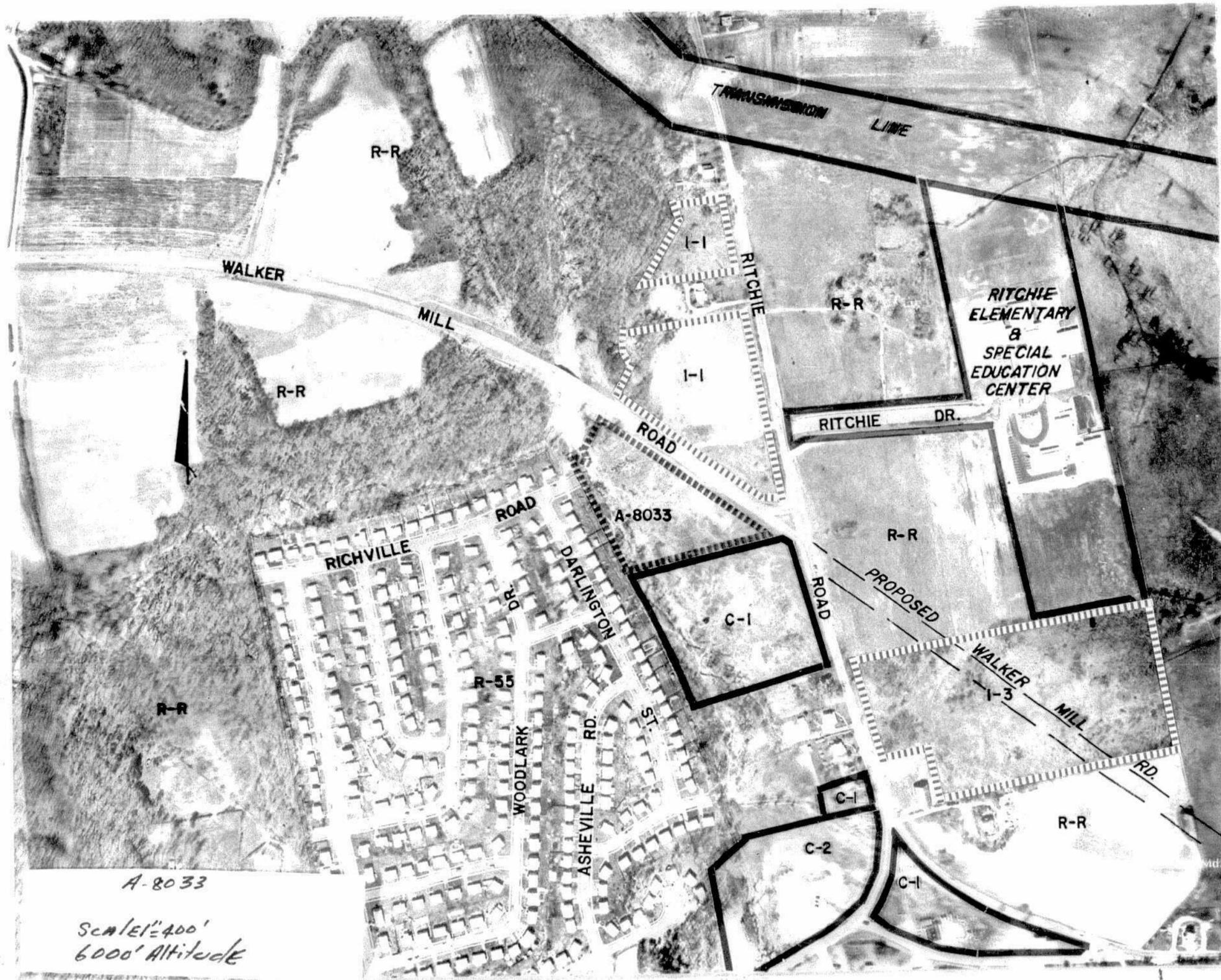
1. The flood plain area (as indicated on the study submitted by the applicant) shall be maintained in accordance with the regulations of the Maryland Department of Water Resources, the Washington Suburban Sanitary Commission, and the Department of Public Works.
2. There shall be submitted to, and approved by, the District Council a site plan showing suitable landscaping of the subject properties abutting the residential properties before the properties are developed.

(SEE ATTACHED)

A 8033 1

PETITION #A	<u>8033</u>
NO TOWN	
AREA	<u>4.696 Ac</u>
R-R TO	<u>E-I-1</u>
PLANNING AREA	<u>75</u>





Conditional Zoning

Case No.: ZMA No. A-9190

Applicant(s): Ritchie Road

Joint Venture

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

ZONING ORDINANCE NO. 74 - 1977

AN ORDINANCE ENTITLED AN ACT TO AMEND THE ZONING MAP FOR
THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND, AND IN ACCORDANCE WITH SECTION 27-596, TITLED
"CONDITIONAL ZONING", OF THE COUNTY ZONING ORDINANCE.

WHEREAS, an application for Zoning Map Amendment, being
No. A-9190, having been filed to reclassify the property
specifically described therein, consisting of:

A parcel containing 7.434± acres, located on the
southwest corner of the intersection of Walker Mill
Road and Ritchie Road

from the C-1 Zone to the I-1 Zone; and

WHEREAS, said application and parcel(s) of land were duly
advertised and posted prior to public hearing; and

WHEREAS, a public hearing was held before the Zoning Hearing
Examiner; and

WHEREAS, the Zoning Hearing Examiner's recommendations were
duly filed with and considered by the District Council; and

WHEREAS, exceptions to the Zoning Hearing Examiner's recom-
mendation were argued on N/A; and

WHEREAS, the District Council adopts herewith Findings of
Fact and Conclusions of Law of the Zoning Hearing Examiner attached
hereto and serving as the basis for its enactment; and, in addition
thereto adopts certain conditions hereinafter described with respect
to such rezoning(s).

NOW, THEREFORE, BE IT ENACTED AND ORDAINED THAT:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, be and it is hereby further amended by reclassifying the parcel of land described in said application, consisting of 7.434± acres from the C-1 Zone to the I-1 Zone.

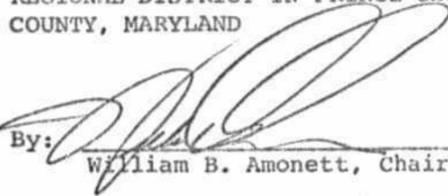
SECTION 2. The approval of the foregoing map amendment is, pursuant to Section 27-596 of the Zoning Ordinance, made subject to the following condition(s), as recommended by the Zoning Hearing Examiner, amended by the District Council:

1. Development shall be confined to the area east of the Washington Suburban Sanitary Commission right-of-way.
2. A site plan shall be submitted to the District Council for approval before the property is developed to insure that there are no adverse effects to surrounding properties.

SECTION 3. AND BE IT FURTHER ENACTED AND ORDAINED that this Ordinance shall take effect, initially, upon the date of its enactment, and shall become final upon acceptance by the applicant of the land use classification as conditionally approved and as hereinafter provided.

Enacted this 12th day of September, 1977.

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

By: 
William B. Amonett, Chairman

ATTEST:


Jean M. Schmuhl, Clerk

The District Council Vote on the Initial Approval of Zoning Ordinance No. 74 - 1977 is as follows:

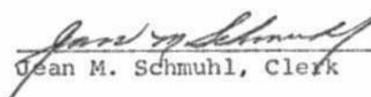
In Favor: Amonett, Bogley, Casula, Francois, Hartlove,
and Koonce

Opposed: Glendening

Abstained: 0

Absent: McDonough, D. White, F. White, and Wilson

Vote: 6-1


Jean M. Schmuhl, Clerk

FINAL CONDITIONAL ZONING
APPROVAL

AN ORDINANCE ENTITLED AN ACT TO INCORPORATE THE APPLICANT'S ACCEPTANCE OF THE LAND USE CLASSIFICATION AS CONDITIONALLY APPROVED AND TO GRANT FINAL CONDITIONAL ZONING APPROVAL.

WHEREAS, the applicant has duly consented in writing to the aforesaid conditions on Dec. 8, 1977, in accordance with and subject to the requirements of Section 27-596 of the Zoning Ordinance; and the District Council has deemed it advisable to accept such consent.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED BY THE COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL, THAT:

SECTION 1. The applicant's written acceptance of the conditions heretofore prescribed are hereby incorporated into and finally embodied in said zoning map amendment as previously granted; and

SECTION 2. The use of said land and premises, as reclassified, shall be subject to all requirements of the applicable zone, and to all of the aforesaid requirements, safeguards and conditions, and the failure to comply with any one (1) or more of said requirements, safeguards and conditions shall constitute a zoning violation and shall be grounds for the District Council to completely annul the zoning map amendment, to revoke a use and occupancy permit, to institute appropriate civil or criminal proceedings or any other action necessary to obtain compliance.

SECTION 3. AND BE IT FURTHER ENACTED AND ORDAINED that this Ordinance shall take effect from the date of its enactment.

Enacted this 9th day of January, 1978.

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

BY: Francis W. White

ATTEST:

Jean M. Schmuhl
Jean M. Schmuhl, Clerk

The District Council Vote on the Final Approval of Zoning Ordinance No. 74 - 1977 is as follows:

In Favor: Mr. White, Mr. Amonett, Mr. Casula, Mr. Francois, Mr. Hartlove, Mrs. Koonce and Mr. McDonough

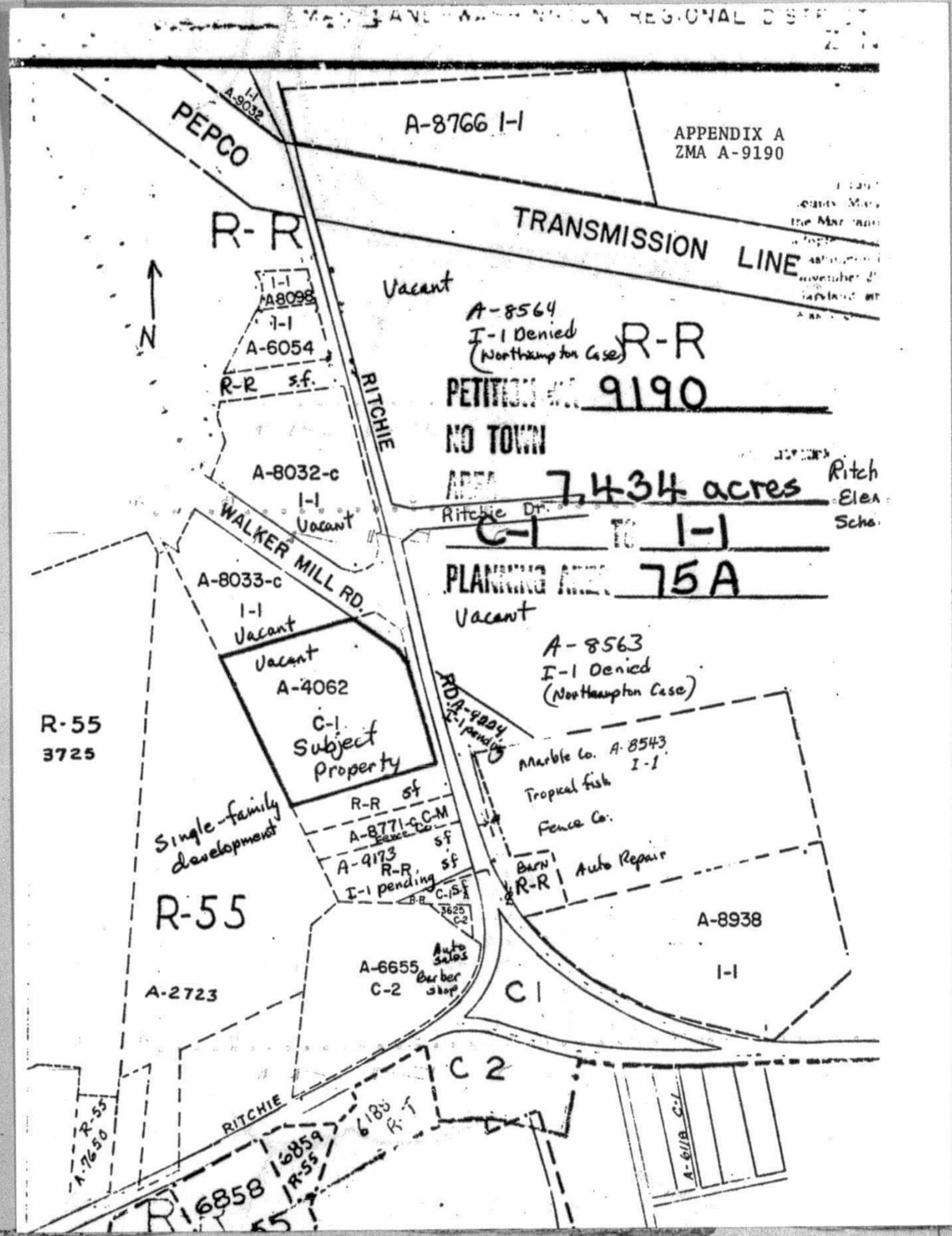
Opposed: Mr. Glendening and Mrs. White

Abstained: Mr. Bogley

Absent: Mr. Wilson

Vote: 7-2-1

Jean M. Schmuhl
Jean M. Schmuhl, Clerk



PEPCO

A-8766 I-1

APPENDIX A
ZMA A-9190

TRANSMISSION LINE

R-R

Vacant

A-8564
I-1 Denied
(Northampton Case)

R-R

PETITION NO. 9190

NO TOWN

AREA 7,434 acres

Ritch
Elen
Scha

C-1 TO I-1

PLANNING AREA 75A

Vacant

A-8563
I-1 Denied
(Northampton Case)

R-55
3725

Vacant
A-4062
C-1
Subject
Property

Marble Co. A-8543
I-1
Tropical fish

Single-family
development

R-R sf

Fence Co.

A-8771-C-M
Fence Co. sf

Barn
R-R Auto Repair

A-9173
R-R, sf

R-55

I-1 pending

A-8938

A-2723

A-6655
C-2
Auto sales
barber
shop

C1

I-1

C2

A-7650
R-55

RITCHIE

6858
R-55

6185
R-1

A-6118
C-1



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

September 17, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Urban Design Section, Countywide Planning Division

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

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

SUBJECT: DSP-20017 Royal Farms #381 Walker Mill Road

The subject property comprises 7.67 acres and is located on the southwest quadrant of the intersection of Walker Mill Road and Ritchie Road. The subject application proposes a food and beverage store in combination with a gas station and car wash. The subject property is Zoned I-1.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources. Historic Preservation Section staff recommend approval of DSP-20017 Royal Farms #381 Walker Mill Road without conditions.

301-952-3972

October 8, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Senior Planner, Urban Design Review Section, Development Review Division

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

FROM: Brian Byrd, Planner Coordinator, Long Range Planning Section, Community Planning Division *BB*

SUBJECT: DSP-20017 ROYAL FARMS #381 WALKER MILL ROAD

FINDINGS

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

BACKGROUND

Application Type: Food and beverage store in combination with a gas station and car wash

Location: Located on the southwest quadrant of the intersection of Walker Mill Road and Ritchie Road

Size: 7.67 acres

Existing Uses: Industrial

Proposal: Food and beverage store in combination with a gas station and car wash

GENERAL PLAN, MASTER PLAN, AND SMA

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

Master Plan: The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* recommends industrial land uses on the subject property.

Planning Area: 75 A

Community: District Heights & Vicinity,

Aviation/MIOZ: Pursuant to Section 27-548.5(e) (2)(B) Maximum Height Requirements, this application is located within the Surface B (Approach-Departure Clearance Surface) of the Military Installation Overlay Zone. This application must demonstrate compliance with the maximum height requirements for proposed structures.

SMA/Zoning: The 2014 *Approved Subregion 4 Master Plan and Sectional Map Amendment* retained I-1, light industrial zoning on the subject property.

ADDITIONAL INFORMATION

N/A

c: Long-range Agenda Notebook

Scott Rowe, AICP CNU-A, Supervisor Long Range Section Community Planning Division

October 22, 2020

MEMORANDUM

TO: Thomas Burke, Urban Design Section

VIA: Sherri Conner, Supervisor, Subdivision and Zoning Section *SC*

FROM: Mridula Gupta, Subdivision and Zoning Section *MG*

SUBJECT: DSP 20017; Royal Farms #381 (Walker Mill Road) - REVISED

The subject property is located on Tax Map 74 in Grid C3 and is known as part of Parcel B of Ritchie Road Shopping Center subdivision recorded in Plat Book CEC 92-1, more particularly described by deed recorded in Liber 40667 at folio 32; and Parcel G of Ritchie Road Shopping Center Subdivision recorded in Plat Book NLP 100-27. Parcel G was created via resubdivision of Part of Parcel B, and all of Parcel E of Ritchie Road Shopping Center Subdivision recorded in Plat Book NLP 96-45. The record plat 92-1 dedicated right-of-way area for Walker Mill Road and Ritchie Road, and reserved the area of the 50-year floodplain for hiker-biker use. The plat also shows a 20' wide WSSC sewer right-of-way recorded in the Liber 3163 at folio 381.

The subject site is 7.67 acres and is zoned I-1. The site is currently undeveloped. The applicant is proposing to develop the property with a 4,649 square foot food and beverage store, car wash, and gas station with 7 multi-product dispensers, and 3 diesel dispensers under the cover of two canopies.

Parcel B is subject to Preliminary Plan of Subdivision (PPS) 4-74093, approved in 1974, and Parcel G is subject to PPS 4-77195 which was approved in 1977. The resolutions of approval and other documents from the approval of PPS 4-74093 and 4-77195 are no longer available. The Final Plats of Subdivision do not have any conditions of approval attached to them.

Parcel B was rezoned from I-1 on September 12, 1977 via zoning map amendment case A-9190-C. Parcel C (part of which was subsequently resubdivided to create Parcel G), was rezoned to I-1 on October 16, 1970 via zoning map amendment case A-8033-C. The Zoning Ordinance numbers 566-1970 and 74-1977 listed the conditions of rezoning which are applicable to proposed development on the property, though none impact subdivision conformance.

The development proposal would not represent a substantial revision to the mix of uses that affects Subtitle 24 adequacy findings. The development remains commercial and would not result in any change to the adequacy analysis required for a commercial development which would have been conducted at the time of subdivision approval.

Plan Comments:

1. Correct General Note 6 to add car wash as a proposed use.
2. Revise General Note 12 to remove parts of Parcel G and indicate the entirety of Parcel G is recorded in Plat Book NLP 100-27. The plan label for Parcel G should also include the plat recordation number.
3. There is a discrepancy between the bearings and distances on Plat Book NLP 100-27 for Parcel G resulting from additional right-of-way dedication as recorded in Liber 18207 at folio 359. Label the recording reference for this right-of-way dedication deed on the DSP.

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

Countywide Planning Division
Transportation Planning Section

301-952-3680

October 12, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Urban Design Section, Development Review Division
VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division
FROM:  Glen Burton, Transportation Section, Countywide Planning Division
SUBJECT: **DSP-20017: Royal Farms #381-Walker Mill Road**

Proposal: This application proposes the construction of a food and beverage store, a gas station, and a car wash.

Background: The current application proposes the following:

- 4,649 square-foot food and beverage store
- 1,248 square-foot car wash
- gas station with 14 fueling positions and three dispensers for diesel fuel

Based on information provided in the *Trip Generation Manual, 10th edition* (Institute of Transportation Engineers), the proposed development (ITE-960) will generate approximately 346 AM and 305 PM trips during the peak-hours. The *ITE Manual* also recommends a pass-by trip reduction rate of 76 percent. Consequently, the proposed development will generate 83 AM and 73 PM new trips on the adjacent streets to this development.

Master Plan and Site Access

The property is in an area where the development policies are governed by the 2010 Approved *Subregion 4 Master Plan and Sectional Map* as well as the Approved *Countywide Master Plan of Transportation, November 2009*. The subject application is proposing right in-right out access on both Walker Mill Road as well as Ritchie Road. Walker Mill Road is a master planned arterial (A-35) road within a 120-foot right-of-way. Ritchie Road is a master planned collector (C-426) road within an 80-foot right-of-way. Along the property's frontage, both roads have existing rights-of-way that are wider than the planned requirement. Consequently, no additional right-of-way will be required.

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

Regarding parking requirements, the site and its combined uses requires a total of 49 spaces while a total of 72 spaces are being provided.

Conclusion

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a detailed site plan.



Countywide Planning Division
 Transportation Planning Section

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

301-952-3680

October 12, 2020

MEMORANDUM

TO: Thomas Burke, Urban Design Review, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division 

VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division 

SUBJECT: Detailed Site Plan Review for Pedestrian and Bicycle Transportation Master Plan Compliance

The following detailed site plan (DSP) was reviewed for conformance with the zoning ordinance, the (2009) *Approved Countywide Master Plan of Transportation (MPOT)*, and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP-20017

Development Case Name: Royal Farms #381 Walker Mill Road

Type of Master Plan Bikeway or Trail

Municipal R.O.W.	<u> </u>	Public Use Trail Easement	<u> X </u>
PG Co. R.O.W.	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.	<u> </u>	M-NCPPC - Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

Detailed Site Plan Background	
Building Square Footage (non-residential)	5,897 Square-Feet (Food & Beverage Store with Gas Station: 4,649 SF / Car Wash: 1,248 Square-Feet)
Number of Units (residential)	N/A
Abutting Roadways	Walker Mill Road, Ritchie Road
Abutting or Nearby Master Plan Roadways	Walker Mill Road (A-35), Ritchie Road (C-426 / A-31)
Abutting or Nearby Master Plan Trails	Existing & Planned Bike Lane: Walker Mill Road, Ritchie Road Existing & Planned Side Path: Walker Mill Road Planned Hard Surface Trail: Ritchie Branch
Proposed Use(s)	Food & Beverage Store and Gas Station – Car Wash

Zoning	I-1
Centers and/or Corridors	N/A
Prior Approvals on Subject Site	N/A

Previous Conditions of Approval

There are no binding prior conditions of approval on the subject property specific to pedestrian or bicycle improvements that are relevant to this subject application. The subject site does not fall within a 2002 Corridor or a 2035 General Plan Center and is therefore not subject to 24-124.01 of the subdivision regulations and the “Transportation Review Guidelines, part 2.”

Proposed Pedestrian and Bicycle Infrastructure

The subject application is for the construction of a gas station with a food and beverage store and a car wash. The site is located at the intersection of Walker Mill Road and Ritchie Road in District Heights. The submitted plans include a ten-foot-wide shared use path along the subject property’s frontage of Walker Mill Road and a five-foot-wide sidewalk along the frontage of Ritchie Road. A pedestrian and bicycle access path has been provided at the intersection of Walker Mill Road and Ritchie Road, which leads directly to the site. An internal sidewalk surrounding the food and beverage store has been provided as well as a sidewalk linking the food and beverage store to the car wash. Bicycle racks have been displayed near the entrance of the food and beverage store.

Review of Master Plan Compliance

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation (MPOT)*, and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* which recommends the following facilities:

- Bicycle lanes along Walker Mill Road and Ritchie Road
- Side path along Walker Mill Road
- Ritchie Branch hard surface trail

The subject property falls within the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*. The Transportation Systems Section of the *Approved Subregion 4 Master Plan and Sectional Map Amendment* (p.252) makes the following recommendation:

Policy 3: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

Further, the Transportation Systems Section of the *Approved Subregion 4 Master Plan and Sectional Map Amendment* (p.232) lists the following as goals:

Develop new roads and retrofit existing roads in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities to the extent feasible and practical.

Comment: The applicant’s submission displays a ten-foot-wide side path along the majority of the property’s frontage of Walker Mill Road. Staff recommend that the portion of the side path west of the Walker Mill Road motor vehicle entrance be widened to ten feet, consistent with the rest of the side path on Walker Mill. Bicycle lanes are also recommended along Walker Mill Road and Ritchie Road per the MPOT and the Subregion 4 Master Plan. However, in-road bicycle lanes are beyond the scope of the detailed site plan application., The right-of-way along these roads have been fully dedicated and the Department of Permitting, Inspections and Enforcement (DPIE) can require the implementation of the

master plan recommended roadway, with the in-street bicycle facility, as appropriate. Additionally, the Department of Public Works & Transportation (DPW&T) can build the recommended bicycle lanes as part of a future roadway repaving or capital improvement project.

The applicant's submission displays a 12-foot-wide natural surface trail running east-west through the rear of the property, which will serve as the location for the MPOT planned Ritchie Branch Trail. This trail will provide a future connection to the Walker Mill Regional Park, the Chesapeake Rail Trail, the Southwest Branch Trail, and the residential community west of the subject site. The master plan recommends a hard surface trail for this facility, and the current location of the trail traverses the Primary Management Area (PMA), floodplain, and the woodland protection area through the rear of the property. At this time, the proposed trail would not connect to an existing trail segment on either side of the property and would not provide a connection between the subject site and the Walker Mill Regional Park. Additionally, a mulch trail is likely to create higher long term maintenance demands and would not be consistent with the recommended hard surface trail. Staff recommend that the applicant provide a public use easement along the future trail alignment. At a future time when a complete connection to the Walker Mill Regional Park or other trails can be made, the Prince George's County Department of Parks and Recreation (M-NCPPC) can build and maintain the Ritchie Branch Trail.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling:

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

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

Comment: Staff's request to provide crosswalks crossing both vehicle points of entry was acknowledged in the applicant's resubmission. However, the most recently submitted site plan does not display these crosswalks. Staff maintains its recommendation that plans be updated to display crosswalks crossing both points of vehicle entry at Walker Mill Road and Ritchie Road.

The submitted plans display bicycle racks outside the food and beverage store. Staff support the location of the bicycle racks as shown on the submitted plans. However, the detail sheet in the submitted plans indicate the rack style as an "extended loop" that can accommodate three bicycle. While this bicycle rack may be wider than other Inverted-U style bicycle racks, this style rack cannot provide two points of contact to support and secure three parked bicycles. Staff recommend that the proposed bicycle racks be replaced with a bicycle rack that can provide two points of contact to support and secure each parked bicycle.

Recommended Conditions of Approval

The Transportation Planning Section find that the pedestrian and bicyclist circulation on the site to be

safe, efficient, and convenient, pursuant to Sections 27-283 and 27-274(a)(2), the relevant design guidelines for transportation and conclude that the submitted detailed site plan is deemed acceptable from the standpoint of pedestrian and bicycle transportation.

1. Prior to the certification of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assigns shall revise the submitted plans to include:
 - a. Ten-foot-wide shared-use-path/sidewalk west of the Walker Mill Road motor vehicle entrance, unless modified by the Department of Permitting, Inspections, and Enforcement, with written correspondence.
 - b. Inverted-U bicycle racks, or racks of a similar style that can provide two points of contact to support and secure each parked bicycle.
 - c. Crosswalks crossing each of the motor vehicle access driveways.

2. Prior to a building permit, the applicant and the applicant's heirs, successors, and/or assigns shall provide a public use easement for the future Ritchie Branch Trail; the location and width of which shall be determined in accordance with the Prince George's County Department of Parks and Recreation M-NCPPC.

Countywide Planning Division
Environmental Planning Section

301-952-3650

October 13, 2020

MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Urban Design Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD

FROM: Mary Rea, Senior Planner, Environmental Planning Section, CWPD

SUBJECT: **Royal Farms #381 Walker Mill Road; DSP-20017 and TCP2-027-2020**

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan (DSP) and Type 2 Tree Conservation Plan (TCP2) initially received on September 8, 2020. Comments were given to the applicant at the Subdivision Review Committee (SDRC) meeting on September 18, 2020. Revisions were submitted in response to these comments by the applicant and electronically date stamped as received on October 12, 2020. The Environmental Planning Section recommends approval subject to conditions listed at the end of this memorandum.

Background

The following applications and associated plans were previously reviewed for the subject site:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-019-2020	N/A	Staff	Approved	3/2/2020	N/A
DSP-20017	TCP2-027-2020	Planning Board	Pending	Pending	Pending

Proposed Activity

The current application is for the development of a 4,649 square foot food and beverage store, a gas station, and a separate 1,248 square foot commercial building.

Grandfathering

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 because the site has no previous Tree Conservation Plan approvals.

Conditions of Previous Approval

No previous conditions of approval are directly related to the subject application.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions Plan

An approved Natural Resources Inventory, NRI-019-2020, was submitted with the application. Two specimens are associated with this site. The site contains Regulated Environmental Features (REF), including streams, its buffers, associated steep slopes, and 100-year floodplain, which comprise the Primary Management Area (PMA). The Forest Stand Delineation (FSD) indicates that there is one forest stand which has a high rating for preservation. The site has a total of 7.67 acres of gross tract woodland, of which 2.21 acres are within the existing 100-year floodplain, as shown on the NRI. There are two large areas of steep slopes located on-site; the first is along the western property boundary and is associated with an existing forested perennial stream system which passes through the western property boundary; while the second is located along the north east portion of the site and is associated with rising elevations that extend to the north east boundary line.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation (TCP2-027-2020) was submitted for review with this DSP application.

According to the worksheet, the overall site is 7.67 acres within the I-1 zone. A total of 5.42 acres of existing woodlands are on the net tract. The site has a Woodland Conservation Threshold (WCT) of 0.81 acres, or 15 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 1.64 acres. The TCP2 shows this requirement will be met entirely on-site by preserving 2.13 acres of woodland.

Additional minor technical revisions to the TCP2 are included in the recommended conditions below.

Preservation of Regulated Environmental Features (REF)/Primary Management Area (PMA)

Impacts to the REF should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management (SWM) facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the REF. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfalls at points of least impact.

The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary

and sufficient to reasonably develop the site in conformance with County Code. Impacts to REFs must first be avoided and then minimized. The statement of justification must address how each on-site impact has been avoided and/or minimized.

Statement of Justification

A statement of justification dated October 12, 2020 and associated exhibits were submitted on October 12, 2020 for three on-site impacts, totaling 13,060 square feet (0.30 acres).

Analysis of Impacts

Based on the statement of justification, the applicant is requesting the following impacts described below:

Impact 1 Onsite for proposed retaining wall, drive isle and stormwater management facility

Impact 1 is proposed for the disturbance of 6,614 square feet of steep slopes for installation of a retaining wall, drive isle and SWM. The retaining wall minimizes the impacts that would otherwise be needed to grade the area. This disturbance is needed for proper site circulation for truck traffic, utility connections, and stormwater management for the proposed site. The impact is located outside of the preserved woodland area and the existing stream buffer. Staff supports this impact.

Impact 2 Onsite for sanitary sewer connection.

Impact 2 is proposed for the disturbance of 1,348 square feet of steep slopes and floodplain for the installation of a sewer connection to serve the site. Staff supports this impact.

Impact 3 Future onsite trail easement

Impact 3 is proposed for the disturbance of 5,098 square feet of impact for a 20-foot future trail easement. This is a master planned trail connection that is supported.

Soils

The predominant soils found to occur on-site according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include Adelpia-Holmdel-Urban complex (0-5% slopes), Collington-Wist complex (15-25% slopes), Collington-Wist-Urban (0-15% slopes), Marr-Dodon complex (10-15% slopes), Urban land-Adelpia complex (0-5% slopes) and Widewater and issue soils, frequently flooded. A geotechnical review was not requested with this application but may be required by for review with a future development application.

No further action is needed as it relates to this application. The County may require a soils report in conformance with CB-94-2004 during future phases of development or at time of permit.

Stormwater Management

An approved stormwater management (SWM) Concept Plan and associated letter (Case No 52507-2019) were submitted with this application. The approved SWM concept plan shows the use of seven micro-bioretenion devices on-site. The concept approval expires on May 28, 2023. No further information pertaining to stormwater management is required.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of DSP-20017 and TCP2-027-2020 subject to the following conditions.

Recommended Findings:

1. No specimen trees are proposed for removal with this application.
2. The Regulated Environmental Features (REF) on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the Type 1 Tree Conservation Plan for three proposed impacts totaling 13,060 square feet (0.30 acres) .

Recommended Conditions:

1. Prior to certification of the DSP, the TCP2 shall be revised as follows:
 - a. Show proposed master plan trail easement that overlaps existing woodlands to remain, as being woodland retained counted as cleared on the plan, not as woodland preservation and update the woodland conservation worksheet accordingly.
 - b. Have the Property Owners Awareness Certificate signed and dated by the owner or owner's representative
2. Add the following note under the TCP2 certification block on Sheet 1:

“Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George’s County Land Records at Liber ___ Folio ___. Revisions to this TCP2 may require a revision to the recorded easement.”
3. Prior to the issuance of any permits, which impact 100-year floodplain, wetlands, wetland buffers, streams, or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

September 10, 2020

MEMORANDUM

TO: Thomas Burke, Urban Design
FROM: Jason Bartlett, Permit Review Section, Development Review Division
SUBJECT: Referral Comments for DSP-20017, Royal Farms #381

1. Show green area calculations, as required per Sec. 27-474(a)(1)(e) and shade this area on the site plan.
2. Landscape schedule shown below is missing LF measurement highlighted below:

<p style="text-align: center;">Planting Schedule for Section 4.3-1 Parking Lot Perimeter Landscape Strip for Parking Lots 7,000 Square Feet or Larger</p> <p>Linear feet of parking lot perimeter adjacent to property line: </p> <p>1) General Plan designation: <input checked="" type="checkbox"/> Developed Tier, <input type="checkbox"/> Developing Tier <input type="checkbox"/> Rural Tier Corridor Node or _____</p>

***** end comments *****

1 - WSSC STANDARD COMMENTS FOR ALL PLANS

Created by: Adan Rivera
On: 09/15/2020 11:54 AM

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 -----

2 - Existing water and sewer mains

Created by: Kurt Westendorf
On: 09/15/2020 01:57 PM

Existing water and sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

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

3 - Separation of water and sewer lines

Created by: Kurt Westendorf
On: 09/15/2020 02:02 PM

Water and sewer lines need to be at least 10' apart when parallel.

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

4 - Service connection to 21" sewer main

Created by: Kurt Westendorf

On: 09/15/2020 02:05 PM

Service connections to WSSC sewer mains 15-inch up to 27-inch require special review and approval. Contact the WSSC Permit Services Unit at (301) 206-4003 for application procedures.

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

5 - Grease trap

Created by: Kurt Westendorf

On: 09/15/2020 02:06 PM

The line from the grease trap must tie in to the sewer at a manhole, cannot use a cleanout.

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

6 - Outside meters

Created by: Kurt Westendorf

On: 09/15/2020 02:09 PM

3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2019 Plumbing & Fuel Gas Code 111.5.7 & 603.4.1

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

7 - General Information

Created by: Kurt Westendorf

On: 09/15/2020 02:28 PM

Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.

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

8 - Site Utility Connections

Created by: Kurt Westendorf
On: 09/15/2020 02:30 PM

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

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

9 - Sewer basin info

Created by: Kurt Westendorf
On: 09/15/2020 02:34 PM

Projects within sewer basins that experience projected 2-year design storm sewer overflows will be modeled to determine whether they are upstream of these overflows. WSSC standard procedure ENG 11-01 may require sewer system improvements to alleviate these overflows, of which this project may become dependent on. This special review is performed during the Hydraulic Planning Analysis and will determine if downstream improvements or dependencies will be required.

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