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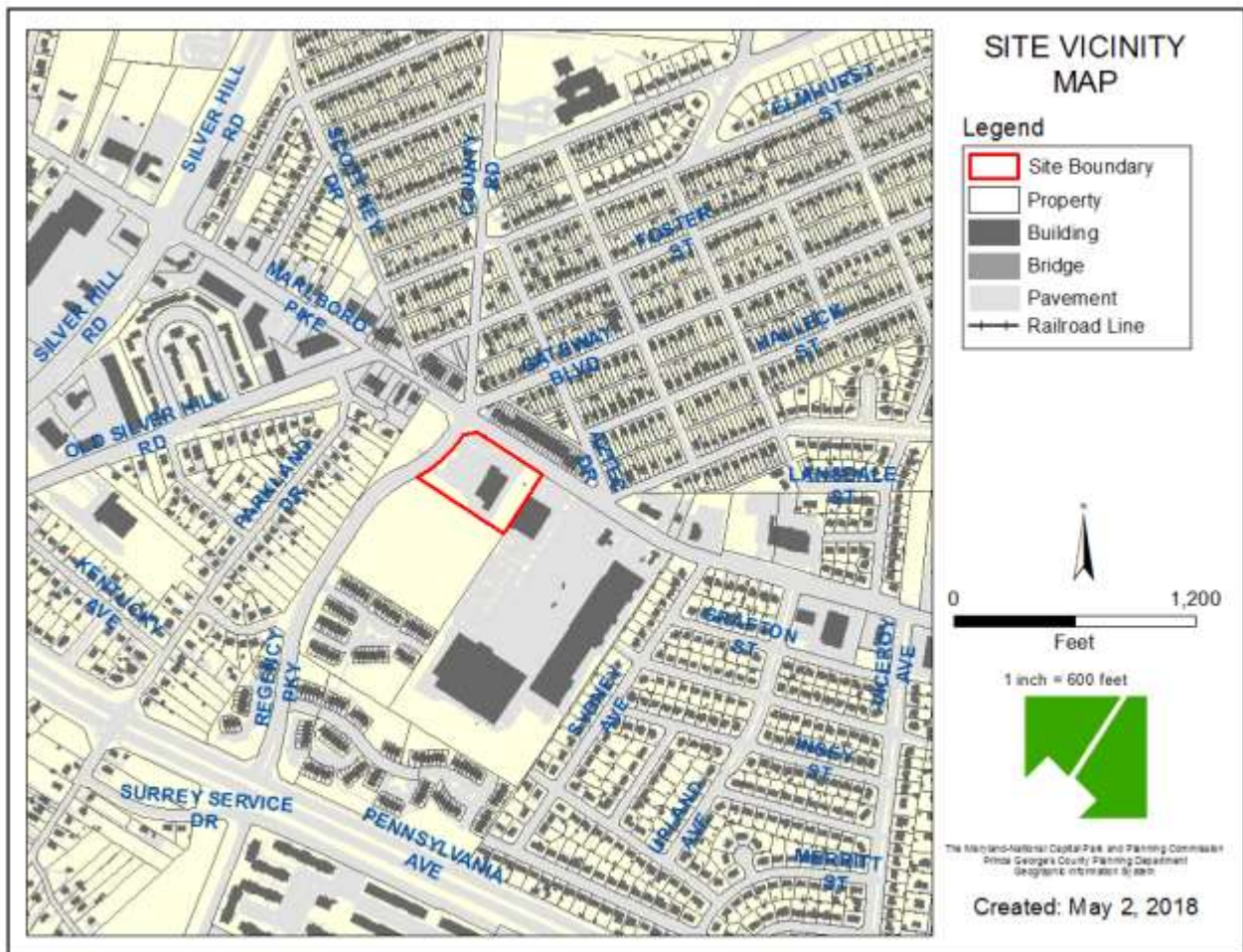
Preliminary Plan of Subdivision

4-17026

Application	General Data	
Project Name: ALDI District Heights Location: In the southeast quadrant of the intersection of Regency Parkway and MD 725 (Marlboro Pike). Applicant/Address: ALDI Inc. c/o Jake Dipiazza 8751 Gas House Pike Frederick, MD 21701 Property Owner: Same as applicant	Planning Board Hearing Date:	07/19/18
	Staff Report Date:	07/12/18
	Date Accepted:	05/17/18
	Planning Board Action Limit:	07/26/18
	Mandatory Action Timeframe:	70 days
	Plan Acreage:	3.70
	Zone	C-S-C/M-I-O
	Gross Floor Area:	19,792 sq. ft.
	Lots:	0
	Parcels:	01
	Planning Area:	75A
	Council District:	07
	Election District:	06
	Municipality:	District Heights
	200-Scale Base Map	211SE11

Purpose of Application	Notice Dates	
A 3,000-square-foot increase to an existing food or beverage store, for a total of 19,792 square feet of commercial development.	Informational Mailing	08/15/17
	Acceptance Mailing:	05/03/18
	Sign Posting Deadline:	06/19/18

Staff Recommendation		Staff Reviewer: Amber Turnquest Phone Number: 301-952-3554 E-mail: Amber.Turnquest@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-17026
ALDI District Heights
Type 1 Tree Conservation Plan TCP1-015-02-02

OVERVIEW

The subject property is located in the southeast quadrant of the intersection of Regency Parkway and MD 725 (Marlboro Pike). The subject site is currently improved with a food or beverage store and existing surface parking, which is to remain. This preliminary plan of subdivision (PPS) includes Parcel E of District Heights Plaza recorded in Prince George's County Land Records in Plat Book PM 220-9 on May 24, 2007. The site is zoned Commercial Shopping Center (C-S-C) in the Military Installation Overlay (M-I-O) Zone.

The applicant is proposing an addition of 3,000 square feet of development to an existing 16,792-square-foot food or beverage store, for a total of 19,792 square feet of gross floor area (GFA). Previously approved PPS 4-06059 (PGCPB Resolution No. 06-248) was for two parcels (Parcels D and E), which included the subject property. Plat notes limit development on Parcel E to 16,792 square feet of commercial use and Parcel D to 126,400 square feet of commercial use. Parcels D and E are limited to a total of 143,200 square feet of development and 373 AM peak-hour trips and 545 PM peak-hour trips, as discussed further in this technical staff report. This development is in excess of the total GFA and number of trips allocated for Parcel E, which necessitates this PPS.

Staff recommends **approval** of the PPS, with conditions, based on the findings contained in this technical staff report.

SETTING

The subject property is located in the southern quadrant of the intersection of Regency Parkway and Marlboro Pike in District Heights. The property is located on Tax Map 81 in Grid C-3, in Planning Area 75A. The site is zoned C-S-C in the M-I-O Zone. Neighboring properties to the east and south are zoned C-S-C in the M-I-O Zone; the property to the east is developed with a shopping center; and the property to the south is vacant. The subject property is bounded by Regency Parkway to the west and Marlboro Pike to the north. Properties beyond those streets to the west and north are zoned C-S-C in the M-I-O Zone with property beyond Regency Parkway vacant and property beyond Marlboro Pike developed with commercial uses.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	EXISTING	PROPOSED
Zone	C-S-C/M-I-O	C-S-C/M-I-O
Use(s)	Commercial	Commercial
Acreage	3.7	3.7
Gross Floor Area	16,792 square feet	19,792 square feet
Parcels	1	1
Lots	0	0
Outlots	0	0
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on June 1, 2018.

2. **Previous Approvals**—The property was the subject of two prior PPS approvals. Preliminary Plan of Subdivision 4-02082 (PGCPB Resolution No. 03-21) was approved on March 13, 2003 for two parcels (11.7 acres), which expired on March 13, 2005. A subsequent PPS, 4-06059 (PGCPB Resolution No. 06-248), was approved on December 14, 2006. Preliminary Plan of Subdivision 4-06059 subdivided 11.7 acres into two parcels, Parcel D which remains undeveloped and Parcel E which contains an existing food or beverage store that was constructed by-right in 2002, subject to eight conditions. Of the eight conditions of approval, the following is applicable to the review of this application:

2. **In addition to the existing 16,792 GSF existing food store on parcel E, total development on parcels D and E shall be limited to 143,200 S. F., and new development shall be limited to 126,400 S.F. of gross commercial space or any allowed development or uses which would generate no more than 373 vehicle trips during the AM peak hour and 545 vehicle trips during the PM peak hour. Any use that generates an impact greater than noted above will require the submission of a new preliminary plan and a finding of transportation adequacy.**

Although the PPS provided an overall development limitation for Parcels D and E, the applicant chose to plat the property noting that only the existing development (16,792 square feet) shall be allocated to Parcel E and that all new development (126,400 square feet, per plat Note 3) shall be allocated to Parcel D.

Pursuant to the approved PPS, on April 16, 2007, the Planning Board approved a final plat of subdivision for Parcels D and E of District Heights Plaza, recorded in Plat Book PM 220–9. The plat contains the following note, which is applicable to the development for Parcel E:

- (1) **Parcel E shall be limited to 16,792 square feet of commercial use as approved by Preliminary Plan of Subdivision 4-06059.**

A new PPS has been submitted to increase the development on Parcel E. If approved, this PPS will supersede PPS 4-06059 for the development of Parcel E.

3. **Community Planning**—This PPS is in the Established Communities area of the *Plan Prince George's 2035 Approved General Plan* (Plan 2035). The vision for the Established Communities area is context-sensitive infill and low- to medium-density development. The 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment* (Marlboro Pike Sector Plan and SMA) recommends mixed-use land use designation for the shopping center. In addition, the sector plan identified the larger area, including Great Eastern Plaza, as Priority Area 5: Health and Wellness Center, capitalizing on the existing indoor sports complex. The vision includes health and wellness retail businesses, senior housing, a central green space, and small landscaped pockets offering opportunities for outdoor recreation and environmental beautification.

This application is located within the M-I-O Zone, Imaginary Height Surface E. Within this area, the M-I-O Zone prohibits issuance of permits for development, structures, or alterations of the land that exceed 398 feet in building height.

The sector plan retained the subject property in the C-S-C Zone and recommended that the property and several of its neighboring properties be changed from the C-S-C Zone to the Mixed Use Transportation-Oriented (M-X-T) Zone, to conform to the mixed-use land use recommendation. However, the Prince George's County District Council retained the existing C-S-C Zone. Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application is not required to conform to the mixed-use land use recommendation of the sector plan because the District Council has not imposed the recommended zoning.

4. **Stormwater Management**—A Stormwater Management (SWM) Concept Plan (7856-2018-0) and letter was approved for the site on May 15, 2018 and describes the use of an existing SWM pond and a fee-in-lieu as methods of management. Development of the site shall be in accordance with the approved SWM concept plan, to ensure that on-site or downstream flooding do not occur.
5. **Parks and Recreation**—In accordance with Section 24-134 (a) of the Subdivision Regulations, the subject PPS is exempt from the mandatory dedication of parkland requirement because it consists of nonresidential development.
6. **Trails**—The PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Marlboro Pike Sector Plan and SMA to implement planned trails, bikeways, and pedestrian improvements.

The property is not located within a designated center or corridor; therefore, it is not subject to Section 24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines, Part 2."

Master Plan of Transportation Compliance and Prior Approvals

Two master plan trails are included in the MPOT and the area master plan that impact the subject site. Designated bicycle lanes and continuous sidewalks are recommended along both Marlboro Pike and Regency Parkway. The area master plan also recommends boulevard and main street-type improvements along Marlboro Pike. The subject site is within the portion of the road where a main street treatment is recommended. The text in **bold** is from the Transportation chapter of the sector plan and the plain text provides comments on plan conformance.

POLICY 1: Implement a main street streetscape at select locations throughout the corridor to encourage residents to walk, shop and recreate along Marlboro Pike.

Strategies:

- **Incorporate a main street typical section at specific locations along the corridor that includes two through lanes in each direction, bike lanes, on-street parking, a landscaped median (where feasible), wide sidewalks with decorative pavement (using scoring patterns or unit pavers), and buildings fronting the sidewalks without significant setbacks. Figures IV-4 and IV-5, on pages 57 and 58, illustrate the typical section for main street areas with and without a median.**
- **Provide amenities along the main street areas such as street trees, street furniture, bike racks, and pedestrian-scale street lighting.**
- **Include pedestrian crossings constructed with unit pavers that tie into the design elements of sidewalks.**

The subject site currently has sidewalks along its frontage of both Marlboro Pike and Regency Parkway, and the Prince George's County Department of Public Works and Transportation (DPW&T) is currently designing a capital improvement project for comprehensive bicycle and pedestrian improvements along Marlboro Pike. Bicycle lanes, or other suitable bicycle improvements, will be provided with that project.

Previously approved PPS 4-06059 included a condition related to sidewalk access along Regency Parkway. The text in **bold** is from the previous PPS and the plain text provides comments:

1. **Prior to the issuance of building permits and part of the Detailed Site Plan the applicant, his heirs or assigns shall provide a standard sidewalk along the subject property's entire frontage of Regency Parkway, unless modified by DPW&T.**

Sidewalks exist along the site's frontages of both Marlboro Pike and Regency Parkway. However, no sidewalks or designated walkways connect the building entrance to the sidewalks within the public rights-of-way. Staff originally recommended the provision of sidewalk/crosswalk connections from both Regency Parkway and Marlboro Pike to the building entrance. However, after discussions with the applicant, a sidewalk/crosswalk connection from Marlboro Pike is not feasible due to steep slopes and topographical constraints. The designated pedestrian walkway from Regency Parkway is shown on the applicant's development exhibit and is acceptable.

7. **Transportation**—The subject property consists of approximately 3.70 acres of land in the C-S-C Zone. The property is located in the southeast quadrant of the intersection of Regency Parkway and Marlboro Pike. The applicant is proposing to increase the GFA of the existing 16,792-square-foot store by adding 3,000 square feet, for a total of 19,792 square feet of GFA.

The previous PPS 4-06059 contains a trip cap condition that would be modified by this application. Preliminary Plan of Subdivision 4-06059 did not include any other transportation-related conditions. Existing Parcel E is currently developed with a 16,792-square-foot food or beverage store, and that quantity is capped by the prior plan. The

applicant intends to expand the store by 3,000 square feet, thereby, necessitating a new PPS for Parcel E. A new trip cap is recommended for Parcel E that is consistent with 19,792 square feet of retail development. This PPS and trip cap in no way modifies the trip cap for Parcel D, as described in plat Note 3 of Record Plat PM 220-9.

As discussed, Parcel E was subdivided pursuant to the approval of PPS 4-06059. That approval (PGCPB Resolution No. 06-248(C)) contained a trip cap for the entire 11.7 acres, which included Parcels D and E. The trip cap was established for the entire 11.7 acres in Condition 2, and limited development to no more than 143,200 square feet of GFA and not more than a maximum of 373 AM and 545 PM peak-hour vehicle trips for both Parcels D and E. The PPS recognized the existing 16,792 GFA on Parcel E as part of the overall trip cap.

At the time of final plat approval, the applicant chose to limit the distribution of the capacity approved with the PPS, allocating to Parcel E only that which existed (16,792 GFA) at the time of PPS, and assigned all the remaining capacity from Condition 2 to Parcel D (Record Plat PM 220-9). This limitation implemented by the applicant, and reflected on the final plat, resulted in the need for this instant PPS to increase the capacity for Parcel E by 3,000 square feet of GFA, over what had existed at the time of PPS (16,792 GFA).

The trip cap established with this instant PPS for Parcel E includes the original 16,792 square feet of GFA that is part of the original trip cap (373 AM and 545 PM peak-hour vehicle trips) and is, therefore, not an addition to the original trip cap:

PPS	Parcels	Trip Cap
4-06059	D and E	373 AM/545 PM
4-17026	E	67 AM/170 PM
Remaining for Parcel D		306 AM/375 PM

Traffic Analysis

The application is a PPS for retail development on a single parcel, that already contains uses approved pursuant to prior PPS applications. The site includes a 16,792-square-foot food or beverage store. The proposal would add 3,000 square feet to the existing food or beverage store. The table below summarizes trip generation in each peak hour, that will be used for the analysis and for formulating the trip cap for the site:

Trip Generation Summary, 4-17026, Aldi District Heights								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Existing Retail	16,792	square feet	35	22	57	106	102	208
Pass-By of 36 percent PM only			-0	-0	-0	-38	-37	-75
Total Existing Trips			35	22	57	68	65	133
Proposed Addition	3,000	square feet	6	4	10	30	28	58
Pass-By of 40 percent			-0	-0	-0	-11	-10	-21
Total New Trips Utilized in Analysis			6	4	10	19	18	37
Proposed Cap (Existing Plus New)					67			170

The traffic generated by the proposed PPS would impact the following intersections, interchanges, and links in the transportation system:

- Marlboro Pike and Regency Parkway (signalized)

The application is supported by traffic counts dated February 2018. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff, consistent with the “Transportation Review Guidelines, Part 1” (Guidelines).

Existing Traffic

The subject property is located within Transportation Service Area 1, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds; (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. Once the CLV exceeds 1,150, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The following critical intersections, interchanges, and links identified above, when analyzed with existing traffic using counts taken in February 2018 and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
Marlboro Pike and Regency Parkway	644	828	A	A

Background Traffic

Background traffic has been developed for the study area using one approved, but unbuilt, development within the study area. The unbuilt development, Parcel D, is adjacent to the existing retail store on Parcel E. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
Marlboro Pike and Regency Parkway	659	900	A	A

Total Traffic

The development has been analyzed with the following trip distributions: 60 percent east along Marlboro Pike, 40 percent west along Marlboro Pike for the AM peak and for the PM peak, 51 percent east along Marlboro Pike, 22 percent west along Marlboro Pike, and 27 percent north along Regency Parkway. The following critical intersections, interchanges, and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the Guidelines, including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
Marlboro Pike and Regency Parkway	661	910	A	A

It is found that the critical intersection operates acceptably under total traffic in both peak hours. A trip cap, consistent with the trip generation assumed for the proposed site, 67 AM and 170 PM peak-hour vehicle trips, is recommended.

Site Access Evaluation

On-site circulation and access will remain the same, with access from Marlboro Pike and Regency Parkway. Access is acceptable.

Master Plan Roads

Marlboro Pike and Regency Parkway are master-planned collector facilities with proposed rights-of-way of 80 to 100 feet and two to four lanes. Right-of-way has been previously dedicated; therefore, no further dedication is required.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision as required, in accordance with Section 24-124, if the application is approved with conditions.

8. **Schools**—This PPS has been reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (County Council Resolutions CR-23-2001 and CR-38-2002). Staff concludes that the PPS is exempt from a review for schools because it is a nonresidential use.
9. **Fire and Rescue**—This PPS has been reviewed for adequacy of fire and rescue services, in accordance with Section 24-122.01(d) of the Subdivision Regulations.

The Prince George's County Fire/EMS Department indicates that a five-minute total response time is recognized as the national standard for fire/EMS response times. This arises from the 2016 *Edition of the National Fire Protection Association 1710 Standards for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments*. This standard is being applied to the review of nonresidential subdivision applications.

The Deputy Fire Chief, James V. Reilly, Emergency Services Command of the Prince George's County Fire/EMS Department, stated in writing that, as of May 17, 2018, the subject project was determined to have a travel time under four minutes, therefore, an associated total response time under five minutes, from the closest District Heights Fire/EMS, Station 826, which is located at 6208 Marlboro Pike. Applying the national standard, the subject property passes the adequacy test.

Capital Improvement Program (CIP)

There are no CIP projects for public safety facilities proposed near the site.

10. **Police Facilities**—The proposed development is within the service area of Police District III, Palmer Park. There is 267,660 square feet of space in all the facilities used by the Prince George's County Police Department, and the July 1, 2017 (U.S. Census Bureau) County population estimate is 912,756. Using the national standard of 141 square feet per 1,000 residents, it calculates to 128,698 square feet of space for police, which is within the guideline.

11. **Water and Sewer**—Section 24-122.01(b)(1) states that the location of the property within the appropriate service area of the ten-year water and sewerage plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for PPS or final plat approval.

The 2008 *Water and Sewer Plan* placed this property in water and sewer Category 3, Community System. The property is within Tier 1 under the Sustainable Growth Act and will, therefore, be served by public systems.

12. **Use Conversion**—The development included in this PPS is for one parcel for a total of 19,792 square feet of commercial development in the C-S-C and M-I-O Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and reflected on the PPS, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.

13. **Public Utility Easement (PUE)**—Section 24-122(a) of the Subdivision Regulations requires that, when utility easements are required by a public company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

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

The standard requirement for public utility easements (PUEs) is 10 feet wide along both sides of all public rights-of-way. The property's frontage abuts Regency Parkway and Marlboro Pike, and the required PUEs are delineated on the PPS.

14. **Historic**—The proposed project will have no impact on any Prince George's County historic sites or resources. There are no known archeological resources that will be affected by the proposed work. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. Phase I archeology survey is not recommended.
15. **Environmental**—The following applications and associated plans were previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
4-02082	TCPI-015-02	Planning Board	Approved	2/06/2003	03-21
4-06059	TCPI-015-02-01	Planning Board	Approved	11/09/2006	06-248
NRI-097-06-01	N/A	Staff	Approved	4/18/2018	N/A
4-17026	TCPI-015-02-02	Planning Board	Pending	Pending	Pending

Grandfathering

This project is not grandfathered, with respect to the environmental regulations contained in Subtitle 24 of the Prince George's County Code that came into effect on September 1, 2010, because the application is for a new PPS. This project is subject to the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual.

Site Description

The subject property is located in the southeast quadrant of MD 725 (Marlboro Pike) and Regency Parkway in District Heights. The site has an approved natural resources inventory confirming the existing conditions, showing that no streams, wetlands, or 100-year floodplain are located on this site. In addition, no specimen trees are located on-site. This property is located in the Southwest Branch watershed of the Patuxent River basin. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on, or in the vicinity of, this property. Additionally, no forest interior dwelling species habitat are mapped on-site. The site fronts on Marlboro Pike, a designated historic roadway. The site is located within Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035.

Marlboro Pike Sector Plan and Sectional Map Amendment (November 2009)

Section V of the master plan, titled "Natural Environment," contains goals, policies, and strategies related to green infrastructure, water quality, and other natural resource protection. The area subject to this application, which is fully developed, is in substantial conformance with the applicable environmental recommendations. Conformance with the current SWM ordinance is provided in the Environmental Review section below.

Countywide Green Infrastructure Plan

According to the approved Countywide Green Infrastructure Plan, the site does not contain regulated or evaluation areas within the designated network of the plan.

The proposed development is in conformance with the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*.

Environmental Review

Woodland Conservation

This property is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan, TCP1-015-02-02, was submitted with the application.

The TCP1 must be revised to meet all of the technical requirements of Subtitle 25 of the County Code, prior to signature approval of the PPS; however, the information submitted to-date demonstrates general conformance with the WCO.

A forest stand delineation for a 15-acre parcel was provided in 1997 and showed a total woodland area of 13.55 acres. The 15-acre parcel included property that has since been dedicated as a public right-of-way and property to the northeast of the subject site. The site has a woodland conservation threshold (WCT) of 15 percent of the net tract area or 1.97 acres. The TCP1 shows a total woodland conservation requirement of 6.18 acres. The TCP1 shows that the applicant will meet this requirement by providing 0.56 acre of on-site woodland preservation and 5.62 acres of off-site woodland conservation credits.

Soils

The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Beltsville silt loam and Beltsville-Urban land complexes. According to available information, Marlboro and Christiana clays are not found to occur on, or in the vicinity of, this property.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the applicant shall revise the PPS to:
 - a. Number all general notes.
 - b. Delete reference to "Preliminary Plan of Subdivision: 4-02082."
 - c. Revise the general note "Military Installation Overlay Zone: Yes, Height."
 - d. Provide the name and address of the record owner and subdivider.
2. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan shall be revised as follows:
 - a. Correct the Environmental Planning Section approval block to show the original approval as "Robert Metzger, 2/6/2003, N/A" and the '-01' revision as "Robert Metzger, 3/2/2007, N/A". This review is the '-02' revision, where the reason for the revision should be "Phase the parcels, addition on Parcel E."
 - b. Correct General Note 7 to state "...within Environmental Strategy Area 1, formerly the Developed Tier..."
 - c. Provide an Owners Awareness Certification for Phase 1, with all necessary signatures.
 - d. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.

3. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-015-02-02). The following note shall be placed on the final plat of subdivision:

“Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-015-02-02), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”
4. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2009 *Approved Marlboro Pike Sector Plan and Sectional Map Amendment*, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following improvements at the time of building permit:
 - a. A designated pedestrian walkway from Regency Parkway to the building entrance, as shown on the applicant’s development exhibit submitted with the preliminary plan of subdivision.
 - b. A bicycle rack(s) accommodating a minimum of three bicycles.
5. Total development shall be limited to uses that would generate no more than 67 AM and 170 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
6. At the time of final plat, a 10-foot-wide public utility easement shall be granted along the public right-of-way.

STAFF RECOMMENDS:

- Approval of Preliminary Plan of Subdivision 4-17023
- Approval of Type 1 Tree Conservation Plan TCP1-015-02-02