

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on January 8, 2014, regarding Detailed Site Plan DSP-05044-07 for Steeplechase 95 International Business Park, Parcel 49, the Planning Board finds:

1. **Request:** The subject application is for approval of an 8,647-square-foot multi-tenant retail building within the retail area of the Light Industrial (I-1) zoned Steeplechase Business Park.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	I-1	I-1
Use(s) – Parcel 49	Vacant	Commercial Retail
Acreage		
Steeplechase Retail Area	12.84	12.84
Parcel 49	1.23	1.23
Building square footage/GFA		
Steeplechase Retail Area	57,844	66,491
Parcel 49	0	8,647

Other Development Data:

Parking Required

8,647 sq. ft. @ 1 space per 250 sq. ft.* 35 spaces

Parking Provided

51 spaces

Standard Spaces 35 spaces

Compact Spaces 13 spaces

Standard ADA Spaces 2 spaces

Van-Accessible ADA Spaces 1 space

Loading Spaces Required

3 spaces**

Parcel 49 1 space

Loading Spaces Provided

4 spaces**

*Note: The Steeplechase retail area is defined as an integrated shopping center and allowed to use the required parking ratio as such.

**Note: The number of required and provided loading spaces is for the entire Steeplechase retail area, which is defined as an integrated shopping center, under 100,000 square feet of gross leasable area.

3. **Location:** The subject property is known as Parcel 49, located on the northeastern corner of the intersection of Hampton Park Boulevard and Ritchie-Marlboro Road, west of its intersection with the Capital Beltway (I-95/495), in Planning Area 75A, in Council District 6.
4. **Surrounding Uses:** The subject property, Parcel 49, is bounded to the north by the public right-of-way of Alaking Court with the remainder of the industrial portion of Steeplechase Business Park beyond; to the east by Parcel 50 in the business park, developed with a Chick-fil-A drive-through restaurant; to the south by the public right-of-way of Ritchie-Marlboro Road with the Ritchie Station Marketplace integrated shopping center zoned Commercial Shopping Center (C-S-C) beyond; and to the west by the public right-of-way of Hampton Park Boulevard with a Wawa gas station and convenience store within the business park beyond.
5. **Previous Approvals:** In 2004, the Prince George's County Planning Board approved Preliminary Plan of Subdivision 4-03113 for the Steeplechase Business Park. In 2006, the Prince George's County District Council approved Detailed Site Plan DSP-05044 for the retail portion of the development along Alaking Court, approving the general site design without approving architecture for the proposed buildings. In 2007, the District Council approved Detailed Site Plan DSP-05044-01, which included architecture for the western portion of the site, but not the eastern portion of the site. In conjunction with DSP-05044-01, the Planning Board and District Council also approved Departure from Design Standards DSDS-641 for freestanding and building-mounted signage. Detailed Site Plan DSP-05044-02 was approved by the Planning Board in 2009 for a bank on former Parcel 18, now Parcel 34. Four other Planning Director-level revisions have been approved since for minor site and architectural changes. The 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (Glenn Dale-Seabrook-Lanham Sector Plan and SMA) maintained the I-1 Zone on the subject property.
6. **Design Features:** The retail portion of the Steeplechase Business Park is located along the south side of Alaking Court, and directly north of the exit ramp leading from the Capital Beltway (I 95/495) to Ritchie-Marlboro Road. The subject property, existing Parcel 49, sits at the western end of the retail portion, at the northeastern corner of the intersection of Ritchie-Marlboro Road and Hampton Park Boulevard. Existing, public Alaking Court borders the northern edge of the parcel and to the east is existing Parcel 50, developed with a Chick-fil-A fast-food restaurant with drive-through. One existing driveway at the northeastern corner of the parcel, off of Alaking Court, serves both Parcel 49 and Parcel 50. Parcel 49 has been previously rough-graded and includes existing utilities along the edges, existing landscaping, and a three-to-six-foot-high brick screen

wall along all three road frontages in accordance with previous approvals. There are no existing woodlands or environmental features on Parcel 49.

The applicant proposes to develop a 24-foot-high, one-story, mostly flat-roofed, 8,647-square-foot multi-tenant retail commercial building on Parcel 49, with four potential tenant spaces, each with a separate entrance door and no internal connectivity. The building is placed in the center of the parcel, set back approximately 60 feet from the eastern and western property lines, and over 80 feet from the southern property line. The building faces south, with all of the main entrances along that elevation, and only service doors along the northern elevation. The existing driveway leads to an access drive that wraps around all sides of the building with parking along the southern and eastern sides. A loading space is proposed to be located along the northern edge of the property and a dumpster enclosure at the southeastern corner. Stormwater from the site is proposed to be treated in existing ponds within the overall business park.

The building itself is proposed to be finished in multiple materials including grey stone veneer, red brick, grey metal panels, multiple decorative concrete blocks in shades of gray and brown, and light beige exterior insulation finishing system (EIFS). The southern main elevation includes a balanced design, with emphasis given to the larger end tenant spaces by an elevated roofline, façade depth change, and a change in materials, one in red brick and the other in grey stone veneer. A large portion of this elevation is finished with glass storefront windows and doors with either black fabric or grey metal canopies. The eastern and western elevations continue the same materials and corner-emphasizing features as the southern elevation and a large percentage of glass storefront windows, but contain no doors. The northern elevation functions as the service side of the building, although the northeastern corner, which will be most visible from the entrance drive, continues the same level of design and fenestration as the other three elevations. The remainder of the northern elevation maintains the roofline change, but contains more finishing in decorative block, no windows and only plain metal service doors.

One freestanding monument sign for the entire business park exists along the western edge of Parcel 49, constructed pursuant to previous approvals, but it is not proposed to be revised with the subject application. This DSP proposes only building-mounted signage for the tenant spaces. The architecture specifies multiple possible signage areas on all four building elevations that will be determined by the future tenants. No specific signage details were provided with this DSP, but rather the signs will continue to utilize the same materials, colors, types and styles as approved with Detailed Site Plan DSP-05044-01 and Departure from Design Standards DSDS-641, and used on other buildings within the retail area.

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the I-1 Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-473(b), which governs uses in industrial zones. Various types of stores, eating and drinking

establishments, and services, which could be potential tenants, are all permitted in the I-1 Zone.

- b. The DSP shows a site layout that is consistent with Section 27-474, regulations regarding building setbacks and required green space. The DSP is also in conformance with the applicable site design guidelines.
- c. The DSP does not propose any new freestanding signage. A large monument sign, for the entire business park, has been previously approved and constructed along the Hampton Park Boulevard frontage on Parcel 49.

The DSP does propose building-mounted signage on all four sides of the proposed building. Sign design standards in Section 27-613, attached to a building or canopy, prescribe specific requirements for sign design in the I-1 Zone as follows:

(c) Area.

(3) Commercial Zones (except the C-O Zone) and Industrial Zones (except the I-3 and U-L-I Zones).

(C) In all Commercial Zones (except the C-O Zone) and all Industrial Zones (except the I-3 and U-L-I Zones), if all of the permissible sign area is to be used on any building that is located within an integrated shopping or industrial center or office building complex, the following applies:

- (i) The area of all of the signs on a building shall be not more than two (2) square feet for each one (1) lineal foot of width along the front of the building measured along the wall containing the principal entrance of each individual place of business to a maximum of four hundred (400) square feet.**
- (ii) If there is more than one (1) use sharing the same building width along the entrance wall, such as on two (2) floors, the sign area shall be the same as if only one (1) business was using the width.**

The front width of the proposed building is 114 lineal feet, allowing for a maximum signage area of 228 square feet. The submitted signage plan indicates a maximum building-mounted signage area of 420 square feet, requiring a departure of 192 square feet. A departure from sign design standards (DSDS) was previously approved in 2006 for the area of the building-mounted signs on the previously proposed bank building. Because the applicant proposes to increase the total area of signage on the building, a new

departure approval is required. Departure from Sign Design Standards DSDS-687 was approved by the Planning Board on January 8, 2015, and is companion to this application.

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

2. **Prior to the issuance of permits, a Type II Tree Conservation Plan shall be approved.**

The subject application includes an approved Type II tree conservation plan that the DSP was found to be in conformance with in fulfillment of this condition.

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

A memorandum received from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) indicated that the DSP is consistent with the approved Stormwater Management Concept Plan, 8004290-2000.

4. **An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate or not required based on the use.**

The subject DSP notes that all of the buildings will contain an automatic fire suppression system in accordance with this condition.

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

The master plan trail along the south side of Ritchie-Marlboro Road has been completed east of Ritchie Station Court.

8. **The final plat shall deny direct access from Lots 14 through 20 onto I-95/I-495, Ritchie-Marlboro Road, and ramps connecting these two facilities.**

Parcel 15 was recorded in Plat Book PM 225-68 on February 25, 2008. The record plat shows a denial of direct access from Lot 15 onto Ritchie-Marlboro Road and the access ramp. The denial of

access was maintained when Parcels 49 and 50 were resubdivided on September 5, 2013, as reflected on the current plat. The DSP should be revised to show and label the denial of direct access on Lot 15 as reflected on the record plat.

9. **Conformance to Detailed Site Plan DSP-05044 and all subsequent revisions:**

- a. **DSP-05044:** The District Council approved the original DSP application on July 11, 2006 subject to seven conditions, of which the following are relevant to the subject application:

4. **Prior to signature approval of the detailed site plan, provide a standard sidewalk along the subject site's entire frontage of Walker Mill Road extended and Ritchie-Marlboro Road, unless modified by DPW&T.**

This sidewalk has not previously been provided on the nearby sites fronting on Ritchie-Marlboro Road between Hampton Park Boulevard and the Capital Beltway (I-95/495). At this location, it appears that pedestrian access is being provided through the interchange and under the Beltway via the master plan trail on the south side of Ritchie-Marlboro Road; no sidewalk is provided in this vicinity on the north side. At this particular location, a sidewalk along the north side of the road would be isolated from the site by a decorative wall and only lead to the relatively high-speed ramp from the Beltway to Walker Mill Road. Based on these factors, the Planning Board did not require sidewalk construction along the frontage of Ritchie-Marlboro Road at this time.

5. **Prior to signature approval of the detailed site plan, the applicant shall:**

- c. **Provide two (2) perimeter site walls on the detailed site plan. The walls shall be:**
- i. **Located along the subject property eastern portion lots, beginning at the northwest corner of lot 14 and continuing along the property line in a southeasterly direction and ending at the southeast corner of lot 16, or as close to that point as possible, given the proposed grading and elevation along that frontage; provided that the wall shall not be required if the elevation of the ground surface adjacent to the Interstate 95/495 ramp is not at the same grade as the southeast corner of lot 16.**
 - ii. **Located along the subject property western portion lot, beginning at the northeast corner of lot 24, and continuing along the property line in a southwesterly direction, and ending at the southwest corner of lot 24.**

- iii. **Constructed of high-quality materials, such as decorative brick veneer, split face blocks, brick, and precast; with split face blocks, if employed, similar in appearance to those used in the Ritchie Station Marketplace wall.**
- iv. **A maximum length of fifty feet (50') of continuous, unbroken, and uninterrupted wall plane. Breaks shall be provided through the use of columns, landscaping pockets, and/or a change in material.**
- v. **At least 3 but no more than 6 feet high.**
- vi. **Set back from the property line, to allow a landscape setback area facing the rights-of-way. The setback area shall be landscaped, with turf, shrubs, and trees, using a variety of species, to provide seasonal color and plant variety, but it is not intended to provide dense screening that conceals the wall.**

A brick wall in conformance with this condition exists along all three frontages of Parcel 49 and will be maintained as such by the subject application.

- d. **Each limited DSP shall also show landscaping and plantings on all lots subject to that plan. Plantings of evergreen trees, 6 to 8 feet high, shall be used to screen dumpster areas.**

The proposed dumpster area in the southeastern corner of the parcel will be enclosed by an over six-foot-high, solid, block, screen wall in addition to plantings of evergreen trees to the east and south in conformance with this condition.

- b. **DSP-05044-01:** The District Council affirmed and adopted the Planning Board's approval (PGCPB Resolution No. 06-275) of this DSP revision application on July 23, 2007 subject to three conditions, none of which are relevant to the subject application.
 - c. **DSP-05044-02:** The Planning Board approved DSP-05044-02 on July 16, 2009 (PGCPB Resolution No. 09-111) subject to two conditions, neither of which is relevant to the subject application.
 - d. **DSP-05044-03 through DSP-05044-06:** These Planning Director-level approvals involved minor revisions to other parcels within the Steeplechase Business Park retail area that do not affect the subject property or application.
10. **2010 Prince George's County Landscape Manual:** The proposed multi-tenant retail building is subject to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot

Requirements; Section 4.4, Screening Requirements; Section 4.5, Stormwater Management Facilities; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

- a. **Section 4.2, Requirements for Landscape Strips along Streets**—Applies to all public and private road frontages, which include the northern and western frontages of the subject site adjacent to Alaking Court and Hampton Park Boulevard, respectively. Ritchie-Marlboro Road, to the south, is classified as a designated historic roadway adjacent to the subject property; therefore, Section 4.6, as discussed in (f) below, applies along this frontage. The site plan is in conformance with these requirements.
- b. **Section 4.3(c)(1), Parking Lot Perimeter Landscape Strip Requirements**—Applies when proposed parking lots are within 30 feet of an adjacent property line, which does not happen with this proposed development. Therefore, the schedule for this section should be removed from the plan.
- c. **Section 4.3(c)(2), Parking Lot Interior Planting Requirements**—Requires that a certain percentage of the parking area, in accordance with the size of the parking lot, be interior planting areas with one shade tree for each 300 square feet of planting area. The landscape plan identifies one parking lot of 20,112 square feet, which would be subject to the eight percent requirement because the total parking lot area is between 7,000 and 49,999 square feet. The landscape plan provides eight percent of the total parking lot area in interior planting area and a total of eight shade trees, which satisfies the requirements of Section 4.3(c)(2).
- d. **Section 4.4, Screening Requirements**—Requires that all dumpsters and loading spaces be screened from all public roads and adjacent properties. The proposed loading space is located along the northern edge of the property and is screened by a three- to six-foot-high solid wall and a row of evergreen tree plantings. The proposed dumpster is located in the southeastern corner and is enclosed by an over six-foot-high, solid, block, screen wall in addition to plantings of evergreen trees. These features are consistent with the Landscape Manual requirements in this section.
- e. **Section 4.5, Stormwater Management Facilities**—Requires that the landscape plans for the stormwater management facilities be reviewed by the appropriate regulating authority, such as Prince George's County Department of Public Works and Transportation (DPW&T). This will need to be done with the appropriate agency prior to permitting. However, all stormwater facilities for the subject development are located within the larger business park and are already constructed.
- f. **Section 4.6, Buffering Development from Streets**—Requires a buffer between any use and the right-of-way of a special roadway. Ritchie-Marlboro Road is classified as a designated historic roadway adjacent to the subject property. Therefore, a Section 4.6

buffer is required, which includes a minimum ten-foot-wide buffer planted with a minimum of one shade tree and ten shrubs per 35 linear feet of frontage, excluding driveway openings (within the area formerly designated as the Developed Tier). The area of Parcel 49 along this frontage was previously planted per Section 4.2 requirements, which were applicable when the site was originally developed, prior to 2010. Generally, the Section 4.2 requirements are the same as the Section 4.6 requirements for this property. However, Section 4.6 requires all plant materials to be located outside of any public utility easements (PUEs), which is not the case with the Section 4.2 plantings that are existing on-site. Therefore, the applicant filed a request for Alternative Compliance, AC-14018, from Section 4.6-2, Buffering Development from Special Roadways, along Ritchie-Marlboro Road because the existing plant material is located within the PUE.

REQUIRED: 4.6-2 Buffering Development from Special Roadways (Ritchie-Marlboro Road)

Length of Landscaped Strip	253 feet
Width of Landscaped Strip	10 feet
Shade Trees (1 per 35 linear feet)	8
Shrubs (10 per 35 linear feet)	73

PROVIDED: 4.6-2 Buffering Development from Special Roadways (Ritchie-Marlboro Road)

Length of Landscaped Strip	253 feet
Width of Landscaped Strip	10 feet
Shade Trees	3
Ornamental	3
Shrubs	116

The applicant for the underlying DSP application proposes to construct a new building on one parcel for a multi-tenant retail use. The applicant is requesting Alternative Compliance from Section 4.6-2, Buffering Development from Special Roadways, for the total 253-foot length of the Ritchie-Marlboro Road frontage (a designated historic roadway) adjacent to the subject property. The applicant is requesting alternative compliance for relief from providing the required shade trees and shrubs outside of the PUE. The existing ten-foot-wide landscape buffer is planted with well-established plant material and has an existing brick wall ranging from approximately three to six feet high that wraps around the parcel on three sides, providing a continuous visual buffer.

The Planning Board found that the existing wall is constructed within one foot of the PUE; therefore, there is not sufficient space to plant trees or shrubs outside of the PUE. Strict compliance with the Landscape Manual requirements would necessitate removal of the wall and established healthy plant material. In addition, the applicant is providing

more planting than would normally be required under the current regulations. The Planning Board further finds that the applicant is in conformance with the previous requirements of Section 4.2 of the Landscape Manual, which were in effect when the DSP was approved originally prior to 2010. The Planning Board finds the proposed alternative compliance measures to be equally effective as normal compliance with Section 4.6-2 of the Landscape Manual.

The Planning Board found to approve Alternative Compliance for Section 4.6-2 of the 2010 *Prince George's County Landscape Manual* along the frontage of Ritchie-Marlboro Road on Parcel 49, subject to the following:

- (1) The landscape plan shall show conformance with Section 1.7(b) of the 2010 *Prince George's County Landscape Manual*, providing certification of landscape maintenance pursuant to that section.
 - g. **Section 4.7, Buffering Incompatible Uses**—Requires a buffer between adjacent incompatible land uses. The proposed development on Parcel 49 is surrounded by public rights-of-way and other parcels within the Steeplechase retail area. Therefore, no adjacent land uses are incompatible.
 - h. **Section 4.9, Sustainable Landscaping Requirements**—Requires certain percentages of native plants be provided on-site, along with no invasive plants and no plants being planted on slopes steeper than three-to-one. The submitted landscape plan provides the required schedule and notes showing the requirements of this section being met.
11. **Tree Canopy Coverage Ordinance:** The project is subject to the requirements of Subtitle 25, Division 3, The Tree Canopy Coverage Ordinance, because it proposes more than 5,000 square feet of gross floor area. The requirement for the entire 110.28-acre Steeplechase Business Park is ten percent of the gross tract area or 11.03 acres (480,293 square feet) based on the I-1 zoning. The submitted landscape plan provides a schedule showing the requirement being met through the preservation of existing trees and afforestation/reforestation areas shown on the Type II tree conservation plan (TCPII), with a total of 11.41 acres of tree canopy coverage (TCC). A condition has been included in this approval requiring the numbers in the TCC schedule to be revised, as necessary, to match the numbers on the approved TCPII.
12. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
- a. **Transportation Planning**—The Planning Board reviewed an analysis of three transportation-related conditions of PPS 4-03113, stating that all have been complied with, along with the following comments:

Although there is no trip cap condition, the resolution approving the PPS includes a clear finding that the approval considered 1,120 AM and 1,167 PM peak-hour trips. A recent analysis indicated that the following had been constructed, approved, or planned for the site in consideration of the change in square footage proposed by this plan:

USE	AM	PM
528,246 square feet of industrial (assume 20% office and 80% warehouse per permit plans) constructed	380	364
87,228 square feet of industrial (18,000 square feet office and remainder warehouse) planned	64	61
175,854 square feet of industrial (14,000 square feet office and remainder warehouse) planned	93	91
Convenience Store with Gas Pumps (12 fueling positions) with 66% pass by	76	79
31,292 square feet of retail (computed per Guidelines) INCLUDES SUBJECT PROPOSAL	38	138
5,205 square feet bank/credit union with 33% AM/47% PM pass by	42	68
4,561 square feet fast food restaurant with 49% AM/50% PM pass by	106	75
TOTAL TRIPS EXISTING, PROPOSED, AND PLANNED	799	876
TRIP CAP PER PPS 4-03113	1120	1167

As shown in the table above, existing, proposed, and planned development remains well within the trip cap established by the preliminary plan.

Hampton Park Boulevard (I-413, industrial roadway with a 70-foot right-of-way) and Ritchie-Marlboro Road (A-35, arterial roadway with a 120-foot right-of-way) are both master plan roadways in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment*. No additional right of way dedication is required for these roadways.

As noted above, no traffic-related (or adequacy-related) findings are associated with this detailed site plan review. In summary, the Planning Board found that the site plan is acceptable.

- b. **Subdivision Review**—The Planning Board reviewed the applicable conditions attached to the approval of the relevant Preliminary Plan of Subdivision, 4-03113, which have been incorporated into Finding 9 above. They also reviewed the following summarized comments:

The property was recorded in Plat Book REP 205-93 on April 5, 2005. A plat of correction was subsequently recorded in Plat Book PM 225-68 on February 25, 2008. The

record plat contains eight notes. The plat notes that are related to the review of this DSP have been discussed in the conditions of the preliminary plan in Finding 9 above.

The DSP shows shared vehicular access between Parcel 49 and adjacent Parcel 50, which has not been authorized by the Planning Board. Pursuant to Section 24-128(b)(9) of the Subdivision Regulations, the Planning Board may authorize a private easement, where direct vehicular access to an individual lot fronting on a public street should be denied access due to a potentially hazardous or dangerous traffic situation. The applicant has demonstrated that an easement exists for the two parcels pursuant to a declaration recorded in Liber 35421 at Folio 17 of the Prince George's County Land Records. Section 24-128 requires that each lot have frontage and direct access to a public street. Moreover, the following applies in the I-1 Zone:

Section 27-466.01. Frontage.

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

The use of a private easement must be authorized by the Planning Board pursuant to the Subdivision Regulations and a subdivision application. The existing private access easement (Liber 35421/Folio 17) is found to be sufficient to ensure the property owners' rights, responsibilities, and liabilities. The existing easement should be shown on the DSP, and denial of access should be demonstrated along all other frontages along Alaking Court, Hampton Park Boulevard, and Ritchie-Marlboro Road. A final plat should be approved by the Planning Board that will authorize the use of a shared vehicular access easement pursuant to Section 24-128(b)(9), and the plat will reflect the shared vehicular access easement with the liber/folio reference and denial of access.

Subdivision conditions are as follows:

- (1) Prior to certification of the revision to the DSP the following technical corrections shall be required:
 - (a) Show and label denial of access to Ritchie-Marlboro Road, Alaking Court, and Hampton Park Boulevard for Parcels 49 and 50 on Sheets C-4 and C-9, except at the location of the shared vehicular access easement.
 - (b) Show the shared vehicular access on Parcels 49 and 50 as reflected in the Termination of Certain Easements Granted under Declaration of Covenants, Conditions, Restrictions and Easements recorded in Liber 35421 at Folio 17 of the County Land Records, with liber/folio reference.

- (2) Prior to approval of any building permits for Parcel 49, a final plat shall be approved by the Planning Board in accordance with Section 24-111 of the Subdivision Regulations to authorize the use of a private easement for vehicular access pursuant to Section 24-128(b)(9). The final plat shall reflect the location of the shared vehicular access easement, with liber/folio reference, and denial of access in conformance with the DSP.
- (3) The following note shall be placed on the final plat:

“Vehicular access for Parcels 49 and 50 is provided via a shared vehicular access easement, pursuant to Section 24-128(b)(9) of the Subdivision Regulations.”

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

The subdivision comments have been addressed as conditions in this approval.

- c. **Trails**—The Planning Board reviewed an analysis regarding the site plan’s conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment* (area master plan).

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

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

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

The subject site has existing sidewalks along its entire frontage of both Hampton Park Boulevard and Alaking Court. The concrete treatment for the sidewalk is carried through the site’s ingress/egress point along Alaking Court, adequately delineating the pedestrian zone through the crossing. A striped crosswalk is provided from the sidewalk around the proposed building to the existing sidewalk linking the subject site with the crosswalk at Ritchie-Marlboro Road. An additional pedestrian crosswalk is provided that connects to a sidewalk connection to the adjacent site to the east. Both of these internal sidewalks are shown with a decorative brick treatment, consistent with adjacent properties. No

additional sidewalk connections appear to be necessary on the site, although it is recommended that the crosswalk along Hampton Park Boulevard, across Alaking Court, and the crosswalk linking the site with the pedestrian refuge at Ritchie-Marlboro Road be provided, unless modified by DPW&T.

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

- (1) In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall make the following revisions to the plans prior to certification:
 - (a) Provide a striped crosswalk along Hampton Park Boulevard at Alaking Drive, unless modified by DPW&T.
 - (b) Restripe/mark the crosswalk connecting the subject site with the pedestrian refuge at the Ritchie-Marlboro Road and Hampton Park Road intersection, unless modified by DPW&T.

The specific trail comments have been addressed through revisions to the plan.

- d. **Permit Review**—The Permit Review comments are either not applicable at this time, have been addressed through revisions to the plans, or are addressed through the conditions of approval of this DSP.
- e. **Environmental Planning**—The Planning Board found that the current proposal is in conformance with previously approved Type II Tree Conservation Plan TCPH-128-90-08 and the conditions of approval. No other additional information is needed.
- f. **The Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated October 17, 2014, DPIE offered standard comments regarding the necessary improvements and standards that will be enforced at the time of permits, along with the following specific comment:

The proposed DSP is consistent with approved Stormwater Management Concept Plan 8004290-2000.

- g. **Prince George's County Police Department**—In a memorandum dated September 8, 2014, the Police Department indicated that there are no crime prevention through environmental design (CPTED) issues with the site at this time.

- h. **Prince George's County Health Department**—In a memorandum dated October 20, 2014, the Health Department, Environmental Engineering Program, provided the following comment on the subject application:

- (1) Indicate that appropriate dust control procedures shall be implemented during the construction phase of this project. No dust should be allowed to impact adjacent businesses and their customers.

This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

- i. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated September 4, 2014, WSSC offered comments on needed coordination with buried utilities and WSSC easements, and the requirements for connection to the existing water and sewer lines.
- j. **Verizon**—In an e-mail dated September 23, 2014, Verizon indicated that the ten-foot-wide public utility easement (PUE) shown on the DSP is suitable.
- k. **Potomac Electric Power Company (PEPCO)**—PEPCO did not provide comments on the subject application.

13. Based upon the foregoing analysis and as required by Section 27-285(b) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
14. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. Because the site does not contain any regulated environmental features, this required finding does not apply.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-05044-07 and further APPROVED Alternative Compliance No. AC-14018, subject to the following conditions:

1. Prior to certification, the applicant shall revise the plans as follows or provide the specified documentation:

- a. Revise the Tree Canopy Coverage schedule to correctly reflect the areas shown on the approved Type II tree conservation plan (TCPII).
 - b. Provide a plan note that indicates conformance to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
 - c. The landscape plan shall show conformance with Section 1.7(b) of the 2010 *Prince George's County Landscape Manual*, providing certification of landscape maintenance pursuant to that section.
 - d. Show and label denial of access to Ritchie-Marlboro Road, Alaking Court, and Hampton Park Boulevard for Parcels 49 and 50 on Sheets C-4 and C-9, except at the location of the shared vehicular access easement.
 - e. Show the shared vehicular access on Parcels 49 and 50 as reflected in the Termination of Certain Easements Granted under Declaration of Covenants, Conditions, Restrictions and Easements recorded in Liber 35421 at Folio 17 of the Prince George's County Land Records, with liber/folio reference.
 - f. Remove the Section 4.3-1 Landscape schedule from the landscape plan.
2. Prior to approval of any building permits for Parcel 49, a final plat shall be approved by the Prince George's County Planning Board in accordance with Section 24-111 of the Subdivision Regulations to authorize the use of a private easement for vehicular access pursuant to Section 24-128(b)(9). The final plat shall reflect the location of the shared vehicular access easement, with liber/folio reference, and denial of access in conformance with the detailed site plan.
 3. The following note shall be placed on the final plat:

"Vehicular access for Parcels 49 and 50 is provided via a shared vehicular access easement, pursuant to Section 24-128(b)(9) of the Subdivision Regulations."

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Shoaff, with Commissioners Washington, Shoaff, Bailey, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, January 8, 2015, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 8th day of January 2015.

APPROVED AS TO LEGAL SUFFICIENCY

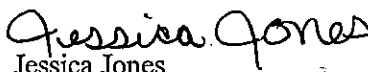

M-NCPPC Legal Department

Date

1/9/15

Patricia Colihan Barney
Executive Director

By


Jessica Jones
Planning Board Administrator

PCB:JJ:JK:arj