

R E S O L U T I O N

WHEREAS, Ritchie Hill, LLC is the owner of a 2.98-acre parcel of land known as Outparcel 1, said property being in the 15th Election District of Prince George's County, Maryland, and being zoned Commercial Shopping Center (C-S-C)/Military Installation Overlay (M-I-O); and

WHEREAS, on May 9, 2017, Ritchie Hill, LLC filed an application for approval of a Preliminary Plan of Subdivision for one parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-16021 for Ritchie Station Marketplace, Parcel 31 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 July 20, 2017, for its review and action in accordance with the Land Use Article of the 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 July 20, 2017, 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 Type 1 Tree Conservation Plan TCP1-100-04-03, and further APPROVED Preliminary Plan of Subdivision 4-16021 for one parcel with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:
 - a. Correct the existing use of the abutting properties to the south and west as townhouses, (and not open space).
 - b. Revise General Note 1 to remove "Plat 1," and add "Plat 2, Ritchie Station Marketplace, PM 220-29."
 - c. Add the following additional language to General Note 9, "Right-of-way dedication along Ritchie Road and Ritchie Road Spur was previously dedicated per Record Plat PM 220-29."
 - d. Add a General Note stating that "The property is zoned C-S-C and is in the Military Installation Overlay Zone Height Limit Surface B."

2. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a 10-foot-wide public utility easement (PUE) along the property's entire street frontage of Ritchie Road. A 20-foot-wide PUE shall be provided along the property's entire street frontage of Ritchie Road Spur.
3. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
4. Development of this site shall be in conformance with Stormwater Management Concept Plan 35599-2016-00 and any subsequent revisions.
5. The following note shall be placed on the final plat of subdivision:

“Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-100-04-03), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission.”
6. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, the building permit site plan shall include the following improvements:
 - a. A standard sidewalk along the subject site's entire frontage of Ritchie Road Spur, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.
 - b. One sidewalk connection from the public right-of-way to the sidewalks along the front of the proposed retail space.
 - c. A bicycle rack(s) accommodating a minimum of five bicycles.
7. The final plat shall include a plat note referencing compliance with the transportation conditions established with Preliminary Plan of Subdivision 4-16021.
8. Total development shall be limited to uses which generate no more than 33 AM peak hour trips, and 118 PM peak hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new preliminary plan of subdivision.

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 with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located on Tax Map 74, Grid D-4, and is known as Outparcel 1. The property is located in the southeast quadrant of the intersection of Ritchie Road and Ritchie Road Spur, west of the Capital Beltway (I-95/495). The property consists of 2.98 acres in the Commercial Shopping Center (C-S-C)/Military Installation Overlay (M-I-O) Zones and was included in a prior Preliminary Plan of Subdivision (PPS) 4-05133 as further discussed below. A final plat of subdivision was recorded for the property in Land Records on June 6, 2007 as PM 220-29. The applicant is proposing to retain the property within its current platted configuration and proposes the new development of a 25,000-square-foot retail hardware and paint store. The development will consist of a 16,000-square-foot building with a 9,000-square-foot mezzanine for a total of 25,000 square feet.

On July 14, 2005, PPS 4-04184 was approved for 101.83 acres of the Ritchie Station Marketplace (PGCPB Resolution No. 05-115), (Phase 1). On June 13, 2006, PPS 4-05133 was approved for an additional 22.85 acres to be included within the development of the Ritchie Station Marketplace property (PGCPB Resolution No. 06-143), (Phase 2). On December 15, 2016, PPS 4-16025 was approved to further subdivide a 15.33-acre parcel, that was included within the geographic area of original PPS 4-04184, into nine separate parcels. Total development of Ritchie Station Marketplace (124.68 acres) is limited to a combined 1,000,000 square feet of retail space or equivalent development generating no more than 554 AM and 1,802 PM new peak-hour vehicle trips.

The subject property, (Outparcel 1), was not included in the original PPS approved for the Marketplace property (PPS-4-04184) as it was not under the ownership of the applicant at that time. PPS 4-05133, approved On June 13, 2006, for Phase II of the Ritchie Station Marketplace property, (PGCPB Resolution No. 06-143), included 22.85 acres of the Marketplace property and the 2.98 acres, which is the subject of the current PPS application. The property was designated as an outparcel on PPS 4-05133, as no development was being proposed on the 2.98-acre property at that time, and the property had not been included within the umbrella trip cap for Ritchie Station Marketplace that was approved with prior PPS 4-04184, (1,000,000 square feet of gross floor area).

The applicant is now proposing the development of a 25,000-square-foot hardware and paint store on the subject property. Pursuant to Section 24-101(b)(20) of the Subdivision Regulations, the development of the subject outparcel will require the approval of a new PPS with an independent determination of adequate public facilities separate from the Ritchie Station Marketplace development. The subject property was not included in Zoning Map Amendment, A-9989-C, which was approved by the District Council on May 12, 2008, to rezone the abutting 116.5 acres

of the Ritchie Station Marketplace Property from the I-1, I-3, and R-R Zones to the C-S-C Zone. Condition 1 of Zoning Map Amendment, A-9989-C, required the approval of limited detailed site plans for individual grading, structures, or related improvements on the Ritchie Station Marketplace Property. However, the subject property was not part of Zoning Map Amendment A-9989-C and is therefore not subject to the conditions of approval that were established with that application. As a result, the subject property has never been included in any of the prior approved detailed site plan applications for the Ritchie Station Marketplace property and the approval of a DSP will not be required for the proposed use which is allowed by right in the C-S-C Zone.

The site fronts on Ritchie Road and Ritchie Spur Road, Master Plan designated historic roadways. Compliance with Section 4.6 of the 2010 *Prince George’s County Landscape Manual*, (buffering development from special roadways), will be required at time of building permit.

3. **Setting**—This property is located at the southeast quadrant of the Ritchie Road and Ritchie Road Spur. To the north across Ritchie Marlboro Road is a vacant property in the Light Industrial/Military Installation Overlay (I-1/M-I-O) Zones that is owned by the Prince George’s County Government. To the east is the remaining portion of the Ritchie Station Marketplace in the C-S-C/M-I-O, and Commercial Miscellaneous/Military Installation Overlay (C-M/M-I-O) Zones. To the south and the west are single-family attached dwelling units in the Residential Townhouse/Military Installation Overlay (R-T/M-I-O) Zones.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	EXISTING	APPROVED
Zone	C-S-C/M-I-O	C-S-C/M-I-O
Use(s)	Vacant Land	Retail Hardware & Paint Store
Acreage	2.98	2.98
Gross Floor Area	0	25,000 square feet
Parcels	0	1
Outlots	1	0
Variance	N/A	N/A
Variation	N/A	N/A

Pursuant to Section 24-113 of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on June 2, 2017

5. **Environmental**— The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
4-04184	TCPI-100-04	Planning Board	Approved	5/12/05	05-115
4-05133	TCPI-100-04-01	Planning Board	Approved	06/15/2006	06-143
N/A	TCPII-203-91	Staff/Timber Harvest	Approved	1991	N/A
N/A	TCPII-203-91-01	Staff/Timber Harvest	Approved	10/21/2004	N/A
DSP-04080	TCPII-203-91-02	Planning Board	Approved	05/12/2005	05-118
DSP-04080-02	TCPII-203-91-03	Planning Board	Approved	02/01/07	07-35
4-16021	TCP1-100-04-03	Planning Board	Pending	Pending	Pending

A signed Natural Resources Inventory Equivalency Letter, NRI-017-2017, which was approved on March 6, 2017 was submitted with the application.

Proposed Activity

The current application is for a proposed 25,000-square-foot retail building.

Grandfathering

Parcel 31 of the overall site is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010, because the application is for a PPS. The parcel is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and technical manual. The subject property is part of a prior approved Type I and Type II Tree Conservation Plan that included the overall 124.68-acre Ritchie Station Marketplace property.

Site Description

The predominant soils found to occur according to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Adelpia-Holmdel, Marr-Dodon, and Urban land soils. According to available information, Marlboro clay and Christiana complexes are not found to 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 on or in the vicinity of this property. There are streams, floodplain and wetlands associated with the overall shopping center site, which has previously approved Type I and Type II Tree Conservation Plans, that included the subject property; however, no sensitive features are located on Parcel 31. No regulated environmental features or woodland are located on Parcel 31. The site fronts on Ritchie Road and Ritchie Spur Road, Master Plan designated historic roadways. According to the approved Countywide Green Infrastructure Plan, which is part of the 2017 *Resource Conservation Plan: A Countywide Functional Master Plan*, there are Evaluation Areas on Parcel 31. The property is within the Environmental Strategy Area (ESA 1) of *Plan Prince George's 2035 Approved General Plan* (formerly the Developed Tier).

Master Plan Conformance

The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) does not indicate any environmental issues associated with this property.

Countywide Green Infrastructure Plan (2017)

The Countywide Green Infrastructure Plan was approved with the adoption of the *Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017) on March 7, 2017. According to the 2005 *Approved Countywide Green Infrastructure Plan*, Parcel 31 contains an Evaluation Area within the designated network of the plan. While the Green Infrastructure elements mapped on the subject site will be impacted, the overall site has been graded under previous approvals and the design of the site meets the zoning requirements and the intent of the growth pattern established in the General Plan.

Natural Resources Inventory/Existing Conditions

A signed Natural Resources Inventory Equivalency Letter, NRI-017-2017, which was approved on March 6, 2017 was submitted. No revisions are required for conformance to the NRI.

Woodland Conservation

The subject property was included on the previously approved original Type I Tree Conservation Plan TCPI-100-04 and the '-01' revision as well as the original Type II Tree Conservation Plan TCP1I-203-91 through the '-03' revision. A revised TCP1 has been submitted and reviewed. The site is subject to the provisions of the Woodland Conservation Ordinance because it has previously approved Type I and Type II Tree Conservation Plans associated with it.

The Woodland Conservation Threshold (WCT) for this 124.68-acre property is 15 percent of the net tract area or 17.82 acres. The total overall woodland conservation requirement based on the amount of clearing shown is 45.26 acres. The previous woodland conservation requirement of 47.21 acres has been met with a combination of preservation, reforestation, and off-site mitigation. No technical TCP1 revisions are required.

Scenic and Historic Roadways

The site fronts on Ritchie Road and Ritchie Spur Road, Master Plan designated historic roadways. At time of permit, the frontage of this subdivision will be required to comply with requirements of the 2010 *Prince George's County Landscape Manual*, Section 4.6, Buffering Development from Streets.

6. **Community Planning**—The subject application is located in Planning Area 75A and within the Subregion 4 Master Plan and SMA. The master plan retained the subject property within the C-S-C Zone and recommended a commercial land use for the property. This application proposes a 25,000 square-foot retail store which conforms to the commercial land use recommendation within the master plan.

Plan Prince George's 2035 Approved General Plan (Plan Prince George's 2035), designates the area in the Established Communities Growth Policy area. The vision for Established Communities

is a context-sensitive infill and low to medium-density development. This application is consistent with the Established Communities Growth Policy in the Plan Prince George's 2035. The property is within the M-I-O Zone Height Limit Surface B, where issuance of permits for development, structures, or alterations of the land that exceed 400 feet are prohibited.

7. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the PPS application is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development.
8. **Trails**—The PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application consists of a subdivision of a parcel within the partially developed Ritchie Station Marketplace development. The property is covered by the MPOT and the 2010 Subregion 4 Master Plan and SMA, because the site is not located in a designated Center or Corridor, it is not subject to the requirements of Section 24-124.01 of the Subdivision Regulations or the 2013 "Transportation Review Guidelines, Part 2" at the time of PPS.

Background:

One master plan trail impacts the subject property with a master plan trail (or shared use sidepath) recommended along Ritchie Road. This facility has been constructed in the vicinity of the subject site (including the frontage of Parcel 31) through a Maryland State Highway Administration (SHA) project for the interchange with the Capital Beltway (I-95/495). The master plan facility was constructed as an eight-foot-wide sidewalk along the south side of Ritchie Road that provides pedestrian and bicycle access to the existing eight-foot-wide sidewalk along Ritchie Marlboro Road. There is also a bus stop along Ritchie Road west of the subject site that has an existing shelter. No additional improvements are necessary along the site's frontage of Ritchie Road, unless required by the Prince George's County Department of Public Works and Transportation (DPW&T).

The Complete Streets element of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

Consistent with these policies, a standard sidewalk is recommended along the site’s frontage of the Ritchie Road Spur. Currently, the sidewalk stubs into the site from Ritchie Road and one sidewalk connection, is recommended from the public right-of-way to the sidewalk along the front of the proposed commercial/retail building. A small amount of bicycle parking is also recommended.

9. **Transportation**—The applicant is proposing to create a buildable parcel on an existing outparcel. A total of 25,000 square feet of retail development is proposed on the site.

Analysis of Traffic Impacts

Trip Generation: The application is a PPS for a retail subdivision on a single parcel. The table below summarizes trip generation in each peak hour that will be used for the analysis and for formulating the trip cap for the site:

Trip Generation Summary, 4-16021, Ritchie Station Marketplace, Parcel 31								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Retail	25,000	square feet	42	25	67	114	123	237
Less Pass-By (50 percent AM and PM)			-21	-13	-34	-57	-62	-119
Total Trips Utilized in Analysis			21	12	33	57	61	118

It needs to be noted that the traffic study uses a trip generation rate from *Trip Generation* (Institute of Transportation Engineers) for Hardware/Paint Store and a pass-by rate of ten percent. The staff analysis uses the more general retail trip rate and the 50 percent pass-by rate allowed by “Transportation Review Guidelines.” This slightly different rate only adds 10 to 20 trips in each peak hour. This approach protects the applicant and the eventual owner of the building to allow any type of retail use without creating a trip cap issue.

The traffic generated by the proposed PPS would impact the following intersections, interchanges, and links in the transportation system:

- Ritchie Marlboro Road at Ritchie Station Court
- Ritchie Marlboro/Walker Mill at Ritchie Road
- Ritchie Road at Ritchie Road Spur
- Ritchie Road and site access
- Ritchie Road Spur and site access

The application is supported by a traffic study dated June 2017 using counts dated June 2017. The study was provided by the applicant and referred to SHA, DPW&T, and the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE). Comments from the County and SHA have not yet been received. Any comments received prior to the scheduled hearing date of July 20, 2017, will be added to the record and addressed. The findings and recommendations outlined below are based upon a review of these materials and analyses

conducted by the Transportation Planning Section, consistent with the “Transportation Review Guidelines.”

Existing Traffic:

The subject property is located within Transportation Service Area (TSA) 1, as defined in the *Plan Prince George’s 2035 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 procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. Once the CLV exceeds 1,150 for either type of intersection, this 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 traffic controls) if deemed warranted by the appropriate operating agency.

The following critical intersections, interchanges and links identified above, when analyzed with existing traffic using counts taken in May 2016 and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	Ritchie Marlboro Road at Ritchie Station Court	640	1,018	A
Ritchie Marlboro/Walker Mill at Ritchie Road	796	1,100	A	B
Ritchie Road at Ritchie Road Spur	27.0*	52.3*	--	--
Ritchie Road and site access	Future	Future	--	--
Ritchie Road Spur and site access	future	future	--	--

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the *Guidelines*, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.

Background Traffic:

None of the critical intersections 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 for the study area using the unbuilt portion of the Ritchie Station Marketplace site. A 0.5 percent annual growth rate for a period of two years has been assumed. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	Ritchie Marlboro Road at Ritchie Station Court	655	1,367	A
Ritchie Marlboro/Walker Mill at Ritchie Road	809	1,253	A	C
Ritchie Road at Ritchie Road Spur	27.6*	65.6*	--	--
Ritchie Road and site access	Future	Future	--	--
Ritchie Road Spur and site access	future	future	--	--

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the *Guidelines*, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.

Total Traffic:

The following critical intersections, interchanges and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the "Transportation Review Guidelines," including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	Ritchie Marlboro Road at Ritchie Station Court	658	1,375	A
Ritchie Marlboro/Walker Mill at Ritchie Road	810	1,282	A	C
Ritchie Road at Ritchie Road Spur				
Maximum Vehicle Delay (seconds)	29.4*	69.7*	Pass	No pass
Maximum Minor Street Approach Volume	25	61	Pass	Pass
Ritchie Road and site access	19.4*	44.0*	--	--
Ritchie Road Spur and site access	9.7*	10.4*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i> , delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The Planning Board finds that all critical intersections operate acceptably under total traffic in both peak hours. A trip cap consistent with the trip generation assumed for the site, 33 AM and 118 PM peak-hour vehicle trips, is required and included in the conditions of approval.

Plan Comments

Access and circulation are acceptable. The plan proposes access driveways to Ritchie Road and Ritchie Road Spur. Nevertheless, the configuration and location of any access will be reviewed more fully by the operating agency during the access permit process. DPIE has the final authority to approve the driveways and to grant access to this site.

Master Plan Rights-of-Way–Ritchie Road Spur

The site is adjacent to Ritchie Road, a master plan collector facility. Adequate right-of-way dedication of 50 feet from baseline has already been dedicated, and is shown on the submitted plans.

Master Plan Rights-of-Way–Ritchie Road Spur

The site is adjacent to Ritchie Road Spur, a master plan industrial/commercial roadway. Adequate right-of-way dedication of 35 feet from centerline has already been dedicated, and is shown on the submitted plans.

Conclusion

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision as required under Section 24-124 of the Subdivision Regulations.

- 10. **Schools**—The subdivision 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 (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 PPS was reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(e)(1)(E) of the Subdivision Regulations. Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station near the property proposed for subdivision is a maximum of seven minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.”

The proposed project is served by Ritchie Fire/EMS Co. 837, located at 1415 Ritchie Marlboro Road.

“In the Fire/EMS Department’s Statement of Adequate Apparatus, as of April 15, 2016, the Department states they have developed an apparatus replacement program to meet all the service delivery needs of the County.”

The Deputy Fire Chief Dennis C. Wood, MS, NR-P, Emergency Services Command of the Prince George’s County Fire/EMS Department, has confirmed as of July 6, 2017 that the subject property is within the required seven-minute drive time.

Capital Improvement Program (CIP)

Currently, there are no new projects planned nearby the proposed development.

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 III, Palmer Park. There is 267,660 square feet of space in all the facilities used by the Prince George’s County Police Department and the July 1, 2016 (U.S. Census Bureau) County population estimate is 908,049. Using the 141 square feet per 1,000 residents, it calculates to 128,034 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. The property is within Tier 1 under the Sustainable Growth Act and will therefore, be served by available and adequate public systems.

14. **Use Conversion**—The subject application is proposing the development of a 25,000-square-foot commercial/retail use. If a substantial revision to the use on the subject property is proposed that affects Subtitle 24 adequacy and findings as set forth in the resolution of approval, a new PPS shall be required prior to approval of any building permits.

15. **Public Utility Easement (PUE)**—Section 24-122 of the Subdivision Regulations requires a public utility easement (PUE) along both sides of all public rights-of-way. The property’s street

frontage is along Ritchie Road and Ritchie Road Spur, and the applicant has provided the required PUE along their side of the public streets. Condition 6 of prior approved Planning Board Resolution No. 06-143 for PPS 4-05133, required that the final plat of subdivision demonstrate a ten-foot public along the property's entire street frontage along Ritchie Road, and a 20-foot PUE be provided along Ritchie Road Spur. The wider PUE was required along Ritchie Road Spur, in order to avoid an existing sewer line easement. The required PUE's were reflected on Record Plat PM 220-29 and are demonstrated on the subject PPS.

In accordance with the Subdivision Regulations, when utility easements are required by a public utility company, the subdivider should include the following statement in the owner's dedication on the final plat:

“Utility easements are granted pursuant to the terms and provisions recorded among the Prince Georges County Land Records of Prince George's County in Liber 3703 at Folio 748.”

16. **Stormwater Management**—Stormwater Management Concept Plan 35599-2016-00 was approved for the property by DPIE on November 17, 2016. The plan shows the use of two bioswales, one grass-swale, and a submerged gravel wetland. DPIE will review for conformance to the stormwater concept plan and technical approval at the time of grading permit to ensure that development does not result in any on-site or downstream flooding. Development must be in conformance with that approved plan and subsequent approvals.
17. **Historic**—One documented property, the Old Ritchie Store (PG:75A-003) was located at the northeast corner of the subject property. The Old Ritchie Store was a two-part, two-story frame building that faced north toward the triangle formed by the intersection of Ritchie, Forestville and Marlboro Roads. The westerly section dated to the second half of the nineteenth century, when it served as a general store. The easterly nearly flat-roofed section was added in the early twentieth century. At the end of the nineteenth century the general store was owned by J. Suit Ritchie. Ritchie's sons, Carl and Aubrey Ritchie, operated a general store at the location from 1913. Their brother, Seth Ritchie, built the addition for a mortuary that operated until 1926. Throughout the later twentieth century, the building served various commercial operations until it was demolished around 2005.

Two other buildings, that appear to have been built as residences, were located on the parcel and were demolished at the same time as the store. The eastern portion of the subject property was graded and stormwater management features were installed by 2009. 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 Planning Board finds that this proposal will not impact any historic sites, historic resources or known archeological sites.

18. **Urban Design**—Various commercial uses are permitted in the C-S-C Zone. No Detailed Site Plan (DSP) review is required for the proposed commercial/retail use. Conformance with the following

Zoning Ordinance regulations will be required at the time of permit review:

- Section 27-454, C-S-C Zone (Commercial Shopping Center),
- Section 27-461, Uses permitted (Commercial Zones),
- Section 27-462, Regulations (Commercial Zones),
- Section 27-582 of Part 11 Parking and Loading, and
- Part 12 Signs.

Conformance with Prior Approvals

The subject outparcel is adjacent to the larger Ritchie Station Marketplace commercial development, which has a long approval history. The subject property, (Outparcel A), was not included in the original concept plan for the Marketplace because it was purchased by the applicant after the original stormwater management concept plan was approved for Phase I. On June 13, 2006, PPS 4-05133 was approved for Phase II of the Ritchie Station Marketplace property, (PGCPB Resolution No. 06-143). PPS 4-05133 included 22.85 acres of the Marketplace property and 2.98 acres that is the subject of the current PPS application. However, the subject property was designated as an outparcel on PPS 4-05133, as no development was being proposed on the 2.98-acre property at that time, and the property was not included within the umbrella trip cap that was approved for Ritchie Station Marketplace with prior PPS 4-04184, (1,000,000 square feet of gross floor area).

The applicant is now proposing the development of a 25,000 commercial/retail use. Pursuant to Section 24-101(b)(20) of the Subdivision Regulations, development of the subject outparcel requires the approval of this new PPS with an independent determination of adequate public facilities separate from the Ritchie Station Marketplace development. The subject property has never been included in any of the prior approved detailed site plan applications for the Ritchie Station Marketplace property.

Conformance with 2010 Prince George's County Landscape Manual

Conformance with the landscaping requirements for the subject site will be evaluated at the time of the permit review.

Conformance with 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 5,000 square feet or greater of gross floor area or level of disturbance and requires a grading permit. The subject site is zoned C-S-C and is required to provide a minimum of ten percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of permit.

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 Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, July 20, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 27th day of July 2017.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:JF:rpg