

R E S O L U T I O N

WHEREAS, Edward and Amanda Werner, et al is the owner of a 5.44-acre parcel of land known as Parcel 482, Tax Map 88, Grid F4, said property being in the 6th Election District of Prince George's County, Maryland, and being zoned I-3; and

WHEREAS, on July 3, 2000, Edward and Amanda Werner, et al filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-00037, Strayer University was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on November 30, 2000, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on November 30, 2000, 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 the Type I Tree Conservation Plan (TCPI/24/00), and further APPROVED Preliminary Plat of Subdivision 4-00037, Strayer University, for Parcel A with the following conditions:

1. Development of this property shall be in conformance with the approved Stormwater Concept Plan, Concept #008006470.
2. Prior to signature approval of the preliminary plat the plan shall be revised to designate the subject property as Parcel AA.@
3. Development shall be limited to a college with a total enrollment of 2,000 students or different uses generating no more than 32 AM peak hour trips. The applicant shall limit the start of weekday evening classes or other organized weekday evening activities to no earlier than 6:15 p.m. The applicant may amend this condition with evidence of adequate transportation facilities with concurrence from the Planning Director or authorized representative and with the concurrence of DPW&T and SHA.

Development with an impact greater than that identified shall require a new Preliminary

Plat of Subdivision with a new determination of the adequacy of transportation facilities.

4. Prior to the issuance of any building permits within the subject property, the applicant shall fund a fair share of the cost of a future traffic signal at the intersection of Auth Way and Auth Place. The amount of the funding shall be \$10,000.
5. Hazardous materials, if encountered on site during future activity, must be removed and discarded in accordance with COMAR regulations and the Health Department.

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

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The property is located in the northwest quadrant of the intersection of Auth Way and Britannia Way, north of Auth Place, west of Capitol Gateway.
3. Environmental - A Forest Stand Delineation (FSD) was submitted in conjunction with Conceptual Site Plan SP-00022 for this property. The FSD was reviewed and found to be acceptable. The Type I Tree Conservation Plan (TCPI/24/00) was also submitted and reviewed in conjunction with SP-00022. TCPI/24/00 was found to satisfy the requirements of the Prince George's County Woodland Conservation Ordinance is recommended for approval.

The 5.44 acre property has a Woodland Conservation Threshold (WCT) of 15% or 0.82 acres and a replacement requirement of 1.40 acres for a total requirement of 2.22 acres. That requirement is being satisfied by 0.50 acres of on-site reforestation and 1.72 acres of off-site mitigation at a location yet to be determined. Prior to the approval of the Detailed Site Plan and the Type II Tree Conservation Plan the applicant will be required to identify the location of the off-site mitigation area and indicate if the mitigation will be preservation or afforestation. TCPI/24/00 is being recommended for approval in conjunction with Conceptual Site Plan SP-00022 which will contain appropriate conditions relating to the off-site mitigation.

There are no streams, wetlands, or areas of 100-year floodplain found to occur within the limits of the subject property. No steep or severe slopes have been found to occur and there are no significant limitations with respect to soils. An evaluation of the vicinity reveals no historic sites, no scenic roads, no historic roads and no rare, threatened or endangered species.

The property is in Water and Sewer Category 3 and will be served by public systems.

4. Community Planning - The subject site is within the limits of the *Adopted and Approved*

Subregion VII Master Plan (1981). More specifically within Planning Area 76A/Auth Road Employment Area. The recommended land use for this site is Aemployment. @

Currently there is a master plan and sectional map amendment underway for Planning Area 76A, referred to as the *Heights and Vicinity Master Plan and Sectional Map Amendment*. The plan has been adopted and the sectional map amendment (SMA) has been endorsed by the Planning Board. There are no land use or zoning changes proposed by the plan for the subject property.

5. Parks and Recreation - In accordance with Section 24-134(a) of the Subdivision Regulations, the subject application is exempt from mandatory dedication of parkland because the proposed application is for a commercial subdivision containing no residential development.
6. Trails - There are no master plan trail issues associated with this application.
7. Transportation - The subject property consists of approximately 5.44 acres of land in the I-3 Zone. The applicant proposes a commercial development with the specialized use of a college building for technical and night study. Eventual maximum enrollment is expected to be 2,000 students. With the maximum number of students on campus at one time being 525.

The applicant prepared a traffic impact study dated September 2000, in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

The transportation staff used counts provided by the applicant or other recent traffic counts to review conditions at the following intersections:

- \$ Auth Way and Auth Place (unsignalized)
- \$ MD 5 and Auth Way (signalized)
- \$ MD 5 and Auth Road/I-95 SB on-ramps (signalized)
- \$ Auth Place/site entrance (future, unsignalized)
- \$ Auth Way/site entrance (future, unsignalized)

During the weekday, Strayer University conducts classes during three time periods:

the morning, the midday, and the evening.

The applicant has proposed a class schedule for this site which ensures that evening classes would not begin prior to 6:15 p.m. The facility would not include significant library, lounge, or meal service facilities, and would therefore not be expected to attract students or faculty beyond one-half hour prior to the start of classes. The PM peak hour counts are included in the traffic study, and clearly indicate that the PM peak hour in the area ends between 5:45 and 6:00 p.m. Given the proposed class schedule and the lack of

impact of the schedule on PM peak hour traffic, the applicant has not studied the PM peak hour in the traffic study. This approach was taken under agreement with M-NCPPC transportation staff, DPW&T and SHA staff.

The existing conditions at the intersections within the study area for this application are summarized below:

EXISTING CONDITIONS		
Intersection	Critical Lane Volume (AM only-see above)	Level of Service (LOS, AM only, see above)
MD 5 and Auth Way	1,198	C
MD 5 and Auth Road/I-95 SB on-ramps	977	A
Auth Way and Auth Place	14.7*	--
Auth Place and site entrance	future	--
Auth Way and site entrance	future	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i> , an average vehicle delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.		

The traffic study included background conditions for the limited background development in the area. Background development includes the approved but unbuilt Capital Gateway development containing 1,000,000 square feet of development. Background also includes the Branch Avenue Metrorail station, which will include 3,000 parking spaces. The area roadway network includes the Green Line Metro Extension Access improvements which are currently nearing completion by SHA. The roadway network does not include the Branch Avenue Metro Station Access Study improvements which are currently under study by SHA. This study, which is #162162 in the FY2000-2005 State Consolidated Transportation Program, is developing alternates to relieve long-term congestion in the area.

Background conditions within the study area are summarized as follow:

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