

Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530

Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm

Comment [COMMENT1]: WHEN INSERTING INFORMATION AT THE @ SIGN REMEMBER TO USE INDENT FOR SECOND LINE - NOT TAB. ALSO, IT WILL LOOK LIKE THE TEXT IS GOING WACKO, BUT DON'T WORRY - IT IS FINE.

PRELIMINARY PLAN

4-02002

Application	General Data
Project Name: GLEN DALE BUSINESS CAMPUS	Date Accepted 01/09/02
	Planning Board Action Limit 05/28/02
Location: Northeast quadrant of Aerospace Road and Hubble Drive	Tax Map & Grid 036/A-01
	Plan Acreage 30.77
Applicant/Address: Douglas Development Corporation 702 H Street, N.W., Suite 400 Washington D.C. 20001	Zone I-1
	Lots 3
	Parcel 1
	Planning Area 70
	Council District 04
	Municipality N/A
	200-Scale Base Map 210NE09

Purpose of Application	Notice Dates
INDUSTRIAL SUBDIVISION	Adjoining Property Owners (CB-15-1998) N/A
	Previous Parties of Record (CB-13-1994) N/A
	Sign(s) Posted on Site 4/23/02
	Variance(s): Adjoining Property Owners N/A
Staff Recommendation	
Staff Reviewer: Whitney Chellis	
APPROVAL	APPROVAL WITH CONDITIONS
DISAPPROVAL	DISCUSSION

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Subdivision Plan 4-02002
Glen Dale Business Campus Lots 12, 13, and 14 and Parcel B

OVERVIEW

The proposed subdivision consists of 31.01 acres of land and is zoned I-1. The subject property is found on Tax Map 36, Grid A-1 and is known as: Lots 10 and 11, Block A; Parcel A; and Parcel 10. The lots and Parcel A have previously been the subject of a record plat, VJ 164 @ 99, recorded in Land Records in 1993. Parcel 10 is an acreage parcel not having previously been the subject of a record plat.

The applicant has proposed minor lot line adjustments to existing Lots 10 and 11, Block A; Parcel A, which is known as Lots 12 and 13 Block A; and Parcel B on the proposed preliminary plan of subdivision. In addition the applicant is proposing to incorporate Parcel 10, an existing acreage parcel, into the overall development, which is proposed as Lot 14 on the preliminary plan.

The property has frontage on Northern Avenue to the north, Hubble Drive to the west, Aerospace Road to the south and Forbes Court to the east. Lots 13 and 14 have frontage on Northern Avenue. However, access to Northern Avenue has been denied pursuant to conditions of two previously approved rezoning cases which included the subject property. Therefore, there will be no vehicular access from this site to Northern Avenue. Application A-9606-C, Zoning Ordinance 75-1988, was approved for the rezoning of a portion of the property containing proposed Lots 12, 13, and Parcel B. Application A-9721-C, Zoning Ordinance 71-1989 was adopted for the rezoning of a portion of the property containing proposed Lot 14. The conditions of those two zoning map amendments are identical. The final plat of subdivision will reflect this denied access pursuant to the actions referenced above.

Access to the property is proposed via Hubble Drive and a 30-foot ingress and egress easement located along the west property line of Lot 14 onto Forbes Boulevard to the south. The easement also extends to the west, straddling the common boundary line of Lots 12 and 13. The easement may benefit all three lots but will provide direct vehicular access to a public street for Lot 14. Lots 13 and 12 are proposed with direct vehicular access onto the public street. The easement may serve as secondary access for Lots 12 and 13 at the discretion of the applicant.

Condition 17 of Zoning Ordinance 75-1988, A-9606-C, and Condition 17 of Zoning Ordinance 71-1989, A-9721-C require the review of a Conceptual Site Plan to evaluate traffic circulation to and from the site and to determine whether any improvements are necessary for adequate traffic flow. The condition also states that the limitations on the hours for tenant tractor-trailer truck deliveries to the subject property should be discussed.

In accordance with the condition of the ZMA, Conceptual Site Plan SP-90033 was approved for the development of what is now proposed as Lots 12 and 13, and Parcel B. Condition 2 of PGCPB Resolution No. 90-202 for the conceptual site plan stated the following:

■At the time of detailed site plan for each lot, the exact width of the landscape buffer adjacent to residentially zoned property will be determined depending on the proposed use and its impact as determined by the *Landscape Manual*. The width of the buffer shall be a minimum of 25 feet.●

This condition referenced a Detailed Site Plan (DSP) for each lot. However, the language of the condition (A-9606-C) requiring approval of a Conceptual Site Plan does not include a condition requiring the approval of a Detailed Site Plan. The applicant requested a reconsideration to clarify the meaning of Condition 2 of SP-90033. The Planning Board in PGCPB Resolution No. 90-202(A) concurred with the applicant's position that the ZMA required only a Conceptual Site Plan and not a DSP for development.

Although the District Council in the approval of the ZMA did not require the approval of a DSP, Section 24-110 of the Subdivision Regulations authorizes the Planning Board to impose reasonable conditions at the time of plat approval to protect the health, safety, and general welfare of the future lot owners in the subdivision and the community at large. This provision allows the Planning Board to impose a condition for the approval of a DSP when appropriate.

In order to implement conditions of the ZMA, it may have been anticipated by the staff that these conditions relating to but not limited to architecture and buffering could more easily be applied through the DSP review process; in fact, a DSP was approved for Lots 8 and 9 (DSP-97053). However, the District Council in Condition 16 of Zoning Ordinance 75-1988, A-9606-C, states:

■Any building site plan submitted with regard to the subject property submitted to the Department of Environmental Resources for the purposes of obtaining building permits shall conform to the requirements set forth in Conditions 1 through 14 above.●

Conditions 1 through 14 relate to, but are not limited to, the review of architecture, compatibility, storage, and buffering. After careful consideration of Conditions 1-14 of Zoning Ordinance 75-1988, A-9606-C, and Zoning Ordinance 71-1989, A-9721-C, staff has determined that a condition through this preliminary plan process requiring that approval of a DSP is not necessary. The conditions of rezoning can be implemented through the review of a conceptual site plan and building permits. Staff is not recommending the imposition of a condition for the approval of a DSP.

SETTING

The property is located on the south side of Northern Avenue, west of Good Luck Road, and north of Greenbelt Road in the Glen Dale Business Campus. Generally the property is abutting I-1 zoned land developed with industrial uses. To the northeast are several R-R-zoned properties separating a portion of the property from Northern Avenue. To the southeast is I-3 zoned land; to the south is I-1 zoned land. Across Northern Avenue from the site is R-R-zoned land developed with single-family dwellings.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. Environmental - Preliminary Plan of Subdivision, 4-02002 and TCPI/3/02, are recommended for approval subject to conditions. The Environmental Planning Section previously reviewed the following cases on this property: Conceptual Site Plan, SP-90033, which was approved; a Preliminary Plan of Subdivision, 4-01037, which was withdrawn; and a Type I Tree Conservation Plan (TCPI/75/90), which was approved with SP-90033.

This is a 30.77-acre property located on the west side of Hubble Drive and along the southern edge of Northern Avenue. There are no streams, wetlands, or 100-year floodplains found on this property. The soils found on this property include Christiana clay, Iuka sandy loam, Rumford loamy sand, Sunnyside fine sandy loam, and Woodstown sandy loam. The Iuka and Woodstown soils generally have limitations with respect to impeded drainage or seasonally high water tables, while the Christiana soils have limitations with respect to being unstable, high shrink swell, sticky, and hard.

The sewer and water service categories are S-3 and W-3. According to information obtained from the Maryland Department of Natural Resources-Natural Heritage Program publication, entitled ■Ecologically Significant Areas in Anne Arundel and Prince George's Counties, December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this lot. There are no designated scenic and historic roads located adjacent to the property or in the vicinity of the property. The property is located in the Folly Branch subwatershed of the Patuxent River watershed.

A Forest Stand Delineation (FSD) was previously reviewed and approved for proposed Lots 12, 13, and Parcel B in conjunction with the review and approval of the Type I Tree Conservation Plan (TCPI/75/90). The revised FSD submitted with this application included detailed information on Lot 14 and a simplified FSD for Lots 12, 13, and Parcel B. The FSDs as submitted have been found to address the requirements for an FSD in accordance with the Prince George's County Woodland Conservation and Tree Preservation Ordinance.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because a portion of the property has a previously approved Type I Tree Conservation Plan (TCPI/75/90) and the balance of the property has more than 10,000 square feet of existing woodland. Because TCPI/75/90 is for only a portion of the property included with this application, the TCPI submitted with this application includes the entire acreage in Preliminary Plan of Subdivision 4-02002. TCPI/3/02 has been reviewed and found to address the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance. TCPI/3/02 will supersede TCPI/75/90 for proposed Lots 12, 13 and Parcel B. TCPI/75/90 will remain in effect for Lots 8 and 9 and Parcels A and B (VJ 167 @ 99) as originally approved.

The requirements for this 30.77-acre property include a 15 percent Woodland Conservation Threshold, one-quarter-to-one replacement requirements, and two-to-one replacement requirements totaling 10.30 acres. The requirements are being satisfied by 2.30 acres of on-site preservation, 1.50 acres of on-site afforestation, and 6.50 acres of off-site mitigation at an undetermined location.

Development of this subdivision should be in compliance with the approved Type I Tree Conservation Plan (TCP I/3/02) and the following note should be placed on the Final Plat of Subdivision:

"Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCP I/3/02), or as modified by the Type II Tree Conservation

Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply is a violation of an approved Tree Conservation Plan and will require mitigation under the Woodland Conservation/Tree Preservation Policy."

A wetland report prepared in September 1990 indicates that wetlands are present on this property. However, a Jurisdictional Determination made by the U.S. Army Corps of Engineers on January 28, 1999, clearly states that there are no jurisdictional waters or wetlands on the property. Therefore, the Preliminary Plan of Subdivision is correct in indicating that streams and wetlands are not found on this property. There are no 100-year floodplains found on this property.

The soils on this property include Christiana clay, which has significant limitations with respect to grading and building. The limitations associated with this soil would not result in the creation of a lot on unsafe land, however, the stability issues should be addressed in conjunction with the issuance of building permits. The Department of Environmental Resources requires a soils report for all commercial building permits. Prior to applying for a commercial building or grading permit, the applicant should have a soils report prepared to address the Christiana clay present on this property.

This property is not located within a transportation-related noise impact zone which would limit development of the property. However, this I-1 zoned property is located adjacent to existing residential properties in the R-E and R-R Zones and could be considered a noise generator depending on the ultimate use proposed for lots 13 and 14.

Additional information should be provided regarding the proposed uses on lots 13 and 14. If those uses result in severe adverse noise impacts to adjacent residential areas, a Phase I Noise Study showing the location of the 65 dBA Ldn noise contour should be required. Should the 65 dBA Ldn noise contour reflect adverse noise impacts to neighboring residences, the study shall be expanded to a Phase II Noise Study to propose noise attenuation measures. The Conceptual Site Plan SP-02002 is recommending conditions to address this issue. Those conditions are also contained in the condition section of this report.

2. Community Planning - The property is located within the limits of the *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity* (1993), and in the Developing Tier as identified in the 2000 *Interim General Plan (Adopted Biennial Growth Policy Plan)*. The property is in Planning Area 70 in the Lanham-Severn Road community. The property was retained in the I-1 Zone in the sectional map amendment for *Glenn Dale-Seabrook-Lanham and Vicinity* (1993).

The master plan places this property in Employment Area 1 and recommends the following:

1. To develop in low-intensity research and development uses.
2. To incorporate access from the employment area to the south or from Good Luck Road. This site will not have access to Northern Avenue, except if required by the state or county for safety purposes. Further, truck traffic should not be allowed through Northern Avenue.

3. The screening of the employment area where it adjoins Northern Avenue and residential zoning should be innovative and well designed. It may include fencing (sight tight), plant material (existing and supplemental), and berming.
4. The proposed development abutting Northern Avenue should not exceed two stories in height (excluding roof top equipment). In addition, the proposed development should be sensitive to the residential area on the north side of Northern Avenue in terms of building setback, exterior appearance and lighting.
5. Overall, the employment area needs a comprehensive site design to ensure a well-designed, integrated employment area with good vehicular circulation.

The application is consistent with the master plan recommendations.

3. Parks and Recreation - In accordance with Section 24-134(a) of the Subdivision Regulations, the proposed subdivision is exempt from the requirements of mandatory dedication of parkland because it is an industrial subdivision.
4. Trails - In accordance with the *Adopted and Approved Glenn Dale-Seabrook-Lanham & Vicinity Master Plan*, the applicant has provided a 20-foot-wide hiker/biker easement on Lot 13 along the western property line, connecting Hubble Drive to Northern Avenue. This trail will provide a connection identified in the master plan and should be constructed at this time.

The *Adopted and Approved Glenn Dale-Seabrook-Lanham & Vicinity Master Plan* also recommends that Northern Avenue be designated as a Class III bikeway with appropriate signage. Because Northern Avenue is a county right-of-way, the applicant should provide a financial contribution to the Department of Public Works and Transportation for the placement of this signage. A note should be placed on the final plat for payment to be received prior to the issuance of the first building permit.

Standard sidewalks are also recommended along the subject property's frontage of Hubble Drive, Aerospace Road, and Forbes Boulevard.

5. Transportation - The applicant has not prepared a traffic impact study. A study was originally requested by the transportation staff given that a large portion of the subject property has never been subdivided. Staff has waived the traffic study requirement for reasons indicated below. Therefore, the findings and recommendations outlined below are based upon a review of relevant materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

The application is a plan for an industrial subdivision consisting of 290,000 square feet of space, with 190,000 square feet of general office space and 100,000 square feet of warehouse space shown on the related conceptual site plan SP-02002.

Review of the current plan is complicated by the fact that a portion of this site was reviewed previously as Conceptual Site Plan SP-90033 and subdivision plan 4-90008 for Greentec. In 1990, the transportation staff reviewed a traffic study which proposed 350,000 square

feet of office space on the subject property. All findings were based upon that quantity of development, the plans were capped on the equivalent number of peak-hour trips (700 AM and 648 PM), and that quantity has been assumed to be approved development in all traffic studies in the area since that time.

Lots 8 and 9 of the Greentec subdivision have since been developed with 121,000 square feet of office space. The subject plans combine the remaining undeveloped portion of Greentec (previously shown as Lots 10 and 11 and Parcel B) with an adjacent unsubdivided area having I-1 zoning. The remainder of Greentec is approximately 15.09 acres. By proportionality, staff would assume that this undeveloped remainder has a right to developed up to 236,100 square feet of the 350,000 square feet which was approved under Greentec. This ■vested right■ is reduced slightly, however, because 121,000 square feet of the 350,000 square feet which was approved was actually built within Lots 8 and 9 of Greentec, leaving 229,000 square feet for the remainder, or 458 AM and 424 PM peak-hour vehicle trips.

Staff's confusion arose from the initial presumption that the 229,000 square feet would apply only to the undeveloped portion of Greentec. The applicant has indicated, however, that the development yield which currently applies to the undeveloped portion of Greentec should be applied to the entire site. There have been other instances where vested development for a site has been spread over a larger area without a requirement for a new finding of transportation adequacy. Since the subject property is not proposed for uses which would generate traffic beyond that which has been fully considered in assessing the impact of the original site and other approved developments in the area, the transportation staff agrees to apply the existing development cap over the larger area without requirement of a new transportation analysis.

With regard to the submitted plan, therefore, the transportation staff does find that the proposed development conforms to the existing trip cap for Greentec, the 1990 subdivision which established transportation adequacy for the property. The site is capped at uses which generate no more than 458 AM and 424 PM peak-hour vehicle trips. The related conceptual plan proposes 190,000 square feet of office space (space termed ■R&D■ is assumed to be office space) and 100,000 square feet of warehouse space. These uses together would generate 420 AM and 392 PM peak-hour vehicle trips. Therefore, the proposed development would have a transportation impact which is slightly less than would be allowed by right under the existing development cap. The transportation staff finds that the proposed subdivision would generate no net trips as a result of its approval and development under the previously approved trip cap for Greentec. There would be no resulting impact on traffic operations at the MD 193/Forbes Boulevard or the MD 193/Aerospace Drive intersections, which are the development's critical intersections, as a result of this subdivision. The transportation staff would propose limiting development within the subdivision to 229,000 square feet of office space or to permitted uses which would generate no more than the number of peak-hour trips (458 AM, 424 PM) which would be generated by this development.

The resolution approving Preliminary Plan 4-90008 for Greentec includes Condition 1, which includes several transportation improvements staged for development up to 200,000 square feet or beyond 200,000 square feet. As only 121,000 square feet has been developed to date, it was not initially clear that all transportation conditions had been satisfied. Staff

has checked the status of all improvements and has determined that the improvements under subheadings g, h, and i need to be imposed on the subject application to ensure that they are completed. Furthermore, in order to promote the use of nonautomobile modes of travel to the site, staff recommends that a bus shelter be installed by the applicant at the existing bus stop at MD 193 and Aerospace Drive, or at a location which serves the subject site to be determined by the Transit Division of the County Department of Public Works and Transportation, in order to serve patrons of the T15 and T17 bus routes.

Table 1 in Section 27-474, which defines setbacks for industrial zones, indicates that the standard right-of-way in front of an industrially zoned property is 70 feet, or 35 feet from center line. The current subdivision plan shows dedication along Northern Avenue of 30 feet from center line, leaving this property five feet short of the industrial standard. The zoning regulations exist primarily for determining required buffers, but the transportation staff can ask for additional right-of-way if deemed necessary by the operating agency. DPW&T did not request right-of-way sufficient for an industrial roadway at this location. Furthermore, the portion of this property abutting Northern Avenue was subdivided in 1990, and the resolution notes the requirement for a 60-foot, not a 70-foot, right-of-way. Finally, the resolutions approving the industrial zoning for the subject property included conditions stating that the property would not, unless required for public safety, have access to Northern Avenue and that it was not desirable to widen the pavement along Northern Avenue. Given past actions, along with the applicable zoning conditions, there is little if any need to obtain right-of-way along Northern Avenue beyond the dedication of 30 feet from center line which is shown on the plan.

Staff's original comments indicated that access to Northern Avenue might be desirable. A further review of supporting materials indicates that the resolutions approving I-1 zoning on the subject property include conditions which effectively deny site access to Northern Avenue. Staff will not pursue this issue further.

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with conditions.

6. Schools - The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001) and concluded that the subdivision is exempt from the APF test for schools because it is a nonresidential use.
7. Fire and Rescue - The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of fire and rescue facilities and concluded the following:
 - a. The existing fire engine service at West Lanham Hills Fire Station, Company 48, located at 8501 Good Luck Road, has a service response time of 4.45 minutes, which is beyond the 3.25-minute response time guideline.

- b. The existing ambulance service at West Lanham Hills Fire Station, Company 48, located at 8501 Good Luck Road, has a service response time of 4.45 minutes, which is beyond the 4.25-minute response time guideline.
- c. The existing paramedic service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service response time of 3.60 minutes, which is within the 7.25-minute response time guideline.
- d. The existing ladder truck service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service response time of 3.60 minutes, which is within the 4.25-minute response time guideline.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed above, the fire department recommends that all commercial structures be fully sprinklered in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.

- 8. Police Facilities - The proposed development is within the service area for District II-Bowie police station. In accordance with Section 24-122.1(c) of the Subdivision Regulations, the staff concludes that the existing county police facilities will be adequate to serve the proposed Glen Dale Business Campus development. This police facility will adequately serve the population generated by the proposed subdivision.
- 9. Health Department - The Health Department has no comment on the subject application.
- 10. Stormwater Management - The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan #8037-2001-00 has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.

RECOMMENDATION

APPROVAL, subject to the following conditions:

- 1. All commercial structures shall be fully sprinklered in accordance with National Fire Protection Association Standard 13D and all applicable Prince George's County laws.
- 2. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCP I/3/02) and the following note shall be placed on the Final Plat of Subdivision:

"Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCP I/3/02), or as modified by the Type II Tree Conservation

Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply is a violation of an approved Tree Conservation Plan and will require mitigation under the Woodland Conservation/Tree Preservation Policy."

3. Total development within the subject property shall be limited to 229,000 square feet of general office space or equivalent development which generates no more than 458 AM or 424 PM peak-hour vehicle trips. Any development with an impact beyond that identified herein above shall require an additional Preliminary Plan of Subdivision with a new determination of the adequacy of transportation facilities.
4. At the time of final plat approval, the applicant shall dedicate a right-of-way along Northern Avenue of 30 feet from center line as shown on the submitted plan.
5. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, or (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Lengthen the existing substandard right-turn lane along northbound Good Luck Road approaching MD 193 to the County Department of Public Works standards within the existing right-of-way.
 - b. Provide a double left-turn lane from eastbound MD 193 onto northbound Forbes Boulevard and restripe or provide extra pavement along Forbes Boulevard to accommodate two receiving lanes with two southbound lanes (one left-turn lane and one right-turn lane, as currently exist). This improvement shall include any needed traffic signal, signage, and pavement marking modifications.
 - c. Install (or fund the installation of) a bus shelter at the existing bus stop at MD 193 and Aerospace Drive, or at a location which serves the subject site to be determined by the Transit Division of the County Department of Public Works and Transportation, in order to serve patrons of the T15 and T17 bus routes.
6. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall provide a financial contribution of \$210.00 to the Department of Public Works and Transportation for the placement of a bikeway sign(s) along Northern Avenue, designated a Class III Bikeway. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit.
7. The applicant, his heirs, successors and/or assigns shall submit three original Recreational Facilities Agreements (RFA) to DRD for approval prior to the submission of final plats, for construction of the eight-foot-wide, asphalt master plan trail on Lot 13. Upon approval by the DRD, the RFA shall be recorded among the county land records.
8. The applicant, his heirs, successors and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee prior to building permits for Lot 13 for the construction of the eight-foot-wide, asphalt master plan trail from Hubble Drive to Northern Avenue.

9. Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan #8037-2001-00.
10. Prior to signature approval the preliminary plan shall be revised:
 - a. To indicate that the access easement created to serve Lot 14 is provided pursuant to Section 240128(b)(9) of the Subdivision Regulations.
 - b. To indicate the owner of Parcel B and/or label to whom Parcel B is to be dedicated.
 - c. Revise General Note 20 to indicate that the building setbacks, at a minimum, will be in accordance with the ZMA(s).
 - d. Clearly label the water and sewer extension proposed onto the property.
11. The final plat shall:
 - a. Indicate that the hiker/biker easement on Lot 13 is a master plan facility.
 - b. Label denied access to Northern Avenue.

STAFF RECOMMENDS APPROVAL OF TYPE I TREE CONSERVATION PLAN TCPI/3/02.