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SOILS INFORMATION

MAP UNIT NAME	HYDRIC SOIL GROUP	K-FACTOR
PoB PICOWAXEN-LIVERPOOL COMPLEX, 2-5% SLOPES	C/D	0.37
PrB PICOWAXEN-URBAN COMPLEX, 0-5% SLOPES	C/D	0.37
SdD SASSAFRAS-CROOM-URBAN LAND COMPLEX, 5-15% SLOPES	C	0.15
SOE SASSAFRAS AND CROOM SOILS, 15-25% SLOPES	C	0.15

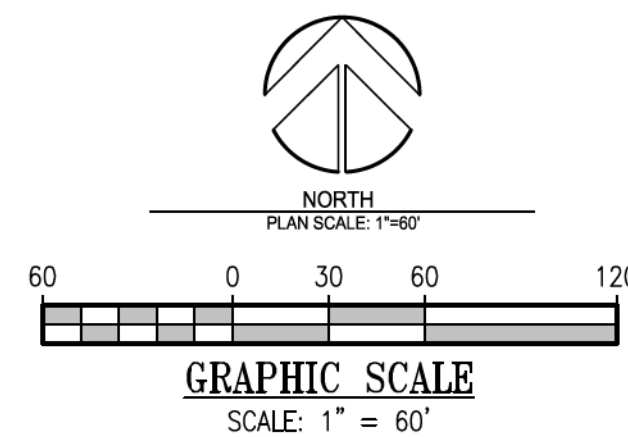
DRAINAGE AREA TABLE

ID	AREA	DESCRIPTION
DA-1	957,736 SQ.FT.	EX. DRAINAGE TO STUDY POINT
DA-2	146,950 SQ.FT.	PROP. DRAINAGE TO SGW-1
DA-3	677,150 SQ.FT.	PROP. DRAINAGE TO SGW-2

Pre & Post Runoff Comps to Adjacent Property (Livingston Self Storage)							
	Total Area	Impervious Area	Pervious Area	I _{15yr} (in/hr)	C	Q _{15yr} (cfs)	
Existing	790,000 sf	18.14 ac	0 sf	0.00 ac	790,000 sf	18.14 ac	5.45
Proposed	790,000 sf	18.14 ac	438,662 sf	10.07 ac	351,338 sf	8.07 ac	5.45

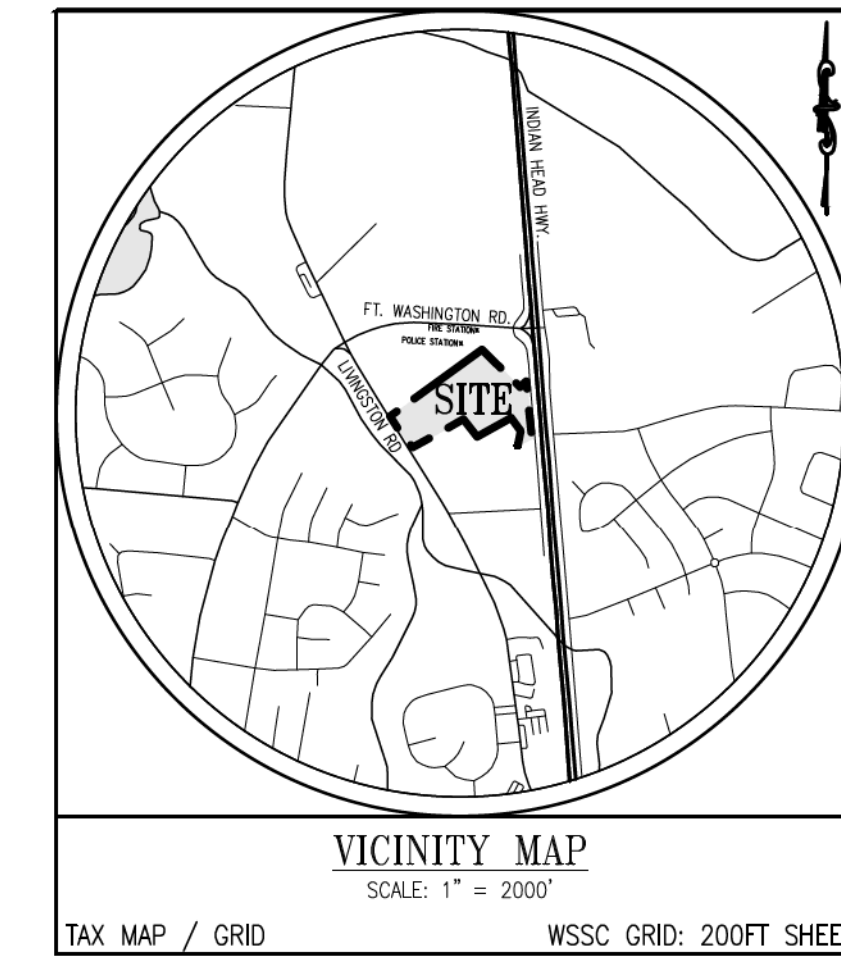
Note:
1. Q = CIA
2. C = (0.9*Imp Area) + (0.25*Pervious Area)/Total Area

N 391625
E 1313500



LEGEND

---	SITE PROPERTY LINE
---	ADJOINER PROPERTY LINE
---	STEEP SLOPES (>15%)
---	ULTIMATE RIGHT OF WAY
---	SOILS
---	EX. CONTOURS
---	100yr OVERFLOW PATH
---	LIMITS OF DISTURBANCE
---	PRIMARY MANAGEMENT AREA
---	FLOOD PLAN
---	TOP OF BANK
---	EPHEMERAL STREAM
---	WETLANDS
---	WETLANDS BUFFER
---	PROP. SEWER LINE
---	PROP. WATER LINE



GENERAL NOTES:

- EXISTING PARCELS: 110,111,112,114,115, AND 225
- DEED DESCRIPTION: L26375 F.578, L26644 F.233, L41764 F.452
- OWNER: LIVINGSTON ROAD ASSOCIATES, LLC
- TAX MAP: GRD123A3
- 200 FT MAP REFERENCE (WSSC GRID): 2145E01
- STORMWATER MANAGEMENT CONCEPT: PERMIT NUMBER: 2318-2023-0 APPROVE DATE: APRIL 5, 2024
- PURPOSE OF SUBDIVISION: TWO PARCELS FOR 205,000 SQUARE FEET OF INDUSTRIAL DEVELOPMENT
- PRIOR APPROVALS: N/A
- ACREAGE: TOTAL: 18.13 ACRES BY ZONE: ALL THE PROPERTY IS ZONED "I-2" NET DEVELOPABLE AREA OUTSIDE OF PMA: 17.83 ACRES
- ACREAGE OF ENVIRONMENTAL REGULATED FEATURES: REGULATED STREAMS: 21 LINEAR FT
- ACREAGE OF 100 YEAR FLOODPLAIN: 0.21 ACRES
- TOTAL AREA CALCULATION: PARCEL 1: 15.95 AC PARCEL 2: 2.18 AC TOTAL SUBDIVISION: 18.13 ACRES
- ACREAGE OF ULTIMATE RIGHT OF WAY: 2,178 SF
- ACREAGE OF ROAD DECELERATION LANE: 2,178 SF
- ACREAGE OF ROAD DEDICATION: 0.1 ACRES
- EXISTING ZONING/USE: EX. PARCEL 114 HAS AN SFD LOCATED ON IT E. (NONRESIDENTIAL), UNDEVELOPED INDUSTRIAL USE
- BREAKDOWN OF PROPOSED DWELLING UNIT BY TYPE: N/A
- DENSITY CALCULATION: N/A
- MINIMUM LOT SIZE REQUIRED AND PROPOSED: REQUIRED: 10,000 SQ. FT. PROPOSED: 795,000 SQ. FT.
- MINIMUM LOT WIDTH AT FRONT BUILDING LINE AND FRONT STREET REQUIRED AND PROPOSED: REQUIRED: 75 FT. PROPOSED: 598.62 FT.
- SUSTAINABLE GROWTH TIER: TIER 1
- MILITARY INSTALLATION OVERLAY ZONE? NO
- EXISTING AND PROPOSED GROSS FLOOR AREA: PROPOSED: 79,000 SQ. FT.
- STORMWATER MANAGEMENT CONCEPT: F
- APPROVAL DATE: N/A
- WATER/SEWER CATEGORY DESIGNATION: PARCELS 110,111,112, AND 225 WATER: W-4 SEWER: S-4 PARCELS 114,115 WATER: W-3 SEWER: S-3
- METHOD OF SEWAGE DISPOSAL: PUBLIC
- AVIATION POLICY AREA: NO
- MANDATORY PARK DEDICATION REQUIREMENT? NO
- CEMETERIES ON/CONTIGUOUS TO PROPERTY: NO
- HISTORIC SITES ON/IN VICINITY OF PROPERTY: THERE IS A HISTORIC ROAD IN THE VICINITY OF THE PROPERTY, RUNNING ALONG THE WESTERN PROPERTY LINE.
- TYPE 1 CONSERVATION PLAN: YCPI-156-90
- WITHIN CHESAPEAKE BAY CRITICAL AREA: NO
- WETLANDS? YES
- STREAMS? YES
- SOILS BY SOIL TYPE AND SOURCE OF INFORMATION: SOIL TYPES: SASSAFRAS AND CROOM SOILS, 15-25% SLOPES, PICOWAXEN-LIVERPOOL COMPLEX, 2-5% SLOPES INFO SOURCE: NRCS
- IN OR ADJACENT TO AN EASEMENT HELD BY THE MARYLAND ENVIRONMENTAL TRUST, THE MARYLAND AGRICULTURAL LAND PRESERVATION FOUNDATION, OR ANY LAND TRUST OR ORGANIZATION: NO
- PLANNED MAJOR IMPROVEMENTS WITHIN 50 FEET OF THE PROPERTY LINE: DECELERATION LANE TO BE ADDED ONTO LIVINGSTON ROAD TO ACCESS THE PARCEL.



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NO.	DATE	REVISIONS	BY	DATE
DESIGNED: YOR	JULY 2024	CAD STANDARDS VERSION: V8 - RCS	TECHNICIAN: YOR	CHECKED: DJB

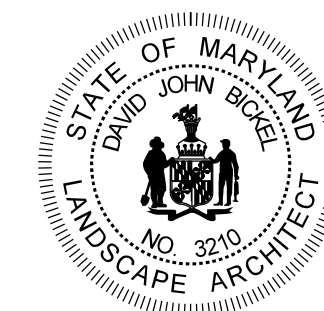
MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-251-7777 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER/DEVELOPER/APPLICANT

LIVINGSTON ROAD ASSOCIATES LLC
12500 FAIR LAKES CIRCLE, SUITE 400
FAIRFAX, VA 22033
ATTN: MR. RON WAGNER
P. 703-631-7512

MAP	GRID
TAX MAP 123, A3	ZONING CATEGORY: I-2
WSSC 200 SHEET 2145E01	XXXX
HORIZONTAL: SITE DATUM	XXXX
VERTICAL: SITE DATUM	XXXX



PLELIMINARY PLAN OF SUBDIVISION- PPS-2022-042

LIVINGSTON SELF STORAGE

NAME (XXXX) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND



SHEET 1 OF 1
PROJECT NO. LIVINGSTON

**PRELIMINARY PLAN OF SUBDIVISION
PPS-2022-042 & ADQ-2022-098**

STATEMENT OF JUSTIFICATION

I. INTRODUCTION

Livingston Road Associates, LLC (the “**Applicant**”) by and through its attorneys, CLHatcher LLC, submits this Preliminary Plan of Subdivision (“**PPS**”) Justification Statement (the “**Statement**”) to demonstrate that the proposed subdivision of the subject property is in compliance with the applicable provisions of Subtitle 24 of the Prince George’s County Code in effect after April 1, 2022 (the “**Current Subdivision Regulations**”) and Subtitle 27 of the Prince George’s County Code in effect after April 1, 2022 (the “**Current Zoning Ordinance**”), and other applicable review requirements and criteria. The subject property consists of approximately 17.7 acres located along the west side of Indian Head Highway Service Road, approximately 500 feet south of Fort Washington Road (the “**Property**”) and is unimproved. The Property is currently zoned IE (Industrial, Employment) pursuant to the Prince George’s County Zoning Ordinance and was previously zoned I-3 (Planned Industrial / Employment Park), prior to implementation of the Countywide Map Amendment in April 2022.

As described in detail herein and shown on the PPS-2022-042, the Applicant proposes to subdivide the subject Property (the “**Proposed Subdivision**”).¹

II. PROPERTY DATA

<i>Location:</i>	Along the west side of Indian Head Highway Service Road, approximately, approximately 500 feet south of Fort Washington Road.
<i>Tax Map #:</i>	123 A-3.
<i>Frontage:</i>	Indian Head Highway Service Road to the east. Livingston Road to the west.
<i>Election District:</i>	5.
<i>Legislative District:</i>	21.
<i>Councilmanic District:</i>	8.
<i>Acreage:</i>	±17.7 acres.
<i>Prior Zoning:</i>	I-3 (Planned Industrial / Employment Park).

¹ The Applicant is submitting this PPS for approval of the Proposed Subdivision. This PPS may be amended from time to time to accurately reflect modifications or changes to the Proposed Subdivision on the Property.

<i>Current Zoning:</i>	IE (Industrial, Employment).
<i>Planning Area:</i>	80 – South Potomac Sector.
<i>Subdivision:</i>	PPS-2022-042.
<i>Existing Water Category:</i>	W-4.
<i>Existing Sewer Category:</i>	S-4.
<i>Historic:</i>	N/A.
<i>Aviation Policy Area:</i>	N/A.
<i>Master Plan & SMA:</i>	2006 <i>Henson Creek-South Potomac Planning Area Master Plan.</i>
<i>General Plan:</i>	<i>Plan Prince George’s 2035.</i>
<i>Growth Policy Area:</i>	Established Communities.

III. **PROPERTY & SURROUNDING AREA**

The Property is located along the west side of Indian Head Highway Service Road, approximately 500 feet south of its intersection with Fort Washington Road. The Property is largely undeveloped. The southwestern corner of the Property features a very limited area of DPIE Floodplain. The Property contains significant topography and sits below the surrounding properties to the north and south, as well as the Indian Head Highway Service Road to the east.

The Property is generally surrounded by other IE-zoned properties to the north and south, and a property located in the CGO (Commercial, General Office) Zone to the northeast. Properties in the RR (Residential, Rural) Zone are located to the west, across Livingston Road.

Various commercial and industrial uses are located in the Prospect Square development to the north. The Prince George’s County Police Department District VII Station and Prince George’s County Fire Station 847 are located to the north of the Property in the IE Zone. Various commercial and industrial uses are located in the IE Zone to the south of

the Property – including an animal hospital, contractor’s office, child day care facility, and automobile repair shops.

IV. PROPOSED SUBDIVISION

The Proposed Subdivision consists only of subdividing the Property into two parcels.

V. LAND USE BACKGROUND

A. Applicable Plans

i. *2014 Plan Prince George’s 2035 General Plan (the “General Plan”)*

The Property is located within the General Plan’s Established Communities Growth Policy Area. The General Plan stipulates that Established Communities are “most appropriate for context-sensitive infill and low- to medium-density development.” The Proposed Subdivision should have no impact and remain compatible with the surrounding area.

ii. *2006 Approved Henson Creek – South Potomac Master Plan (the “Master Plan”)*

The Property is located within the boundaries of the Master Plan. The Master Plan has been amended under the Minor Master Plan Amendment (the “**Minor Amendment**”), adopted November 14, 2023, pursuant to CR-106-2023 and CR-107-2023. However, none of the changes in the Minor Amendment nor the concurrent Sectional Map Amendment impact PPS-2022-042.

B. Prior Development Approvals

i. ADQ-2022-098

ADQ-2022-098 has been submitted for approval. PPS-2022-042 is subject to and submitted in accordance with ADQ-2022-098.

VI. ANALYSIS

A. Compliance with Subdivision Regulations

1. §24-4100 Planning and Design

§24-4101. General

(a) Zoning Ordinance Standards

All preliminary plans of subdivision and final plats shall comply with all applicable standards in Subtitle 27: Zoning Ordinance, Part 6: Development Standards, of the County Code.

Comment: As described in detail herein, the Proposed Subdivision complies with all applicable standards of Part 6 of the Current Zoning Ordinance to which the preliminary plan of subdivision is subject.

(b) Conform to Comprehensive Master Plan

(1) Preliminary plans of subdivision (minor and major) and final plats shall be consistent with the General Plan and shall conform to all applicable Area Master Plans, Sector Plans, or Functional Master Plans . . .

(3) Should an Area Master Plan, Sector Plan, and/or Functional Master Plan affecting the subject property be in direct conflict with any provision of the County Zoning Ordinance that is applicable to said property – such that the current comprehensive plan and requirements of the Ordinance cannot be reconciled, and/or the District Council has not imposed the respectively corresponding zoning proposal for the area of the subject property – then the provisions of the County Zoning Ordinance shall supersede the recommendations set forth in any applicable Area Master Plan, Sector Plan, and/or Functional Master Plan for the subject property. Notwithstanding any other requirement of this Subtitle, the Planning Board may approve a subdivision application that conforms with land use policy recommendations for centers in the current General Plan for the physical development of land in the County. In such cases, however, the Planning Board shall make specific findings as to the irreconcilable conflict(s).

Comment: The Proposed Subdivision is consistent with the General Plan as it provides for context-sensitive infill and low- to medium-intensity development. The Master Plan's recommendations are in direct conflict with the applicable regulations contained in the Current Zoning Ordinance. Accordingly, as described in Section 24-4101(b)(3), the regulations contained in the Current Zoning Ordinance supersede the recommendations provided in the Master Plan. As described in further detail herein, the Proposed Subdivision complies with the applicable regulations contained in the Zoning Ordinance.

(c) Unsafe Land

(2) All subdivisions shall conform to the following:

(A) When a preliminary assessment of a site, PGAtlas.com, the USDA Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov>), a geotechnical engineering report, or past activity of a nearby permit indicates that a portion of the land may be unsafe . . .

Comment: To the Applicant's knowledge, no portion of the Proposed Subdivision or Property has been deemed to be unsafe. Accordingly, this regulation is not applicable.

§24-4102. Lot Standards

(a) Conformance with Zoning Ordinance

All lots in a subdivision shall be in conformance with all of the lot standards and requirements of Subtitle 27: Zoning Ordinance, applicable to the land subject to the subdivision.

Comment: All lots in the Proposed Subdivision will be in conformance with the applicable lot standards and requirements of the Current Zoning Ordinance subject to the Proposed Subdivision.

(b) Minimum Lot Area Standards for Individual Systems

If a proposed subdivision is situated in a portion of the County not planned to be served by public water and/or sewer facilities, lots shall be designed to comply with the minimum lot area standards for individual systems in Subtitle 22: On-Site Sewage Disposal Systems, of the County Code, and the Ten Year Water and Sewerage Plan.

Comment: The Proposed Subdivision is served by public water and sewer. Accordingly, this regulation is not applicable.

(c) Minimum Lot Depth

(1) Lots or parcels used for residential purposes adjacent to existing or planned streets classified as arterials shall be platted with a minimum depth of 150 feet.

Comment: The Applicant does not propose any future residential uses within the Proposed Subdivision. Accordingly, this regulation is not applicable.

(2) Lots or parcels used for residential purposes adjacent to existing or planned streets classified as expressways or freeways shall be platted with a minimum depth of 300 feet.

Comment: The Applicant does not propose any future residential uses within the Proposed Subdivision. Accordingly, this regulation is not applicable.

(3) Adequate protection and screening from traffic nuisances shall be provided in accordance with the requirements of the Landscape Manual.

Comment: The Proposed Subdivision shall meet all requirements of the Landscape Manual to ensure that adequate protection and screening from traffic nuisances is provided.

(d) Lot Design Standards

(1) Buildings and driveways shall be sited to maintain the existing grade as much as possible.

Comment: When possible, the existing grade on the Property shall be maintained, however, when needed, grading shall be adjusted for site improvements.

(2) A variety of lot sizes and lot widths are encouraged within groupings of dwellings in order to prevent visual monotony, when appropriate.

Comment: The Applicant does not propose any dwellings within the Proposed Subdivision. Accordingly, this regulation is not applicable.

(e) Condominium Development

Condominium townhouses shall be designed to conform to the lot standards of these Regulations and Subtitle 27: Zoning Ordinance, for possible future conversion to fee simple lots.

Comment: The Applicant does not propose any condominium townhouses within the Proposed Subdivision. Accordingly, this regulation is not applicable. *(f) Outlots and Outparcels*

Provision shall be made for the eventual ownership of outlots and outparcels by incorporating them into platted lots or into adjacent parcels, or by other appropriate means.

Comment: The Applicant does not propose any future ownership of outlots or outparcels within the Proposed Subdivision. Accordingly, this regulation is not applicable. *(g) Located Wholly Within County*

All lots shall be designed to be located wholly within the County.

Comment: All lots within the Proposed Subdivision shall be located wholly within the County.

§24-4103. Layout Design Guidelines

To the maximum extent practicable, subdivisions shall be designed to:

(a) Site internal streets to maintain the existing grade.

Comment: When possible, the existing grade on the Property's internal streets shall be maintained,.

(b) Ensure the spatial relationships, including between the lots and the street, recreation areas, alleys, and development on abutting lots, create the most beneficial relationship for the residents and occupants of the subdivision and abutting properties.

Comment: The Proposed Subdivision will be comprised of two parcels with a direct connection between them, creating a beneficial relationship for the occupants of the Proposed Subdivision and abutting properties.

(c) Arrange lotting patterns to avoid the stacking of dwelling units, one behind the other, creating a flag lot relationship.

Comment: The Applicant does not propose any dwelling units within the Proposed Subdivision. Accordingly, this regulation is not applicable.

(d) Arrange lots to avoid the fronts of dwelling units facing the rear and sides of dwelling units on adjoining lots.

Comment: The Applicant does not propose any dwelling units within the Proposed Subdivision. Accordingly, this regulation is not applicable.

(e) Arrange lotting patterns to avoid narrow unusable common ownership parcels.

Comment: The Applicant does not propose any narrow unusable common ownership parcels within the Proposed Subdivision. Accordingly, this regulation is not applicable.

(f) Ensure infill lotting patterns are context-sensitive to the existing established neighborhood.

Comment: This provision is inapplicable to the Proposed Subdivision.

(g) Arrange and sufficiently set back lots and the siting of buildings to preserve views of the site characteristics from streets and abutting lands.

Comment: All buildings will be set back via code requirements from Indian Head highway and Livingston Road

(h) Provide lot access from interior streets and easements.

Comment: The Proposed Subdivision will be comprised of two parcels with a direct connection to the interior streets and easements located between them.

(i) Terminate culs-de-sac at locations that will provide for a standard lotting pattern around the end of the cul-de-sac in relationship to the property line and abutting lots. Such culs-de-sac may also be permitted to provide a right-of-way for pedestrian and bicycle access pursuant to Section 27-6206(g), Pedestrian Connections, of Subtitle 27: Zoning Ordinance.

Comment: The Property does not have an existing cul-de-sac located on the Property nor does it propose development of a future cul-de-sac within the Proposed Subdivision. Accordingly, this regulation is not applicable.

(j) Avoid grading that would result in retaining walls on private lots. Retaining walls should be located within common areas, or where common areas are not proposed, adequate access for maintenance shall be provided.

Comment: Retaining walls within the Proposed Subdivision shall be located where there is adequate access for maintenance.

(k) Preserve trees on steep slopes and meet the woodland conservation threshold on-site.

Comment: The Proposed Subdivision shall continue to meet the woodland conservation threshold.

(l) Locate noise fencing or walls within common areas or within homeowners' association easements on private lots when homeowners' association land is not proposed. A 10-foot-wide clear zone for maintenance and inspection around the fence

or wall shall be provided. The minimum net lot area shall be provided outside the easement area.

Comment: This provision is inapplicable to the Proposed Subdivision.

(m) Lighting techniques shall comply with Section 27-6700, Exterior Lighting, of Subtitle 27: Zoning Ordinance. In addition, lighting should be designed to decrease adverse impacts on the adjoining and abutting lands.

Comment: The Proposed Subdivision will comply with the Lighting techniques provided in Section 27-6700 of the Zoning Ordinance.

(n) Avoid public use easements for infrastructure, including sidewalks.

Comment: The Proposed Subdivision proposes no public use easements for infrastructure on the Property.

§24-4104. Grading

The submission of general grading plans and a Tree Conservation Plan Type 1 (TCP-1) is required for both minor and major subdivisions in order to efficiently plan the subdivision layout, which includes but is not limited to stormwater management, street grades, tree preservation, water and sewerage, and parkland. The submission of a general grading plan, at two-foot contours, shall be required with an application for a preliminary plan of major subdivision and may be required for a preliminary plan of minor subdivision, unless waived by the Planning Director.

Comment: The Applicant shall submit a general grading plan and a Tree Conservation Plan Type 1 (TCP1) with the submission of this PPS.

§24-4105. Historic Resources and Sites

(b) General Standards

(1) Significant archeological sites identified in accordance with the Planning Board Guidelines for Archeological Review shall be preserved in place, to the extent practicable.

Comment: No significant archeological sites have been identified on the Proposed Subdivision. Accordingly, this regulation is not applicable.

(2) The flexibility inherent in these Regulations shall be used to protect historic resources and sites, including optional methods of development where appropriate, to design subdivisions that minimize the impact of a subdivision on historic resources and sites and promote the restoration and continued use of such resources.

Comment: No historic resources or sites are located on the Proposed Subdivision. Accordingly, this regulation is not applicable.

(3) The lotting pattern of a proposed subdivision containing historic resources and sites shall be laid out to promote the long-term maintenance and access to the historic resources.

Comment: No historic resources or sites are located on the Proposed Subdivision. Accordingly, this regulation is not applicable.

(4) A proposed subdivision containing or adjacent to a historic resource or site shall comply with the following standards:

(A) Lots shall be designed to minimize adverse impacts of new construction on the historic resource;

Comment: No historic resources or sites are located on or adjacent to the Proposed Subdivision. Accordingly, this regulation is not applicable.

(B) Natural features (such as trees and vegetation) which contribute to the preservation of a historic resource or provide a buffer between the historic resource and new development, shall be retained; and

Comment: No historic resources or sites are located on or adjacent to the Proposed Subdivision. Accordingly, this regulation is not applicable.

(C) Protective techniques (such as limits of disturbance, building restriction lines, and buffers) shall be used.

Comment: No historic resources or sites are located on or adjacent to the Proposed Subdivision. Accordingly, this regulation is not applicable.

(5) A plan for development may be required to be submitted with an application for a subdivision for the purpose of evaluating the effect of the orientation, mass, height, materials, and design of the Proposed Subdivision on the environmental setting to protect the integrity of the historic resource.

Comment: No historic resources or sites are located on or adjacent to the Proposed Subdivision. Accordingly, this regulation is not applicable.

§24-4106. Cemeteries

(a) A proposed preliminary plan for subdivision (minor or major) which includes a cemetery within the site, when there are no plans to relocate the human remains to an existing cemetery, shall comply with the following standards . . .

Comment: No cemetery is located within the Proposed Subdivision. Accordingly, this regulation is not applicable.

2. §24-4200 – Transportation, Pedestrian, Bikeway, and Circulation Standards

§24-4201. General Street Design Standards

Preliminary plans of subdivision (minor or major) and final plats shall comply with the following standards:

(a) A subdivision may be served by public and private streets, and in rural areas, access easements.

Comment: The Proposed Subdivision shall be served by a public road. There are no private streets proposed within the Proposed Subdivision.

(b) The rights-of-way of all highways, streets, trails, and transit facilities shown on the General Plan, Functional Master Plans, and the applicable Area Master Plan or Sector Plan shall be shown on the preliminary plan of subdivision and, when reserved or dedicated, shown on the final plat.

Comment: This PPS shall show the right-of-way for both Livingston Road and Indian Head Highway.

(c) All streets proposed for dedication to public use shall comply with the standards in:

(1) Section 27-6200, Roadway Access, Mobility, and Circulation, and all other applicable standards in Subtitle 27: Zoning Ordinance;

Comment: The Proposed Subdivision does not propose the development of any new streets dedicated to public use. Accordingly, this regulation is not applicable.

(2) Subtitle 23: Roads and Sidewalk, of the County Code;

Comment: The Proposed Subdivision does not propose the development of any new streets dedicated to public use. Accordingly, this regulation is not applicable.

(3) These Regulations;

Comment: The Proposed Subdivision does not propose the development of any new streets dedicated to public use. Accordingly, this regulation is not applicable.

(4) The Specifications and Standards for Roadways and Bridges;

Comment: The Proposed Subdivision does not propose the development of any new streets dedicated to public use. Accordingly, this regulation is not applicable.

(5) The standards of the State Highway Administration for state facilities; and

Comment: The Proposed Subdivision does not propose the development of any new streets dedicated to public use. Accordingly, this regulation is not applicable.

(6) Applicable regulations of municipalities having jurisdiction.

Comment: The Proposed Subdivision does not propose the development of any new streets dedicated to public use. Accordingly, this regulation is not applicable.

(d) All proposed streets shall comply with the standards in Section 27-6206: Vehicular Access and Circulation, of the Zoning Ordinance, and be continuous and in alignment with existing or platted streets in adjoining subdivisions so as to create a street network that is functional and easily understandable. Generally, streets should cross other streets at right angles. The applicant may petition the Planning Director or review body deciding a parent application to waive or modify cross-access requirements between developments pursuant to Section 27-6206(e)(2)(C) of Subtitle 27: Zoning Ordinance of the Prince George's County Code.

Comment: The Proposed Subdivision does not propose the development of any new streets. Accordingly, this regulation is not applicable.

(e) The topography and drainage of land shall be considered in the design of streets. If necessary to demonstrate such consideration, rough street grading plans may be required.

Comment: The Proposed Subdivision does not propose the development of any new streets. Accordingly, this regulation is not applicable.

(f) All internal subdivision streets shall be wholly within the County and shall not be designed to directly connect to an adjacent county unless the applicant has obtained the prior written approval of the District Council and the appropriate land use authority of the adjacent county.

Comment: The Proposed Subdivision does not propose the development of any new streets. Accordingly, this regulation is not applicable.

(g) All private streets shall be of sufficient width to accommodate the requirements of the Landscape Manual.

Comment: The Proposed Subdivision does not propose the development of any new streets. Accordingly, this regulation is not applicable.

§24-4202. Vehicular Access and Circulation

(a) A preliminary plan of subdivision (minor or major) shall comply with the street connectivity, access, traffic calming, block design, and all other applicable standards in Section 27-6206, Vehicular Access and Circulation, of Subtitle 27: Zoning Ordinance.

Comment: The PPS proposed layout shall allow for street connectivity between lots of the Proposed Subdivision. All other provision are inapplicable to the proposed subdivision.

(b) As used in this Section, a planned street or transit right-of-way shall mean a street or right-of-way shown in a currently approved State Highway Plan, the General Plan, the County's Master Plan of Transportation, or the applicable Area Master Plan or Sector Plan. If a service road is used, it shall connect, where feasible, with a local interior collector street with the point of intersection located at least 200 feet away from the intersection of any street or collector or higher classification.

Comment: The Proposed Subdivision does not propose the development of any new streets. Accordingly, this regulation is not applicable.

§24-4203. Pedestrian Access and Circulation

(a) Preliminary plans for subdivision (minor or major) and final plats shall comply with the applicable pedestrian access and circulation standards in Section 27-6207, Pedestrian Access and Circulation, of Subtitle 27: Zoning Ordinance.

Comment: This provision is inapplicable to the Proposed Subdivision.

(b) Sidewalks and crosswalks shall comply with the Prince George's County Specifications and Standards for Roadways and Bridges, the standards of the State Highway Administration for state facilities, or applicable regulations of municipalities having jurisdiction.

Comment: The Proposed Subdivision does not propose the development of sidewalks or crosswalks. Accordingly, this regulation is not applicable.

§24-4204. Private Streets and Easements

(a) General

Unless exempted in accordance with Section 24-4204(b) below, no subdivision shall be approved with a private street, right-of-way, or easement as the means of vehicular access to any lot, unless the private street, right-of-way, or easement is built to conform to the standards in Subtitle 23: Roads and Sidewalks, of the County Code.

Comment: The Proposed Subdivision does not propose the development of any new streets. Accordingly, this regulation is not applicable.

§24-4205. Public Utility Easements

All roads (public or private) shall have a public utility easement at least ten feet in width. For Redevelopment and Revitalization projects, the public utility easement may be reduced by the Planning Director for good cause, after due consideration of any adverse impacts. The public utility easement shall be located outside the sidewalk, where a sidewalk is constructed or these Regulations or Subtitle 27: Zoning Ordinance require a sidewalk, and shall be contiguous to the right-of-way.

Comment: The Proposed Subdivision does not propose the development of any new streets. Accordingly, this regulation is not applicable.

3. §24-4300 Environmental Standards

§24-4301. General

Environmental features which are impossible or difficult to reproduce, such as floodplain, wetlands, streams, steep slopes, woodlands, and specimen trees, shall be protected.

Comment: The Applicant has identified and retained all environmental features of special concern within the Proposed Subdivision.

§24-4302. 100-Year Floodplain

(a) To ensure land is platted in a manner that protects the public against loss of life or property due to the 100-year flood, while minimizing the public and private costs of flood control measures, all subdivisions shall comply with the following standards:

(1) Except as provided in Sections 24-4302(a)(2) and 24-4302(a)(3) below, lots shall comply with the minimum net lot area required in PART 27-4: Zones and Zone Regulations, of Subtitle 27: Zoning Ordinance, exclusive of any land area within the 100-year floodplain.

Comment: The Proposed Subdivision complies with the minimum net lot area required in Part 27-4 of the Current Zoning Ordinance.

(2) Where any lot contains a 100-year floodplain area in the AR and AG zones, there shall be a minimum of 40,000 contiguous square feet of area within the lot exclusive of any land within the 100-year floodplain.

Comment: The Proposed Subdivision is located in the IE Zone. Accordingly, this regulation is not applicable.

(4) The floodplain areas shall be delineated in accordance with Subtitle 32, Division 4, the Floodplain Ordinance, of the County Code.

Comment: The PPS shall show the floodplain areas are delineated in accordance with Subtitle 32, Division 4, the Floodplain Ordinance of the County Code.

(6) In the event that the proposed subdivision is located partially or fully within an area covered by an officially adopted comprehensive watershed management plan, the proposed subdivision shall conform to such plan.

Comment: This provision is inapplicable to the Proposed Subdivision.

§24-4303. Stream, Wetland, and Water Quality Protection and Stormwater Management

(a) Subdivisions shall be designed to minimize the effects of development on land, streams, and wetlands, to assist in the attainment and maintenance of water quality standards, and to preserve and enhance the environmental quality of stream valleys.

Comment: The Proposed Subdivision has been designed to minimize the effects of development on environmental features wherever possible. The stream and wetland area were determined to be non-significant and mitigated.

(b) A preliminary plan of subdivision (minor or major) shall not be approved until evidence is submitted that a stormwater management concept has been approved by DPIE or the municipality having approval authority, if the municipality has approval authority. Submittal materials shall include evidence that the applicable site development concept has been approved.

Comment: The Applicant has submitted a stormwater management concept to DPIE and is awaiting approval. The Applicant understands that the PPS will not be approved until the stormwater management concept has been approved.

(c) Regulated stream buffers in Environmental Strategy Areas shall comply with the requirements in Table 24-4303(c): Regulated Stream Buffers in Environmental Strategy Areas.

Table 24-4303(c) – Required Minimum Buffer Width (Environmental Strategy Area 1): 60 feet

Comment: The regulated streams located on the Proposed Subdivision have adequate buffers in compliance with the requirements in Table 24-4303(c).

(d) To ensure the purpose and intent of this Section is advanced, a proposed subdivision (minor or major) shall comply with the following:

(1) The preliminary plan of subdivision (minor or major) shall demonstrate adequate control of increased run-off.

Comment: The PPS shows all proposed stormwater management devices for the Proposed Subdivision.

(2) Stormwater control shall be provided on-site unless, upon recommendation from the County, it is demonstrated equally effective stormwater controls can be provided off-site.

Comment: All stormwater control is provided within the Proposed Subdivision.

(3) Environmental site design (ESD) techniques are encouraged, where appropriate.

Comment: The Proposed Subdivision utilizes Environmental site design (ESD) techniques wherever possible.

(4) Where land is partially or totally within an area subject to an adopted Watershed Plan, the subdivision conforms to such plan.

Comment: The Proposed Subdivision is not located in an area subject to an adopted Watershed Plan. Accordingly, this regulation is not applicable.

(5) Where land is located outside the Chesapeake Bay Critical Area Overlay (CBCAO) zones, the preliminary plan of subdivision (minor or major) and all plans associated with the application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state, to the fullest extent possible, consistent with the Environmental Technical Manual established in accordance with Subtitle 25: Trees and Vegetation, of the County Code. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required in accordance with Subtitle 27: Zoning Ordinance, of the County Code, for the reasonable development of the lot outside the regulated feature.

Comment: The PPS demonstrates that all stream buffers and tree conservations are utilized to maintain preservation wherever possible.

(6) All regulated environmental features shall be placed in a conservation easement and identified on the final plat.

Comment: All environmental features will be placed in a conservation easement on the final plat

(7) The approval of a Concept Grading, Erosion, and Sediment Control Plan (CS) by the Soil Conservation District, shall be required prior to final approval of the preliminary plan of subdivision (minor or major) if required by Subtitle 32: Water Resources Protection and Grading Code, of this Code.

Comment: The Applicant will comply with this requirement.

§24-4304. Woodland and Wildlife Habitat Conservation, Tree Preservation, Clearing, and Replacement

(a) Except for land located in the Chesapeake Bay Critical Area Overlay (CBCAO) zones, development shall comply with the provisions for woodland and wildlife habitat conservation and tree preservation established in Division 2 of Subtitle 25: Woodland and Wildlife Habitat Conservation Ordinance, of the County Code, and the tree canopy requirements of Division 3 of Subtitle 25: Tree Canopy Coverage Ordinance, of the County Code.

Comment: The Applicant will comply with this requirement.

(b) For land located in the CBCAO zones, all provisions regarding vegetation shall comply with the requirements of Subtitles 5B: Chesapeake Bay Critical Area, and Subtitle 27: Zoning Ordinance, of the County Code.

Comment: The Property is not located within a CBCAO zone.

4. §24-4400 Public Facility Standards

§24-4401.

Preliminary plans of subdivision (minor or major) and final plats of subdivision (minor or major) must be designed to show all utility easements necessary to serve anticipated development on the land being subdivided, consistent with the recommendations and standards relevant to public utility companies. When utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents:

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

Comment: Water and sewer within the Proposed Subdivision are considered private utilities. Accordingly, this regulation is not applicable.

§24-4402.

Land for public facilities shown on the General Plan, a Functional Master Plan, the applicable Area Master Plan or Sector Plan, or a watershed plan shall be reserved, dedicated, or otherwise provided for.

Comment: The Proposed Subdivision is not land for public facilities. Accordingly, this regulation is not applicable.

§24-4403.

Stormwater management facilities, existing or proposed as part of the development, shall have sufficient capacity to convey surface water runoff.

Comment: The existing stormwater management facilities located within the Proposed Subdivision shall provide sufficient capacity for surface water runoff.

§24-4404.

In accordance with the Sustainable Growth and Agricultural Preservation Act (Map 3 of Plan 2035 Prince George's County Sustainable Growth and Agricultural Preservation Act of 2012 (SB236) Map, Adopted November 20th, 2012, as may be amended from time to time), the water and sewer standard for residential subdivisions is:

(a) A subdivision in the Sustainable Growth Tier I in the General Plan or applicable Functional Master Plan shall be served by public sewer.

Comment: The Proposed Subdivision is served by a public sewer.

(b) A subdivision in the Sustainable Growth Tier II in the General Plan or applicable Functional Master Plan shall be served by public sewer, except for a minor subdivision which may be served by on-site sewerage disposal systems.

Comment: The Proposed Subdivision is located in the Sustainable Growth Tier I. Accordingly, this regulation is not applicable.

(c) A subdivision in the Sustainable Growth Tier III in the General Plan or applicable Functional Master Plan shall be served by on-site sewerage disposal systems.

Comment: The Proposed Subdivision is located in the Sustainable Growth Tier I. Accordingly, this regulation is not applicable.

(d) A subdivision in the Sustainable Growth Tier IV in the General Plan or applicable Functional Master Plan shall be served by on-site sewerage disposal systems. A residential major subdivision served by on-site sewer disposal systems is not permitted.

Comment: The Proposed Subdivision is located in the Sustainable Growth Tier I. Accordingly, this regulation is not applicable.

§24-4405.

For purposes of determining whether water and sewerage complies with the standards of this Section, 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 and compliance with the standards for the provision of public sewer and water.

Comment: The Property is located with Water Category 4 and Sewer Category 4.

§24-4406.

If a water storage tank is proposed to be located on the site of a Proposed Subdivision, the subdivision shall include reservation of land or an easement for the storage tank and an access easement so that emergency vehicles can adequately use the water storage tank in times of emergency.

Comment: This provision is inapplicable to the Proposed Subdivision.

5. §24-4500 Public Facility Adequacy

24-4503. Certificate of Adequacy

(a) Applicability

(2) Preliminary plans of subdivision (minor or major) proposed after April 1, 2022 shall receive approval of a certificate of adequacy or conditional certificate of adequacy for each public facility subject to this Section.

Comment: The Applicant will comply with this requirement.

6. §24-4600 Parklands and Recreation Facilities

§24-4601. Mandatory Dedication of Parkland

(b) Applicability

(1) General

Unless exempted in accordance with Section 24-4601(b)(2) below, all subdivisions which include residential uses shall plat and convey to the M-NCPPC or to a municipality located within the County (but which is not within the Maryland-Washington Metropolitan District) upon the request of such municipality, adequate land to meet the park and recreation needs of the residents of the subdivision, or pay a fee in-lieu, or provide park and recreation facilities as otherwise provided in this Section.

Comment: The Applicant does not propose any dwellings within the Proposed Subdivision. Accordingly, this regulation is not applicable.

B. Compliance with Zoning Ordinance

1. §24-4101(a) – Zoning Ordinance Standards

All preliminary plans of subdivision and final plats shall comply with all applicable standards in Subtitle 27: Zoning Ordinance, Part 6: Development Standards, of the County Code. All information and support materials needed to demonstrate compliance with this Section shall be provided by the subdivider.

Comment: The PPS complies with all applicable standards in Subtitle 27: Zoning Ordinance, Part 6: Development Standards.

2. §27-4203(e)(2) – Industrial, Employment (IE) Zone -Intensity and Dimension Standards

(2) Intensity and Dimensional Standards			
Standard (1)	Multifamily Dwelling, Artists' Residential Studio, Live-Work Dwelling (2)	Other Uses Inside the Capital Beltway	Other Uses Outside the Capital Beltway
Density, max. (du/ac of net lot area)	20.00	No requirement	No requirement
Net lot area, min. (sf)	10,000	No requirement	No requirement
● Lot width, min. (ft)	75	No requirement	No requirement
Lot coverage, max. (% of net lot area)	45	90	65 (6)
Green area, min. (% of net lot area)	25	10	30 (6)
● Front yard depth, min. (ft)	10	10	10
● Side yard depth, min. (ft) (both yards total)	20	20	20
● Rear yard depth, min. (ft)	0/20 (5)	0/20 (5)	0/20 (5)
Building separation, min. (ft)	25 or height of taller building (3), whichever is greater	25 or height of taller building (3), whichever is greater	25 or height of taller building (3), whichever is greater
● Principal structure height, max. (ft) (4)	50	No requirement	No requirement

Comment: The Proposed Subdivision complies with all Industrial, Employment (IE) Zone dimension standards for other uses outside the Capital Beltway.

3. §27-6105(b) – Preliminary Plan of Subdivision (Minor or Major)

With regard to the development standards of this Part, preliminary plans of subdivision (minor or major) are best used to ensure appropriate relationships between lots and parcels, streets, alleys, and outparcels; provide for multimodal connectivity; protect and enhance sensitive environmental features; and provide dedication of land for public purposes. Preliminary plans of subdivision (minor or major) are reviewed for compliance with the following Sections of this Part:

(1) Section 27-6200, Roadway Access, Mobility, and Circulation

(2) Section 27-6400, Open Space Set-Asides

(3) Section 27-6800, Environmental Protection and Noise Controls

(4) Section 27-61300, Agricultural Compatibility Standards

(5) Section 27-61400, Urban Agriculture Compatibility Standards

Comment: The PPS is in compliance with the above sections of the Current Zoning Ordinance.

4. §27-6200 Roadway Access, Mobility, and Circulation

§27-6201. Purpose and Intent

The purpose of this Section is to ensure that developments are served by a coordinated multimodal transportation system that permits the safe and efficient movement of motor vehicles, emergency vehicles, transit, bicyclists, and pedestrians within the development and between the development and external transportation systems, neighboring development, and local destination points such as places of employment,

schools, parks, and shopping areas. Such a multimodal transportation system is intended to: (a) Provide transportation options; (b) Increase the effectiveness of local service delivery; (c) Reduce emergency response times; (d) Promote healthy walking and bicycling; (e) Facilitate use of public transportation; (f) Contribute to the attractiveness of the development and community; (g) Connect neighborhoods and increase opportunities for interaction between neighbors; (h) Reduce vehicle miles of travel and travel times; (i) Reduce greenhouse gas emissions; (j) Improve air quality; (k) Minimize congestion and traffic conflicts; and (l) Preserve the safety and capacity of County transportation systems.

Comment: The Proposed Subdivision design promotes safe and efficient movement of all multimodal vehicles throughout the subdivision with connectivity to all parcels. The parcels within the Proposed Subdivision shall have use of a shared driveway, which allows for connectivity, minimize travel, and reducing vehicle miles traveled.

§27-6202. Consistency with Plans

The design and construction of access and circulation systems associated with a development shall be consistent with the transportation goals, objectives, and actions in the County's General Plan, the Approved Countywide Master Plan of Transportation, the applicable Area Master Plan or Sector Plan, and other County-adopted plans addressing transportation.

Comment: The design and construction of access on the Proposed Subdivision offers full access throughout the site connecting all parcels and access from both Indian Head Highway and Livingston Road.

27-6203. Multimodal Transportation System

Access and circulation systems associated with a development shall provide for multiple travel modes (pedestrian, transit, bicycle, and vehicular), based on the development's size, character, the zone in which it is located, and its relationship to existing and planned transportation systems. Pedestrian, transit, bicycle, and vehicular access and circulation systems shall be coordinated and integrated as necessary to offer the development's occupants and visitors improved transportation choices while enhancing safe and efficient mobility throughout the development and the community.

Comment: The proposed industrial development will comply with this provision when applicable.

§27-6204. Circulation Plan or Site Plan Required

Development applications shall include a circulation plan (unless a site plan meeting the requirements of this Section is submitted) that demonstrates how the development follows the requirements of Sections 27-6205 through 27-6208. A circulation plan may be combined with the parking plan required in Section 27-6303, Parking Plan or Site Plan Required.

Comment: Parking lot and access to it are shown on the preliminary plan

§27-6205. Developer Responsible for On-Site Street Improvements

If a street is proposed within a development site, the developer shall bond, construct and maintain road, street, bikeway, sidewalk, and other access and circulation improvements in accordance with the standards for design and construction defined in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction, and shall dedicate any required rights-of-way or easements, as required by the Subdivision Regulations and shown on an approved preliminary plan of subdivision.

Comment: The Proposed Subdivision does not propose the development of any new streets. Accordingly, this regulation is not applicable.

§27-6206. Vehicular Access and Circulation

(a) Definition of Street Functional Classification

All public streets will be classified by the County according to the system of functional classification defined in the Prince George's County Specifications and Standards for Roadways and Bridges, authorized in Subtitle 23: Roads and Sidewalks as the County's official standards for street design and construction. Within the Transit-Oriented/Activity Center base and Planned Development (PD) zones, the Prince George's County Urban Street Design Standards shall apply.

Comment: The Proposed Subdivision does not propose the development of any new streets. Accordingly, this regulation is not applicable.

(b) Vehicular Accessway Classifications

As a basis for application of many of the vehicular access and circulation standards in this Section, proposed and existing vehicular accessways shall be classified in accordance with the following classifications, which reflect the accessway's relative functions in providing access to and from principal origin and destination points and accommodating travel mobility. These do not supersede or replace classifications used in the Prince George's County Specifications and Standards for Roadways and Bridges.

Comment: The Applicant will comply with this provision.

(1) Driveways

Driveways are accessways that function solely to provide direct and immediate vehicular access between an alley or street and the principal origin and destination points within an abutting development, or part of a large development. They generally handle low vehicular travel speeds and traffic volumes, but may handle higher vehicular traffic volumes within large commercial and mixed-use

developments (e.g., driveways within mixed-use developments or shopping center parking areas). Driveways are generally not located in the public right-of-way for their principal length, or along building frontages in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and are not considered streets.

Comment: All proposed access to the Proposed Subdivision are considered driveways under this section of code.

(2) Alleys

(A) Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular access for dwellings designed to have no driveway access from the fronting street, or access may be provided through a combination of an alley and a driveway from a fronting street. Alleys may not provide primary vehicular access for dwellings that do not have a fronting street.

Comment: The Proposed Subdivision does not propose the development of any alleys. Accordingly, this regulation is not applicable.

(B) Within the CN, NAC, LTO, RTO-L, RTO-H, LTO-PD, and RTO-PD zones, alleys shall comply with standards established in the Prince George's County Urban Street Design Standards. In all other areas of the County, alleys shall comply with the standards established in Subtitle 23: Roads and Sidewalks, and Subtitle 24: Subdivision Regulations, of the County Code, and the Prince George's County Specifications and Standards for Roadways and Bridges.

Comment: The Proposed Subdivision does not propose the development of any alleys. Accordingly, this regulation is not applicable.

(3) Connectivity

The accessways defined in Sections 27-6206(b)(1) and 27-6206(b)(2) shall connect to public or private streets, which shall follow standards of design and construction as defined in the Prince George's County Specifications and Standards for Roadways and Bridges and in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction.

Comment: The Proposed Subdivision contains two proposed driveways which connect to both Indian Head Highway and Livingston Road.

(c) Required Vehicular Access and Circulation

A new development shall be served by a system of vehicular accessways and internal circulation (including driveways, and alleys connecting from public or private streets, as well as any required fire lanes, parking lot drive aisles, and any circulation

associated with parking, loading, or drive-through service windows) that are designed to accommodate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as defined by the standards in Subtitle 23: Roads and Sidewalks.

Comment: The Proposed Subdivision development proposes driveways that connect the main parking lot and loading zone, in addition to a smaller parking lot on the second parcel. All driveways, parking, and loading areas are connected to each other.

(d) Vehicular Access Management

(1) Limitation on Direct Access Along Arterial and Collector Streets

Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial or collector street only if:

(A) No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;

(B) Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial or collector street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and

(C) The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial or collector street.

Comment: The proposed direct driveway access to the Proposed Subdivision is provided directly from Indian Head Highway and Livingston Road. There is no feasible alternative direct vehicular access to each parcel that would not affect the flow of traffic on either road. and would ensure adequate connectivity on the site. One two-way driveway is proposed per roadway.

(2) Limitation on Direct Driveway Access along Other Streets

The following standards shall apply to vehicular access along a street other than an arterial street.

(C) Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided only from the lower-classified fronting street, to the maximum extent practicable.

Comment: It is necessary to have access to the Proposed Subdivision on both Indian Head Highway and Livingston Road in order to preserve connectivity between both parcels. A single driveway on both Indian Head Highway and Livingston is the most practical solution to preserve connectivity as the Proposed Subdivision is located between two unimproved properties.

(3) Shared Driveways

(A) Driveway access shared between adjoining lots is encouraged and, in the case of County or State access spacing requirements that do not allow individual lot frontages to be served individually, may be required to limit direct vehicular access along streets.

Comment: The Proposed Subdivision shall provide shared driveway off Livingston Road which will be shared between both parcels.

(B) Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development proposing the shared driveway access. Such easements shall clearly limit parking of each property owners' vehicles to their side of the driveway, and stipulate that both owners shall share in the costs and responsibility of maintaining the driveway.

Comment: The Applicant shall provide an easement to allow cross-access to parcel 2 for use of the driveway off Livingston Road.

(e) Cross-Access

(1) Purpose

The purpose of the following vehicular connectivity standards is to enhance safe and convenient mobility within and between neighborhoods and developments that helps integrate and connect neighborhoods, allow residents to conveniently visit neighbors and nearby activity centers without compromising the capacity of the County's streets to accommodate through-traffic, improve opportunities for comprehensive and convenient transit service, enhance efficient provision of public services, and improve the speed and effectiveness with which emergency services and police and fire protection can be provided to County residents and lands.

Comment: The Proposed Subdivision shall provide cross-access between the two parcels through the parking lot within the site.

(2) Cross-Access Between Adjoining Developments

To encourage shared parking and minimize access points along streets, new development, other than industrial development, in the Transit-Oriented/Activity Center base and PD zones and Nonresidential base zones shall comply with the following standards:

(A) The internal vehicular circulation system shall be designed and constructed to provide vehicular cross-access between the development's vehicular use areas and those on adjoining parcels containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land in a Transit-Oriented/Activity Center base or PD zone or a Nonresidential zone (see Figure 27-6206(e)(2): Cross-Access Between Parking Areas of Adjoining Developments).

Comment: There are no existing developments adjacent to the Proposed Subdivision to provide cross-access to the site . Accordingly, this regulation is not applicable.

(g) Pedestrian Connections

(1) A right-of-way (at least ten feet wide) shall be provided for pedestrian and bicycle access between a cul-de-sac head or street turnaround and the sidewalk system of the closest street or pedestrian path (as shown in Figure 27-6206(g): Pedestrian Connections), if the cul-de-sac head or street turnaround:

(A) Is within a half-mile of significant pedestrian generators or destinations such as transit stops, schools, parks, public trails, greenways, employment centers, mixed use development, retail centers, or similar features; and

(B) Can be connected to an existing or proposed sidewalk, trail, greenway or other type of pedestrian connection.

Comment: Right-of-way on Livingston Road is being widened to meet standards.

(2) Vacant adjacent land that could be developed in the foreseeable future with sidewalks, trails, greenways, or other types of pedestrian connections to which the pedestrian and bicycle access can be connected.

Comment: All vacant adjacent land may be accessible via the proposed driveway or parking lots on the Proposed Subdivision.

(3) These pedestrian connections shall count as links for the purpose of calculating the connectivity index.

Comment: This provision is inapplicable to the Proposed Subdivision.

(4) These pedestrian connections may require public use easements in accordance with Subtitle 24: Subdivision Regulations of the County Code.

Comment: This provision is inapplicable to the Proposed Subdivision.

(h) External Street Connectivity

(1) The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.

Comment: The Proposed Subdivision does not propose the development of a single-family residential subdivision. Accordingly, this regulation is not applicable. *(2) Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.*

Comment: Right-of-way on Livingston Road is being widened to meet standards.

(3) At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners.

Comment: The Proposed Subdivision does not propose the development of any streets. Accordingly, this regulation is not applicable.

(4) The final plat (see Subtitle 24: Subdivision Regulations) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.

Comment: Final plat shall identify all stub streets as required under this regulation.

(i) Continuation of Adjacent Streets

Proposed street layouts shall be coordinated with the existing street system in surrounding areas. Existing streets shall, to the maximum extent practicable, be extended to provide access to adjacent developments and subdivisions and to provide for additional points of ingress and egress.

Comment: The Proposed Subdivision does not propose the development of any streets. Accordingly, this regulation is not applicable.

(j) Traffic-Calming Measures for Private Streets

(1) All traffic calming measures shall be coordinated with the applicable operating agency or municipality. Any traffic calming measures proposed in a County right-of-way shall require approval by the DPIE Director. Such approval shall also identify the responsible party for perpetual maintenance for any non-standard or non-conforming elements that may be proposed.

Comment: The PPS does not propose any traffic calming measures on the County right-of-way or on the Proposed Subdivision.

(2) Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic-calming measures are encouraged on all local and subcollector streets that connect between two nodes in the connectivity index system, provided they do not interfere with emergency vehicle access.

Comment: The Proposed Subdivision does not propose the development of any streets. Accordingly, this regulation is not applicable. *(4) Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.*

Comment: This provision is inapplicable to the Proposed Subdivision.

(k) Block Design

(1) Block Length

Where blocks are used in the Transit-Oriented/Activity Center base and PD zones and the MU-PD Zone, block length shall be at least 200 feet, but no more than 800 feet. In all other zones block length shall be at least 200 feet, but no more than 1,000 feet in length.

Comment: The Proposed Subdivision is located within the Industrial, Employment (IE) Zone. Accordingly, this regulation is not applicable.

(2) Block Width

To the maximum extent practicable, the width of any block shall be sufficient to permit at least two lots across the depth of the block, exclusive of any alleys, watercourses, or other right-of-way located outside platted lots.

Comment: This provision is inapplicable to the Proposed Subdivision.

(3) Through-Block Access

In the RSF-95, RSF-65, and RSF-A zones where a block face exceeds more than 800 feet, sidewalks or multi-use paths shall be provided through the block, perpendicular to the long block face to connect parallel sidewalks on either side of the block through the interior of the block.

Comment: The Proposed Subdivision is located within the Industrial, Employment (IE) Zone. Accordingly, this regulation is not applicable. *(4) General Accessway Layout and Design*

The vehicular access and circulation system of a development located on a site abutting an existing or planned transit route shall accommodate a transit stop and other associated facilities unless the Planning Director determines that transit facilities already exist to serve the needs of the development.

Comment: The proposed Subdivision is industrial in nature. The Applicant is not aware of any transit stop or other associated facility would require any additional facilities.

(1) Driveway Layout and Design

(1) Driveway Width

All driveways serving development, except single-family detached dwellings, two-family dwellings, and three-family dwellings, shall comply with the following minimum width standards:

(A) One-way driveways shall be at least 11 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

Comment: The Proposed Subdivision does not propose the development of any one-way driveways. Accordingly, this regulation is not applicable.

(B) Two-way driveways shall be at least 22 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

Comment: All two-way driveways proposed on the Proposed Subdivision are at least 22 feet wide.

(2) Dead-End Driveway Length

Driveways that do not connect back to a street shall be no longer than 150 feet unless they include adequate provision for fire trucks to turn around, as approved by the Fire Chief.

Comment: The Proposed Subdivision does not propose the development of any dead-end driveways. Accordingly, this regulation is not applicable. *(3) Driveway Intersections*

Driveway intersections shall also comply with the following standards:

(A) Alignment

To the maximum extent practicable, driveway intersections along a street shall line up with existing or approved driveway, parking lot drive aisle, or roadway intersections on the opposite side of the street.

Comment: This provision is inapplicable to the Proposed Subdivision.

(B) Proximity to Adjoining Land

Except for shared driveways provided in accordance with Section 27-6206(d)(3), Shared Driveways, driveway intersections shall be spaced from an adjoining property line by at least two feet or such greater distance as is needed to avoid encroachment of the driveway radius onto the adjacent property or interference with safe use of a driveway on the adjoining property.

Comment: The proposed driveways provide ample space from the Property line to avoid the driveway radius from encroaching adjacent property.

(C) Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

(A) No signage is included within the median other than traffic signs and a single monument sign;

(B) Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and

(C) The minimum driveway width is maintained for each travel and turning lane.

Comment: The Proposed Subdivision does not propose the development of medians at any driveway entrances. Accordingly, this regulation is not applicable.

(m) Vehicle Stacking Space

(2) For Vehicular Parking Area (Parking Lot) Entrance Driveways

Nonresidential and mixed-use development (excluding industrial uses) shall provide stacking lanes between the edge of the street right-of-way and entrances into off-street parking areas in accordance with the minimum stacking lane distance established in Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway (see Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway). In the event the number of parking spaces requires a stacking lane distance of 150 feet or greater, this requirement will supersede that of Section 27-6206(l)(2), Dead-End Driveway Length.

Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway	
Number of Off-Street Parking Spaces (1)	Minimum Stacking Lane Distance (ft) (2)
1 - 49	25
50 - 249	50
250 - 499	100
500 or more	100 + 15 ft for every additional 50 spaces beyond 500

Comment: Parking lot for parcel one has 125 spaces – the minimum 50’ is met

Parking lot for parcel two has 39 – the minimum 25’ is met

5. §27- 6400 Open Space Set-Asides

§27-6401. Purpose and Intent

Open space set-asides are intended for the use and enjoyment of a development's residents, employees, or users. Open space set-asides serve numerous purposes, including preserving natural, historical, and archeological resources, ensuring resident access to open areas and active recreation (incorporating land dedicated as parkland in accordance with Subtitle 24: Subdivision Regulations, Section 24-4600, Parklands and Recreation Facilities, as open space set-asides), reducing the heat island effect of developed areas, providing civic and meeting spaces, enhancing storm water management, and providing other public health benefits.

Comment: The proposed Subdivision is only for an industrial use. The required open space is proposed.

§27-6402. Applicability

(a) In addition to the exemptions specified in Section 27-6103, General Exemptions, the following development shall be exempted from the standards in this Section:

- (1) Uses in the Agriculture/Forestry Uses, Agriculture/Forestry Related Uses, and Open Space Uses principal use categories; and*
- (2) Any individual single-family detached dwelling or two-family dwelling on a single lot.*

Comment: This provision is inapplicable to the Proposed Subdivision.

§27-6403. Amount of Open Space Set-Asides Required

Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, based on the use classification.

Table 27-6403 – Minimum Open Spaces Set-Aside Areas

Comment: 7.5% of the Proposed Subdivision has been set-aside for open space in accordance with Table 27-6403 commercial uses and mixed-uses nonresidential base zones. See the open space set-aside plan for more details.

§27-6406. Design Standards for Open Space Set-Asides

Land used as an open space set-aside shall comply with the following design standards:

(a) Location

Open space shall be located so as to be readily accessible and useable by occupants and users of the development. Where possible, a portion of the open space set-aside should provide focal points for the development through prominent placement or easy visual access from streets.

Comment: Open space shall be accessible to the Proposed Subdivision and located wherever possible to be an easy visual from the streets.

(b) Configuration

(1) Open space set-asides shall be compact and contiguous unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.

Comment: Open space has been added throughout the Proposed Subdivision wherever possible.

(2) If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).

Comment: The proposed industrial Subdivision is not adjacent to an existing or planned public trail, park or other public open space.

6. §27-6800 Environmental Protection and Noise Controls

§27-6801. Purpose and Intent

The purpose of this Section is to ensure that development complies with County environmental protection regulations referenced in Sections 27-6802 through 27-6809 and the noise control standards of Section 27-6810, Noise Control, below.

Comment: Understood.

§27-6802. Natural Resource Inventory (NRI)

An approved NRI, in conformance with the Environmental Technical Manual, is required for applications for Subtitle 32, Division 2, Erosion and Sediment Control; Subtitle 32, Division 3, Stormwater Management; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation; Subtitle 5B, Chesapeake Bay Critical Area; Planned Development (PD) Zoning Map Amendment applications (Section 27-3602); special exception applications (Section 27-3604); detailed site plan applications (Section 27-3605); and preliminary plan of subdivision (minor or major) applications (Subtitle 24: Subdivision Regulations).

Comment: NRI-051-2020-01 has been approved for this project on 8/23/2023

§27-6803. Trees and Vegetation

As described in the applicability sections of Subtitle 25: Trees and Vegetation, development shall comply with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code.

Comment: All tree conservation will be provided on the TCP plans.

§27-6804. Floodplain Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for floodplain management in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the Prince George's County Code.

Comment: All floodplain management has been followed for this proposed subdivision

§27-6805. Erosion and Sedimentation Control

An approved Grading, Erosion, and Sediment Control Plan is required as described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

Comment: An approved grading, erosion, and sediment control plan will be provided.

§27-6806. Stormwater Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for stormwater management in accordance with Subtitle 32, Division 3, Stormwater Management, of the Prince George's County Code.

Comment: Stormwater management complies with all applicable codes.

§27-6807. Chesapeake Bay Critical Area

For all land within the CBCAO Zone, see Section 27-3601, Zoning Map Amendment (ZMA), Section 27-3603, Chesapeake Bay Critical Area Overlay (CBCAO) Zoning Map Amendment, Section 27-4402(a), Chesapeake Bay Critical Area Overlay (CBCAO) Zones, and Subtitle 5B: Chesapeake Bay Critical Area, of the County Code, for applicable regulations and submittal requirements.

Comment: This provision is inapplicable to the Proposed Subdivision.

§27-6808. Regulated Environmental Features

All land located outside the CBCAO Zone is subject to the requirements of Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

Comment: Understood.

§27-6809. Unsafe Lands

All applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

Comment: This provision is inapplicable to the Proposed Subdivision.

§27-6810. Noise Control

(a) For the principal uses identified below, the maximum level of noise generated by the use on a lot or parcel at any point along its boundary abutting a residential use, a commercial use, a mixed-use development, or an industrial use shall not exceed the maximum allowable noise level for that use established in Table 27-6810: Maximum Allowable Noise Levels for Receiving Lands.

(31) Uses in the Transportation Uses principal use category.

Maximum Allowable Noise Levels for Receiving Lands 0: 75 dBA Leq

Comment: Noised levels will not exceed the maximum levels for commercial and mixed-use properties

7. §27-61300. Agricultural Compatibility Standards

§ 27-61302. Applicability

(a) General

Except where exempted by Subsection 27-61302(b), Exemptions, below, the standards in this Section shall apply to all new residential and nonresidential uses (including public, civic, institutional, commercial, or industrial uses) that are proposed to be located adjacent to an ongoing agricultural use or activity in the ROS, AG, and AR base zones.

Comment: No portion of the Property is located adjacent to an ongoing agricultural use or activity in the ROS, AG, and AR base zones. Accordingly, this regulation is not applicable.

8. §27-61403. Urban Agriculture Compatibility Standards

§27-61402. Applicability

The standards in this Section shall apply to all new residential and nonresidential uses that are proposed to be located adjacent to an on-going urban agriculture use in the ROS, AR, RE, RR, RSF-65, RSF-95, RSF-A, RMF-12, RMF-20, RMF-48, and Transit-Oriented/Activity Center base and PD Zones.

Comment: No portion of the Property is located in the ROS, AR, RE, RR, RSF-65, RSF-95, RSF-A, RMF-12, RMF-20, RMF-48, or Transit-Oriented/Activity Center Zones. Accordingly, this regulation is not applicable.

C. Compliance with the Master Plan Environmental Infrastructure Policies

Policy 1: Protect, preserve and enhance the identified green infrastructure network within the Henson Creek planning area.

- *Use designated green infrastructure network to identify opportunities for environmental preservation and restoration during the review of land development proposals.*
- *Preserve unique habitat areas to the fullest extent possible during the land development process.*

Comment: The Proposed Subdivision will preserve unique natural habitat areas to the extent possible. Additionally, all environmental sensitive areas have been preserved to the fullest extent possible. The Applicant shall continue to identify opportunities for environmental preservation and restoration during the review of development proposals.

Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

- *Restore stream and wetland buffers to the fullest extent possible during the land development process.*

Comment: The Proposed Subdivision has been designed to minimize the effects of development on environmental features wherever possible. The Stormwater Management Ordinance has been strictly adhered to.

Policy 3: Reduce overall energy consumption and implement more environmentally sensitive building techniques.

Comment: Green building techniques will be incorporated in the development of the Proposed Subdivision to reduce energy consumption.

Policy 4: Reduce light pollution and intrusion into rural and environmentally sensitive areas.

Comment: The lighting fixtures for the Proposed Subdivision can be shown on the preliminary plan.

Policy 5: Reduce adverse noise impacts to meet State of Maryland noise standards.

Comment: The Proposed Subdivision has provided necessary setbacks to reduce any potential adverse noise impacts to meet the State of Maryland noise standards. Additionally, the Proposed Subdivision shall retain natural trees areas to the extent possible, which will further reduce the noise impacts.

VII. CONCLUSION

The Applicant respectfully requests that the Planning Board grant approval of this PPS. The above analysis and submitted plans establish that PPS-2022-042 satisfies the required findings that the Planning Board must make to approve a PPS application.

Respectfully submitted,

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