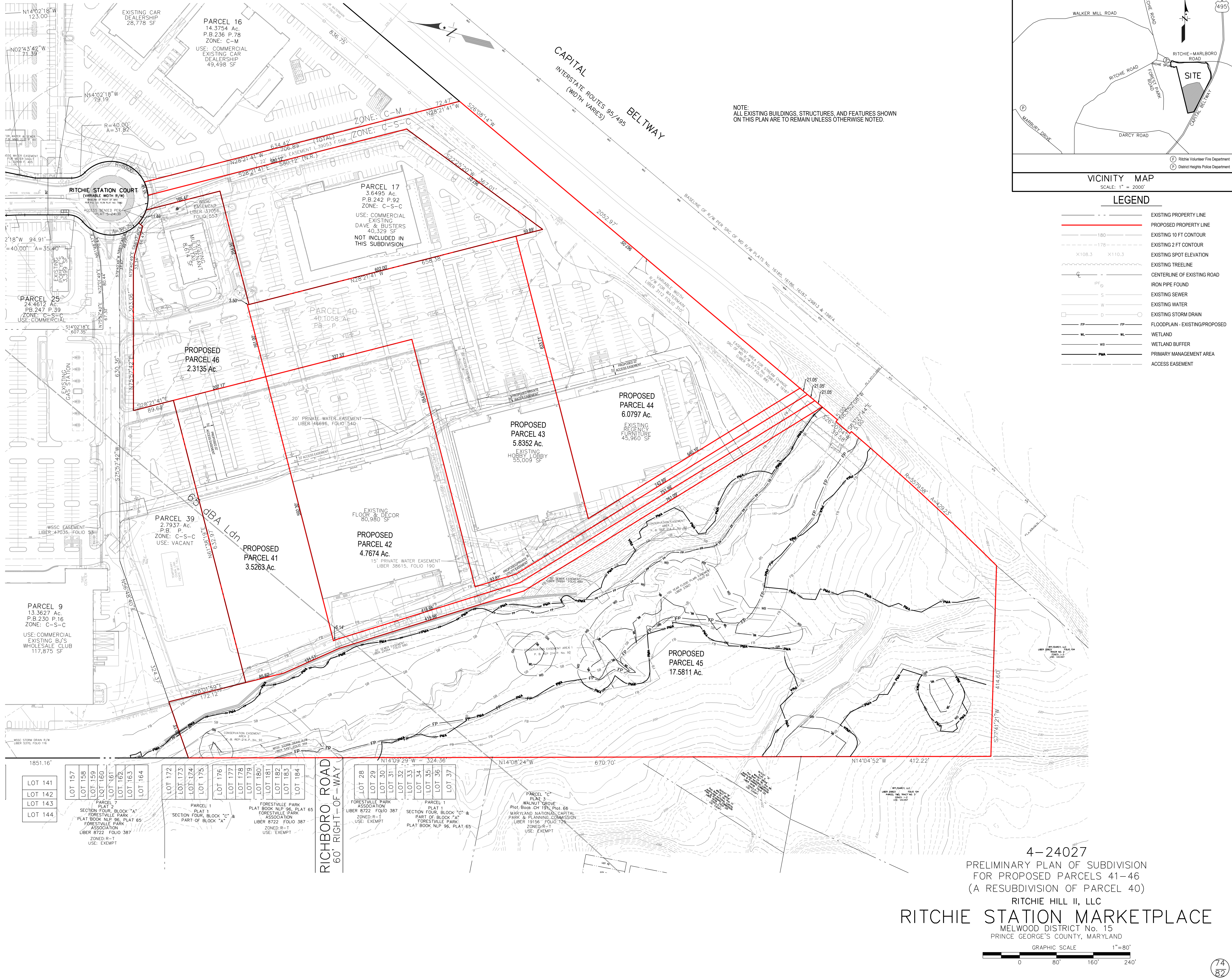


- Existing parcel lot, desc. description/Lien/Folio and plot number
- Existing Parcels Lien/Folio Plot Number
Parcel 40
2. Tax Map: 82 Grid D1
3. 200 foot map reference (WSSC): 203SE08
4. This plan is for the subdivision of Parcel 40 into 6 parcels:

Proposed Parcels	Proposed Acreage
Parcel #1	3.5933 Ac.
Parcel #2	4.7674 Ac.
Parcel #3	5.8532 Ac.
Parcel #4	6.0797 Ac.
Parcel #5	17.5811 Ac.
Parcel #6	2.3135 ac.
5. Prior approvals: ZMA A-9980, 4-04184, DSP-Q0480, -01 thru 28, DP/L5-SDS, SDS-D534 & SDS-D568
6. Site Area: Gross: 40.1058 Ac.
 Net: 40.1058 Ac.
7. Net developable area outside PMA: 33.0654 Ac.
8. Acreage of Environmental Regulated Features: 9.8341 Ac.
9. Acreage of 100-year floodplain: 5.87 Ac.
10. Total Area Calculation: 1 (1,747,010 SF)
11. Acreage in road dedication: 0 Ac. (0 SF)
12. Prior zoning: Commercial Shopping Center (C-S-C) Military Installation Overlay (MIO-A)
Current zoning: Commercial General & C(SO) Military Installation Overlay (MIC)
Existing use: Commercial Shopping Center
13. Proposed use of property: Commercial Shopping Center
14. Breakdown of proposed dwelling units by type (residential only): N/A
15. Density calculation (residential only): N/A
16. Minimum lot size required by Zoning Ordinance and Subdivision Regulations (24-130): N/A
17. Minimum lot width at Front of Building Line: N/A
Minimum lot width at street level line: 10'
18. Sustainable Growth Tier: Yes, Tier 1
19. Military Installation Overlay Zone: Yes, Area G, Transitional Surface (7-1) - Right Runway
20. Existing Gross Floor Area: 190,563 SF
Proposed Gross Floor Area: The entire development is approved for up to 1,000,000 SF of retail use (PPS 4-04184). Additional GFA is not proposed.
21. Stormwater Management Concept number and approval date: 19661-2005, approved on August 28, 2011
22. Water/Sewer Category Designation: Existing S-W-3 Proposed: S-W-3
23. Aviation Policy Area: N/A
24. Mandatory Park Dedication Requirement: N/A
25. Cemeteries on or contiguous to the property: No
26. Historic Site on or in the vicinity of the property: No
27. Type One Conservation Plan: TCP1-10-04
28. Within Chesapeake Bay Critical Area: No
29. Wetlands: Yes
30. Streams: Yes
31. Soil types provided on NRJ-020-2017
32. In or adjacent to an easement held by Maryland Environmental Trust, The Maryland Agricultural Land Preservation Foundation, or any land trust or organization: No



OWNER/APPLICANT
RITCHIE HILL II, LLC
10100 BUSINESS PARKWAY
LANHAM, MARYLAND 20706
ATTN: KEVIN KENNEDY
PH: 301-456-4400

<p>PROFESSIONAL REGISTRATION</p> <p>I HEREBY CERTIFY THAT THESE DOCUMENTS HAVE BEEN PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER IN THE STATE OF MARYLAND.</p> <p>STATE OF MARYLAND 1776 SEAL OF THE PROFESSIONAL ENGINEER</p> <p>MICHAEL A. NOVY, PE JANUARY 1, 2025 EXPIRATION DATE: 03/09/2026</p>	<p>DATE</p> <p>DESCRIPTION</p> <p>REVISIONS</p>	<p>BY</p> <p>DATE</p> <p>JANUARY 2025</p>	<p>PROJ. NO.</p> <p>3.006-Z</p>
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March 12, 2025

Environmental Planning Division
Prince George's County Planning Department
Maryland National Capital Park and Planning Commission
1616 McCormick Drive
Largo, Maryland 20774

**RE: Ritchie Station Marketplace
Parcels 41-46; PPS 4-24027
Statement of Justification for
Environmental Goals, Policies, and
Strategies**
Atwell Project Number: A9706401153

To Whom it May Concern:

In conformance with Comment 1c from the Environmental Planning Section of the comments sent to Atwell LLC on March 3, 2025 for the Preliminary Plan of Subdivision Application No. 4-24027, Atwell LLC respectfully submits this Statement of Justification for how the proposal located at Ritchie Station Marketplace located in the Melwood Election District No. 15 in Prince George's County, Maryland (Subject Property) meets the environmental goals, policies, and strategies for the Green Infrastructure Plan and as located in Part III, Infrastructure Elements of the Subregion 4 Master Plan and Sectional Map Amendment. The applicant intends to subdivide existing Parcel 40 within the Subject Property into six (6) separate parcels and maintaining the existing development within these limits same limits.

I. BACKGROUND INFORMATION

The subject property consists of 40.12 acres and is being utilized as a commercial shopping center. Ritchie Station Court terminates with a cul-de-sac from which the side is accesses. Per PGAtlas imagery, the property has been used as a commercial shopping center starting around 2010. The adjacent properties to the east are either zoned CS (Commercial Service), used as a part of the Ritchie Station Marketplace shopping center, or part of the existing Capital Beltway (I-95 / I-495) The adjacent properties to the south are either zoned IH (Industrial Heavy), partially wooded and under-used, or part of the existing Capital Beltway (I-95 / I-495). The adjacent properties to the west are either zoned IH (Industrial Heavy), partially wooded and under-used, or zoned RSF-A (Residential, Single-Family – Attached). The adjacent property to the north is zoned CGO (Commercial, General and Office), used as a part of the Ritchie Station Marketplace shopping center. A Natural Resource Inventory (NRI-020-2017) was re-validated on February 27, 2025, by MNCPPC and identified and mapped regulated environmental features on-site.



II. ENVIRONMENTAL GOALS, POLICIES, AND STRATEGIES

2017 Green Infrastructure Plan

Plan Goals

- Preserving, enhancing, and/or restoring an interconnected network of significant countywide environmental features that retains ecological functions and improves water quality.
 - **This proposal** does not propose any modifications to the previously approved development within the project site. Therefore, we are retaining the environmental features and ecological functions.
- Increasing connectivity of built and natural green spaces.
 - **This proposal** maintains the previously approved land cover within the project site. Therefore, the number of natural green spaces will remain unchanged and acceptable per previously approved applications.
- Improving wildlife habitat.
 - **This proposal** will maintain the existing habitats as previously allocated during the development of this project from inception.
- Addressing energy efficiency and the need for green buildings and jobs.
 - **This proposal** maintains the project development from prior approvals and does not add any additional buildings. Therefore, the energy efficiency and need for green buildings are matching the previously approved and acceptable amounts for this project.
- Improving overall human health by providing equitable access to connected open and green spaces throughout the County.
 - **This proposal** maintains the previously approved land cover within the project site. Therefore, the number of natural green spaces will remain unchanged and acceptable per previously approved applications.

Part III Infrastructure Elements of the Subregion 4 Master Plan and Sectional Map Amendment

Wildlife Habitat Goals

- Recognize the importance of connected ecological systems by protecting, preserving, and enhancing the green infrastructure network
 - **This proposal** does not propose any modifications to the previously approved systems within the project site. As such, the green area and the stormwater management runoff strategies within the project limits will remain unchanged under this proposed Preliminary Plan of Subdivision.
- Implement the subregion plan's desired development pattern while protecting environmentally sensitive features and upholding the intent of the county's environmental policies and regulations.
 - **This proposal** maintains the subregion's planned desired development pattern as there are no modifications to the previously approved development within the project



limits. By not providing any additional development, the environmentally sensitive features are not impacted

Environmental Site Design Goals on Page 205. The following goals policies, and strategies are key to achieving the vision of this master plan:

- Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.
 - **This proposal** will preserve the previously approved surface and ground water features by not changing any other the current development.
- Protect and restore ground water recharge areas, such as wetlands and the headwaters areas of streams.
 - **This proposal** does not include any limits of disturbance and therefore will protect the approved and previously accepted areas within the project limits.
- Reduce dumping in and around streams.
 - **This proposal** does not propose any additional development which would generate and additional dumping. Additionally, dumping in and around streams does not occur within these project limits.
- Reduce the negative effects of stormwater runoff
 - **This proposal** does not modify any of the previously approved drainage divides within the project limits nor does it modify the land cover. Therefore, we are not exacerbating any negative effects of stormwater runoff.

Air Quality and Greenhouse Emissions Goals on Page 206. The following goals policies, and strategies are key to achieving the vision of this master plan:

- Improve air quality in Subregion 4.
 - **This proposal** does not include any new development nor limits of disturbance. As such, the air quality will not be impacted.
- Increase public awareness of air quality and GHG (Greenhouse Gas) emissions.
 - **This proposal** does not include any new development nor limits of disturbance. As such, the air quality will not be impacted.
- Increase public transportation use and minimize motor vehicle trips by concentrating growth in centers and along corridors.
 - **This proposal** does not increase the demand on transportation from the previously approved development plans. As such, we are not having any impact on transportation use nor increasing motor vehicle trips.
- Increase the use of clean energy sources, such as solar and wind power.
 - **This proposal** does not modify the energy demands from the previously approved development within the project limits. Therefore, there's no impact to nearby energy sources.

Noise Intrusion Goals on Page 207. The following goals policies, and strategies are key to achieving the vision of this master plan:



- Coordinate land use, economic planning, and environmental planning to reduce or mitigate the effects of noise pollution.
 - **This proposal** maintains the previously approved land use, economic, and environmental planning. Additionally, the traffic pattern are unchanged from this proposal and therefore will not change the noise pollution as previously approved in prior development plans within this project site.

Green Buildings / Sustainability Goals on Page 208. The following goals policies, and strategies are key to achieving the vision of this master plan:

- Encourage the use of green building techniques that reduce energy and resource consumption.
 - **This proposal** does not include any new construction. Therefore, there are no building techniques implemented.

Tree Canopy and Green Space Goals on Page 210. The following goals policies, and strategies are key to achieving the vision of this master plan:

- Achieve the 2002 General Plan goals of meeting or exceeding 26 percent forest and tree cover in the Developed Tier by 2025.
 - **This proposal** does not modify the forest or tree cover from the previously approved and acceptable limits.
- Improve the connectivity of green space, and enhance and protect existing tree canopy.
 - **This proposal** maintains the previously approved land cover within the project site. Therefore, the number of natural green spaces will remain unchanged and acceptable per previously approved applications.

Transportation Recommendations Goals on Page 233.

- Provide a safe, affordable, and attractive multimodal transportation system in the Subregion 4 area that:
 - Supports the development pattern, and the land uses associated with that development pattern, recommended by this master plan.
 - **This proposal** maintains the subregion's planned desired development pattern as there are no modifications to the previously approved development within the project limits. By not providing any additional development, the environmentally sensitive features are not impacted
 - Reflects the 2002 General Plan goals and policies for the Subregion 4 area.
 - **This proposal** maintains the previously approved development and does not propose any new development.
- Develop a comprehensive and accessible trail network designed to meet the recreational needs of all pedestrians and bicyclists.
 - **This proposal** does not increase any infrastructure demands from the previously approved development plans. The recreational needs will remain the same as previously approved.



- Provide sidewalks, neighborhood trail connections, and bicycle-friendly roadways to accommodate nonmotorized transportation (bicycling and walking) as the preferred mode for some short trips, particularly to transit stops and stations, schools, and within neighborhoods and centers.
 - **This proposal** does not have any limits of disturbance nor include any additional demand for transportation infrastructure. Therefore, the existing infrastructure as previously approved meets the current development needs and requirements.
- Provide for TOD consistent with the General Plan goals for the growth centers and corridors.
 - **This proposal** does not have any limits of disturbance nor include any additional demand for transportation infrastructure. Therefore, the existing infrastructure as previously approved meets the current development needs and requirements.
- Utilize “complete street” and “context-sensitive” concepts to promote travel by alternative modes (transit, biking, and walking) as viable alternatives to the automobile in the neighborhoods and growth centers.
 - **This proposal** does not have any limits of disturbance nor include any additional demand for transportation infrastructure. Therefore, the existing infrastructure as previously approved meets the current development needs and requirements.
- Explore funding and secure the implementation of the recommended rapid bus service for the heart of the Subregion 4 area by connecting the planned extension of the Purple Line to the Suitland Metro Station.
 - **This proposal** does not modify the population estimated within the project limits. Therefore, any exploration previously required and tethered to earlier plan approvals would meet these considerations.
- Support the Purple Line as light-rail transit from Bethesda to New Carrollton and its extension to National Harbor as recommended in the MPOT.
 - **This proposal** does not modify the population estimated within the project limits. Therefore, any exploration previously required and tethered to earlier plan approvals would meet these considerations.
- Improve pedestrian safety in the vicinity of Metro stations and along major road corridors.
 - **This proposal** does not have any limits of disturbance nor include any additional demand for transportation infrastructure. Therefore, the existing infrastructure as previously approved meets the current development needs and requirements.
- Develop new roads and retrofit existing roads in conformance with the 1999 American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities to the extent feasible and practical.
 - **This proposal** does not have any limits of disturbance nor include any additional demand for transportation infrastructure. Therefore, the existing infrastructure as previously approved meets the current development needs and requirements.
- Identify priority sidewalk corridors to parks, schools, Metro stations, and other activity centers where sidewalk construction is necessary to meet existing pedestrian needs.
 - **This proposal** does not have any limits of disturbance nor include any additional demand for transportation infrastructure. Therefore, the existing infrastructure as previously approved meets the current development needs and requirements.



- Provide trail and pedestrian connections from Subregion 4 to the existing Anacostia Tributaries Trails Network and the planned Anacostia Riverwalk in Bladensburg and Washington, D.C.
 - **This proposal** is not within proximity to the existing Anacostia Tributaries Trails Network nor the planned Anacostia Riverwalk.
- Improve bicycle facilities around Metro stations in Subregion 4. Facilities needed include bicycle racks, lockers, and striping for designated bike lanes.
 - **This proposal** is not within proximity to Metro stations.
- Develop walkable and transit-oriented communities through the provision of a comprehensive network of sidewalks and neighborhood trails.
 - **This proposal** does not have any limits of disturbance nor include any additional demand for transportation infrastructure. Therefore, the existing infrastructure as previously approved meets the current development needs and requirements.

Public Safety Goals on Page 266.

- Locate police and fire and rescue facilities and services that meet the size and location needs of the community to minimize response time.
 - **This proposal** does not include any additional development. Therefore, the police and fire and rescue facilities and services currently in place are deemed acceptable per previous approvals.
- Provide fire and rescue facilities that meet the needs of the community based upon established county standards and able to accommodate modern vehicles and equipment.
 - **This proposal** does not include any additional development. Therefore, the police and fire and rescue facilities and services currently in place are deemed acceptable per previous approvals within the project site.

Water and Sewer Facilities on Page 275.

- Provide adequate public water and sewer service to areas eligible for service.
 - **This proposal** does not include any additional development. Therefore, the public water and sewer demand will remain unchanged and therefore deemed acceptable per previous approvals within the project site.

III. CONCLUSION

In consideration of the above findings, the Applicant submits that this statement of justification request meets and satisfies all relevant criteria requested from the aforementioned comments provided by the Environmental Planning Section. Further, the Applicant submits that failure to accept the statement of justification in this instance would result in an unwarranted hardship. For these reasons, the applicant respectfully requests the acceptance of this justification to properly address the comment and permit the acceptance of this application to review,



Respectfully,
ATWELL, LLC
Mitchellville, MD

A handwritten signature in blue ink, appearing to read "Matt", followed by a horizontal line.

Matthew C. Senenman, P.E.
Director

cc: Mr. Kevin Kennedy

PM:MS