



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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PGCPB No. 11-108

File No. 4-11014

R E S O L U T I O N

WHEREAS, KGD Investors, LLC is the owner of a 1.69-acre parcel of land known as Tax Map 74 in Grid D-4, said property being in the 13th Election District of Prince George's County, Maryland, and being zoned Light Industrial (I-1) and Commercial Shopping Center (C-S-C); and

WHEREAS, on August 1, 2011, Ritchie Station Self Storage, LLC filed an application for approval of a Preliminary Plan of Subdivision for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-11014 for Ritchie Station Self Storage was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on November 17, 2011, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on November 17, 2011, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Preliminary Plan of Subdivision 4-11014, Ritchie Station Self Storage, for 1 parcel with the following conditions:

- I. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:
 - a. Label Firehouse Access Road as "Ritchie Spur Road."
 - b. Re-label Parcel A as Parcel 1.
 - c. Revise General Note 4 to 104,400 square feet for the consolidated storage building, as reflected in the traffic study.
 - d. Show the additional ten-foot dedication of right-of-way along Ritchie Spur Road or 35 feet from center, with a note: "or dedication as determined by DPW&T prior to final plat."
 - c. Show the additional eight-foot dedication of right-of-way along Walker Mill Road, with a note: "or dedication as determined by DPW&T prior to final plat."

- f. Add a general note that indicates "The access easement from Parcel 1 to Ritchie Station Marketplace is not created pursuant to Section 24-128 of the Subdivision Regulations. The access easement is private and was not utilized for a determination of adequate transportation facilities."
 - g. Add a general note that direct vehicular access to Walker Mill Road is denied.
- 2. Prior to approval of building permits, a limited detailed site plan shall be approved by the Planning Board or its designee, to address the following:
 - a. Architectural elevations for all proposed buildings and other architectural elements such as walls and fences, which shall be compatible in design, color, materials, and quality to the adjacent Ritchie Station Marketplace shopping center.
 - b. The relationship between the site's frontage design along Ritchie Station Court, including but not limited to, building location, landscaping and sight lines, and the existing Ritchie Station Marketplace, including the brick wall entrance feature.
- 3. Development of this site shall be in conformance with Stormwater Management Concept Plan 14459-2009-01, and any subsequent revisions.
- 4. At the time of final plat approval, the applicant shall dedicate right-of-way along Walker Mill Road of no more than an additional eight feet from the existing right-of-way line as shown on the approved preliminary plan, or as determined by the Department of Public Works and Transportation (DPW&T).
- 5. The applicant and the applicant's heirs, successors, and/or assignees shall provide the following, subject to modification by the Department of Public Works and Transportation (DPW&T):
 - a. Construct an eight-foot-wide concrete sidepath along the entire subject property frontage of Walker Mill Road.
 - b. Construct a four-foot-wide concrete sidewalk within the existing right-of-way along the entire subject property frontage of Ritchie Spur Road extending from the terminus of the existing concrete sidewalk in a southerly direction towards the southwest corner of the property.
 - c. Construct a crosswalk across Ritchie Spur Road at the southwest corner of the subject property where the sidewalk terminates, and construct ADA (Americans with Disabilities Act) ramps and install pedestrian warning sign assemblies in advance of crossing and/or at the location of the crossing.

6. At the time of final plat approval, the applicant shall dedicate a ten-foot-wide public utility easement (PUE) along the public rights-of-way as delineated on the approved preliminary plan of subdivision.
7. At the time of final plat approval, the applicant shall dedicate right-of-way of no more than an additional ten feet along the frontage of Ritchie Spur Road as shown on the approved preliminary plan, or as determined by the Department of Public Works and Transportation (DPW&T).
8. Prior to approval of building permits, the applicant shall demonstrate to DPW&T that adequate sight distance and turning radii at all access and egress points to the subject development are provided. This may include:
 - a. Modification of the existing median along Ritchie Road Spur, as needed, to accommodate vehicles making a left turn from the subject site.
 - b. Modification of the curb radius at the corner of eastbound Walker Mill Road and Ritchie Road Spur to provide adequate turning radius to accommodate trucks accessing the site from Ritchie Road Spur.
9. Total development within the subject property shall be limited to equivalent development which generates no more than 16 AM peak hour, 27 PM peak hour, and 42 Saturday peak-hour vehicle trips. Any development generating a traffic impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
10. Residential development shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.
11. 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.
12. The final plat shall label the denial of direct access to Walker Mill Road from Parcel 1.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.

2. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	APPROVED
Zone	I-1/C-S-C	I-1/C-S-C
Use(s)	Vacant	Consolidated Storage (104,400 square feet)
Acreage	1.69	1.69
Lots	0	0
Outlots	0	0
Parcels	1	1
Dwelling Units	0	0
Public Safety Mitigation Fee	No	No
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on August 19, 2011.

3. **Community Planning**—The 2002 *Prince George's County Approved General Plan* (General Plan) designates the subject site within the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. The preliminary plan is consistent with the General Plan Development Pattern goals and policies for the Developed Tier by proposing a medium density development of consolidated storage in the I-1 Zone portion of the site. Approval of this preliminary plan does not violate the General Plan's growth goals for the year 2025, upon review of Prince George's County's current General Plan Growth Policy update.

The 2010 *Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment* retained the property in the I-1 and C-S-C Zones. The master plan recommends industrial land use since the majority of the site is in the I-1 Zone. The preliminary plan is in general conformance with the land use recommendation of the master plan by providing an industrial use for consolidated storage, which is a permitted use in the I-1 Zone subject to a detailed site plan.

The Subregion 4 Master Plan addresses park trail corridors for both recreation and transportation to connect communities with recreation, jobs, and neighboring areas. The proposed network of trails, sidewalks, and bikeways has the potential of improving conditions for area residents to make trips by walking and bicycling. The master plan recommends continuous sidewalks and designated bike lanes along roadways which include the recommendation to construct bike lanes and sidepaths from Silver Hill Road to the Capital Beltway (I-95/495). It is important for this site to provide sufficient road frontage to accommodate bike trails and foot paths as recommended by the master plan.

4. **Urban Design**—The 2010 *Prince George's County Landscape Manual* (Landscape Manual) and the Zoning Ordinance contain the site design guidelines and requirements that are applicable to the review of this preliminary plan.

2010 Prince George's County Landscape Manual

A property to be developed with a consolidated storage building is subject to the following requirements of the Landscape Manual: Section 4.2, Requirements for Landscaped Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Compliance with these requirements will be judged at the time of detailed site plan review.

Zoning Ordinance

Section 27-473, Uses Permitted in Industrial Zones: A consolidated storage facility is a permitted use in the I-1 Zone in accordance with Section 27-475.04, Consolidated Storage. A consolidated storage facility is a permitted use in the C-S-C Zone under certain criteria pursuant to Section 27-461, Table of Uses, Footnote 34. The site does not appear to meet the criteria under Footnote 34 for a consolidated storage facility permitted in the C-S-C Zone. However, only a small portion of site is in the C-S-C Zone, and the proposed development of the consolidated storage facility will be located in the I-1-zoned portion of the site. Therefore, the site will be developed in accordance to the regulations of the I-1 Zone.

Section 27-474, Regulations for the I-1 Zone: The proposed parcel for light industrial development appears to be sufficient in size to meet the regulations for the I-1 Zone as stated in Section 27-474. As a corner through lot, the property will be required to provide a 25-foot setback from the ultimate right-of-way line of all streets, which shall be at least 35 feet from the centerline, unless it is greater as shown on an approved plan, master plan, or capital improvement program per Section 27-474(b), Footnote 4. Additionally, a minimum 30-foot setback is required along the side yard adjoining nonresidentially-zoned land. Compliance with these requirements will be reviewed at the time of detailed site plan.

Section 27-475.04, Consolidated Storage: The proposed consolidated storage use in the I-1 Zone has to be developed in accordance with this section, which requires a detailed site plan be approved in accordance with Part 3, Division 9 of Subtitle 27. Additional requirements in this section include that the entrances to individual consolidated storage units may not be visible from a street or from adjoining land in any commercial zone, which includes all four sides of the subject property, that they shall be oriented toward the interior of the development or completely screened from view, and that the maximum height of the building shall be 36 feet. Final compliance with these requirements will be reviewed at the time of detailed site plan.

Other Design Issues

The subject property is generally small when compared to the surrounding properties which sit at the corner of a major intersection, visible from the Capital Beltway (I-95/495), in front of a large brick retaining wall that serves as the main entrance feature to an integrated shopping center known as Ritchie Station Marketplace (approved under DSP-04080). Another brick retaining wall of the Ritchie Station Marketplace shopping center fills the corner of the intersection to the east. The property is also across the street from Hampton Park Boulevard that serves as the main entrance to Steeplechase 95 Business Park which was reviewed in a detailed site plan (DSP-05044) for architecture and design aesthetics. The Steeplechase 95 Business Park also has brick walls and decorative landscaping on both northern corners of the intersection.

The I-1 Zone does not typically require detailed site plan approval, except for certain uses, such as the consolidated storage use in this application. However, the I-1 Zone allows a wide range of other uses that are not readily compatible with the surrounding development, which have been through various detailed site plan reviews and approvals. Other permitted uses in the I-1 Zone, such as a car wash, may be visually inconsistent with the existing development on surrounding properties. Given this site's prominent location, which is surrounded by designed, integrated, high-quality commercial uses, it is warranted that special attention should be paid to the design quality, character, and layout of any use proposed on Parcel 1. Therefore, a limited detailed site plan shall be required for any use on the property to ensure that the design and site layout is compatible with the surrounding high-quality commercial properties, especially Ritchie Station Marketplace.

The preliminary plan shows directional flow arrows indicating where vehicular access points will be provided for proposed Parcel 1. One of these is located to the southeast at an existing driveway apron on the adjacent Parcel 11, which was part of previously approved DSP-04080. If this area is to be used as an access point on the final site design, DSP-04080 should be revised to reflect this possible driveway. However, there is concern about the location and design of this driveway directly in front of the main entrance wall for the Ritchie Station Marketplace shopping center. Final review of this issue should occur at the time of detailed site plan, when a final site layout is available.

5. **Environmental**—The project is not subject to the Woodland and Wildlife Habitat Conservation Ordinance because the site contains less than 10,000 acres of woodland, and does not have a previously approved tree conservation plan.

Master Plan Conformance

The 2010 *Approved Subregion 4 Master Plan and Adopted Sectional Map Amendment* contains no specific environmentally-related guidelines pertaining to the subject site. The environmental requirements for woodland conservation and stormwater management are addressed in the Environmental Review section.

Green Infrastructure Plan Conformance

The site does not contain any elements within the *Approved Countywide Green Infrastructure Plan*.

Environmental Review

A signed Natural Resource Inventory (NRI-010-09) was submitted with the application. The site contains no regulated environmental features such as streams, wetlands, or 100-year floodplain. There is no woodland on-site. The soils found to occur on this site, according to the *Prince George's County Soil Survey*, are in the Adelphia, Collington, and Shrewsbury series. According to available information, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. The site is within the Oxon Run watershed of the Potomac River basin.

The site is adjacent to Walker Mill Road, a master-planned arterial roadway that has been identified as a transportation-related noise generator; however, this application does not propose residential or residential-type uses at this time so noise is not an issue with this application.

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on properties that require a grading permit. Properties zoned I-1 are required to provide a minimum of ten percent of the gross tract area in tree canopy. The overall development has a gross tract area of 1.69 acres and, as such, TCC of 0.17 acre is required. A conceptual landscape plan is not required for review with a preliminary plan application and has not been submitted. Tree canopy coverage should be reviewed with the detailed site plan application or at the time of grading permit.

6. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 14459-2009, was approved on May 14, 2009 and is valid until May 14, 2012. According to the concept plan, the proposed design is required to provide bioretention, hydrodynamic structures, and the payment of a fee-in-lieu. The approved concept plan contains conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with the approved plan or any subsequent revisions.
7. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the subject subdivision is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development.
8. **Trails**—This preliminary plan has been reviewed for conformance with Section 24-123 of the Subdivision Regulations, the *Approved Countywide Master Plan of Transportation* (MPOT), and the appropriate area master plan in order to implement planned trails, bikeways, and pedestrian improvements.

The property is located south of Walker Mill Road between Ritchie Spur Road and Ritchie Station Court. Walker Mill Road contains a four-foot-wide sidewalk within the existing right-of-way. The MPOT recommends a wide sidewalk or sidepath along the subject property frontage of Walker Mill Road. This is part of a planned facility between Ritchie Marlboro Road and Marlboro Pike. This facility has been implemented south of the subject property, both east and west of the Capital Beltway (I-95/495). It will provide access to the Walker Mill Regional Park, area schools, and shopping destinations. This trail will connect to the Chesapeake Beach Rail Trail outside the Beltway.

There is no green space separation between the existing four-foot-wide sidewalk and the curb on Walker Mill Road. The applicant shall widen the existing narrow sidewalk to eight feet along the subject property frontage to implement the master-planned sidepath. To accomplish this, an additional four feet of right-of-way may be needed along the subject property frontage. The applicant could construct this sidepath by widening the existing sidewalk or by completely reconstructing it, subject to modification by the Department of Public Works and Transportation (DPW&T). The amount of dedication required should be determined by DPW&T prior to approval of the final plat.

The preliminary plan shows an existing sidewalk along Ritchie Spur Road. This sidewalk ends abruptly before the driveway entrance into the site. Policy 5 of the MPOT, Complete Streets section, recommends evaluation of new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles that are contained in the plan. These principles include such items as "ensure universal accessibility" and "increase crossing opportunities." Policy 2 recommends that all road frontage improvements in the Developed and Developing Tiers include continuous sidewalks and on-road bicycle facilities to accommodate all modes of transportation (including pedestrians and bicyclists) to the extent practical and feasible. The sidewalk on Ritchie Spur Road shall be extended within the existing right-of-way along the entire subject property frontage. A crosswalk and ADA-accessible (Americans with Disabilities Act) ramps on both sides of Ritchie Spur Road shall be constructed by the applicant to provide a mid-block pedestrian crossing across Ritchie Spur Road near the end of the existing median. This crossing would be located approximately 300 feet from Walker Mill Road, and would facilitate safe pedestrian circulation.

The Maryland State Highway Administration (SHA) Bicycle and Pedestrian Design Guidelines recommend that pedestrian warning signs may be installed either at mid-block crossing locations or at uncontrolled intersections. The pedestrian warning signs shall be installed in conjunction with the pedestrian crosswalk. The proposed crosswalk location would be a mid-block crossing and pedestrian warning signs may be installed in advance of the crossing and/or at the location of the crossing. This decision may be made by DPW&T at the time of the installation of the crosswalk and signs, and the final location and sign assembly type should be subject to approval and modification by DPW&T. The state's guidelines also recommend that these pedestrian crossing signs be installed in business districts. The subject property is within a business district

and is surrounded primarily by commercial uses. Pedestrian activity is expected to increase over time as the Ritchie Station Marketplace and surrounding properties are fully constructed. Wide sidewalks exist along Ritchie Station Court and appear to be adequate, and do not affect the proposed subdivision.

Based on the preceding analysis, adequate bicycle and pedestrian transportation facilities would exist to serve the proposed subdivision as required under Section 24-123 of the Subdivision Regulations.

9. **Transportation**—The preliminary plan proposes an industrial subdivision consisting of a single parcel proposed for development with a 104,400-square-foot self storage facility. The facility is proposed to contain 1,050 individual storage units. Using trip generation rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 8th Edition*, using square-footage as an independent variable, it is determined that the proposed development would generate 16 AM weekday (9 inbound and 7 outbound), 27 PM weekday (14 inbound and 13 outbound), and 42 Saturday (22 inbound and 20 outbound) peak-hour vehicle trips. The traffic generated by the proposed preliminary plan would impact the following intersections, interchanges, and links in the transportation system:

- **Ritchie Marlboro/Walker Mill Road at Ritchie Station Court/Hampton Park Boulevard (signalized)**

The proposal is not of sufficient size that it will generate 50 or more vehicle trips, and so a full traffic study was not required. However, the applicant did perform a limited scope traffic study dated June 2011, and this document was referred to the Maryland State Highway Administration (SHA) and the Department of Public Works and Transportation (DPW&T). Comments from SHA and DPW&T have been received. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted, consistent with the "Guidelines for the Analysis of the Traffic Impact of Development Proposals."

An addendum to the study was received on November 2, 2011. The initial study assumed the use of two access points to the site, one of which is a recorded private easement to Ritchie Station Court. Upon further review of Subtitle 24 and its treatment of private easements, it was determined that the adequacy finding for this site should have been solely based on the single direct access point from the property to a public street. The study was amended to reflect the single public street access to the site for purposes of determining adequate transportation facilities.

The subject property is located within the Developed Tier, as defined in the *Prince George's County Approved General Plan*. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as

defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the guidelines.

Unsignalized intersections: *The Highway Capacity Manual* (Transportation Research Board) procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

It is noted that the parameters of the limited traffic study were scoped with the Transportation Planning Section, and analyses were limited to the weekday PM peak hour and the Saturday peak hour. With regard to the traffic study addendum, it was determined that the Ritchie Marlboro/Walker Mill Road at Ritchie Station Court/Hampton Park Boulevard intersection would continue to serve the majority of site-generated traffic even though all access was directed to a single access point. Over 80 percent of site-generated traffic is oriented to the east and north of the site. Even though there is no median break at Ritchie Road Spur (the public street to which access to the site is directed), there is a median break 900 feet west of the site that allows traffic accessing the site from the east and north to make a U-turn to reach the site. The Ritchie Marlboro/Walker Mill Road at Ritchie Station Court/Hampton Park Boulevard intersection is deemed to remain the sole critical intersection for this site due to the fact that it is the nearest critical intersection to the site and it serves most of the traffic generated by the site.

The intersection of Ritchie Marlboro/Walker Mill Road at Ritchie Station Court/Hampton Park Boulevard, when analyzed with existing traffic and existing lane configurations, operates at LOS A with a CLV of 728 during the PM peak hour. Similarly, the intersection operates at LOS A and a CLV of 628 during the Saturday peak hour. The Planning Board has defined a standard of a maximum LOS E and CLV of 1,600 as the lowest acceptable operating condition for signalized intersections. Therefore, the critical intersection operates acceptably in both analyzed peak hours.

None of the critical intersections, interchanges, and links identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. Background traffic has been developed using the site-generated and pipeline information from the original Ritchie Station traffic study and a one percent annual growth rate. The following is noted:

- This prior study was done in 2004 in support of Preliminary Plan of Subdivision 4-04184 for Ritchie Hill Center, and is not available to confirm assumptions.

- If direct pipeline from that prior study was used, portions of the Steeplechase Business Park along with other smaller developments have been built since that study was done; however, the Steeplechase Business Park development does not appear to have been included in the prior study. Other developments, such as D'Arcy Park North and South, Westphalia Row, and the PB&J Property, were not included. By not including the unbuilt portions of the Steeplechase Business Park plus several major developments in the area, the operating conditions at the critical intersection are underestimated.
- The analysis below includes all pipeline development in accordance with Planning Board requirements.

The intersection of Ritchie Marlboro/Walker Mill Road at Ritchie Station Court/Hampton Park Boulevard, when analyzed with background traffic and existing lane configurations, operates at LOS E with a CLV of 1,461 during the PM peak hour. Similarly, the intersection operates at LOS D and a CLV of 1,421 during the Saturday peak hour.

The critical intersection of Ritchie Marlboro/Walker Mill Road at Ritchie Station Court/Hampton Park Boulevard, when analyzed with total future traffic, including the site trip generation as described above and a distribution of 75 percent east along Ritchie Marlboro Road, 17 percent west along Walker Mill Road, and 8 percent north along Hampton Park Boulevard, operates at LOS E with a CLV of 1,466 during the PM peak hour. Similarly, the intersection operates at LOS D and a CLV of 1,431 during the Saturday peak hour.

Therefore, it is found that the critical intersection operates acceptably under existing, background, and total traffic during both peak hours under study with regard to the weekday AM peak hour. It was determined during scoping that the PM weekday peak hour and the Saturday peak hour were more critical given the nature of existing and planned uses. The 2004 results reported for Ritchie Hill Center confirm this presumption; under total traffic, the AM peak hour level-of-service was LOS B. It is noted that all findings contained herein are based upon the development of 104,400 square feet of self storage facilities. Although adequacy has been determined for this use, the plan should be approved with a trip cap consistent with the development quantity and type that has been assumed in the adequacy finding.

SHA reviewed this traffic study and raised no comments or objections. DPW&T had several comments as noted below:

- It was noted that the study did not review the Ritchie Road Spur at either the site access or its intersection with Walker Mill Road. As noted above, the study was purposely given a limited scope given the trip generation of the site, and the scope was limited to the nearest major intersection on which the proposal had a significant impact. Once again, the site generates fewer than 50 trips in any peak hour, and so a traffic study was not required.

- It was noted that the exact location of the proposed access along the Ritchie Road Spur could require modification of the existing median to accommodate vehicles making a left turn from the subject site. This will be carried forward as a condition.
- It was noted that the curb radius at the corner of eastbound Walker Mill Road and Ritchie Road Spur needs to be modified to provide adequate turning radius to accommodate trucks accessing the site from Ritchie Road Spur. DPW&T has further noted that adequate sight distance and turning radii will need to be demonstrated at all access and egress points to the subject development. Given the types of vehicles that would access this use and the need for demonstration of safe access pursuant to Section 24-125 of the Subdivision Regulations, the specific requirement at eastbound Walker Mill Road and Ritchie Road Spur is reasonable and is carried forward as a condition.

The site is adjacent to Walker Mill Road, which is a master plan arterial roadway along the property's frontage. Aside from the vehicular roadway, the MPOT includes a recommendation for a sidepath eight feet in width. While a four-foot sidewalk already exists, private developers and the county have implemented other portions of the full sidepath in the area. While the vehicular roadway has been implemented, an additional eight feet of dedication may be required along Walker Mill Road for implementation of the sidepath and should be determined prior to approval of the final plat. Frontage improvements will be determined by DPW&T. Direct access to Walker Mill Road should be denied, and reflected on the final plat.

The site is also adjacent to Ritchie Station Court, a commercial roadway within a variable width right-of-way. No further right-of-way dedication would be required; any needed frontage improvements will be determined by DPW&T.

The site is adjacent to Ritchie Spur Road (termed Firehouse Access Road on the plan) and proposes direct vehicular access to Ritchie Spur Road. It is noted that Ritchie Spur Road exists with a 50-foot right-of-way. Typically, industrial properties should front on a roadway of at least a 70-foot-wide right-of-way (by way of Footnote 4 of Table 1 in Section 27-474 of the Zoning Ordinance). DPW&T has indicated that an additional ten-foot-wide easement for future widening along Ritchie Road Spur is being requested of this applicant; therefore, it is determined that provision of an additional ten feet of right-of-way dedication will fully meet the intent of Section 27-474 and provide adequate right-of-way dedication pursuant to Section 24-124 of the Subdivision Regulations.

Based on the preceding findings, the plan conforms to the required findings for approval of the preliminary plan of subdivision pursuant to Section 24-124 of the Subdivision Regulations.

10. **Schools**—The proposed preliminary plan has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (County Council Resolutions CR-23-2001 and CR-38-2002)

and concluded that the subdivision is exempt from a review for schools because it is a nonresidential use.

11. **Fire and Rescue**—The proposed preliminary plan has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)–(E) of the Subdivision Regulations:

Fire/EMS Company #	Fire/EMS Station Name	Service	Address	Actual Travel Time (minutes)	Travel Time Guideline (minutes)	Within/ Beyond
37	Ritchie	Engine	415 Ritchie Marlboro Rd.	0.50	3.25	Within
33	Kentland	Ladder Truck	7701 Landover Rd.	5.07	4.25	Beyond
23	Forestville	Ambulance	8321 Old Marlboro Pike	3.56	4.25	Within
5	Capitol Heights	Paramedic	6061 Central Avenue	6.00	7.25	Within

In order to alleviate the negative impact on fire and rescue services due to the inadequate service, an automatic fire suppression system should be provided in all new buildings proposed in this plan unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

Capital Improvement Program (CIP)

The Prince George's County Capital Improvement Program for Fiscal Years 2011–2016 provides funding for replacement of existing Forestville station with a new fire/EMS station at Presidential Parkway near Pennsylvania Avenue (MD 4).

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

12. **Police Facilities**—The proposed development is within the service area of Police District IV, Oxon Hill. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department, and the July 1, 2009 (U.S. Census Bureau) county population estimate is 834,560. Using 141 square feet per 1,000 residents, it calculates to 117,672 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.
13. **Water and Sewer**—Section 24-122.01(b)(1) of the Subdivision Regulations states that "the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval."

The 2008 *Water and Sewer Plan* placed this property in water and sewer Category 3, Community System. Therefore, the property will be served by public systems.

14. **Health Department**—The Prince George's County Health Department has evaluated the proposed preliminary plan of subdivision and has no comments.
15. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public utility company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

"Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748."

The preliminary plan of subdivision correctly delineates a ten-foot-wide public utility easement (PUE) along the public rights-of-way as requested by the utility companies.

16. **Historic**—A Phase I archeological survey is not recommended on the above-referenced 1.69-acre property located at 1502 Ritchie Station Court in Upper Marlboro, Maryland. The application proposes consolidated storage. A building that was located on the property was razed in 2010 and a portion of the subject property was previously disturbed by grading. 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. This proposal will not impact any archeological sites.
17. **Residential Conversion**—The subject application is not proposing any residential development; however, if a residential land use were proposed, a new preliminary plan is recommended. There exists different adequate public facility tests comparatively between residential and nonresidential uses, and there are considerations for recreational components for a residential subdivision. A new preliminary plan is recommended if residential development is to be considered.
18. **Detailed Site Plan**—Consolidated storage is a permitted use in the I-1 Zone subject to detailed site plan (DSP) approval pursuant to Section 27-475.04 of the Zoning Ordinance. A DSP is required for the consolidated storage use and is not generally required for all uses in the I-1 Zone.

The subject site is located at a highly-visible intersection of Walker Mill Road, which is visible from the Capital Beltway (I-95/495), and adjacent to two well designed integrated shopping centers, Ritchie Station Marketplace to the south and Steeplechase 95 Business Park to the north. Both integrated shopping centers have been reviewed in a DSP for architecture and design aesthetics and they have brick walls and decorative landscaping at the intersection of Walker Mill Road. The I-1 Zone allows a wide range of other uses that do not required a DSP, such as a car wash, that may not be readily compatible and may generate adverse impacts on the existing development, which has been through various DSP reviews and approvals.

The site's highly-visible location, which is surrounded by designed, integrated, high-quality commercial uses, warrants special attention and coordination to the design quality, character, and layout of any uses on the site, to be in keeping with the design and characteristics of the existing development. Therefore, a limited DSP shall be required for any uses that do not already require a DSP, for architecture and street frontage design to be approved by the Planning Board or its designee prior to building permits.

Pursuant to Section 27-270, Order of Approvals, of the Zoning Ordinance, a DSP is normally required prior to approval of the final plat of subdivision. However, in this case, approval of the DSP will have no bearing on the proposed parcel configuration. Therefore, the DSP could occur prior to building permits and not prior to final plat as provided for in Section 27-270(a)(5), which allows for modification of the Orders of Approval if technical staff determines that the site plan approval will not affect final plat approval.

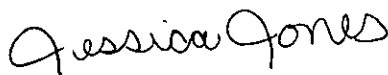
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

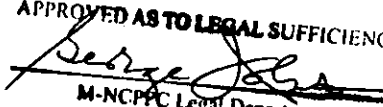
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Shoaff, with Commissioners Washington, Shoaff and Bailey voting in favor of the motion, with Commissioner Squire absent, and with Commissioner Hewlett recused at its regular meeting held on Thursday, November 17, 2011, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 8th day of December 2011.

Patricia Colihan Barney
Executive Director


By Jessica Jones
Planning Board Administrator

PCB:JJ:QN:arj

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department
Date 11/30/11