



PGCPB No. 2020-178

R E S O L U T I O N

1. Total development within the subject property shall be limited to uses which generate no more than 136 AM peak-hour trips and 136 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
2. 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.
3. Prior to the approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall display on all relevant and necessary site plan submissions:
 - a. Sidewalks along the subject property's frontage of Parcels 20-22.
 - b. Crosswalk crossing Ewing Road at its intersection with Tucker Street, originating at the northeast corner of Parcel 22, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.

- c. Crosswalk crossing Tucker Street at its intersection with Ewing Road, originating at the northeast corner of Parcel 22, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- d. A minimum of two bicycle racks (Inverted U Rack style or a style that provides two points for contact for each bicycle) at a location convenient to the entrance.

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 was recorded as Parcels A (now known as Parcel 2-A), B, and C of Beltsville Industrial Center in Plat Book WWW 43-82 (1962). A minor lot line adjustment of Parcel A was subsequently recorded in Plat Book NLP 114-45, which redesignated the property as Parcel 2-A. The site is located southwest of the intersection of Tucker Street and Ewing Road and is zoned Heavy Industrial (I-2). In accordance with State Department of Assessments and Taxation (SDAT) records, the site contains 158,663 square feet of gross floor area of development. As stated by the applicant, the site currently contains a 157,845-square-foot portion of a larger existing distribution and warehouse facility, which spans onto abutting properties. This slight discrepancy is not significant enough to change the adequacy analysis herein. The existing development is proposed to be razed, and this site is to be redeveloped with approximately 119,017 square feet of a larger 265,429-square-foot industrial building also spanning to abutting properties (Parcels 3-B and 3-C). The subject site is approximately 4.76 acres and the subject application is a final plat for resubdivision of the property, as required by Section 24-111(c) of the Prince George's County Subdivision Regulations, in this case for the development of more than 5,000 square feet of gross floor area. The parcels are redesignated as Parcels 20-22 on this final plat of resubdivision.

Section 24-111(c) requires a final plat of subdivision approved prior to October 27, 1970 to be resubdivided prior to issuance of a building permit, unless meeting one of the exemption criteria outlined in Section 24-111(c)(1)-(4). The subject parcels do not meet any of the exemptions, and therefore, are required to be resubdivided. Further, Section 24-111(c) provides that a final plat submitted for resubdivision, without modifications, shall be approved by the Prince George's County Planning Board if it is found that adequate public facilities exist or are programmed for the area within which the subdivision is located, as defined in Divisions 3 and 4 of Subtitle 24.

The applicant has submitted this final plat application in accordance with the requirements of Section 24-111(c), with a concept development proposal to construct a new warehouse including delivery services of 265,429 square feet of total gross floor area, with 119,017 square feet of the gross floor area to be constructed on the subject parcels. The concept development proposal stated in the transportation analysis, submitted by the applicant, is for the sole purpose of

determining adequacy. Adequate public facilities were found to exist, with conditions, based on the findings set forth below.

3. **Setting**—The property is located on Tax Map 19, Grids A-3 and A-4, and is in Planning Area 61. The site is in the I-2 Zone and is immediately surrounded by industrial uses also in the I-2 Zone.
4. **Development Data Summary**—The following information relates to the subject final plat of subdivision application.

	EXISTING	APPROVED
Zone(s)	I-2	I-2
Use(s)	Industrial	Industrial
Acreage	4.76	4.76
Lots	0	0
Parcels	3	3
Variance	No	No
Variation	No	No

5. **Trails**—The subject minor plat was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment* (master plan), and the relevant regulations to provide the appropriate pedestrian and bicycle transportation recommendations.

Existing Conditions, Sidewalks and Bike Infrastructure

The submitted application proposes the construction of a 265,429-square-foot warehouse, which will be located on five parcels, at the intersection of Tucker Street and Ewing Road in Beltsville. Approximately 119,017 square feet of gross floor area of this warehouse is proposed to be located on Parcels 20-22, which is the focus of this final plat of resubdivision. The area included in the subject application has a portion of land area that falls within the 2002 General Plan Baltimore Avenue Corridor. However, based on the nature of the application, the property is not subject to Section 24-124.01 of the Subdivision Regulations, the pedestrian and bicycle adequacy legislation, or the Transportation Review Guidelines, Part 2.

Parcels 21 and 22 currently do not feature any existing sidewalks along their respective frontages along Tucker Street and Ewing Road. Parcel 20 does contain a sidewalk along its frontage of Tucker Street. There are no existing bicycle facilities within the immediate vicinity of the subject property.

Proposed Pedestrian and Bicycle Facilities

The submitted plans do not include any proposed sidewalks, or bicycle infrastructure.

Review of Master Plan Compliance:

This development case is subject to the MPOT, which recommends the following facilities in the vicinity of the subject site:

- Planned side path along Sunnyside Avenue

The construction of bicycle facilities on Sunnyside Avenue is beyond the scope of the subject application.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The Bicycle, Pedestrian and Equestrian Facilities Section of the master plan (page 58) makes the following recommendations:

Policy 2: Provide sidewalks and neighborhood trail connections within existing communities to improve pedestrian safety, allow for safe routes to schools, and provide for increased nonmotorized connectivity between neighborhoods.

The reconstruction of the subject property shall feature five-foot-wide sidewalks along the frontage of Parcels 20-22, consistent with Policy 2. Further, a crosswalk originating at the northeast corner of Parcel 22 crossing Ewing Road, culminating at 10401 Ewing Road, and an additional crosswalk originating at the northeast corner of Parcel 22 crossing Tucker Street, culminating at 10549 Tucker Street, shall be provided consistent with Policies 2 and 5. A minimum of two bicycle racks shall be provided at a location convenient to the entrance of the facility, consistent with Policy 4. These improvements will help establish complete streets principles within an existing industrial area, creating a safer and more robust pedestrian and bicycle network.

- 6. Transportation**—The subject property, which consists of proposed Parcels 20, 21, and 22, is located within the southwest quadrant of Tucker Street and Ewing Road in Beltsville. The property is currently improved with a building that was once used as a light service industrial

facility. The building occupies all three parcels with the following floor areas based on information provided by SDAT:

•	Parcel 20	19,951 square feet
•	Parcel 21	74,901 square feet
•	Parcel 22	<u>63,811</u> square feet
Total building area:		158,663 square feet

Information provided in the “Transportation Review Guidelines”, indicates that the trip generation rates for a light service industrial use is 0.86 trip per 1,000 square feet of development for both the AM and PM peak hours. Consequently, the total trips that the existing building has been generating is $158.663 \times 0.86 = 136$ approximately. Therefore, a trip cap of 136 AM and PM peak-hour trips shall apply.

Information provided by the applicant suggests that the existing structure will be razed to make room for a smaller building of similar use. Specifically, the proposed building will be approximately 119,017 square feet. Applying the same trip rates would yield the following: $119.017 \times 0.86 = 102$ trips. Therefore, the proposed new building will not exceed the trip generation of the building it replaced. Consequently, transportation adequacy can be determined if no future development generates trips in excess of 136 AM and PM peak trips.

7. **Public Facilities**—In accordance with Division 3 of the Subdivision Regulations, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated October 13, 2020 (Thompson to Braden), incorporated by reference herein. The proposed development is exempt from a review of school facilities because it is a nonresidential use.
8. **Further Planning Board Findings and Comments from Other Entities**—The subject application was referred to the Prince George’s County Department of Permitting, Inspections and Enforcement, the Prince George’s County Fire Department, and the Maryland State Highway Administration. None of the referred agencies objected to the approval of this application.

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.

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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, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, November 19, 2020, in Upper Marlboro, Maryland.

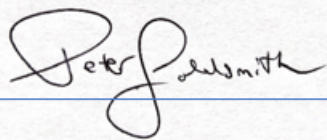
Adopted by the Prince George's County Planning Board this 10th day of December 2020.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:SB:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: December 3, 2020