



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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PGCPB No. 16-146

File No. 4-16025

RESOLUTION

WHEREAS, Ritchie Hill, LLC is the owner of a 15.33-acre parcel of land known as Parcel 15, said property being in the 15th Election District of Prince George's County, Maryland, and being zoned Commercial Shopping Center (C-S-C) and Commercial Miscellaneous (C-M); and

WHEREAS, on September 27, 2016, Ritchie Hill, LLC filed an application for approval of a Preliminary Plan of Subdivision for nine parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-16025 for Ritchie Station Marketplace, Parcels 23 through 30 and 32, 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 December 15, 2016, 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 December 15, 2016, 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 TCP1-100-04-02, and further APPROVED Preliminary Plan of Subdivision 4-16025, for nine parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised to make the following technical corrections:
 - a. Provide a 10-foot-wide public utility easement along Ritchie Marlboro Road, and update General Note 33.
 - b. Correct General Note 5 to indicate that nine parcels are proposed.
 - c. Remove Parcel 32 and include the land area within Parcel 30.
 - d. Label Ritchie Marlboro Road as a master plan designated historic roadway.

2. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan shall be revised to make the following technical corrections:
 - a. Remove the reference to Preliminary Plan of Subdivision 4-16021 from the title box.
 - b. Add the proposed 7,000-square-foot building footprint to Parcel 23.
 - c. Revise the proposed structures on each parcel (and room count for the hotel) to be consistent with gross floor area table shown on the PPS.
3. A Type II tree conservation plan shall be approved with the detailed site plan.
4. Development of this site shall be in conformance with Stormwater Management Concept Plan 19661-2005-06 and any subsequent revisions.
5. Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
6. Prior to approval of the final plat of subdivision, a draft Declaration of Restrictive Covenants and/or easement, per Section 24-128(b)(9) of the Subdivision Regulations, over the approved shared access for the subject property shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval. The limits of the shared access shall be reflected on the final plat, consistent with the approved preliminary plan of subdivision (and detailed site plan). Prior to recordation of the final plat, the Declaration of Restrictive Covenants and/or easement shall be recorded in Prince George's County Land Records and the liber/folio of the document shall be indicated on the final plat with the limits of the shared access.
7. Total development shall be limited to the trip cap established in Condition 6 of Preliminary Plan of Subdivision 4-04184 (PGCPB Resolution No. 05-115). Development of this site (4-16025) is covered by the trip cap of the parent PPS 4-04184; no additional trips are being approved pursuant to this subdivision. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
8. The final plat shall include a note that direct vehicular access to Ritchie Marlboro Road and the Capital Beltway (I-95/495) is denied.
9. Prior to signature of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
 - a. Revise the TCP1 notes to follow the current standard language, with all appropriate information filled-in.

- b. Revise the woodland conservation worksheet to reflect the current zoning of the overall site.
 - c. Revise the TCP1 approval block to the current standard, with all associated development review case information filled-in.
 - d. Revise the Development Review Division quick response (QR) code approval block to show the project name and number typed-in.
 - e. Show the full limit of disturbance (LOD) as shown on previously approved versions of the plan and remove the LOD for individual portions of the property.
 - f. Remove all proposed information from the plan that is not associated with the current application.
 - g. Revise the title of the plan to indicate that the current revision to the TCP1 is associated with the current Preliminary Plan of Subdivision 4-16025 application only.
 - h. Revise the plan as needed to ensure that all parcel areas and gross floor areas are shown consistently on all plans.
 - i. Revise the revision description box to include all revisions made to the plan.
 - j. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
10. 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 (TCP1-100-04-02), 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.”
11. Approval of this preliminary plan of subdivision supersedes Preliminary Plan of Subdivision 4-04184 for the development of this site, subject to conditions.
12. Prior to approval of a detailed site plan (DSP), the applicant and the applicant's heirs, successors, and/or assignees shall submit an exhibit that demonstrates how pedestrian access will be accommodated from the public right-of-way (Ritchie Marlboro Road and/or Ritchie Station Court) to the proposed building entrances (for each pad site) and how connectivity is accomplished

between sites. The exhibit shall include all of the parcels being developed and that are the subject of Preliminary Plan of Subdivision 4-16025. Recommendations for bicycle parking will also be made at the time of DSP.

13. The final plat shall carry a note that vehicular access is authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations.
14. 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 along the public rights-of-way, with the exception of the Capital Beltway (I-95/495).

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 Parcel 15. Parcel 15 is located in the southeast quadrant of the intersection of Ritchie Marlboro Road and Ritchie Station Court west of the Capital Beltway (I-95/495). The property consists of 15.33 acres in the Commercial Shopping Center (C-S-C) and Commercial Miscellaneous (C-M) zones, with 13.47 acres being zoned C-S-C and 1.86 acres being zoned C-M. The property was included in a prior Preliminary Plan of Subdivision (PPS) 4-04184 and Final Plat of Subdivision MMB 236@78, as discussed further.

On July 14, 2005, Preliminary Plan of Subdivision 4-04184 was approved for 101.83 acres of the Ritchie Station Marketplace (PGCPB Resolution No. 05-115), including Parcel 15. On June 15, 2006, Preliminary Plan of Subdivision 4-05133 was approved for an additional 22.85 acres to be included within the development of Ritchie Station Marketplace property (PGCPB Resolution No. 06-143). That preliminary plan of subdivision is located south across Ritchie Station Court from the subject property. Total development of the Ritchie Station Market (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 applicant is not proposing any additional development beyond what is currently associated with the overall Ritchie Station Marketplace trip cap. This PPS is resubdividing Parcel 15 (15.33 acres) within the geography of the original PPS 4-04184 and will be subject to the overall trip cap. The PPS is required for the division of existing Parcel 15 into Parcels 23 through 30 and 32 (9 parcels).

The subject application proposes the creation of nine parcels on the 15.33-acre site and the development of 52,500 square feet of retail uses and an 100,000-square-foot hotel with 120 rooms (152,500 gross floor area total). Although the property includes a small amount of land that is situated in the C-M Zone (1.86 acres) all of the proposed development will be located within the C-S-C zoned portion of the property. The applicant proposes the use of 22-foot-wide easements in

accordance with Section 24-128(b)(9) of the Subdivision Regulations as a means of vehicular access to the parcels from Ritchie Station Court. No direct access is proposed to the Capital Beltway or Ritchie Marlboro Road.

The Type 1 Tree Conservation Plan (TCP1-100-04-02) that was submitted with this application demonstrates that Parcels 24 through 26 and 28 through 30 are proposed for general commercial/retail uses. A hotel with approximately 120 rooms is proposed on Parcel 27. No structures are currently shown on Parcel 23, however, the development table provided on the PPS has assigned 7,000 square feet of retail uses to this parcel. This square footage was included in the Transportation Planning Section's analysis as further provided in Finding 10 of this resolution. The proposed 7,000-square-foot building footprint will be added to the TCP1 prior to signature approval. Parcel 32, bordering the Capital Beltway, was initially created to allow for general maintenance of the existing decorative wall bordering the Capital Beltway. However, Parcel 32 will be removed and the land area will be included in Parcel 30. A detailed site plan (DSP) is required for the development of this site in accordance with Condition 1 of Zoning Map Amendment A-9989C (Zoning Ordinance 14-2008).

3. **Setting**—This property is located in the southwest quadrant of the intersection of Ritchie Marlboro Road and the interchange with the Capital Beltway (I-95/495). To the north across Ritchie Marlboro Road is the Steeplechase Business Park in the I-1 Zone. To the south and the west is the remaining portion of the Ritchie Station Marketplace in the C-S-C and C-M zones.
4. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	APPROVED
Zone	C-S-C (13.47 acres)	C-S-C (13.47 acres)
	C-M (1.86 acres)	C-M (1.86 acres)
Use(s)	Vacant Land	Commercial/Retail and Hotel (152,500 square feet)
Acreage	15.33	15.33
Lots	0	0
Outparcels	0	0
Parcels	1	9

Pursuant to Section 24-113 of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on October 7, 2016.

5. **Environmental**—The Planning Board reviewed the PPS submitted for Ritchie Station Marketplace, 4-16025, and the Type 1 Tree Conservation Plan, TCP1-100-04-02, received on September 27, 2016.

Background

The Planning Board 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

A signed Natural Resources Inventory Equivalency Letter, NRI-151-2016, which was approved July 25, 2016, was submitted.

Grandfathering

The existing Parcel 15 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 new preliminary plan of subdivision. Parcel 15 of the project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and technical manual.

Site Description

The site is characterized by terrain sloping toward the west and south of the subject property, and drains into unnamed tributaries of the Southwest Branch watershed in the Patuxent River basin. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Adephia-Holmdel, Beltsville silt loam, Collington-Wist-Urban land, Croom-Marr, Grosstown gravelly silt loam, Marr-Dodon, Udorthents, and Widewater and Issue 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 site; however, no sensitive features are located on existing Parcel 15. The site is abutting the Capital Beltway (I-95/495), which is a source of significant traffic generated noise; however, the uses proposed are not residential in nature and are not regulated for noise. The site also fronts on Ritchie Marlboro Road, a Master Plan designated historic roadway to the north. Buffering in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) will be required at the time of review of the DSP. Per the 2005 *Approved Countywide Green Infrastructure Plan*, there are Network Gap and Evaluation areas on the overall site. The property is within Environmental Strategy Area 1 (formerly the Developed Tier) of the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035).

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when and by whom.

Natural Resources Inventory/Existing Conditions

An approved and signed Natural Resource Inventory Equivalency Letter, NRI-151-2016, which was approved July 25, 2016 was submitted. No revisions are required for conformance to the NRI.

Woodland Conservation

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 subject property was included on the previously approved original TCPI-100-04 and the -01 revision, as well as the original TCPII-203-91 through the -03 revisions. A revised TCP1 has been submitted and reviewed with this application.

The woodland conservation requirements of the previously approved TCP's were based on the zoning categories of the overall property at the time of those approvals. The current TCP must reflect the woodland conservation requirements of the current application; however, it should be noted that the requirements of the previously approved plans were more than what is required by the current application and have already been met. The woodland conservation worksheet shown on the plan must be revised. The woodland conservation threshold (WCT) for the entire 124.68-acre property is 15 percent of the net tract area or 17.82 acres. The total woodland conservation requirement based on the amount of clearing proposed is 38.42 acres. The previous woodland conservation requirement of 47.21 acres has been met with a combination of preservation, reforestation, and off-site mitigation.

The plan requires technical revisions to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance. The TCP notes must be revised to the current standard notes and filled out appropriately. The woodland conservation worksheet must be revised to reflect the current zoning categories of the overall property. The TCP1 approval block must be updated to the current standard with all previous development review case information filled-in; the original approval was associated with 4-04184 and the '-01' revision was associated with 4-05133, the current 4-16025 case number must be entered on the current '-02' revision line. The Development Review Division (DRD) quick response (QR) code approval block must be revised to show the project name and number typed-in. The previously approved limit of disturbance (LOD) for the entire site must be shown and the individual LOD's for specific cases must be removed. All information shown on the plan in association with a subdivision application that it is "currently under pre-acceptance review" must be removed from the plan; that application will require a separate revision to the TCP1. The "Title" of the plan must be revised to indicate that the TCP1 is associated with the current application only. All existing and proposed information shown on the TCP1 must match what is shown on the Preliminary Plan of Subdivision; specifically, the 'parcel areas' and 'gross floor areas' must match. The description of the revision must be updated in the revision description box on the plan.

After all revisions have been made, have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revisions made.

6. **Community Planning**—The property is located in Planning Area 75A and within the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA). The master designates that site as a Beltway Employment Area and recommends a commercial land use for the subject property. The subject application proposes nine parcels for the development of commercial/retail and hotel uses, which conforms to the commercial land use recommendation within the master 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 Plan Prince George's 2035.

The Subregion 4 Master Plan and SMA classified the site in the C-S-C and C-M Zones, retaining the zoning map amendment applicable to the development of the property.

7. **Urban Design**—The overall Ritchie Station Marketplace property has a long approval history, starting when it was originally zoned I-3 and R-R in the 1980s. On November 25, 2003, the District Council adopted County Council Bill CB-65-2003, which amended the use tables in the R-R and I-3 zones to permit any use allowed in the C-S-C Zone subject to certain specific criteria, including a DSP. On July 14, 2005, Preliminary Plan of Subdivision 4-04184 was approved for 101.83 acres of the overall property, including Parcel 15, in the I-3 Zone to allow development of up to 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, among other conditions (PGCPB Resolution No. 05-115).

On June 2, 2005, Detailed Site Plan DSP-04080 for rough grading and installation of infrastructure was approved for the 101.83 acres (PGCPB Resolution No. 05-118). On May 4, 2006, DSP-04080-01 was approved for the 101.83 acres to allow a 'Sam's Club,' a retaining wall, fence, parking, and a welcome center as part of an integrated shopping center (PGCPB Resolution No. 06-76). On October 30, 2006, the District Council affirmed the Planning Board's action in adopting PGCPB Resolution No. 06-76 for DSP-04080-01 to allow the uses therein approved as part of an integrated shopping center on the majority of the subject property.

On June 15, 2006, Preliminary Plan of Subdivision 4-05133 was approved for 22.85 acres of the Ritchie Station property within the I-1 and R-R Zones (PGCPB Resolution No. 06-143). Total development of the subject 22.85 acres and the applicant's adjacent 101.83-acre property (subject to Preliminary Plan of Subdivision 4-04184) was limited to a combined 1,000,000 square feet of retail space or equivalent generating no more than 554 AM and 1,802 PM new peak-hour vehicle trips. On February 1, 2007, Detailed Site Plan DSP-04080-02 was approved (PGCPB Resolution No. 07-35) to add the 22.85 acres of I-1, R-R, and C-S-C-zoned land (included in Preliminary Plan of Subdivision 4-05133) to the 101.83 acres previously approved in order to revise the rough

grading plan. Zoning Map Amendment, A-9989-C, was approved by the District Council on May 12, 2008, to rezone the property (116.5 acres) from the I-1, I-3, and R-R zones to the C-S-C Zone. County Council Resolution CR-49-2010 approved the Subregion 4 Master Plan and SMA, which rezoned a portion of the overall Ritchie Station property, including a portion of Parcel 15, from the C-S-C Zone to the C-M Zone.

A-9989C: This approval, which rezoned the subject property and is still applicable, included the following conditions:

1. **DSP-04080/02, with its plans and conditions, shall guide all future staff review and approval of limited detailed site plans for individual grading, structures, or related improvements on the subject property, in accordance with Section 27-286(a) of the Zoning Ordinance. All future limited detailed site plans shall be consistent with and conform to the conditions and plans approved in DSP-04080/02.**
2. **Prior to staff level review and approval of future limited detailed site plans, the Council member for the Councilmanic District that includes the subject property shall be provided written notification by the Planning Director. Within thirty days of receipt of notification, the Council member may file a recommendation with the Planning Director to indicate acceptance or rejection of the limited detailed site plan, or conditions to be imposed in approval of the plan. The Planning Director and staff shall make their best efforts to follow all Council member recommendations.**

Therefore, a DSP, in conformance with these conditions, will be required for any development of the subject property.

Conformance with the 2010 Prince George's County Landscape Manual

Conformance with the landscaping requirements for the subject site will be evaluated at the time of DSP review. It should be noted that Ritchie Marlboro Road, which borders the property to the north, is a designated historic road and will require a landscape buffer per Section 4.6, Buffering Development from Streets.

Conformance with the 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 disturbance and requires a grading permit. The subject site is zoned C-S-C and C-M and is required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of DSP review.

8. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the preliminary plan of subdivision is exempt from the requirements of the mandatory dedication of parkland because the proposed subdivision is non-residential.

9. **Trails**—The subject PPS was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master plan in order to provide the master plan trails.

Private R.O.W.*	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.*	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u> </u>	M-NCPPC – Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

The Planning Board reviewed the PPS for conformance with the MPOT and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

Review Comments (Master Plan Compliance and Prior Approvals)

The property is located on the south side of Ritchie Marlboro Road just inside the Capital Beltway. The application proposes the creation of nine parcels for commercial development. The submitted PPS notes that the development proposed will consist of 52,500 square feet of retail and 100,000 square feet of hotel uses on the 15.33-acre site within the C-S-C and C-M Zones. The site is covered by the MPOT and the Subregion 4 Master Plan and SMA (area master plan). Because the subject application is not located within either a designated Center or Corridor, it is not subject to Section 24-124.01 of the Subdivision Regulations “Transportation Review Guidelines, Part 2, 2013.”

The infrastructure for the subject application (including roads, parking lots, and drive aisles) has largely been set by prior approvals. The submitted conceptual layout is consistent with these prior approvals and there are no master plan trails issues that need to be addressed at this time. Prior approvals addressed internal pedestrian access and several prior conditions required sidewalks along all internal roads and driveways. Detailed Site Plan DSP-04080 included the following conditions of approval:

1. **Prior to signature approval, the applicant shall revise the detailed site plan or submit the additional documentation as follows:**
 - b. **Provide a standard sidewalk along the subject site’s frontage on Ritchie Road Spur, unless modified by the Department of Public Works and Transportation.**
 - c. **Provide a standard sidewalk along both sides of Ritchie Station Court within the subject site, unless modified by the Department of Public Works and Transportation.**

Detailed Site Plan DSP-04080-01 included similar conditions of approval for internal sidewalk access:

1. **Prior to certification of the subject detailed site plan the plans shall be revised or additional materials submitted as follows:**
 - a. **Standard sidewalk shall be shown along both sides of Ritchie Station Court subject to the approval of the Department of Public Works and Transportation.**
 - b. **Standard sidewalk shall be shown along both sides of the private roads leading from Ritchie Station Court to the Sam's Club.**
 - c. **At least one internal sidewalk or designated walkway within the parking lot shall be marked and labeled on the approved detailed site plan in order to provide safe separate pedestrian circulation from the parking lot to the store entrance.**

As indicated by the prior conditions, accommodating internal pedestrian movement within the larger Ritchie Station Marketplace has been a priority for earlier reviews, and will continue to be a priority as this shopping center continues to develop. The subject application proposes the development of nine parcels within the larger development. One master plan trail impacts the subject site, with a sidepath recommended along Ritchie-Marlboro Road. This trail has already been implemented by the Maryland State Highway Administration (SHA) as a wide sidewalk within the vicinity of the subject site, including along the frontage of the subject application.

The provision of a pedestrian exhibit that shows the pedestrian routes from the internal roadways to the entrances to the proposed buildings should be submitted as well as the pedestrian routes between adjoining uses. As previously noted, the master plan trail has been completed along the site's frontage of Ritchie Marlboro Road. Sidewalks also exist along both sides of Ritchie Station Court, including along the frontage of the subject site. However, pedestrian access from the existing sidewalks to the individual parcels will be further evaluated with the DSP.

An exhibit was provided for DSP-04080/018 that illustrated how pedestrian access was accommodated for the various pad sites under consideration for that application. A similar exhibit should be provided at the time of DSP for the parcels that are being developed and that are the subject of this PPS that shows how pedestrian access will be accommodated from the public right-of-way (Ritchie Station Court) to the proposed building entrances (for each pad site) and how connectivity is accomplished between the sites. Recommendations for bicycle parking will also be made at the time of DSP.

10. **Transportation**—The subject property consists of approximately 15.33 acres of land in the C-S-C and C-M Zones. The applicant is proposing to divide Parcel 15 into nine parcels.

Background

The subject application is part of a larger development approved in 2005 as an integrated shopping center. There was a trip cap for the original PPS 4-04184 (PGCPB Resolution No. 05-115) involving 1,000,000 square feet of retail space or equivalent uses generating no more than 554 AM and 1,802 PM new peak-hour vehicle trips.

Adequacy for the surrounding roadways was determined in 2005 as noted with PPS 4-04184. A traffic impact study was submitted and reviewed at the time of the original PPS. There were several transportation-related conditions that were required with the original PPS, all which have been completed. They included improvements to the intersection of Ritchie Marlboro Road and Ritchie Station Court and construction of roundabouts at the I-95/495 Ritchie Marlboro Road interchange. Given that the applicant intends to develop under the existing trip cap, a new traffic study was not required for the subject PPS given that it is a resubdivision of a prior approved plan. The purpose of this PPS was to divided an existing single parcel into nine parcels within the existing trip cap.

Traffic Analysis

The property is currently vacant. The applicant is proposing commercial retail development of 52,500 square feet and a 100,000-square-foot hotel with 120 rooms. Although the development proposed with this application would generate more than 50 peak-hour trips, the overall site has an existing capacity that this development falls within. A trip table for the site was recently updated as part of the review of Detailed Site Plan DSP-04080-18, and this table is included below and includes the subject PPS.

The table includes current approved and built development within Ritchie Station Marketplace along with proposed uses. Trips were calculated based on an integrated shopping center of 600,648 square feet which includes the proposed retail space of 52,500 square feet. It is noted that the proposed hotel space of 100,000 square with 120 rooms was calculated separately in the table. Trip rates from the 9th Edition of *Trip Generation* (Institute of Transportation Engineers) were used for an integrated shopping center (Code 820). The AM and PM trips in this table reflect new trips, not total trips. A pass-by trip reduction rate of 20 percent was used for a shopping center over 600,000 square feet per the "Transportation Review Guidelines, Part 1, 2012."

Trip Cap Analysis—Ritchie Station Marketplace				
Development Type	Development Quantity	Status	AM Trips New*	PM Trips New*
Retail – discount club	117,875 sq. ft.	Approved		
Retail—gasoline station	205 sq. ft.	Approved		
Retail – fast food restaurant	4,248 sq. ft.	Approved		
Retail – automobile sales	78,276 sq. ft.	Approved		
Retail – Big Lots	30,270 sq. ft.	Approved		
Retail – Bed Bath Beyond	25,281 sq. ft.	Approved		
Retail – TJ Max	25,002 sq. ft.	Approved		
Retail – Modell's	13,294 sq. ft.	Approved		
Retail – Dollar Tree	10,007 sq. ft.	Approved		
Retail – multi-tenant retail	7,602 sq. ft.	Approved		

Trip Cap Analysis—Ritchie Station Marketplace				
Development Type	Development Quantity	Status	AM Trips New*	PM Trips New*
Retail – automobile sales	24,961 sq. ft.	Approved		
Retail – Dave & Buster's	40,329 sq. ft.	Approved		
Retail - DSW	18,270 sq. ft.	Approved		
Retail – Lane Bryant	5,000 sq. ft.	Approved		
Retail – Gold's Gym	30,650 sq. ft.	Approved		
Retail – Ashley's furniture	40,173 sq. ft.	Approved		
Retail – fast food Popeye's	3,399 sq. ft.	Approved		
Subtotal	474,842 sq. ft.			
DSP-04080/18		Pending		
Retail	10,875 sq. ft.			
Restaurant – Olive Garden	7,757 sq. ft.			
Retail – Multi-tenant	8,554 sq. ft.			
Retail	17,000 sq. ft.			
Retail - Furniture	45,960 sq. ft.			
Subtotal	90,146 sq. ft.	Pending – DSP-04080/18		
Preliminary Plan 4-16025		Pending		
Retail	52,500 sq. ft.			
Hotel	120 rooms		64	72
Subtotal	52,500 sq. ft.			
Total	617,488 sq. ft.*	Approved and Pending	379	1,623
Total Trips			443	1,695
Trip Cap**		Preliminary Plan 4-04184	554	1,802
Trips Remaining			111	107
*This includes approved development, including DSP-04080/17, DSP-04080/18 and Preliminary Plan 4-16025, hotel space of 100,000 square feet was calculated separately based on 120 rooms.				
** PPS 4-05133 (PGCPB Resolution No. 06-143) and Pending 4-16025 subject to overall trip cap of 4-04184 (PGCPB Resolution No. 05-115) of 554 AM and 1,802 PM peak-hour vehicle trips.				

It needs to be noted the development proposed by this PPS plus development proposed under the DSP currently under review can be accommodated under the trip cap. However, while the overall development on the site is well short of 1,000,000 square feet, the trip cap for the site is being approached, and it does not seem likely that more than 70,000 square feet can be constructed under the trip cap.

This is occurring largely because the 2005 application was analyzed using a 40 percent pass-by rate for the retail space, and the Planning Board's current "Transportation Review Guidelines" prescribe a 20 percent pass-by rate for a retail development of this size. This change reflects the fact that such a large development like this is more of a destination, and the rate used is consistent with practices of other jurisdictions. At some time in the future, the applicant will need to consider an increase in the size of the trip cap.

Due to the fact that the resubdivision would result in zero net trips over and above the trips considered by Preliminary Plan of Subdivision 4-04184 (PGCPB Resolution No. 05-115), the Planning Board has deemed the site's impact on area intersections as a result of this resubdivision to be *de minimus*. This PPS will supersede the previous approval for PPS 4-04184 for development of this site, however, the trip cap and conditions of that approval related to transportation adequacy will be carried forward to allow the applicant to utilize that underlying capacity.

Site Access Evaluation

Vehicular site access will be via by Ritchie Station Court. Easements are shown on the site plan for internal access (commercial driveways) that are 22 feet in width pursuant to 24-128(b)(9) of the Subdivision Regulations. The easement will extend to the east from Ritchie Station court, running between Parcels 23 and 24; then extend to the north and south to provide access to Parcels 23 through 26; and then extend eastward to serve Parcels 28 through 30 and Parcel 32.

Master Plan Roads

The site is adjacent to three master plan roadways listed in the Subregion 4 Master Plan and SMA. They include Ritchie Station Court (formerly Hampton Boulevard) to the west, Ritchie Marlboro Road to the north, and the Capital Beltway (I-95/495) to the east. Ritchie Station Court is a master plan industrial roadway designated as I-413 with a 70-foot-wide right-of-way width. No further dedication is required for the three roadways. The final plat should include a note that access to Ritchie Marlboro Road and the Capital Beltway is denied.

Based on the preceding findings, adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code.

11. **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.
12. **Fire and Rescue**—The Planning Board reviewed this PPS 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 in the vicinity of the property proposed for subdivision is a maximum of seven (7) 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, Company 837, a first due response station (a maximum of seven minutes travel time), is located at 415 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.”

Capital Improvement Program (CIP)

There are no CIP projects for public safety facilities proposed in the vicinity of the subject site.

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.”

13. **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 of the facilities used by the Prince George’s County Police Department and the July 1, 2015 (U.S. Census Bureau) county population estimate is 909,535. Using the 141 square feet per 1,000 residents, it calculates to 128,244 square feet of space for police. The current amount of space 267,660 square feet is within the guideline.

14. **Water and Sewer Categories**—Section 24-122.01(b)(1) 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 PPS or final plat approval.”

The 2008 *Water and Sewer Plan* placed part of this property in water and sewer Category 3, Community System Adequate for Development Planning and will, therefore, be served by public systems.

15. **Health Department**—The Environmental Engineering/Policy Program inspected the property on October 19, 2016 and recommends that all of the trash and debris be removed from the site including paper, plastic bags, signage, storage tanks, wood debris, wood panels, used tires, cement bricks, and plastic cones prior to construction.
16. **Stormwater Management**—A Stormwater Management Concept Plan, 19661-2005-06, was approved for Ritchie Station Marketplace on June 25, 2014. The plan shows the use of an existing pond on the northeastern portion of the site. Development must be in conformance with that approved plan or subsequent revisions to ensure that on-site or downstream flooding does not occur.
17. **Public Utility Easement**—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 Station Court, Ritchie Marlboro Road and the Capital Beltway. Final Plat of Subdivision MMB 236@78 was recorded for this property on July 17, 2012 (Parcel 15). A PUE was not required at that time along the Capital Beltway. As a result, a PUE is not being requested at this time along the Capital Beltway. The applicant has provided the required public utility easement along the frontage of Ritchie Station Court, but a PUE has not been provided along

Ritchie Marlboro Road. The 10-foot-wide PUE along Ritchie Marlboro Road will be added prior to signature approval of the PPS as required by Section 24-122 of the Subdivision Regulations.

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."

18. **Use Conversion**—The total gross floor area included in this PPS is 152,500 square feet in the C-S-C and C-M zones. If a substantial revision to the mix of uses including the addition of a residential land use on the subject property is proposed that affects Subtitle 24 adequacy findings as set forth in the resolution of approval, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.
19. **Historic**—A Phase I archeological survey is not recommended on the above-referenced property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites on the subject property is low.

Section 106 review may require archeological survey for state or federal agencies, however. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties to include archeological sites. This review is required when federal monies, federal properties, or federal permits are required for a project.

20. **Parcel Exhibit**—On November 22, 2016, the applicant filed "Additional Parcel Exhibit" subsequent to the publishing of the technical staff report. The exhibit reflected an additional parcel within the limit of the PPS, from 9 parcels to 10 parcels. However, additional conditions proposed by the applicant after the continuance requested the incorporation of the business owners association open space parcel into Parcel 30. Therefore, there is no net increase from the original nine parcels proposed.

Proposed Parcel 28 on the PPS, which was originally 2.275 acres, is further divided with the addition of Parcel 33 (1.197 acres), so Parcel 28 is now 1.077 acres based on the exhibit. The addition of the buildable parcel will not impact the original analysis of access, circulation, or adequacy, and does not expand the geography of the original PPS, but is within its original boundary. Therefore, there is no effect on the original notice required with this PPS.

The Ritchie Station Marketplace is one site for purposes of zoning, being one or more record lots to be developed under a uniformed scheme of development. It is covered under one DSP and one TCP as an integrated shopping center, with access for all lots within the integrated shopping center being consolidated via Ritchie Station Court, a dedicated public street.

The geography of the Ritchie Station Marketplace, prior to this PPS approval (4-16025), is covered by two Preliminary Plans of Subdivision (4-04184 and 4-05133), for a total acreage of 124.68. The subject PPS is within the limit of 4-04184. All three PPS are subject to a single DSP, TCPI, and trip cap. Due to the specific facts in this case, the Planning Board finds that the parceling within the geography of the three PPS combined should be interchangeable. The ability for the applicant to shift approved parcels within the geography of the three PPS provides flexibility and supports the growth of the shopping center by allowing for a diversity of independent ownership interests throughout the development. In this case, the Planning Board finds that, while there are three separate PPS, they are under a single umbrella of the TCP, DSP, and trip cap, with a unified access. The method and assumptions for circulation and access are singular in treatment. When combined, the total number of parcels within the three PPS (124.68 acres) for the shopping center, with the approval of this PPS, would be 15 parcels and one outparcel. Within the overall shopping center, these parcels can be moved from one PPS geography to another based on this finding of approval.

21. **Order of Approval**—Development of this site is subject to the order of approvals contained in Section 27-270 of the Zoning Ordinance, which requires approval of the DSP prior to approval of the final plat. In the case of Parcel 23, within the limit of this PPS, the DSP approval will not affect final plat approval and, in accordance with Section 27-270(a)(5), finds that the applicant can plat proposed Parcel 23 prior to DSP.

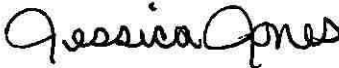
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

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 Bailey, seconded by Commissioner Washington, with Commissioners Bailey, Washington, Geraldo, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, December 15, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 15th day of December 2016.

Patricia Colihan Barney
Executive Director


By Jessica Jones
Planning Board Administrator

PCB:JJ:JF:rpg

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department

Date 12/19/16