



Note: Staff reports can be accessed at <http://mncppc.igmp2.com/Citizens/Default.aspx>.

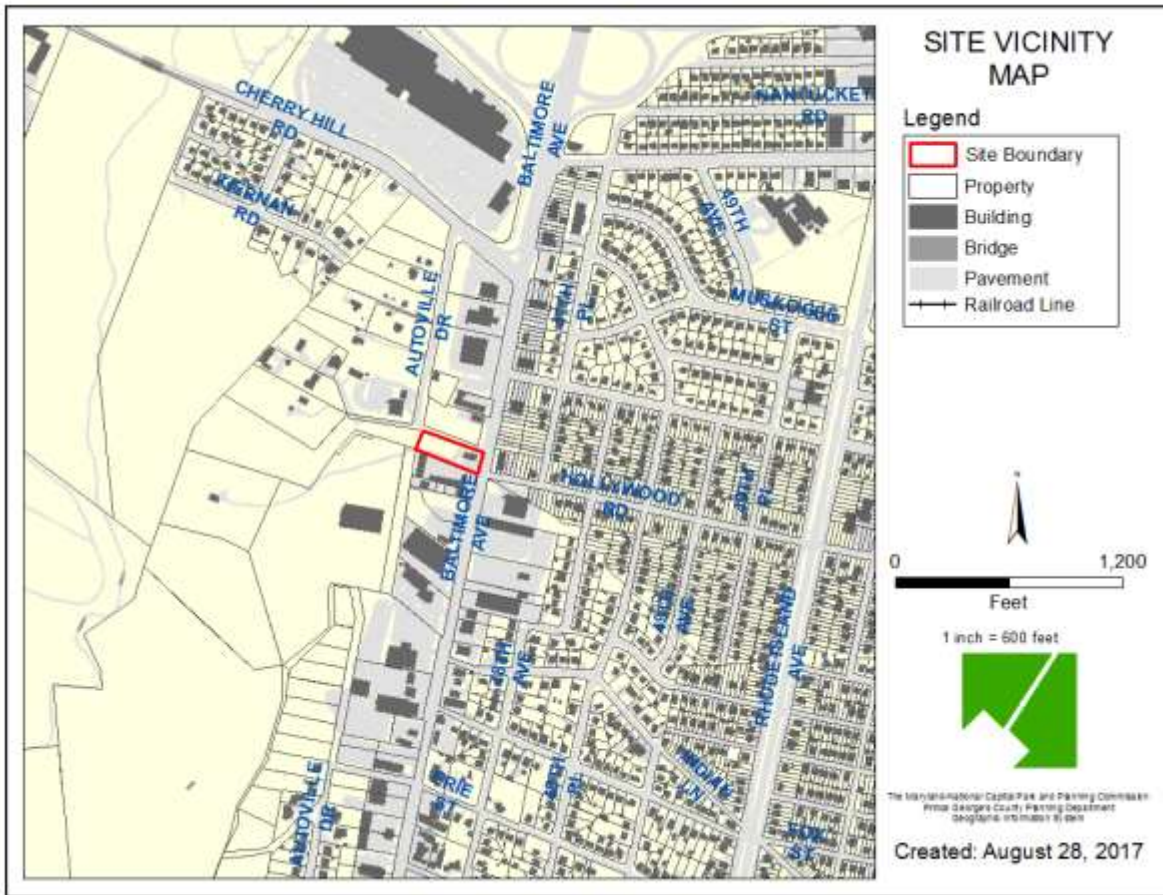
Preliminary Plan of Subdivision

4-17042

Application	General Data	
Project Name: JDA-Baltimore Avenue Location: West of the intersection of US 1 (Baltimore Avenue) and Hollywood Road. Applicant/Address: JSF Management, LLC: 100 Dunbar Street, Suite 400 Spartanburg, SC 29306 Property Owner: 9604 College Park LLC 4919 Bethesda Avenue Bethesda, MD 20814	Planning Board Hearing Date:	06/21/18
	Staff Report Date:	06/18/18
	Date Accepted:	04/05/18
	Planning Board Action Limit:	06/14/18
	Mandatory Action Timeframe:	140 days
	Plan Acreage:	0.88
	Zone:	C-S-C/D-D-O
	Gross Floor Area:	113,000
	Lots:	0
	Parcels:	1
	Planning Area:	66
	Council District:	01
	Election District	21
	Municipality:	College Park
	200-Scale Base Map:	212NE04

Purpose of Application	Notice Dates	
This case was continued from the Planning Board hearing date of June 14, 2018 to June 21, 2018. One parcel for development of a 113,000-square-foot consolidated storage facility.	Informational Mailing	12/21/17
	Acceptance Mailing:	03/30/18
	Sign Posting Deadline:	05/31/18

Staff Recommendation		Staff Reviewer: Joseph Onyebuchi Phone Number: 301-952-3665 E-mail: Joseph.Onyebuchi@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 4-17042
JDA-Baltimore Avenue

OVERVIEW

The subject property is currently known as Parcel 34 recorded in Prince George's County Land Records in Liber 22081 at folio 435. The property is approximately 38,528 square feet and is located west of the intersection of US 1 (Baltimore Avenue) and Hollywood Road. The site is zoned Commercial Shopping Center (C-S-C) and is within the Development District Overlay (D-D-O) Zone, subject to the 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment. The applicant is proposing one lot for the development of a 113,000 square foot consolidated storage facility. Consolidated storage is not permitted in the D-D-O Zone. However, pursuant to Section 27-548.26(b)(1)(B), by submission of a Detailed Site Plan (DSP-18017), the applicant has requested that the District Council amend the list of allowed uses in the D-D-O to include consolidated storage for this property. Conformance to the C-S-C and D-D-O use table notwithstanding, which is to be reviewed and determined with DSP-18017, this application is reviewed on the merits of the submitted plans for conformance to Subtitles 24 and 27 of the Prince George's County Code.

The subject site has frontage along US 1 and the applicant is proposing vehicular access to the subject site via a shared ingress/egress easement, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, which extends west from the intersection of US 1 and Hollywood Road along the entire southern boundary of the property. The access easement is 25 feet wide with 15 feet located on the subject property and 10 feet located on the abutting property to the south. Access is acceptable, as discussed further.

The Sector Plan calls for the construction of a Master Plan shared roadway along the southern boundary of the subject site where the vehicular access is proposed. The shared roadway is proposed to connect planned bikeways emanating from Hollywood Road, across US 1, to the hard surface Mazza Connector trail located just west of the subject site. After extensive discussion, both internally as well as with the applicant, staff recommends the applicant provide a public access easement over the shared vehicular access easement to allow for future implementation of the planned bike trail connection. A more detailed discussion is provided in the Trails section of the staff report.

Staff recommends approval of the preliminary plan of subdivision (PPS) with conditions based on the findings contained in this technical staff report.

SETTING

The property is located on Tax Map 25, Grid E-2, in Planning Area 66. The site is bounded by vacant property and a hotel to the north in the C-S-C Zone and vacant property to the west in the Multifamily

High Density Residential (R-10) Zone. The property is bounded by vehicle related uses to the south and to the east by US 1 and office buildings beyond, all located in the Mixed-Use Infill (M-U-I) Zone.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

Zone Use(s)	EXISTING C-S-C/D-D-O	PROPOSED C-S-C/D-D-O
	Dwelling	Consolidated Storage Facility
Acreage	0.88	0.88
Lots	0	0
Outlots	0	0
Parcels	1	1
Dwelling Units:	0	0
Public Safety Mitigation Fee	No	No
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 April 20, 2018.

2. **Community Planning**—According to Plan 2035 Prince George’s Approved General Plan, this site is in an Employment Area. The Employment Areas were identified because of two major County plans: the 2013 Strategic Development Plan and the 2014 Southern Green Line Station Area Plan. These designated employment areas have the highest concentrations of economic activity in our four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics (ICE); and the Federal Government. Plan 2035 recommends continuing to support business growth in these geographic areas—in the, targeted industry clusters—concentrating new business development near transit where possible, improving transportation access and connectivity and creating opportunities for synergies. (see page 19).

The property is also part of the General Plan’s Innovation Corridor (see map, page 22). The Innovation Corridor encompasses parts of the City of College Park, City of Greenbelt, areas along the US 1 corridor and areas surrounding the Beltsville Agricultural Research Center. The Innovation Corridor capitalizes on the synergy that comes from businesses, research institutions, and incubators being in close proximity to one another. The Innovation Corridor has countywide importance as a key opportunity to leverage existing strengths and act as an employment catalyst. (see page 288).

Master/Sector Plan

The 2010 *Approved Central US 1 Corridor Sector Plan* (Central US 1 Corridor Sector Plan) recommends “Mixed Use Commercial” land uses on the subject property. The subject property is in the Corridor Infill Character Area. Corridor Infill “consists of mixed-use but primarily residential urban fabric. It may have a wide range of building types, such as single-family, side yard, and row houses. Setbacks and landscaping are variable. New development in corridor infill areas are regulated in detail in these development district standards” (see page 228).

A consolidated storage use is not in accordance with the Mixed-Use Commercial land use recommendation of the 2010 Central US 1 Corridor Sector Plan, nor is it permitted in the use table of uses for the C-S-C Zone (see page 328). Given the prohibition of consolidated storage use in the character area, the proposal does not conform to the Central US 1 Corridor Development District. However, pursuant to Section 27.548.26(b)(1)(B) of the Zoning Ordinance, at the time of detailed site plan, the Prince George's County District Council may approve amendments to the development district requirements to permit the proposed use, which has been requested with pending Detailed Site Plan (DSP-18017). If the amendments are approved, the application will conform to the D-D-O Zone.

3. **Stormwater Management**—The site has an approved Stormwater Management (SWM) Concept Plan (59156-2017-0) that is in conformance with the current code, which is valid until March 1, 2021. The approved SWM concept plan is consistent with the preliminary plan of subdivision (PPS), with the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), requiring on-site attenuation/quality control measures. The plan includes one micro-bioretention area located adjacent to the primary management area (PMA) on the western portion of the site.
4. **Trails**—Staff has reviewed the PPS for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the 2010 Central US 1 Corridor Sector Plan and SMA, and the Subdivision Regulations to implement planned trails, bikeways, and pedestrian improvements.

Conformance to the Sector Plan

The sector plan includes a number of policies, recommendations and standards that are applicable to the subject site. The text related to bicycle and pedestrian facilities are noted below. Policies in the sector plan recommend streetscape improvements along multiple local roads. An extension of Hollywood Road abuts the subject site.

Policy 3 recommends:

2. **Redesign Hollywood Road, Erie Street, Cherokee Street, Greenbelt Road, Berwyn Road, and Berwyn House Road as pedestrian-friendly, urban trails to connect existing residential neighborhoods with park trails. Provide street trees and continuous sidewalks along these connections.** (page 76)

Policy 4 recommends:

1. **Provide all walkable nodes with clearly-marked, easy-to-follow paths leading to the Paint Branch Stream Valley Park Trail.** (page 76)

Streetscape and Open Space Standards require four- to eight-foot-wide sidewalks along new roads in the Corridor Infill areas. These types of improvements are appropriate along public streets serving the subject site. The location of sidewalks internal to the site will be determined at the time of detailed site plan.

The following standards for sidewalks are included in the sector plan:

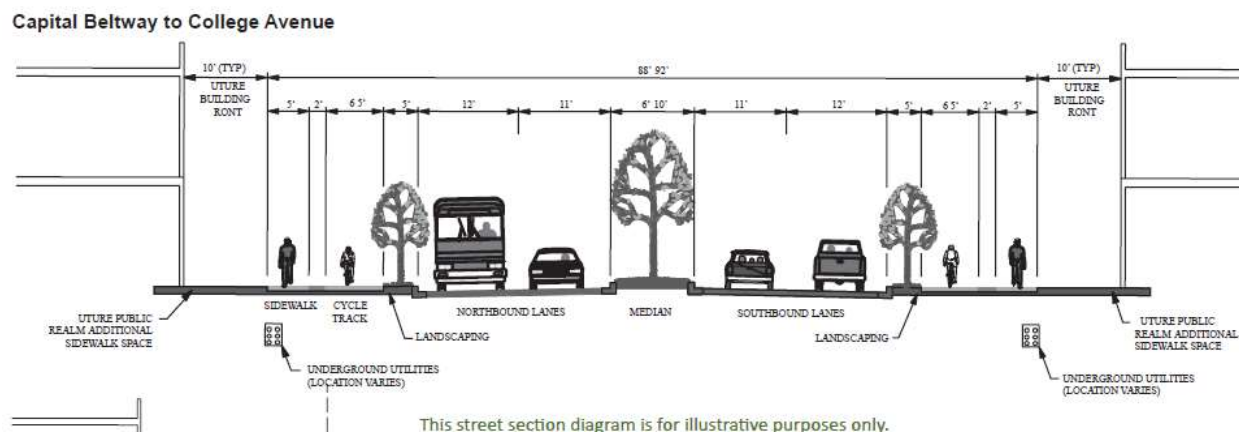
- **At the time of development, the developer/property owner (including the developer and the applicant's heirs, successors, and/or assignees) is required to install sidewalks.**
- **Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas.**
- **Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings. (page 264)**

Crossing improvements at Hollywood Road are recommended in the sector plan:

- **Improve the US 1 and Hollywood Road intersection with crosswalks and a traffic light. (page 212)**

The Sector Plan recommends both short- and long-term recommendations along US 1. The strategy for US 1 and the illustrative street section are copied below:

Develop dedicated bicycle facilities (cycle tracks) along US 1 as the long-term preferred vision for the corridor. Support construction of marked bicycle lanes as an interim design solution. Coordinate with SHA, developers, the City of College Park, and other stakeholders to facilitate right-of-way acquisition or dedication of easements. (page 141)



Frontage improvements along US 1 and along the internal roads/drive aisles abutting the subject site need to be consistent with these standards. The submitted plans include sidewalk improvements along US 1. Bicycle lanes will be provided comprehensively along US 1 through a future capital improvement project. The submitted plan does not preclude the long-term recommendation for cycle tracks included in the sector plan.

Conformance to the Master Plan of Transportation

The area master plan and the MPOT also recommend a shared use bikeway along the southern edge of the subject site which is proposed to connect to the Mazza Hard Surface trail to the south west of the property. Staff worked with the applicant to evaluate a variety of alternatives for

accommodating this connection, however, the only viable option would require a connection off-site, in combination with the onsite alignment, as depicted in applicant's Exhibit 4. Staff has determined that an easement granting the rights to enter, stripe, sign and/or construct improvements to the Maryland-National Capital Park and Planning Commission (M-NCPPC) or the City of College Park, for the implementation of a future master-planned shared roadway is appropriate at this time. The easement will contain a clause, which reverts the rights of the easement area to public use once the offsite connection is made to the Mazza Hard Surface trail.

Review of the bicycle and pedestrian impact statement (BPIS) and Proposed Off-Site Improvements

Due to the location of the subject site within the Central US 1 Corridor Sector Plan and SMA, the application is subject to the Prince George's County Council Bill CB-2-2012, which includes a requirement for the provision of off-site bicycle and pedestrian improvements. Section 24-124.01(c) of the Subdivision Regulations includes the following guidance regarding off-site improvements:

- (c) As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

CB-2-2012 also included specific guidance regarding the cost cap for the off-site improvements.

The amount of the cost cap is determined pursuant to Section 24-124.01(c):

The cost of the additional off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed retail or commercial development proposed in the application and Three Hundred Dollars (\$300.00) per unit of residential development proposed in the application, indexed for inflation.

Based on Section (C) and the 113,000-square-foot development proposed, the cost cap for the application is \$39,550. Section 24-124.01 of the Subdivision Regulations also provided specific guidance regarding the types of off-site bicycle and pedestrian improvements that may be required, per Section 24-124.01(d) of the Subdivision Regulations:

- (d) Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):**
 - 1. installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
 - 2. installing or improving streetlights;**
 - 3. building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**

4. **providing sidewalks or designated walkways through large expanses of surface parking;**
5. **installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
6. **installing street trees.**

A scoping meeting was held with the applicant on January 16, 2018. The requirements and provisions of Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines – Part 2, 2013,” were discussed and several possible alternatives for off-site improvements were identified. Staff recommends that the applicant provide one off-site bus shelter to meet their BPIS requirement. The installation of this bus shelter should be done in coordination with the Department of Public Works and Transportation (DPW&T) contractor. The bus shelter should be constructed at the existing bus stop located directly adjacent to the subject property.

Demonstrated Nexus Between the Subject Application and the Off-Site Improvements

Section 24-124.01(c) of the Subdivision Regulations requires that a demonstrated nexus be found with the subject application in order for the Planning Board to require the construction of off-site pedestrian and bikeway facilities. This section is copied below, and the demonstrated nexus between each of the proffered off-site improvements and the subject application is summarized by transportation planning section staff below.

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

Demonstrated Nexus Finding: The installation of a bus shelter will provide a needed transit and pedestrian improvement along the US 1 Corridor at an existing bus stop that serves the subject site.

Finding of Adequate Bicycle and Pedestrian Facilities:

County Council Bill CB-2-2012 requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. CB-2-2012 is applicable to a PPS within designated Centers and Corridors. The subject application is located within the designated US 1 Corridor, as depicted on the Adequate Public Facility Review Map of the General Plan. CB-2-2012 also included specific guidance on the criteria for determining adequacy, as well as what steps can be taken if inadequacies need to be addressed.

As amended by CB-2-2012, Section 24-124.01(b) (1) and (2) includes the following criteria for determining adequacy:

- (b) **Except for applications for development project proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area,**

before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.

- 1. The finding of adequate public pedestrian facilities shall include, at a minimum, the following criteria:**
 - a. The degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area; and**
 - b. The presence of elements that make is safer, easier and more inviting or pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, “bulb out” curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).**

The installation of a bus shelter in the vicinity of the subject site and the frontage improvements along US 1, will allow users of the property and the surrounding area to have an improved transit accommodations and safer and more pleasant pedestrian experience. The improvements proffered by the applicant and recommended by staff both on- and off-site will improvement the accommodations for both pedestrians and transit users in the vicinity of the subject site.

- 5. Transportation**—The subject property is located within Transportation Service Area – TSA 1, as defined in the Plan 2035. Pursuant to provisions in the “Transportation Review Guidelines –Part 1, 2012,” a count was required for the intersection of US 1 and Hollywood Road for the purpose of making an adequacy finding. The applicant is proposing to demolish the existing building and construct a new 113,000-square-foot multi-story consolidated storage facility.

Traffic Analysis

The site is within the 2010 Central US 1 Corridor Sector Plan and SMA area, which requires that traffic counts be averaged, as indicated by the following standard: “Within the Central US 1 Corridor Development District, the transportation facilities adequacy standard shall be Level-of-Service E, based on the average peak period levels of service for all signalized intersections in three designated segments of the Central US 1 Corridor.” The site falls within the segment between the I-95/495 (Capital Beltway) and MD 193 (Greenbelt Road). The averaged traffic counts are then grouped together with other signalized intersections within the segment as defined by the sector plan to determine adequacy. This procedure is explained in the “Guidelines” on pages 31 and 32. The study area includes the following signalized intersections:

- US 1 and Ramp from I-95/I-495 Edgewood Road
- US 1 and Cherry Hill Road
- US 1 and Hollywood Road

- US 1 and Fox Street
- US 1 and Cherokee Street

The applicant was required to provide an existing count for the intersection of US 1 and Hollywood Road. The other traffic counts were taken from a 2014 traffic impact study and factored up by staff. The table below contains critical lane volumes and intersection volumes as well as corridor averages as required by the Central US 1 Corridor Sector Plan and SMA.

EXISTING TRAFFIC CONDITIONS						
Intersection	Level of Service (LOS)/ Critical Lane Volume (CLV) INTVOL, AM)			Level of Service (LOS)/ Critical Lane Volume (CLV) INTVOL, PM)		
US 1 & Edgewood Road	D	1,383	4,128	D	1,312	4,556
US 1 & Cherry Hill Road	F	1,714	4,674	F	1,694	5,265
US 1 & Hollywood Road	B	1,148	3,289	A	982	3,547
US 1 & Fox Street	D	1,438	3,575	C	1,212	4,224
US 1 & Cherokee Street	--	--	--	--	--	--
Corridor Average	D	1,445	3,917	D	1,336	4,398

The critical intersections identified above are neither programmed for improvements nor have construction funding identified within the 2018–2023 Maryland Department of Transportation “Consolidated Transportation Program” or the Prince George’s County “Capital Improvement Program.” The corridor average is at LOS D in the AM peak hour which is acceptable.

Background traffic from two nearby developments included 22,000 square feet of office space, 220 apartments, and 25,000 square feet of retail space.

BACKGROUND TRAFFIC CONDITIONS						
Intersection	Level of Service (LOS)/ Critical Lane Volume (CLV) INTVOL, AM)			Level of Service (LOS)/ Critical Lane Volume (CLV) INTVOL, PM)		
US 1 & Edgewood Road	D	1,403	4,195	D	1,377	4,658
US 1 & Cherry Hill Road	F	1,726	4,763	F	1,715	5,360
US 1 & Hollywood Road	C	1,161	3,379	B	1,003	3,637
US 1 & Fox Street	E	1,451	3,671	C	1,247	4,364
US 1 & Cherokee Street	F	1,614	3,850	D	1,440	4,639
Corridor Average	E	1,489	3,972	D	1,385	4,532

Under background conditions the corridor still operates at an acceptable level of service (LOS E) with a corridor critical lane volume of 1,492 (1,451 to 1,600 is acceptable). The table below shows total traffic conditions with trips from the proposed storage facility added. The corridor average remains at LOS E in the AM peak hour which is acceptable. It is at LOS D during the PM peak hour.

TOTAL TRAFFIC CONDITIONS						
Intersection	Level of Service (LOS)/ Critical Lane Volume (CLV) INTVOL, AM)			Level of Service (LOS)/ Critical Lane Volume (CLV) INTVOL, PM)		
US 1 & Edgewood Road	D	1,406	4,206	D	1,382	4,678
US 1 & Cherry Hill Road	F	1,729	4,774	F	1,720	5,380
US 1 & Hollywood Road	C	1,168	3,396	B	1,014	3,667
US 1 & Fox Street	E	1,451	3,677	C	1,250	4,374
US 1 & Cherokee Street	F	1,616	3,856	D	1,443	4,649
Corridor Average	E	1,492	3,982	D	1,390	4,550

Site Access Evaluation

In accordance with Section 24-128(b)(9) of the Subdivision Regulations, no direct full access to US 1 will be permitted. Vehicular access to the site will be provided through an existing private shared ingress/egress easement opposite the intersection of US 1 and Hollywood Road. The vehicular access easement is recorded in Liber 9846 folio 108. The current and/or future property owner of this site shall not extinguish the existing easement which will be sole access to the site. Site access is acceptable and internal circulation will be reviewed in more depth at the detailed site plan stage.

Master Plan Roads

US 1 (Baltimore Avenue) is defined in the 2010 Central U.S. 1 Corridor Sector Plan and SMA as a major collector roadway. A right-of-way width of 88 to 92 feet is recommended in the master plan which may extend to 108 to 112 feet wide where bus pads are provided. Dedication is shown on the PPS 50 feet from the centerline of US 1 and is acceptable.

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

6. **Use Conversion**—The total development included in this PPS is for one parcel for the development of a consolidated storage facility in the C-S-C and D-D-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.
7. **Schools**—The subdivision 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 or Schools (CR-23-2001 and CR-38-2002) and staff concluded that the proposed development is exempt from a review for schools because it is a nonresidential use.
8. **Fire and Rescue**—Staff has reviewed this PPS 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 and Emergency Medical Services (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 (NFPA) 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 non-residential 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 June 12, 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 Branchville Fire/EMS station 811, which is located at 4905 Branchville Road. Applying the national standard, the subject property passes the adequacy test.

Capital Improvement Program (CIP)

The Prince George's County FY 2018–2023 Approved CIP provides funding for a station relocation in the general area of the Capital Beltway and Baltimore Avenue. The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

9. **Police Facilities**—The proposed development is within the service area of Police District I, Hyattsville. 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. The current amount of space 267,660 square feet is within the guideline.
10. **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 preliminary or final plat approval." The 2008 Water and Sewer Plan placed this property in Water and Sewer Category 3, inside the Sewer Envelope, within Tier 1 under the Sustainable Growth Act, and will therefore be served by public systems.
11. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, 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 is 10-feet wide along both sides of all public rights-of-way. The property's frontage abuts US 1 (Baltimore Avenue), and the applicant has delineated the required PUE.

12. **Historic**—According to tax records, the building located on the subject property was constructed in 1935. It was previously recorded on a Determination of Eligibility form in 1998 and was not found to be eligible for listing in the National Register of Historic Places. Historic Preservation staff should be allowed to photograph all buildings on the subject property that are proposed to be demolished.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. There are no historic sites or resources on or adjacent to the subject property. This proposal will not impact any historic sites, historic resources or known archeological resources.

13. **Environmental**—The subject property was previously reviewed by the Environmental Planning Section for a Natural Resource Inventory Equivalency Letter (NRI-134-05-01) and a Standard Letter of Exemption from Woodland Conservation (S-165-17), which was issued on September 29, 2017.

Proposed Activity

The current application is for the demolition of an existing building and the proposed construction of a 113,000-square-foot multi-story consolidated storage facility.

Grandfathering

The project is subject to the requirements of Subtitle 24 (Subdivision), Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance) that became effective September 1, 2010 because this is a new preliminary plan application.

Site Description

The overall site is 0.88 acres, zoned C-S-C, and located within the City of College Park. A stream tributary exists off-site to the west on Parcel 24 with the associated stream buffer extending on-site. The primary management area (PMA) on-site is entirely comprised of the stream buffer. The site drains into the Paint Branch subwatershed of the Anacostia River, which drains into the Potomac River basin. The site is located within a Stronghold Watershed. The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) are in the Sassafras and Woodstown series. According to available information soils containing neither Marlboro clay nor Christiana complexes are not found on the property. This site is not located within a Sensitive Species Protection Review Area (SSPRA) based on review of a geographic information system (GIS) layer prepared by the Natural Heritage and Wildlife Service, Maryland Department of Natural Resources. According to the 2017 Countywide Green Infrastructure Plan, the site contains both Regulated and Evaluation Areas. This site is not within an Aviation Policy Area (APA) associated with the College Park Airport. The site is located within Environmental Strategy Area #1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by Plan Prince George's 2035 Approved General Plan.

Countywide Green Infrastructure Plan (2017)

The 2017 Countywide Green Infrastructure Plan was approved with the adoption of the *Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017) on March 7, 2017. According to the Countywide Green Infrastructure Plan, the site contains Regulated and Evaluation Areas within the designated network located along the western half of the property. The Regulated Area is comprised of stream buffer associated with an off-site stream and outfall drainage channel. The Evaluation Area contains woodland and some previously developed area. The project proposes to clear some of the woodland within the Evaluation Area but no impacts to the Regulated Area (stream buffer) are proposed. The site will meet the current stormwater management quantity and quality control regulations for redevelopment projects through an approved concept plan which shows a micro bioretention facility.

Based on the proposed layout, the project demonstrates substantial conformance with the applicable policies and strategies of the 2017 Countywide Green Infrastructure Plan.

Area Master Plan Conformance

The site is located in the Central US 1 Corridor Sector Plan and SMA (June 2010), and falls within the Autoville Drive and Cherry Hill Road corridor node. The approved sector plan and

SMA includes applicable goals, policies, and strategies. The following policies and strategies are applicable to the current project with regard to natural resources preservation, protection and restoration. The text in **BOLD** is the text from the SMA and the plain text provides comments on plan conformance.

Policy 2: Restore and enhance water quality in the Paint Branch stream system and other areas that have been degraded and preserve water quality in areas not degraded.

Policy 4: Reduce flooding and its detrimental effects on human and natural resources.

The approved concept plan proposes micro bioretention to improve the water quality of runoff that will discharge to the off-site stream. The site is located outside of the designated floodplain. As such, the required quantity controls are required to mitigate for on-site flooding.

Policy 6: Preserve and enhance the existing urban tree canopy.

The project proposes to preserve the woodland long the western boundary which includes the entirety of the on-site PMA. Conformance with Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance will be required at the time of the detailed site plan, subject to review by the Urban Design Section.

Policy 7: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.

Due to the presence of the wooded area on and adjacent to the site, the use of alternative lighting technologies is encouraged so that light intrusion onto the wooded area is limited. Full cut-off optic light fixtures should be used, and lighting should be directed away from the PMA.

Environmental Review

As revisions are made to the plans, the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

Natural Resource Inventory

An approved Natural Resource Inventory equivalency letter (NRI-134-05-01) was submitted with the review package, which expires on September 29, 2022. A revised PMA exhibit demonstrates that the site only contains a buffer and PMA associated with an off-site stream to the west of the subject site. The on-site woodlands are not subject to woodland conservation.

Woodland Conservation

The site is exempt from the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is less than 40,000 square feet in size, and has no previous tree conservation plan (TCP) approvals. A standard letter of exemption from the Prince George's County Woodland Conservation Ordinance was issued for this site (S-165-2017), which expires on September 29, 2019. No additional information is required regarding woodland conservation.

Preservation of Regulated Environmental Features/Primary Management Area

As previously mentioned, the site contains stream buffer and PMA associated with an off-site stream to the west. A PMA exhibit submitted by the applicant demonstrates that no impacts to the PMA are proposed as part of this project.

Soils

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Sassafras sandy loam (5–10 percent slopes), Sassafras-Urban land complex (5–15 percent slopes), Urban Land-Sassafras complex (0–5 percent slopes), Woodstown sandy loam (2–5 percent slopes) Northern Coastal Plain, and Woodstown-Urban land complex (0–5 percent slopes). According to available information soils containing neither Marlboro clay nor Christiana complexes are found on the property.

This information is provided for the applicant's benefit. No further action is needed as it relates to this PPS. A soils report may be required by the Prince George's County Department of Environmental Resources during the permit process review.

14. **Urban Design**—The development district standards of the Central US 1 Corridor sector Plan replace all those contained in the Zoning Ordinance. The subject property is located within the Corridor Infill Character Area. A Detailed Site Plan (DSP) is required to request to allow the consolidated storage use on the property through the process outlined in Section 27-548(b) of the Zoning Ordinance, which has been filled and is currently under review (DSP-18017). With the DSP review, conformance with the applicable development district standards will be evaluated.

Landscape Manual

The development is not subject to all of the sections of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) because the development district standards of the Central US 1 Corridor Sector Plan replace some of these new requirements. The sections of the Landscape Manual that apply include Sections 4.4 and 4.9 and are discussed below.

Section 4.4 – Screening Requirements

The project will be required to screen any proposed trash or loading facilities on-site. Conformance to this section of the Landscape Manual will be reviewed at time of DSP.

Section 4.9 – Sustainable Landscaping Requirements

The project will be required to meet the requirements of Section 4.9 of the Landscape Manual which requires that a percentage of the plant material proposed is native. Conformance to this section of the Landscape Manual will be reviewed at time of DSP.

Tree Canopy Coverage

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that disturb more than 5,000 square feet. The C-S-C Zone requires a minimum of 10 percent of the gross tract area to be tree canopy, which can be fulfilled through existing woodland or additional plantings. The property has a gross acreage of 0.88 acres and is required to provide 3,877 square feet of tree canopy coverage at the time of DSP.

15. **City of College Park**—As of the writing of this technical staff report, a memorandum from the City of College Park has not been received. Any comments received prior to the Planning Board hearing scheduled for June 21, 2018 will be entered into the record.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:
 - a. Note on the plans that vehicular access is authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations and reflect that access is denied along US 1, saving the area of the approved access easement.
 - b. Reflect the revised Primary Management Area in accordance with Applicant's Exhibit 4.
 - c. Reflect the limits of the future shared roadway easement in accordance with Applicant's Exhibit 4.
2. Prior to approval of the final plat of subdivision:
 - a. The limits of the shared ingress/egress easement pursuant to Liber 9846 folio 108 shall be reflected on the final plat, consistent with the approved preliminary plan of subdivision.
 - b. The applicant shall demonstrate dedication of 50 feet from the centerline along US 1, as shown on the preliminary plan of subdivision.
 - c. A conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”
 - d. The final plat shall note that vehicular access is denied along US 1, saving the area of the approved access easement.
 - e. A draft easement or covenant granting the rights to enter, stripe, sign and/or construct improvements to M-NCPPC or the City of College Park, for the implementation of a future master plan shared roadway over the existing private access easement on the subject site (Liber 9846 folio 108), shall be provided to M-NCPPC for review and approval. The easement/covenant shall contain a clause which reverts the rights of the easement area to public use once additional connections are obtained and improvements made to facilitate a complete connection to the public Mazza Hard Surface Trail to the west. The easement or covenant shall be recorded and Liber/folio reflected on the final plat prior to recordation.
 - f. The applicant and the applicant's heirs, successors, and/or assignees shall grant a ten-foot-wide public utility easement along the public right-of-way.

3. Prior to approval of a detailed site plan:
 - a. Crosswalk treatments at Hollywood Road shall be coordinated with the Maryland State Highway Administration (SHA).
 - b. The use of full cut-off optic light fixtures shall be demonstrated. Lighting shall be focused away from the primary management area (PMA) to encourage wildlife.
4. Prior to the approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - Provide one bus shelter at the existing bus stop located directly adjacent to the subject property. Payment for and installation of the shelter shall be coordinated with the DPW&T Office of Transit.
5. Total development shall be limited to uses that would generate no more than 17 AM and 30 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. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
7. Development of this site shall be in conformance with approved Stormwater Management Concept Plan No. 59156-2017 and any subsequent revisions.
8. The applicant and the applicant's heirs, successors, and/or assignees shall not extinguish or modify the existing access easement recorded in Liber 9846 folio 108, which provides sole vehicular access to the site, without the approval of M-NCPPC. This requirement shall be noted on the final plat.

STAFF RECOMMENDS:

- Approval of Preliminary Plan of Subdivision 4-17042