



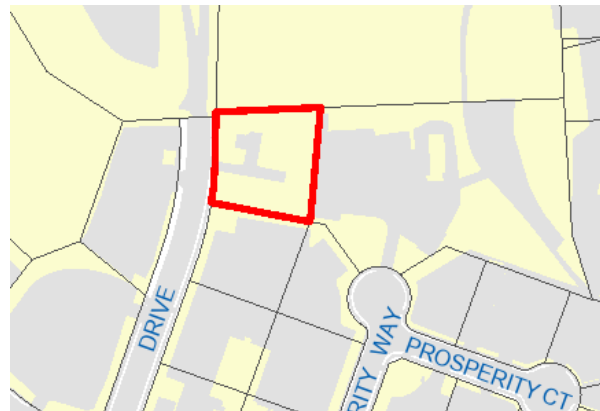
*Note: Staff reports can be accessed at <https://www.mncppc.org/883/Watch-Meetings>*

## Detailed Site Plan Royal USA Tours

## DSP-23018

REQUEST	STAFF RECOMMENDATION
Development of a 12,795-square-foot bus maintenance and operation facility and associated site improvements	With the conditions recommended herein: <ul style="list-style-type: none"><li>• APPROVAL of Detailed Site Plan DSP-23018</li></ul>

<b>Location:</b> On the east side of Hazelwood Drive, approximately 1,500 feet north of its intersection with MD 458 (Walker Mill Road)	
Gross Acreage:	1.17
Zone:	IE
Prior Zone:	I-1
Reviewed per prior Zoning Ordinance:	Section 27-1903(b)
Dwelling Units:	N/A
Gross Floor Area:	12,795 sq. ft.
Planning Area:	75B
Council District:	07
Municipality:	Capitol Heights
<b>Applicant/Address:</b> El Samahy Hazem M 13009 Tadmor Court Woodbridge, VA 22193	
<b>Staff Reviewer:</b> Te-Sheng (Emery) Huang <b>Phone Number:</b> 301-952-4534 <b>Email:</b> Tesheng.Huang@ppd.mncppc.org	



Planning Board Date:	06/26/2025
Planning Board Action Limit:	07/17/2025
Staff Report Date:	06/12/2025
Date Accepted:	03/24/2025
Informational Mailing:	01/10/2025
Acceptance Mailing:	03/21/2025
Sign Posting Deadline:	05/27/2025

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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-23018  
Royal USA Tours

The Urban Design Section has reviewed the subject application and presents the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

**EVALUATION CRITERIA**

This property is located within the Industrial, Employment (IE) Zone. However, this application is being reviewed and evaluated in accordance with the Prince George's County Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance). Pursuant to Section 27-1900 *et seq.* of the Zoning Ordinance, until April 1, 2025, for property in the IE Zone, an applicant may elect to apply for a detailed site plan (DSP) pursuant to the requirements of the prior Zoning Ordinance. The subject DSP was accepted for review prior to April 1, 2025 and, therefore, qualifies for review under the prior Zoning Ordinance. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior Light Industrial (I-1) zoning. Pursuant to Section 27-285(c)(2) of the prior Zoning Ordinance, on April 17, 2025, the applicant requested a 45-day extension of the time for Planning Board review, making the Planning Board action limit July 17, 2025. Staff considered the following in reviewing this DSP:

- a. The requirements of the prior Prince George's County Zoning Ordinance for the Light Industrial (I-1) Zone;
- b. The requirements of Preliminary Plan of Subdivision 4-87194;
- c. The 2010 *Prince George's County Landscape Manual*;
- d. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The Prince George's County Tree Canopy Coverage Ordinance;
- f. Referral comments; and
- g. Community feedback.

## FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommend the following findings:

1. **Request:** This detailed site plan (DSP) is for the development of a 12,795-square-foot building for a bus maintenance and operation facility and associated site improvements. The bus maintenance and operation facility consists of the uses described in Finding 2 below. More specifically, the facility will include: (1) four fully enclosed service and repair bays, one of which is also used for washing buses; (2) an external diesel pump; and (3) company offices. The facility will not be open to the general public and will not offer services to any outside party. No parts or fuel will be sold on-site. Hours of operation will be limited from 6:00 a.m. to 9:00 p.m. Monday through Friday, and 6:00 a.m. to 7:00 p.m. Saturday and Sunday. Buses will be parked on-site overnight while the facility is closed.
2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone	IE	I-1
Use(s)	Vacant	<ul style="list-style-type: none"> <li>• Vehicle, boat, mobile home, or camping trailer repair and service station, and the sales of parts and tires, which may include installation of parts within a wholly enclosed building</li> <li>• Heavy motorized equipment, motor vehicle, truck, boat, camping trailer, or trailer storage yard</li> <li>• All other offices</li> <li>• Commercial fuel depot</li> </ul>
Net Gross Acreage	1.17	1.17
Net Tract Acreage	1.17	1.17
Lots	1 (Lot 18, Block A)	1 (Lot 18, Block A)
Total Building Gross Floor Area (GFA)	0	<p>12,795 sq. ft.</p> <ul style="list-style-type: none"> <li>• Vehicle, boat, mobile home, or camping trailer repair and service station, and the sales of parts and tires which may include installation of parts within a wholly enclosed building: 10,022 sq. ft.*</li> <li>• All other office: 2,773 sq. ft.**</li> </ul>

**Notes:** \*The storage will be used exclusively for parts and materials needed for the repair and operation of buses.

\*\*A condition is included herein requiring the applicant to correct “other offices: Accessory to a permitted use in the I-1 Zone” to “All other office” on the coversheet.

**Zoning Regulations** (Per Section 27-474 of the prior Prince George's County Zoning Ordinance)

	<b>REQUIRED (min.)</b>	<b>PROVIDED</b>
Street Setback (feet)	25	135
North Side Setback (feet) (abutting land in a residential zone)	20	40
South Side Setback (feet) (abutting land in a nonresidential zone)	30	52
Rear Setback (feet) (abutting land in a nonresidential zone)	None	8
Green Area (percentage)*	10 (5,113 sq. ft.)	29.25 (14,954 sq. ft.)

**Note:** \*Section 27-469(b) of the prior Zoning Ordinance requires at least ten percent of the net lot area to be maintained as green area.

**Parking and Loading Data** (Per Section 27-568(a) of the prior Prince George's County Zoning Ordinance)

<b>REQUIREMENTS</b>	<b>REQUIRED</b>	<b>PROVIDED</b>
Vehicle repair and service station 3 spaces per each service bay Total of service bays: 4	12	22
Office Space (2,773 sq. ft) 1 space per 250 sq. ft of the 2,000 sq. ft. 1 space per 400 sq. ft above the first 2,000 sq. ft.	10	
<b>Total Parking Spaces</b>	<b>22*</b>	
On-site standard spaces (9.5 feet x 19 feet)	-	13
On-site compact spaces (8 feet x 16.5 feet)	Up to 7	7
Handicap-accessible (8 feet x 19 feet, with 8 feet access aisle)	At least 2	2
<b>Other Uses (Bus spaces)**</b> (12 feet x 40 feet)	-	<b>5</b>

**Note:** \*Of which up to seven (one third of the requirement) may be compact, in accordance with Section 27-559(a) of the prior Zoning Ordinance. In addition, of which at least two shall be handicap-accessible, in accordance with Section 27-566(b) of the prior Zoning Ordinance.

\*\*Five bus parking spaces will be equipped with electric vehicle (EV) charging stations, as shown on the submitted plan.

### **Loading Spaces**

Per Section 27-582(a) of the prior Zoning Ordinance, loading spaces are not required for the subject DSP. However, the applicant provides one loading space (12 feet x 33 feet) in the development.

### **Bicycle Spaces**

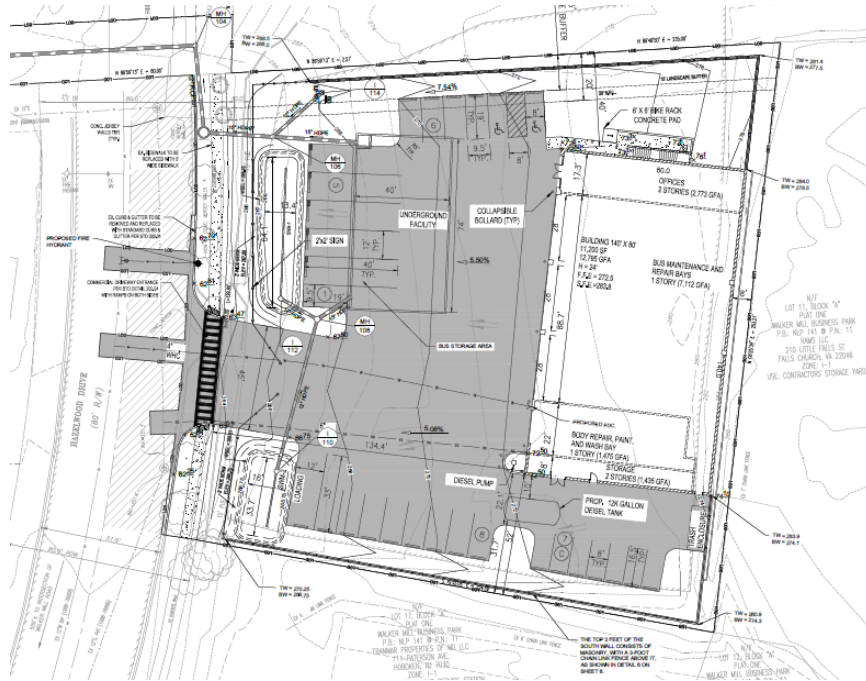
This DSP includes one U-shaped bicycle rack for two bike parking spaces, located to the north of the proposed building and near the entrance to the office space.

3. **Location:** This property is geographically located on the east side of Hazelwood Drive, approximately 1,500 feet north of its intersection with MD 458 (Walker Mill Road), in Planning Area 75B, and Council District 7.
4. **Surrounding Uses:** The subject property is bound to the west by Hazelwood Drive and, beyond, by a contractor's storage yard in the Industrial Employment (IE) Zone (previously the Light Industrial (I-1) Zone). To the north of the property are radio towers in the Agricultural-Residential (AR) Zone (previously the Residential-Agricultural (R-A) Zone). To the east of the property is a contractor's storage yard in the IE Zone (previously the I-1 Zone). To the south of the property is a vehicle repair and service station with a commercial parking lot in the IE Zone (previously the I-1 Zone).
5. **Previous Approvals:** Preliminary Plan of Subdivision (PPS) 4-87194 was approved by the Prince George's County Planning Board on January 7, 1988 (PGCPB Resolution No. 88-6), for 43 lots and one parcel, which included the subject lot.

DSP-00004 was approved by the Planning Board on July 13, 2000 (PGCPB Resolution No. 00-117). On March 26, 2001, the Prince George's County District Council affirmed the Planning Board's approval of DSP-00004, with one condition. This DSP was for the development of a contractor's storage yard with two individual office trailers, a gravel parking lot, and bulk storage areas for building materials and construction equipment for the subject site.

DSP-00004-01 was approved by the Planning Board on September 4, 2008 (PGCPB Resolution No. 08-108). On October 19, 2010, the District Council affirmed the Planning Board's approval of DSP-00004-01, with 12 conditions. This DSP was for the development of a 5,780-square-foot bus maintenance and operation facility. However, this facility was never constructed, and the DSP has expired.

6. **Design Features:** The applicant proposes to construct a one-story, 24-foot-tall building with one vehicular access driveway from Hazelwood Drive. The building will occupy the eastern portion of the property and face a parking area that will occupy the western and southern portions of the property. The entire property will be enclosed within a fence and/or retaining wall, including gates across the vehicular access. The building will include one office space that is divided into two stories; three maintenance and repair bays; and one repair, paint, and wash bay. All entrances to the office and bays will be located on the west side of the building. The Hazelwood Drive frontage will be improved with a 5-foot-wide sidewalk and landscaping. A crosswalk is proposed at the vehicular entry/exit point for pedestrian connectivity.



## Architecture

The architectural design of the proposed building will be a typical, contemporary, industrial building, generally square with a flat roof. The building is finished with a mix of materials including split-face concrete masonry unit blocks, aluminum composite metal, and glass. These building materials are proposed across all façades of the building, to ensure a unified and harmonious use of materials and style. Three different colors of concrete masonry unit blocks will create patterns to enhance the attractiveness of the building and avoid blank walls. There is a discrepancy between the building floor plan shown on Sheet DSP-4 and the south elevation shown on the architectural elevations sheet, which is conditioned herein for technical correction.

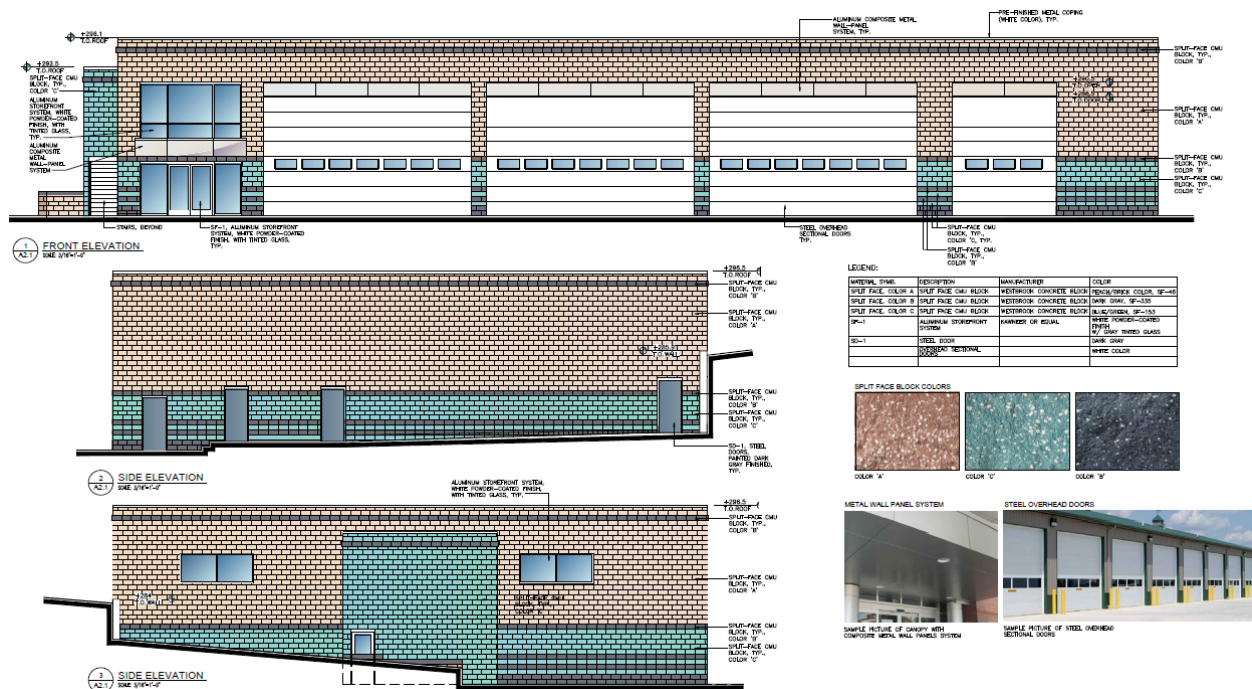


Figure 2: West, South and North Elevations (View from Top to Bottom)

### Signage

This DSP includes one sign that will be mounted on the fence along Hazelwood Drive. The sign will be made of aluminum and acrylic with internal illumination. The sign area is approximately 4 square feet. The proposed sign is in conformance with Section 27-613 of the prior Zoning Ordinance, in terms of location, height, and area, as shown on Sheets DSP-4 and DSP-5. A condition is included herein requiring the applicant to label the setback of the sign from a street line on the plan.

### Lighting

The DSP application proposes to install both wall-mounted and pole-mounted lights throughout the site. The subject DSP includes a photometric plan with details, showing that the pole-mounted lights will illuminate the parking lot while the wall-mounted lights will illuminate the entryways to the repair bays as well as the office.

### Loading and trash facilities

This DSP includes one loading space and one outdoor trash collection area. Both facilities will be located in the southern portion of the property and will be screened by the proposed landscaping along the Hazelwood Drive frontage. The trash collection area will also be screened by a proposed trash enclosure. The color of the concrete masonry unit trash enclosure will match the proposed building, as shown in the details on the plans.

## COMPLIANCE WITH EVALUATION CRITERIA

- 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 prior Zoning Ordinance as follows:



- a. This DSP is in conformance with Section 27-473(b), Uses Permitted, of the prior Zoning Ordinance. All proposed uses mentioned in Finding 2 above are permitted in the I-1 Zone. However, a commercial fuel depot is permitted subject to Footnote 51, which reads as follows:

**Provided:**

- (A) The use is limited to property that has at least one hundred and fifty (150) feet of frontage on and vehicular access to at least one (1) road classified as a collector or lower classification on the applicable Master Plan and a minimum right-of-way width of sixty (60) feet;**

The subject property has approximately 200 feet of frontage on Hazelwood Drive, which is classified as a local street and has a right-of-way (ROW) width of 80 feet. A local street is of a lower classification than a collector.

- (B) A Limited Detailed Site Plan shall be approved for the use in accordance with Section 27-286(a). The site plan shall address architecture, landscaping, lighting, and infrastructure which is essential to the development of the site including streets, utilities, and stormwater management facilities;**

While a commercial fuel depot alone would generally only be subject to approval of a limited detailed site plan, a full detailed site plan is required for the proposed development pursuant to PPS 4-87194. Staff find that the full detailed site plan review satisfies the requirement for a limited detailed site plan because a full detailed site plan addresses architecture, landscaping, lighting, and infrastructure, which is essential to the development of the site including streets, utilities, and stormwater management (SWM) facilities.

- (C) The Limited Detailed Site Plan shall demonstrate compliance with Section 27-358(a) (2), (3), (4), (5), (6), (8), and (10); and (b) (1), (2), and (3); and**

The proposed development is in conformance with Section 27-358(a) and (b) of the prior Zoning Ordinance, as follows:

- (a) A gas station may be permitted, subject to the following:**

- (2) The nearest gas pump on the subject property shall be located at least three hundred (300) feet from any lot on which a school, outdoor playground, library, hospital, or a structure used as a residence is located;**

Page 22 of the statement of justification (SOJ) indicates that there are no schools, playgrounds, libraries, hospitals, or residences within 300 feet of the subject property. Per PGAtlas, the 300-foot radius area of the subject site is being covered by abutting properties. None of these properties are

used as a school, outdoor playground, library, hospital, or a structure used as a residence.

- (3) The use shall not include the display and rental of cargo trailers, trucks, or similar uses, except as a Special Exception in accordance with the provisions of Section 27-417;**

Cargo trailers and trucks will not be displayed or rented on-site.

- (4) The storage or junking of wrecked motor vehicles (whether capable of movement or not) is prohibited;**

The proposed development is for repair and maintenance of buses and passenger vans owned and operated by the applicant. All repairs and services to the buses and passenger vans will be completed within no more than five business days, which is noted in General Note 38. Therefore, no wrecked motor vehicles will be stored or junked on the property.

- (5) Access driveways shall be not less than thirty (30) feet wide unless a lesser width is allowed for a one-way driveway by the Maryland State Highway Administration or the County Department of Permitting, Inspections, and Enforcement, whichever is applicable, and shall be constructed in compliance with the minimum standards required by the County Road Ordinance or Maryland State Highway Administration regulations, whichever is applicable. In the case of a corner lot, a driveway may begin at a point not less than twenty (20) feet from the point of curvature (PC) of the curb return or the point of curvature of the edge of paving at an intersection without curb and gutter. A driveway may begin or end at a point not less than twelve (12) feet from the side or rear lot line of any adjoining lot;**

The submitted site plan shows that the entrance driveway for the overall site will be 45 feet wide. The driveway will be constructed, in compliance with the minimum standards required by the County Road Ordinance, with driveway construction details shown on the Site Details Sheet (DSP-5). The property is not a corner lot. The driveway begins at a point approximately 40 feet from the nearest property line, which is the southern property line.

**(6) Access driveways shall be defined by curbing;**

The access driveway for the overall site has curbing, where practicable. Curbing is omitted, where necessary, to allow sheet flow of stormwater from the access driveway to the SWM facilities on either side of the driveway.

**(8) Gasoline pumps and other service appliances shall be located at least twenty-five (25) feet behind the street line;**

The submitted site plan shows that the diesel pump will be located approximately 134 feet behind the street line.

**(10) Details on architectural elements such as elevation depictions of each facade, schedule of exterior finishes, and description of architectural character of proposed buildings shall demonstrate compatibility with existing and proposed surrounding development.**

A detailed discussion on architectural elements has been addressed in Finding 6 above. The architecture of the building will be compatible with surrounding development, as the surrounding properties are also developed with similar industrial buildings. The diesel pump will be attached to the proposed building on the property at its southwest corner and screened by landscaping. Therefore, it will not be visible from adjacent properties.

**(b) In addition to what is required by Section 27-296(c), the site plan shall show the following:**

**(1) The topography of the subject lot and abutting lots (for a depth of at least fifty (50) feet);**

The submitted plan shows the topography of the subject lot and abutting lots as required.

**(2) The location and type of trash enclosures; and**

The proposed trash enclosure is located at the southeast corner of the subject property. The submitted details show that the enclosure will be constructed with split face concrete masonry unit blocks, with two metal frame gates.

**(3) The location of exterior vending machines or vending area.**

The subject DSP does not include any vending machines or vending area.

- (D) Upon the abandonment of a commercial fuel depot, all structures exclusively used in the business (including underground storage tanks), except buildings, shall be removed by the owner of the property. For the purpose of this footnote, the term "abandonment" shall mean non-operation as a commercial fuel depot for a period of fourteen (14) months after the services cease.**

The applicant must comply with this requirement.

- b. The subject application complies with the applicable requirements of Section 27-469, I-1 Zone (Light Industrial), of the prior Zoning Ordinance:

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

- (1) At least ten percent (10%) of the net lot area shall be maintained as green area.**

The applicant proposes a 29.25 percent green area in compliance with this requirement.

- (2) Any landscaped strip adjacent to a public right-of-way required pursuant to the provisions of the Landscape Manual shall not be considered part of the required green area.**

The submitted landscape plan shows that landscaped strips adjacent to the ROW are not counted as green area.

- (3) A vehicle towing station permitted in the I-1 Zone shall be screened by a wall or fence at least six (6) feet high, or by an evergreen screen, unless the adjoining property is used for a vehicle towing station or a vehicle salvage yard.**

The applicant does not propose a vehicle towing station.

- (c) Outdoor storage.**

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

- (d) Uses.**

- (1) The uses allowed in the I-1 Zone are as provided for in the Table of Uses (Division 3 of this Part).**

All proposed uses are permitted in the I-1 Zone.

- (e) Regulations.**

- (1) Additional regulations concerning the location, size, and other provisions for all buildings and structures in the I-1 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The Regulations Tables (Division 4 of Part 7), General (Part 2), Off-Street Parking and Loading (Part 11) and Signs (Part 12) are addressed in Finding 2 above. The 2010 *Prince George's County Landscape Manual* is addressed in Finding 11 below.

Division 5 of Part 7 is not applicable to this DSP, as none of the uses for which it provides regulations are proposed.

Division 1 of Part 7 provides general development standards for industrial zones. Of these standards, Section 27-465 (Fences and Walls) and Section 27-466.01 (Frontage) are applicable. These requirements are addressed as follows:

#### **Sec. 27-465. Fences and walls**

- (a) Unless otherwise provided, fences and walls (including retaining walls) more than six (6) feet high shall not be located in any required yard, and shall meet the setback requirements for main buildings. (See Figure 42.)**

The applicant proposes a 6-foot-tall fence that sits atop a retaining wall, which equalizes the grade of the terrain along the northern property line. When measured from the exterior of the property, the applicant asserts that the retaining wall is not above grade, making the height 6 feet. A condition is included herein requiring the applicant to submit an exhibit showing conformance prior to certification of this DSP amendment.

Along the southern property line, the applicant proposes a 3-foot-tall chain-link fence atop a 3-foot-tall retaining wall, for a total of 6 feet. A section of the retaining wall on the south of the property as shown on Sheet DSP-6 shows that, when measuring from the exterior of the property, the combination of the retaining wall and the chain-link fence will not be more than 6 feet in height.

The submitted Sheet DSP-4 shows a 6-foot-tall chain-link fence is proposed along the western property line, which is in conformance with this regulation. In addition, the site plan shows a 6-foot-tall chain-link fence atop the retaining wall along the eastern property line, which will not be more than 6 feet in height measuring from the exterior property. A condition is included herein requiring the applicant to provide a section of the eastern retaining wall for this use.

- (b) Walls and fences more than four (4) feet high (above the finished grade, measured from the top of the fence to grade on the side of the fence where the grade is the lowest) shall be considered structures requiring building permits.**

The applicant indicated that all necessary permits for the proposed fencing will be acquired.

- (c) Except for land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility, barbed wire shall be prohibited in the U-L-I Zone where visible from any street with a right-of-way width of at least eighty (80) feet, or land in a residential zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, any approved Conceptual or Detailed Site Plan, or M-U-TC Zone Development Plan).**

No stranded barbed wire and/or razor wire are proposed for this development.

- (d) Except for fences less than four (4) feet in height, fences not requiring a permit, and fences on land assessed as agricultural uses, all structural support (vertical posts and horizontal rails) shall face the interior of the subject lot. (See Figure 42.1).**

This regulation is not applicable to the subject DSP because fences proposed are more than 4 feet in height, and this DSP is not for agricultural uses.

- (e) Electric security fences more than six (6) feet high, but no more than ten (10) feet high, may be located in any required yard and shall not be required to meet the setback requirements for main buildings set forth in (a) above, if the electric security fence is located on the interior side of a non-electrical fence that is at least six (6) feet high. Any fence erected on a corner lot shall satisfy the provisions of Section 27-466. A voltage and shock hazard sign shall be attached to the electric security fence at intervals along the fence not exceeding thirty (30) feet. Any electric security fence exceeding twelve (12) volts shall require a variance from the Chief Electrical inspector or designee pursuant to Subtitle 9. Notwithstanding the above, an electrical security fence more than six (6) feet high, but not more than ten (10) feet high shall meet the setback requirement along any lot line shared with a property that is residentially or commercially zoned unless a variance is approved by the Board of Appeals.**

This regulation is not applicable to the subject DSP because the subject DSP does not include electric security fences.

**Sec. 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 subject property has frontage on and direct vehicular access to Hazelwood Drive, a public street.

- c. The DSP is in conformance with the applicable site design guidelines, as required in Section 27-283 and contained in Section 27-274 of the prior 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:**

- (i) Parking lots should generally be provided to the rear or sides of structures;**
- (ii) Parking spaces should be located as near as possible to the uses they serve;**
- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
- (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

The surface parking lot has been located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. The proposed development entails storage and repair of buses. Accordingly, ample paved area for the buses to maneuver in and out of service bays and parking spaces is required. This is demonstrated on the circulation plan (Sheet DSP-9). Because the surface parking area is located to

the front and side of the proposed building. Parking spaces will line a large, open, paved area at the center for circulation of buses. The parking lanes are oriented to minimize the number of parking lanes crossed by pedestrians as shown on the bus circulation plan. Specifically, the parking lanes are located along the northernmost and southernmost boundaries of the proposed development flanking the building. Accordingly, employees and visitors to the site will be able to walk from their parked cars to the building, without crossing the bus maneuvering area or another parking lane.

**(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:**

- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**
- (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

The subject DSP does not include loading docks, but includes one loading space, which is screened by the proposed landscaping along the Hazelwood Drive frontage. Although the loading space is not separated from the parking area and is not immediately next to the proposed building, its location will be visually unobtrusive and has minimal conflicts with vehicles or pedestrians. In addition, its location supports the need for circulation of buses as well as the parking requirements. Specifically, its location is to the south and away from the maneuvering area for buses, as shown on the circulation plan (Sheet DSP-9). For these reasons, staff find that the location of the loading space is visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.

**(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**

- (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
- (ii) Entrance drives should provide adequate space for queuing;**
- (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**



- (iv) **Parking areas should be designed to discourage their use as through-access drives;**
- (v) **Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
- (vi) **Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
- (vii) **Parcel pick-up areas should be coordinated with other on-site traffic flows;**
- (viii) **Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
- (ix) **Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
- (x) **Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) **Barrier-free pathways to accommodate the handicapped should be provided.**

Access to the subject property will be through one vehicular access from Hazelwood Drive. The location of this access is not close to access to the adjacent properties, which will minimize conflict with off-site traffic and provide a safe transition into the parking lot. A crosswalk is provided at the access for pedestrian connectivity along Hazelwood Drive. The signs and marking plans on Sheet DSP-4 show that directional arrows, lane markings, and directional signs will be used to facilitate safe vehicular circulation within the parking area. Two Americans with Disabilities Act (ADA)-accessible parking spaces are located immediately adjacent to the proposed building, in order to ensure a barrier-free path between the spaces and the building.

### **(3) Lighting.**

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:**

- (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**
- (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
- (iii) The pattern of light pooling should be directed on-site;**
- (iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;**
- (v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**
- (vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

Lighting for this DSP has been discussed in Finding 6 above, demonstrating conformance to the regulations, in which adequate illumination is provided for users and for the site in the evening. The pattern of light pooling is directed on-site, as the applicant proposes full cut-off light fixtures. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating drive aisles, building entries, and walking paths throughout the site.

**(4) Views.**

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

The subject DSP provides landscaping along the street frontage and the perimeter of the subject property. A 6-foot-high synthetic wood fence is proposed within the landscape buffer along the northern property line, to enhance screening from public areas.

**(5) Green Area.**

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**

- (i) **Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
- (ii) **Green area should link major site destinations such as buildings and parking areas;**
- (iii) **Green area should be well-defined and appropriately scaled to meet its intended use;**
- (iv) **Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**
- (v) **Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**
- (vi) **Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**
- (vii) **Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

Approximately 29.25 percent of the site is provided as green area, and these areas are well-defined and appropriately scaled to support the subject development. Specifically, the required green area is provided along the perimeter of the property. This works to effectively screen the proposed uses from the surrounding properties and the street. Accordingly, staff find that the proposed on-site green area is designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.

- (B) **The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

The property does not contain regulated environmental features.

**(6) Site and streetscape amenities.**

- (A) **Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**
  - (i) **The design of light fixtures, benches, trash receptacles,**

bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;

- (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;
- (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;
- (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;
- (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;
- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and
- (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

The subject DSP includes minimal amenities on-site because the nature of the proposed use does not involve regular visits from the public. As shown on the submitted plan, amenities provided include light fixtures on the building and in the parking area, and parking spaces which include two handicap-accessible spaces. The subject DSP also includes landscaping to improve the Hazelwood Drive frontage, which has been discussed in Finding 11 below. The design of these amenities has been coordinated to enhance the visual unity of the site. Staff find that the site and streetscape amenities proposed will contribute to an attractive, coordinated development and will enhance the use and enjoyment of the site.

**(7) Grading.**

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:

- (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios

**and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;**

- (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**
- (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;**
- (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**
- (v) Drainage devices should be located and designed so as to minimize the view from public areas.**

The subject property has a gradual slope upward, approximately 16 feet from the western side to the eastern side. The subject DSP also includes retaining walls along three sides of the site, to enhance stability for providing a flat area within the site while preserving existing grades off-site. Accordingly, staff find that the proposed grading will minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites.

**(8) Service Areas.**

**(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:**

- (i) Service areas should be located away from primary roads, when possible;**
- (ii) Service areas should be located conveniently to all buildings served;**
- (iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**
- (iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

As discussed in Finding 6 above, loading and trash facilities will be accessible and unobtrusive, and will not be visible from the adjacent ROWs and properties.

**(9) Public Spaces.**

- (A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:**
- (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**
  - (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**
  - (iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
  - (iv) Public spaces should be readily accessible to potential users; and**
  - (v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

This requirement is not applicable to the subject DSP because it is not a large-scale commercial, mixed-use, or multifamily development.

**(10) Architecture.**

- (A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with Section 27-277.**

The design of the proposed bus maintenance and operation facility is a modern style. The building footprint is rectangular, and the building is designed with a flat roof. A detailed discussion regarding architecture has been provided in Finding 6 above, and is found to meet the design guidelines for architecture.

**(11) Townhouses and three-family dwellings.**

This requirement is not applicable to the subject DSP because it does not include townhouses or three-story dwellings.

- 8. Preliminary Plan of Subdivision PPS 4-87194:** PPS 4-87194 was approved by the Planning Board on January 7, 1988 (PGCPB Resolution No. 88-6), subject to 10 conditions. The conditions relevant to this DSP are listed below, in **bold** text. Staff's analysis of the PPS conditions follows each one, in plain text:

- 3. Detailed site plans for individual lots shall be approved by the Planning Board prior to building permits. These site plan reviews shall address, but not be limited to, the items listed in the Area Planning Division's (N/SE) memorandum dated September 16, 1987.**

The subject DSP was submitted in conformance with this condition. The criteria contained in the referenced memorandum are associated with the 1985 *Master Plan for Suitland-District Heights and Vicinity* (Council Resolution CR-147-1985), and address requirements for architectural compatibility as well as provisions for screening of industrial properties, to maintain the residential character of surrounding properties. The criteria are applicable to any proposed development within the Walker Mill Business Park. The criteria are addressed as follows:

- (a) All projects within this property shall be subject to site plan review by the Prince George's County Planning Board. The site plan shall contain a landscaping plan.**

The subject DSP application, including a landscape plan, is submitted to address this condition.

- (b) The Planning Board shall review the development to assure its compliance with the following design guidelines:**

- (1) An effective visual buffer created by substantial berms and landscaping shall be provided along Walker Mill Road, Rollins Avenue, and Addison Road and along abutting areas which are planned or developed for residential purposes in order to maintain the residential character of surrounding properties.**

The subject property is not located along Walker Mill Road, Rollins Avenue, or Addison Road. Properties abutting the subject site are zoned IE (previously I-1), except the property located to its north that is zoned AR (or previous R-A) and is currently developed with several radio towers. Substantial landscaping is provided along the subject property's northern property line as part of a visual buffer between the subject property and the radio tower site, in accordance with the 2010 *Prince George's County Landscape Manual*. Accordingly, the proposed landscaping will help to maintain the

residential character of the adjacent R-A-zoned property, should it ever develop with residential uses.

**(2) The internal organization of the site shall address the following:**

**(A) Minimizing the views of parking, loading, storage, and service areas.**

Parking, loading, storage, and service areas proposed on-site will be screened from public view by the proposed landscaping, fence, and walls along the perimeter of the property. The subject property is also located away from residential areas, in which views of these facilities would be a concern.

**(B) Providing architectural elevations consistent in materials and treatment on all sides, and with all mechanical equipment enclosed or screened. Screening and enclosures shall be treated as integral elements of building design.**

The proposed building will be designed with consistent materials and treatment on all sides, as discussed in Finding 6 above. No mechanical equipment serving the building will be visible from the exterior.

**(C) Signs shall not be placed above the roof or parapet line. No moving or flashing signs, or signs projecting significantly from a building, shall be permitted. Low ground-mounted and landscape signs in keeping with the scale of the buildings and the site shall be encouraged in lieu of building-mounted signs.**

The subject DSP includes one 2-foot by 2-foot sign mounted on the fence along Hazelwood Drive. No signage is proposed above the roof or parapet line, and no moving signs, flashing signs, or projecting signs are proposed.

- 4. Provision of a dual left-turn lane at the intersection of Walker Mill Road and Addison Road as shown in the attached plan. The applicant shall also agree to provide for any modification to the existing signal when deemed necessary by the Department of Public Works and Transportation. It should be noted that, recently, the Planning Board approved the Walker Mill Towne subdivision with a similar condition.**
- 5. Provision of a third exclusive through lane on the eastbound leg of Maryland Route 458 (Silver Hill Road) at its intersection with Maryland Route 4 in accordance with State standards and shall provide for signal modification if deemed necessary.**



6. **Provision of a 300-foot dual left-turn lane on the northbound leg of Maryland Route 4 at its intersection with Maryland Route 458 (Silver Hill Road) in accordance with State standards prior to building permit to include minor modification of existing traffic signal if deemed necessary.**
7. **Provision of an exclusive right-turn lane in accordance with the Department of Public Works and Transportation standards on Walker Mill Road at access roads to the site, County Road and Rochelle Avenue, prior to building permit.**
8. **Provision of an exclusive right-turn lane and a shared through and left-turning lane on the north leg of County Road and Rochelle Avenue at their approach to Walker Mill Road prior to building permit.**
9. **Provision of a new traffic signal at the intersection of Walker Mill Road with County Road, when deemed necessary by the Department of Public Works and Transportation prior to the issuance of any building permits.**

The above-listed improvements were found to have been completed with review of the prior approved DSP-0004-01 (PGCPB No. 08-108).

10. **Review of a methane study by the Natural Resources Division prior to the issuance of grading permits.**

This condition is not applicable at the time of DSP, but rather it will be addressed prior to the issuance of grading permits. Pages 3 and 4 of the SOJ further note that this condition was carried forward by multiple prior approved DSPs (including DSP-13017, DSP-13020, and DSP-14005) within the Walker Mill Business Park, to add more details and clarification. These include that a methane survey must be submitted to the Environmental Planning Section and the Prince George's County Health Department, and that a mitigation plan would be required if methane were found.

According to the SWM Concept Plan approval letter, 13845-2023-00, a stormwater pollution prevention plan must be completed prior to issuance of the first permit. Based on the 2014 *Prince George's County Stormwater Management Design Manual*, stormwater pollution prevention plans are a standard requirement for certain industrial sites, including vehicle and equipment cleaning facilities and fleet storage areas, under the Environmental Protection Agency's National Pollutant Discharge Elimination System stormwater program (Pages 5-33 to 5-34) found at <https://www.princegeorgescountymd.gov/sites/default/files/media-document/Stormwater%20Management%20Design%20Manual%20%28PDF%29.pdf>. The stormwater pollution prevention plan will need to identify and provide mitigation planning for all potential sources of pollution on-site, including those that would result from site operations and those that would only be active during construction. The stormwater pollution prevention plan will find and plan mitigation for any methane deposits that may be underground on the site. Therefore, this condition shall be carried forward as a condition of approval, but in modified form, to allow the stormwater pollution prevention plan to satisfy this condition.

9. **Detailed Site Plan DSP-00004:** DSP-00004 was approved by the Planning Board on July 13, 2000 (PGCPB Resolution No. 00-117). On March 26, 2001, the District Council approved this DSP, subject to one condition. This condition is not applicable to the subject DSP.
10. **Detailed Site Plan DSP-00004-01:** DSP-00004-01 was approved by the Planning Board on September 4, 2008 (PGCPB Resolution No. 08-108). On October 19, 2010, the District Council reviewed and approved DSP-00004-01, with 13 conditions. The subject DSP is a new application, rather than an amendment to DSP-00004-01, and it is not subject to its conditions of approval. However, these prior conditions warrant discussion because the development proposed is similar, but is larger than previously approved. Prior conditions of approval relevant to this DSP are listed below, in **bold** text. Staff's analysis of the DSP conditions follows each one, in plain text:

2. **Prior to the issuance of the first grading permit for the project, the applicant shall submit a methane study to the Environmental Planning Section for their review.**

This condition is not applicable at the time of DSP, but rather it will be addressed prior to the issuance of permitting. Detailed discussion related to this condition has been addressed in Finding 8 above.

4. **No buses or passenger vans shall park on the street while awaiting service at the facility.**
5. **No buses or passenger vans shall idle on the street while awaiting service at the facility.**
6. **All repairs and service to the buses and passenger vans shall be completed within no more than five (5) business days.**
7. **Hours of operation shall be limited to 6 a.m. to 9 p.m. Monday through Friday and 6 a.m. to 7 p.m. Saturday and Sunday.**
8. **All buses and passenger vans awaiting service shall wait on the property behind the fenced and walled areas.**

Conditions 4 through 8 are not applicable to the subject DSP because DSP-00004-01 has expired. However, the applicant has provided notes on the plans which propose to adhere to these standards (General Notes 36 through 40).

9. **No more than six (6) buses or passenger vans shall be on site at any one time either while being serviced or awaiting service.**

This condition was proffered by the applicant in 2010 following discussion with the Millwood-Waterford Citizens Association. However, it is not applicable to the subject DSP because DSP-00004-01 has expired. The prior Zoning Ordinance does not limit the number of buses or passenger vans to be on-site. Accordingly, there is no basis to limit the number of buses and passenger vans.

The applicant proposes that buses, other than those owned by Royal USA Tours, will not be serviced or repaired on the property. This is noted on the DSP in General Note 35.

The submitted site plan shows five bus parking spaces and four service bays within the proposed building, showing the subject property can accommodate nine buses or passenger vans on-site at any one time, either while being serviced or awaiting service. Staff find this proposal to comply with the applicable Zoning Ordinance requirements.

10. **No automobiles or trucks shall be serviced at the property. Only buses and passenger vans shall be serviced.**
11. **The applicant and the community shall jointly request that no parking or standing signs be posted by the Prince George's County Department of Public Works and Transportation along Hazelwood Avenue in front of the property.**
12. **No towing facility shall operate from the property.**
13. **Used or discarded vehicle parts shall not be stored outside on the grounds of the facility.**

Conditions 10 through 13 are not applicable to the subject DSP because DSP-00004-01 has expired. However, the applicant has provided notes on the plans which propose to adhere to these standards (General Notes 41 through 44).

11. **2010 Prince George's County Landscape Manual:** The DSP is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping, of the Landscape Manual. The submitted landscape plan demonstrates conformance to these requirements.
12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). Pursuant to Section 25-119(g)(6) of the WCO, "Standard and Numbered Letters of Exemption which were valid as of June 30, 2024, shall remain valid until June 30, 2026, on which date the exemption shall expire." A woodland conservation ordinance Letter of Exemption, S-093-2023, was approved on June 8, 2023, for the proposed development, and is valid until June 30, 2026.
13. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of gross floor area, or disturbance, and requires a grading permit. The Tree Canopy Coverage Ordinance is not subject to the current Zoning Ordinance grandfathering provisions and does not contain any grandfathering provision for prior zoning, except for specified legacy zones or developments that had a previously approved landscape plan demonstrating conformance to tree canopy coverage (TCC). Therefore, this application was reviewed for conformance with the TCC requirement for the current property zone, which is the IE Zone,

and is required to provide a minimum of 15 percent of the net tract area to be covered by tree canopy. The net tract area of the property is approximately 1.17 acres and the required TCC is approximately 0.18 acres or 7,645 square feet. The TCC requirements are met, as the applicant proposes 8,000 square feet of TCC.

**14. Referral comments:** This application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and are incorporated herein by reference:

- a. **Historic Preservation and Archeological Review**—In a memorandum dated April 16, 2025 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section noted that 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.
- b. **Community Planning**—In a memorandum dated April 18, 2025 (Skibinski to Huang), the Community Planning Division noted that, pursuant to Subtitle 27, Part 3, Division 9, Subdivision 3 of the prior Zoning Ordinance, master plan conformance is not required for this application.
- c. **Transportation Planning**—In a memorandum dated April 29, 2025 (Udeh to Huang), the Transportation Planning Section provided the following comments regarding this DSP:

**Master Plan Right of Way**

The property fronts Hazelwood Drive and is not impacted by master-planned roadways.

**Master Plan Pedestrian and Bike Facilities**

The 2009 *Countywide Master Plan of Transportation* (MPOT) recommends the following facilities:

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, page 10):

**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 site plan shows the existing 5-foot-wide sidewalk, which will be upgraded, and proposes a crosswalk crossing the vehicle access point along the Hazelwood Drive frontage to meet the intent of the policy.

The 2010 *Approved Subregion 4 Master Plan* provides guidance for multimodal circulation through the planning area (page 16):

**Improve walkability and pedestrian facilities, including sidewalks, crosswalks, pedestrian lighting, and special pavement**

The site plan includes updating the existing sidewalk to a 5-foot-wide sidewalk and installing a high-visibility crosswalk to meet the intent of the policy.

- d. **Environmental Planning**—In a memorandum dated April 11, 2025 (Kirchhof to Huang), the Environmental Planning Section offered the following:

**Natural Resources Inventory/Existing Conditions Plan**

A Natural Resources Inventory Equivalency Letter, NRI-075-2023, was approved on June 8, 2023, for the subject property.

**Soils**

Based upon the provided information and PGAtlas, there are no unsafe soils on the subject property.

**Stormwater Management**

This site has an approved SWM Plan and associated letter, 13845-2023-00, which was approved October 30, 2023, and expires October 20, 2026.

- e. **Permit Review Section**—In a memorandum dated August 25, 2025 (Jacobs to Huang), the Permit Review Section offered comments on the subject application, which were addressed by the applicant with the submission of revised materials on May 12, 2025. The Permit Review section provided no further comments.
- f. **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.
- g. **Prince George's County Fire/EMS Department**—In a memorandum dated March 24, 2025 (Reilly to Huang), the Fire/EMS Department offered comments on the subject application, which were addressed by the applicant with the submission of revised materials on May 12, 2025. The Prince George's County Fire/EMS Department provided no further comments.
- h. **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.
- i. **Prince George's County Health Department**—In a memorandum dated March 31, 2025 (Adepoju, to Huang), the Health Department offered comments stating that noise and dust should not adversely impact adjacent properties during the construction phases. The Health Department also noted that, the applicant should assure that all sources of air pollution, including gasoline underground storage tanks, degreasing tanks, and paint spraying operations, have been registered with the Maryland Department of the Environment, Air and Radiation Management Administration.

- j. **Washington Suburban Sanitary Commission (WSSC)**—WSSC offered utility related comments dated April 8, 2025, which have been provided to the applicant and will have to be addressed before sewer and water connection. Specifically, WSSC noted that existing and/or proposed water/sewer mains and service connections, as well as easement locations and limits, if proposed, should clearly be shown on the plan. WSSC also indicated that a 12-inch water main and a 21-inch gravity sewer main are available to serve the proposed development.
  - k. **Public Utilities**—The subject DSP application was referred to Verizon, Comcast, AT&T, Potomac Electric Power Company, and Washington Gas for review and comments on March 24, 2025. At the time of the writing of this technical staff report, no correspondence has been received from these public utility companies.
  - l. **Town of Capitol Heights**—The subject property is located within the boundary of the Town of Capitol Heights. The DSP application was referred to the Town for review and comments on March 24, 2025. At the time of the writing of this technical staff report, the Town did not offer comments on the subject application.
  - m. **City of District Heights**—The subject property is located within 0.50 mile of the geographical boundary of the City of District Heights. The DSP application was referred to the City for review and comments on March 24, 2025. At the time of the writing of this technical staff report, the City did not offer comments on the subject application.
- 15. **Community feedback:** At the time of the writing of this technical staff report, staff did not receive any inquiries about the subject application.
  - 16. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the proposed conditions below, will represent 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 costs and without detracting substantially from the utility of the proposed development for its intended use.
  - 17. Section 27-285(b)(2) of the prior Zoning Ordinance does not apply to this DSP because the subject property is not subject to a conceptual site plan.
  - 18. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
  - 19. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, the Planning Board may approve a DSP if it finds that the regulated environmental features (REF) 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 prior Subdivision Regulations. The subject property does not contain any REF on-site.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-23018, for Royal USA Tours, subject to the following conditions:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan, as follows:
  - a. Revise the south elevation of the proposed building to be consistent with the floor plan of the proposed building.
  - b. Label the building heights on the architectural elevations.
  - c. Label the setback of the sign proposed to be mounted on the fence along Hazelwood Drive, from a street line on the plan.
  - d. Correct "other offices: Accessory to a permitted use in the I-1 Zone" to "All other office" on the coversheet.
  - e. Provide sections of the fence and retaining walls along the northern and eastern property lines to show their height measuring from the exterior property not to be more than 6 feet.
2. Prior to the issuance of the first permit of any kind, the applicant shall submit proof that the Prince George's County Department of Permitting, Inspections and Enforcement has approved a stormwater pollution prevention plan. Such stormwater pollution prevention plan shall identify whether any methane gas is underground on the site and, if such methane gas exists, provide mitigation, in satisfaction of Condition 10 of Preliminary Plan of Subdivision 4-87194 (PGCPB Resolution No. 88-6).