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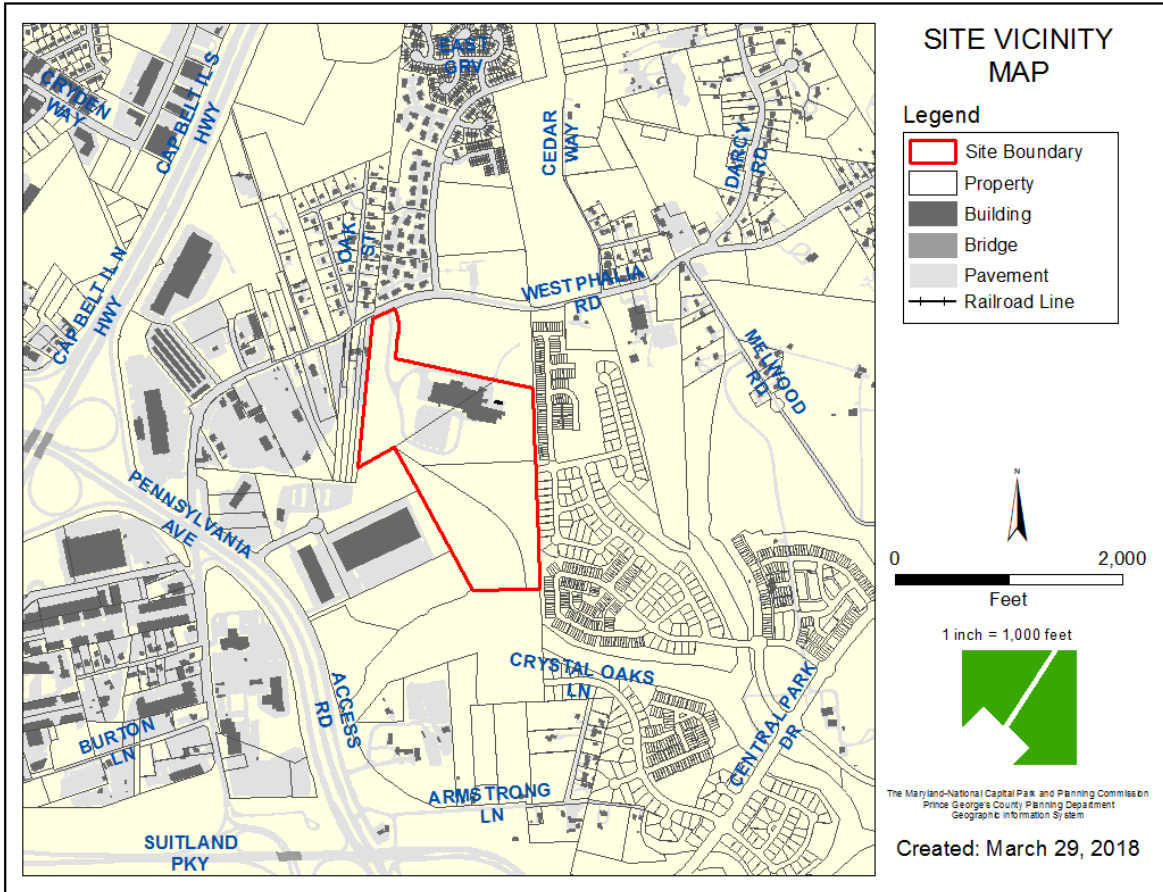
# Preliminary Plan of Subdivision

## 4-18005

Application	General Data	
<b>Project Name:</b> Cambridge Place at Westphalia  <b>Location:</b> Approximately one-half mile east of the intersection of Westphalia Road and MD 4 (Pennsylvania Avenue).  <b>Applicant/Address:</b> Cambridge Place at Westphalia LLC 11607 Springridge Road Potomac, MD 20854  <b>Property Owner:</b> Same as applicant	Planning Board Hearing Date:	11/15/18
	Staff Report Date:	11/01/18
	Date Accepted:	09/06/18
	Planning Board Action Limit:	11/15/18
	Mandatory Action Timeframe:	70 days
	Plan Acreage:	52.27
	Zone:	M-X-T
	Gross Floor Area:	349,860
	Lots:	0
	Parcels:	1
	Planning Area:	78
	Council District:	06
	Election District	15
	Municipality:	N/A
	200-Scale Base Map:	205SE08

Purpose of Application	Notice Dates	
One parcel and two outparcels for the development of 349,860 square feet of gross floor area for light industrial use.	Informational Mailing	04/16/18
	Acceptance Mailing:	08/31/18
	Sign Posting Deadline:	10/16/18

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Joseph Onyebuchi <b>Phone Number:</b> 301-952-3665 <b>E-mail:</b> 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 4-18005  
Cambridge Place at Westphalia  
Type 1 Tree Conservation Plan TCP1-011-12-02

OVERVIEW

The subject property is 52.27 acres and is known as Parcel 2 recorded in Plat Book SJH 247-02 through 05 on February 27, 2017. The site is located on Tax Map 90 and Grid C-1, on the south side of Westphalia Road approximately one-half mile east of its intersection with MD 4 (Pennsylvania Avenue) in Planning Area 78 and is within the Mixed-Use-Transportation (M-X-T) Zone. The site is currently improved with a 142,500-square-foot industrial building and parking lot, which are proposed to be razed.

The current application is part of a phased development for the overall 68.94-acre site known as Cambridge at Westphalia. The site is subject to the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA), which rezoned the site from the Light-Industrial (L-1) to M-X-T Zone. Industrial use of the property is permitted pursuant to Prince George's County Council Bill CB-49-2018, which allows industrial development in the M-X-T Zone until July 19, 2019.

Conceptual Site Plan (CSP-11003) was approved for the overall 68.94-acre Cambridge at Westphalia site for mixed retail (68,221 sq. ft), residential (395 multifamily dwelling units), and industrial (165,200 sq. ft) uses. The applicant filed a Preliminary Plan of Subdivision (PPS-4-11012) to subdivide the property into Parcel 1 (16.42 acres), for the development of 301 multifamily dwelling units, and Parcel 2 (52.27), which retained the existing 142,500-square-foot industrial building and is the subject of the current application. Phase 1 of the project was approved for the purpose of developing the residential portion of the site, and the applicant is now proposing development of 349,860 square feet of gross floor area (GFA) for light industrial use, as part of the overall development's second phase. The proposed GFA represents a 207,360-square-foot increase from what was approved with CSP-11003. Pursuant to Section 27-282(g) of the Prince George's County Zoning Ordinance, the applicant intends to modify the approved CSP to permit the increase in GFA proposed on the subject site.

A master planned right-of-way (MC-634), is planned as a major collector with a 100-foot right-of-way, which bisects the property. The facility serves a regional transportation purpose within the Westphalia Sector Plan, connecting Dower House Road located south of the property to White House Road located northeast of the property. The applicant is proposing to dedicate the full width of the right-of-way within the property. In addition, the applicant is proposing future dedication of Deer Stream Drive, a 60-foot-wide right-of-way (ROW), that is currently unbuilt but planned for construction as part of the Parkside development (PPS 4-05080) abutting the subject site to the east. The proposed future dedication of this right-of-way is further discussed in the Transportation section of this technical staff report.

The property contains regulated environmental features that are required to be protected pursuant to Section 24-130 of the Subdivision Regulations. The on-site regulated environmental features (primary management area (PMA)) include nontidal wetlands, streams, 100-year floodplain, and their associated buffers. Section 24-130(b)(5) of the Subdivision Regulations requires that the PMA be preserved in a natural state to the fullest extent possible. The applicant submitted a Statement of Justification (SOJ) for impacts to the PMA, which was received and is supported as discussed further in the Environmental section of this technical staff report.

The location of regulated environmental features on the subject property in combination with the master planned alignment of MC-634 and the planned extension of Deer Stream Drive naturally divide the subject property into three land areas. Consequently, the applicant is proposing one parcel for the development of 349,860 square feet of industrial gross floor area, and two outparcels for the areas south of the MC-634 right-of-way.

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

## SETTING

The property is bounded to the north by Westphalia Road with single-family dwellings and a neighborhood school and park site owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Rural-Residential (R-R) Zone and two-family dwellings in the Multifamily Medium Density Residential Dwelling (R-18) Zone beyond. The site is bounded to the northeast by vacant land planned for the development of multifamily dwellings as Phase 1 of the Cambridge Place at Westphalia project (PPS 4-11012) in the M-X-T Zone. To the east, the site is bounded by land that is under construction for the development of single-family attached and detached dwellings as part of the Parkside (formerly Smith Home Farm) development (PPS 4-05080) located in the Residential Medium (R-M) Zone. Vacant land abuts the property to the south, and industrial uses abut the property to the west, all within the Light Industrial (I-1) Zone.

## 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	M-X-T	M-X-T
Use(s)	Industrial	Industrial
Acreage	52.27	52.27
Lots	0	0
Outparcel	0	2
Parcels	1	1
Gross Floor Area:	142,500 sq. ft	349,860 sq. ft

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on September 21, 2018.

2. **Previous Approvals**—On October 24, 2013, the Planning Board reviewed and approved Conceptual Site Plan CSP-11003 (PGCPB Resolution No. 13-122) for the subject property subject to 14 conditions and the following 3 conditions in bold are related to the review of this PPS:

5. **At the time of the preliminary plan of subdivision the applicant shall:**

- a. **Demonstrate that rights-of- way for Westphalia Road, MC-634, are consistent with the recommendations of the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment.**

The PPS delineates the rights-of-way for Westphalia Road and MC-634 consistent with the Westphalia Sector Plan and SMA. The applicant is proposing to dedicate MC-634 , which is discussed further in the Transportation section of this technical staff report.

11. **Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances; (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. **Westphalia Road @ D’Arcy Road Intersection:**  
**Conduct a signal warrant study and install signal, pursuant to DPW&T specifications if signal is deemed warranted and approved by DPW&T.**
- b. **Westphalia Road @ West site access intersection:**  
**Conduct a signal warrant study and install signal, pursuant to DPW&T specifications if signal is deemed warranted and approved by DPW&T.**
- c. **Westphalia Road @ East site access Intersection:**  
**Conduct a signal warrant study and install signal, pursuant to DPW&T specifications if signal is deemed warranted and approved by DPW&T.**

This condition is applicable at the time of building permits and is further discussed in the Transportation section of this technical staff report.

14. **A comprehensive and safe pedestrian network shall be provided. A pedestrian and bikeway facilities plan shall be provided with the preliminary plan or detailed site plan, as appropriate, that demonstrates how these pedestrian connections can be provided for the entire area of the CSP, and provide a timeline for the implementation of those connections. The following items shall be addressed in the pedestrian and bikeway facilities plan:**

- a. **Pedestrian connectivity to recreation facilities and amenities on the subject site and adjacent sites.**
- b. **Additional consideration shall be paid to providing safe pedestrian route across Westphalia Road.**

- c. **Linkage of private recreational facilities to trails via a ten-foot-wide asphalt master planned trail along the Cabin Branch and eight-foot-wide trail connectors to the neighborhoods.**
- d. **Pedestrian connectivity from the existing industrial building to Westphalia Road and the proposed multifamily development.**
- e. **Connections to transit facilities including but not limited to bus stops. The items evaluated within the connectivity plan are subject to modification by staff for final review by the Planning Board.**

A pedestrian and bikeway facilities plan that addresses the above conditions has been submitted with this PPS. The pedestrian and bikeway facilities plan has been reviewed by the Transportation Planning Section and is discussed further in the Trails section of this technical staff report.

The Planning Board heard and approved PPS 4-11012 on June 5, 2014 (PGCPB Resolution No. 14-52), which subdivided the property into two parcels for the development of 301 multifamily units (Parcel 1, Phase 1) and 142,500 square feet of existing industrial development (Parcel 2, Phase 2). This PPS is for the redevelopment of Parcel 2 and if approved, will supersede PPS 4-11012 for Parcel 2, Phase 2 of the Cambridge at Westphalia site. The conditions of approval of PPS 4-11012 have been analyzed and those that remain applicable to the site, have been carried forward as conditions of approval of this application and are discussed further.

The subject property was platted as Parcel 2 pursuant to PPS 4-11012, recorded in Plat Book SJH 247-02 through 05 on February 27, 2017. A new final plat of subdivision will be required in accordance with this PPS, if approved.

3. **Community Planning**—The *Plan 2035 Prince George's County Approved General Plan* (Plan 2035) designates the subject property in the Established Communities growth policy area. The vision for the Established Communities is most appropriate for context-sensitive infill and low-to medium-density development.

#### **Master Plan and Sectional Map Amendment/Zoning**

Basic Plan A-9198 established the subject site in the I-1 Zone. The 2007 *Approved Westphalia Sectional Map Amendment* rezoned the subject site from the I-1 to the M-X-T Zone. Council Bill CB-53-2016, adopted on January 1, 2017, extended the time for abrogation of uses pursuant to Section 27-547(b) Zoning Ordinance, specifically permitting light industrial uses on land that is zoned M-X-T. The *Approved Westphalia Sector Plan* recommends development of a commercially-oriented neighborhood center and low density residential mixed with industrial uses on the subject property.

#### **Aviation/Military Installation Overlay (M-I-O) Zone**

The site is located within the Imaginary Surface D (Inner Horizontal Surface) of the Military Installation Overlay (M-I-O) Zone. The maximum height for structures in this area is 150 feet above the runway surface. New structures will be required to comply with the height restriction, which will be further examined at the time of detailed site plan review, when structures are proposed. The site is in a noise contour in excess of 74 dBA (high noise). Pursuant to Section 27-548.55 of the Zoning Ordinance, at the time of building permit, an acoustical engineer must certify all required noise level reduction actions for the interior of a building.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application is not required to conform to the land use recommendation of the 2007 Westphalia Sector Plan and SMA, because the property was rezoned to M-X-T. In addition, Council Bill CB-49-2018, adopted on July 24, 2018, extended the time for abrogation of uses pursuant to 27-547(b) of the Zoning Ordinance until July 1, 2019.

4. **Stormwater Management**—A stormwater management (SWM) concept plan was approved with a prior application. SWM Concept Plan (15908-2011-00) and associated approval letter was approved on December 12, 2011 and provided with PPS 4-11012. The SWM concept plan approval expired on December 12, 2014. An updated SWM concept plan pursuant to the current development proposal has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) for review and approval. Development must be in accordance with an approved stormwater concept plan to ensure that on-site or downstream flooding do not occur. Submittal of an approved SWM concept approval letter will be required prior to signature approval of the PPS.
5. **Parks and Recreation**—Pursuant to 24-134 of the Subdivision Regulations, mandatory dedication of parkland is not required because this application is not a residential subdivision.
6. **Trails**—This PPS has been reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements.

#### **Master Plan Compliance and Prior Approvals**

Both the MPOT and the area Master Plan identify two Master Plan trails issues in the vicinity of the subject property. Sidepaths are recommended along both Westphalia Road and MC-634. Text for these recommendations copied from the MPOT and area plan are below:

**Presidential Parkway Extended (MC-634) Side Path:** The Westphalia Sector Plan recommends extending the existing side path along Presidential Parkway and along the entire length of MC-634 and A-66. This facility will provide access to the town center, Little Washington, and several park facilities. On-road bicycle facilities may also be appropriate (MPOT, page 36).

Regarding the Master Plan trail along Westphalia Road, the Transportation Planning Section recommends the provision of an eight-foot-wide sidepath or wide sidewalk along the frontage of the subject site, unless modified by the Department of Public Works & Transportation (DPW&T). However, it should be noted that Westphalia Road is a designated scenic and historic road in the vicinity of the subject site, and this may impact the improvement approved by DPW&T. If an open section, scenic and historic road standard is used for the frontage improvements, bicycles may be accommodated with a six-foot-wide paved shoulder. Regarding the Master Plan trail along MC-634, this trail will be provided at the time of road construction, with either the development of the subject site or through the Prince George's County Capital Improvement Program (CIP).

The MPOT also includes a Complete Streets element which lays out specific policies and recommendations for providing roads that accommodate all modes as development occurs and as frontage improvements are made. The MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians:

**Policy 1:**

**Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**

**Policy 2:**

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

The Trails, Bikeways, and Pedestrian Mobility chapter of the MPOT also includes the following policy regarding pedestrian connections between and within communities:

**Policy 9:**

**Provide trail connections within and between communities as development occurs, to the extent feasible and practical.**

Related to Policy 9, the adjacent residential community (Parkside/Smith Home Farm) includes a stub street (Deer Stream Drive) that ends at the boundary of the subject property. Consideration should be given to providing a vehicular and pedestrian connection at this location. This will provide access between the two developments and provide for a more connected and integrated community envisioned in the Westphalia Sector Plan. This vehicular connection will also more directly connect the subject site with the future Westphalia Town Center.

The subject site is also subject to a prior approval of Conceptual Site Plan CSP-11003 (PGCPB Resolution No. 13-122) including the following conditions of approval related to bicycle and pedestrian facilities:

- 14. A comprehensive and safe pedestrian network shall be provided. A Pedestrian and Bikeway Facilities Plan shall be provided with the Preliminary Plan or Detailed Site Plan, as appropriate, that demonstrates how these pedestrian connections can be provided for the entire area of the CSP, and provide a timeline for the implementation of those connections. The following items shall be addressed in the pedestrian and bikeway facilities plan:**
  - a. Pedestrian connectivity to recreation facilities and amenities on the subject site and adjacent sites.**
  - b. Additional consideration shall be paid to providing safe pedestrian route across Westphalia Road.**
  - c. Linkage of private recreational facilities to trails via a ten-foot-wide asphalt Master Planned trail along the Cabin Branch and eight-foot-wide trail connectors to the neighborhoods.**
  - d. Pedestrian connectivity from the existing industrial building to Westphalia Road and the proposed multifamily development.**



- e. **Connections to transit facilities including but not limited to bus stops.**

**The items evaluated within the connectivity plan are subject to modification by staff for final review by the Planning Board.**

A pedestrian and bikeway facilities plan was approved with PPS 4-11003. This document reflects the conditions of the CSP and the proposed connection into Parkside/Smith Home Farm. As part of the approval of the subject application, this exhibit should be updated to reflect the changes made as part of the current plan. This exhibit adequately addresses Condition 14 of the CSP and design details and specific treatments can be determined at the time of DSP. However, compliance with the complete street policies of the MPOT should be provided. It should be noted that the Master Plan trail along Cabin Branch ends to the east of the subject site, per prior approvals for the Smith Home Farm development. Access to this stream valley trail will be provided to the site via the pedestrian connection to Smith Home Farm, as well as the Master Plan trail along Westphalia Road. The trail along MC-634 should be relabeled as a Master Plan sidepath.

PPS 4-11012 also included numerous conditions of approval pursuant to (PGCPB Resolution No. 14-52), related to pedestrian access and trail facilities:

- 13. **At the time of Detailed Site Plan for Parcel 1 and/or Parcel 2, the applicant and the applicant's heirs, successors, and/or assignees shall address the following:**

- b. **Provide a trail connection from Parcel 1 through Parcel 2 to the terminus of Deer Stream Drive on the adjacent Smith Home Farms property consistent with the conceptual alignment reflected on the Pedestrian and Bikeway Facilities Plan. The nature and design of this connection shall be determined at the time of detailed site plan.**

This condition has been addressed with this PPS. A trail connection through this site to Deer Stream Drive has been provided on the plans.

- 15. **Prior to the approval of the final plat for Parcel 2, the applicant, their heirs, successors, and assignees shall submit to M-NCPPC for approval a draft trail access easement, benefitting Parcel 1, which extends from Parcel 1 through Parcel 2 connecting to Deer Stream Drive to the east, as reflected on the bike and pedestrian facilities plan submitted with the approved Preliminary Plan of Subdivision (PPS) or subsequent DSP.**

- a. **The final plat shall delineate the final alignment of the easement with bearings and distances.**
- b. **The easement document shall set forth the rights, responsibilities and liabilities of the parties and liber/folio of the easement, shall include the rights of M-NCPPC and will be reflected on the plat prior to recordation.**

This condition was addressed with the previous approval. A trail access easement was recorded in the Prince George's County Land Records in Liber 38137 at folio 210.

**Applicability of Council Bill CB-2-2012:** A small portion of the subject site lies within the MD 4 Corridor. According to information on PGAtlas, approximately 60 square feet of the subject site lies within this corridor.

Pursuant to the subject site, the applicability of Council Bill CB-2-2012 in accordance with Section 24-124.01 of the Subdivision Regulations, is noted in section (b) of Section 24, which is copied below:

- (b) Except for applications for development projects 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.**

It should be noted that the portion of the subject site within the County Center is not proposed to be developed and is within a woodland conservation area. Due to the extremely small portion of the site within the corridor and the lack of development proposed within this portion of the site, the required nexus and proportionality are lacking, and it was determined that Section 24-124.01 of the Subdivision Regulations is not applicable to the subject application.

7. **Transportation**—The application proposes the reconfiguration of the subject property into three parcels:

Outparcel 1	5.247 acres
Outparcel 2	18.293 acres
Parcel 3	28.73 acres

Proposed Parcel 3 is currently improved with 142,500 square-feet of gross floor area (GFA) within the vacant industrial building. The plan is to raze this building and rebuild it with a 349,860-square-foot GFA within a light industrial distribution warehouse.

**Traffic Study Analyses:**

The applicant submitted a traffic study dated March 8, 2018. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the “Transportation Review Guidelines - Part 1, 2012” (*Guidelines*). The subject property is located within the Transportation Service Area (TSA) 2, as defined in the *Plan Prince George’s 2035 Approved General Plan* (Plan 2035). As such, the subject property is evaluated according to the following standards:

**Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better;

**Unsignalized intersections:** *The Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed 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 table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions:

<b>EXISTING CONDITIONS</b>		
Intersection	AM	PM
	LOS/CLV	LOS/CLV
Westphalia Road and MD 4	D/1388	<b>E/1529</b>
Westphalia Road and D'Arcy Road*	66.0 seconds	15.6 seconds
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

The traffic study identified 15 background developments (in various stages of development) whose impact would affect some or all of the study intersections. In addition, a growth of one percent over six years was also applied to the regional traffic volumes along MD 4. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

<b>BACKGROUND CONDITIONS – with CIP funded improvements</b>		
Intersection	AM	PM
	LOS/CLV	LOS/CLV
Westphalia Road and MD 4	<b>F/1899</b>	<b>F/2041</b>
Westphalia Road and D'Arcy Road*	B/1045	A/776
Westphalia Road and Site Access *	<50 seconds	<100 seconds
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Using the trip rates from the “*Guidelines*” the study has indicated that the subject application represents the following trip generation:

		AM Peak			PM Peak			Daily Total
		In	Out	Total	In	Out	Total	
<i>Existing – Light Industrial (razed)</i>	<i>142,500 sq. ft.</i>	<i>-98</i>	<i>-24</i>	<i>-122</i>	<i>-24</i>	<i>-98</i>	<i>-122</i>	<i>-684</i>
Proposed - Light Industrial	349,860 sq. ft.	241	59	300	59	241	300	1679
<b>Total new trips (net increase)</b>	<b>207,360 sq. ft.</b>	<b>143</b>	<b>35</b>	<b>178</b>	<b>35</b>	<b>143</b>	<b>178</b>	<b>995</b>

The table above indicates that the proposed development will have net additional trips of 178 (143-in; 35-out) AM peak-hour trips and 178 (35-in; 143-out) PM peak-hour trips. A third analysis depicting total traffic conditions was done, yielding the following results:

TOTAL CONDITIONS		
Intersection	AM	PM
	LOS/CLV	LOS/CLV
Westphalia Road and MD 4	<b>F/1923</b>	<b>F/2074</b>
Westphalia Road and D'Arcy Road*	B/1057	A/783
Westphalia Road and Site Access*	<100 seconds	B/1118
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

The results shown above indicate that both unsignalized intersections will operate with CLV's less than 1,150, which meets the "Guidelines" third-tier requirement for transportation adequacy at unsignalized intersections.

The intersection of MD 4 and Westphalia Road was found to be operating inadequately at all phases of the adequacy evaluations. This intersection has a previously approved Public Facilities Financing and Implementation Program (PFFIP) funding mechanism in place that will ultimately provide for an upgrade to a grade separated interchange, with interim improvements occurring until that point. It is recommended in the TIS that a condition be approved allowing the applicant to contribute funds to the PFFIP in lieu of off-site improvements at this intersection.

Having reviewed the traffic study, staff concurs with its conclusions. In addition to the Transportation Planning staff, the traffic study was also reviewed by the State Highway Administration (SHA), the Department of Permitting, Inspections and Enforcement (DPIE), as well as the Department of Public Works and Transportation (DPW&T). In a letter from DPIE to staff (Hijazi to Masog) dated October 5, 2018, there were no pertinent issues relating to the traffic study. As of this writing, staff has received no comments from SHA.

#### **Westphalia Public Facilities Financing and Implementation Program (PFFIP)**

One of the conclusions cited in the applicant's traffic study was the fact that with monetary contributions towards the construction of the planned interchange at the MD 4/Westphalia Road intersection, the development would meet the requirements for transportation adequacy, pursuant to Subtitle 24 of the County Code.

On October 26, 2010, the County Council approved Council Resolution CR-66-2010, establishing a PFFIP district for the financing and construction of the MD 4/Westphalia Road interchange. Pursuant to CR-66-2010 (Sections 6, 7 and 8), staff has prepared a cost-allocation table (Table) that allocates the estimated \$79,990,000 cost of the interchange to all of the properties within the PFFIP district. CR-66-2010 also established \$79,990,000 as the maximum cost on which the allocation can be based. The allocation for each development is based on the proportion of average daily trips (ADT) contributed by each development passing through the intersection, to the total ADT contributed by all of the developments in the district passing through the same intersection. The ratio between the two sets of ADT becomes the basis on which each development's share of the overall cost is computed.

All of the intersections deemed critical, when analyzed with the total future traffic as developed using the "Guidelines," were found to be operating at or better than the policy service level, with the exception of the MD 4/Westphalia Road intersection. However, under the provisions of CR-66-2010, the applicant has agreed to provide a commensurate share of the cost to construct an interchange at the intersection of MD 4 and Westphalia Road. Data from the TIS has indicated that the proposed development will generate 1,679 daily trips. However, based on its previous use, the site has been grandfathered with a development right of 684 daily trips from previous approvals. Consequently, this application is being evaluated based on 995 (1679-684) net daily trips. Based on the trip assignment from the TIS, 80 percent of the site daily trips ( $995 \times 0.80 = 796$ ) will pass through the intersection of Westphalia Road and MD 4. Based on 796 daily trips, this site's contribution for the PFFIP was computed as \$752,264.18 (2010 dollars). Based on a GFA of 207,360 square feet, the unit cost would be \$3.63 per square foot. The PFFIP cost allocation table is provided with the backup of this technical staff report.

### **Master Plan**

The property is located in an area where the development policies are governed by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*, as well as the 2009 *Approved Countywide Master Plan of Transportation*. The subject property currently fronts on Westphalia Road, which is designated as a master plan collector (C-626) road within an 80-foot right-of-way. The site plan shows Westphalia Road within 80 feet of right-of-way, hence no additional dedication for this road is required. The master plan also recommended the creation of a new road designated as MC-634 with a 100-foot right-of-way. This planned road will bifurcate the subject property upon its construction. The applicant has agreed to dedicate all 100 feet of the proposed right-of-way within the entirety of the property.

The applicant is not proposing dedication of the extension of Deer Stream Drive, which abuts the subject site to the east. The applicant has delineated the possible future dedication of this right-of-way on the PPS within Outparcel 1 to connect with the future MC-634. Staff finds the dedication at this time, given the industrial development proposal, is in conflict with the abutting Parkside residential development to the east and therefore not appropriate. The site is subject to Council Bill CB-49-2018 which permits light industrial use on M-X-T-zoned land. This council bill is set to expire on July 1, 2019, at which time, light industrial uses would be nonconforming and the development potential for the site could change. Dedication of the extension of Deer Stream Drive, which would provide vehicular and pedestrian connections to the Westphalia Central Park and Town Center, will be further evaluated and required with the development of Outparcel 1. All other aspects of the site regarding access and layout are deemed to be 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 the recommended conditions in this technical staff report.

8. **Public Facilities**—Adequate public facilities for water and sewerage, police, and fire and rescue are adequate to serve the proposed subdivision in accordance with Section 24-122.01 of the Subdivision Regulations, which are further outlined in memorandums dated September 10, 2018 (Branch to Onyebuchi) and September 11, 2018 (Mangalvedhe to Onyebuchi), included in the back-up of this technical staff report and incorporated by reference herein. In accordance with Section 24-122.02 of the Subdivision Regulations, this proposal will have no effect on public schools as it is a nonresidential use.
9. **Use Conversion**—The total development included in this PPS is 349,860 square feet of GFA for light industrial use. If a revision to the mix of uses or the site layout on the subject property is proposed that affects Subtitle 24 adequacy findings as set forth in the resolution of approval, that revision shall require approval of a new PPS prior to approval of any building permits.
10. **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 shall 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 PPS delineates a ten-foot-wide PUE along Westphalia Road, which is a public right-of-way. The applicant is proposing to dedicate MC-634 and must delineate a ten-foot-wide PUE along both sides of the major collector right of way. All PUEs will also be required to be reflected on the final plat prior to approval.

11. **Historic**—A Phase I archeology survey was conducted on the subject property in January 2013. Based on results of the Phase I survey, no cultural material was identified, and no archeological sites were delineated. Due to the lack of cultural material or identified archeological sites, no further work was recommended on the Cambridge Place at Westphalia property. Staff concurs that no further archeological investigations are necessary on the property.

There are no Prince George’s County historic sites or resources on or adjacent to the subject property. The proposed development will not adversely affect any historic or archeological resources.

12. **Environmental**—The Environmental Planning Section (EPS) has reviewed this PPS and a Type 1 Tree Conservation Plan (TCP1) stamped as received on September 6, 2018.

## Background

The following applications applicable to the subject site were reviewed:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
DSP-83045	N/A	Staff	Approved	8/24/1983	N/A
DSP-83045-01	N/A	Planning Director	Approved	6/11/2004	N/A
NRI-016-11	N/A	Staff	Approved	11/04/2011	N/A
CSP-11003	TCP1-011-12	Planning Board	Approved	10/24/2013	13-122
4-11012	TCP1-011-12-01	Planning Board	Approved	6/5/2014	14-52
DSP-14021	TCP2-002-15	Planning Board	Approved	7/30/2015	15-79
NRI-016-11	N/A	Staff	Revalidated	8/28/2018	N/A
4-18005	TCP1-011-12-02	Planning Board	Pending	Pending	Pending

## Grandfathering

Because the application is for a new PPS, this project is subject to the current County Code.

## Master Plan Conformance

The current master plan for this area is the 2007 *Westphalia Approved Master Plan and Sectional Map Amendment*. In the master plan, the Environmental Infrastructure Section contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from the master plan and the plain text provides comments on the plan conformance.

### **Policy 1. Protect, preserve, and enhance the identified green infrastructure network within the Westphalia sector planning area.**

#### **Strategies:**

- 1. Use the sector plan designated green infrastructure network to identify opportunities for environmental preservation and restoration during the review of land development proposals.**

According to the approved Countywide Green Infrastructure Plan pursuant to the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*, the site contains Regulated and Evaluation areas, associated with the stream system and wetlands on and adjacent to the site. The applicant has demonstrated that the Regulated areas, included in the PMA, have been preserved and/or restored to the fullest extent possible.

- 2. Preserve 480 or more acres of primary management area (PMA) as open space within the developing areas.**

Proposed impacts to regulated environmental features and the PMA have been evaluated under the Environmental Review section.

3. **Place preserved sensitive environmental features within the park and open space networks to the fullest extent possible.**

The current application only proposes redevelopment of an existing developed parcel. The remainder of the site is currently proposed to remain undisturbed with green space along the majority of the on-site stream network.

4. **Protect primary corridors (Cabin Branch) during the review of land development proposals to ensure the highest level of preservation and restoration possible. Protect secondary corridors (Back Branch, Turkey Branch, and the PEPCO right-of-way) to restore and enhance environmental features, habitat, and important connections.**

The site contains headwaters of the Cabin Branch, within the Western Branch watershed. Preservation and restoration of the on-site stream system has been evaluated under the Environmental Review section.

5. **Limit overall impacts to the primary management area to those necessary for infrastructure improvements, such as road crossings and utility installations.**

Impacts to the PMA are discussed in detail in the Environmental Review section.

6. **Evaluate and coordinate development within the vicinity of primary and secondary corridors to reduce the number and location of primary management area impacts.**

Impacts to the PMA are discussed in detail in the Environmental Review section.

7. **Develop flexible design techniques to maximize preservation of environmentally sensitive areas.**

Impacts to environmentally sensitive areas are discussed in detail in the Environmental Review section.

**Policy 2. Restore and enhance water quality of receiving streams that have been degraded and preserve water quality in areas not degraded.**

**Strategies:**

1. **Remove agricultural uses along streams and establish wooded stream buffers where they do not currently exist.**

The site does not contain agricultural uses.

2. **Require stream corridor assessments using Maryland Department of Natural Resources protocols and include them with the submission of a natural resource inventory as development is proposed for each site. Add stream corridor assessment data to the countywide catalog of mitigation sites.**



A stream corridor assessment using the Maryland Department of Natural Resources protocol was received by the Environmental Planning Section (EPS) on March 14, 2014, during the review of preliminary plan 4-11012. The stream corridor assessment report indicates that there are six problem areas in the on-site stream system; however, all problem areas that were identified are located on proposed Outparcels 1 and 2. At time of preliminary plan application for Outparcels 1 and 2, the problem areas identified in the assessment must be addressed. It should be noted that the stream corridor assessment report identified a failing riser structure in the existing in-stream stormwater management pond on the southern portion of the site.

3. **Coordinate the road network between parcels to limit the need for stream crossings and other environmental impacts. Utilize existing farm crossings where possible.**

The current application only proposes to redevelop an existing developed parcel. The remainder of the site is currently proposed to remain undisturbed. An evaluation of the undeveloped parcels on the site will be required as part of a development application for those parcels.

4. **Encourage shared public/private stormwater facilities as site amenities.**

Stormwater management is discussed in detail in the Environmental Review section.

5. **Ensure the use of low-impact development (LID) techniques to the fullest extent possible during the development review process with a focus on the core areas for use with bioretention and underground facilities.**

Stormwater management is discussed in detail in the Environmental Review section.

**Policy 4. Plan land uses appropriately to minimize the effects of noise from Andrews Air Force Base and existing and proposed roads of arterial classification and higher.**

**Strategies:**

1. **Limit the impacts of aircraft noise on future residential uses through the judicious placement of residential uses.**
2. **Restrict uses within the noise impact zones of Andrews Air Force Base to industrial and office use.**
3. **Evaluate development proposals using Phase I noise studies and noise models.**
4. **Provide for adequate setbacks and/or noise mitigation measures for projects located adjacent to existing and proposed noise generators and roadways of arterial classification or greater.**
5. **Provide for the use of appropriate attenuation measures when noise issues are identified.**

Strategies 1 and 2 are specific to noise associated with Andrews Air Force Base. The subject property is located within the Military Installation Overlay (M-I-O) Zone, Noise Intensity area. Based on the most recent Air Installation Compatible Use (A-I-C-U) Zone study released to the public in 2007 by Joint Air Force Base Andrews, aircraft-generated noise in the vicinity is significant. The noise contours associated with Andrews Air Force Base have been appropriately shown on the TCP1. The northern portion of the site adjacent to Westphalia Road is mapped within the 65 – 69 dB zone. The remainder of the site is mapped in the 70 – 74 dB and 75 – 79 dB zones. The current application proposes commercial/industrial development on the northern portion of the site, located within the areas mapped as 70 – 75 dB. Residential uses are not proposed with this application.

Strategies 3 through 5 apply to traffic generated noise. The site fronts on Westphalia Road, a master planned collector along the frontage, and a small portion is designated as arterial west of the subject site. The arterial portion appears to be associated with the off-ramp from MD 4 (Pennsylvania Avenue). A master planned right-of-way designated as a Major Collector, MC-634, runs through the site. No roadway designated as arterial or higher is located close enough to the property to warrant concern regarding traffic generated noise.

### **Summary of Previous Conditions of Approval**

The following text addresses previously approved environmental conditions related to the subject application. The respective conditions are in **bold** typeface, the associated comments, additional information, plan revisions and recommended conditions are in standard typeface. Prince George's County Planning Board Resolution No. 13-122 for Conceptual Site Plan, CSP-11003, contains the following conditions that are environmentally-related.

3. **Prior to the signature of the Type 2 Tree Conservation Plan for this site, the liber and folio of the recorded woodland and wildlife habitat conservation easement shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:**

**“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber \_\_\_\_\_ folio \_\_\_\_\_. Revisions to this TCP2 may require a revision to the recorded easement.”**

This condition must be addressed prior to certification of a TCP2.

4. **Prior to acceptance of a preliminary plan of subdivision, the following information shall be provided:**
  - a. **A statement of justification describing how the application meets each of the goals, policies, and strategies of the Environmental Infrastructure Section of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*.**
  - b. **A detailed statement of justification for the proposed removal of any specimen trees. The statement of justification shall be based on a**

**detailed site design, including grading and stormwater management, and shall show how each of the required findings have been met by the application.**

- c. A stream corridor assessment using the Maryland Department of Natural Resources protocol shall be prepared for any on-site stream restoration efforts.**
- d. A statement of justification for proposed impacts to regulated environmental features that incorporates the findings of the required stream corridor assessment and the goals, policies, and strategies found in the Environmental Infrastructure section of the Westphalia Sector Plan.**
- e. An inventory of scenic and historic features along the site's frontage on Westphalia Road.**
- f. An approved stormwater concept plan with a focus on stormwater facilities designed as amenities using LID techniques. The concept plan shall show the same site layout as the preliminary plan and its associated TCP1.**
- g. A copy of the Erosion and Sediment Control Concept Plan.**

Conditions 4a and 4c were discussed in detail under the Master Plan Conformance section. The remaining conditions are discussed in detail in the Environmental Review section of this memorandum.

- 9. Prior to the issuance of any building permits within the subject property the evidence of the following certifications shall be provided:**
  - a. The interior noise level of new residential construction shall be certified to be 45 dBA Ldn or less by an Acoustical Engineer or qualified professional of competent expertise.**
  - b. A registered Engineer or qualified professional of competent expertise shall certify that structures do not exceed the Imaginary Surfaces established in CB-3-2012.**

This condition must be addressed prior to the issuance of building permits.

#### **Environmental Review**

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

**Natural Resource Inventory Plan/Existing Features**

A Natural Resource Inventory, NRI-016-11, was approved on November 4, 2011. The plan expired on November 4, 2016, but was given a one-time revalidation for one year, which was approved on August 28, 2018, and provided with this application. The TCP1 and the preliminary plan show all the required information correctly in conformance with the NRI.

No revisions are required for conformance to the NRI.

**Woodland Conservation**

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-011-12-02) was submitted with the preliminary plan application.

The TCP1 submitted with this application comprises the subject parcels 3, 4, 5, and Parcel 1, which was reviewed with preliminary plan 4-11012, and a master plan right-of-way. The total site contains 43.04 acres of woodland in the net tract with 2.91 acres of woodland in the floodplain. The woodland conservation threshold for M-X-T zoning is 9.84 acres (15 percent). The woodland conservation worksheet proposes the removal of 20.54 acres of woodland on the net tract area, and based on the worksheet calculations, the resulting woodland conservation requirement is 16.11 acres. The requirement is proposed to be met with 16.11 acres of woodland preservation on-site.

The worksheet shows 6.39 acres of "woodland retained not part of any requirements," attributed to the area identified as a Master Plan right-of-way (MC-634), to be dedicated with this application. Section 25-122(b)(1)(N)(v) requires that "land dedicated or to be dedicated shall not be counted toward meeting the requirements," and that "land areas dedicated or to be dedicated for future road construction shall be counted as cleared if the associated development is required to construct the road". The applicant is proposing to dedicate the road with this application, but not required to construct it at this time. Prior to approval of a grading permit for the development of MC-634, an approved Type 2 Tree Conservation Plan (TCP2), or revision to an existing TCP2 will be required and shall show the right-of-way as cleared.

**Specimen Trees**

Section 25-122(b)(1)(G) of the County Code requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the [Environmental] Technical Manual."

The site contains 34 specimen trees. The current design does not propose to remove any of the specimen trees; however, three specimen trees are located within the master plan right-of-way to be dedicated to the County. Prior to approval of a grading permit for the development of the master plan right-of-way, a variance for the removal of the specimen trees will be required and reflected on an approved Type 2 Tree Conservation Plan (TCP2).

**Preservation of Regulated Environmental Features/Primary Management Area**

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines,

road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

The site contains regulated environmental features. According to the TCP1, three impacts to the PMA are proposed for the redevelopment of the site. Impacts 1 and 2, totaling 39,442 square feet were previously approved with CSP-11003, to allow 37,790 square feet of isolated wetland and the associated buffer for development, and 1,652 square feet of wetland and wetland buffer for the installation of a stormwater outfall. Impact 3 is proposed with this application for a stormwater outfall to be placed within the PMA and stream buffer.

#### **Statement of Justification (SOJ)**

A Statement of Justification was received on October 17, 2018 and includes a request for PMA Impact 3, totaling 1,116 square feet (0.03 acre). This additional impact will create a total of 40,558 square feet of PMA impacts.

#### **Analysis of Impacts**

Based on the revised statement of justification (SOJ), the applicant is requesting the additional impact listed, and described below:

Impact 3 is a proposed disturbance of 1,116 square feet (0.03 acre) to the PMA, comprised of a stream buffer, and is proposed for the installation of a stormwater outfall. The outfall is intended to safely transport overflow from a submerged gravel wetland located south of the proposed industrial buildings. The outfall is necessary for the safe, efficient conveyance of stormwater originating from the buildings and parking area.

Based on the level of design information currently available, the limits of disturbance shown on the TCP1 and the impact exhibit, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. Staff finds that the impacts necessary for the stormwater management outfall (Impact 3) is reasonable for the orderly and efficient development of the subject property.

#### **Soils**

The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Beltsville-Urban land complex, Croom gravelly sandy loam, Croom-Urban land complex, Marr-Dodon complex, Potomac-Issue complex, Sassafras-Urban land complex, and Udorthents reclaimed clay and gravel pits. Marlboro and Christiana clays are not mapped on this property.

#### **Scenic and Historic Roads**

Westphalia Road is designated a historic road in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and has the functional classification of collector. The MPOT includes a section on Special Roadways, which includes designated scenic and historic roads, and provides specific policies and strategies, which are applicable to this roadway, including to conserve and enhance the viewsheds along designated roadways.

Any improvements within the right-of-way of an historic road are subject to approval by the County under the “Design Guidelines and Standards for Scenic and Historic Roads.”

The 2010 *Prince George’s County Landscape Manual* (Landscape Manual) addresses the requirements regarding buffers on scenic and historic roads. These provisions will be evaluated at the time of the review of the detailed site plan. Adjacent to a historic road, the Landscape Manual requires a Section 4.6 landscape buffer (Buffering Development from Special Roadways) based on the development tier now ESA 2. In ESA 2, the required buffer along a historic road is a minimum of 20 feet wide, to be planted with a minimum of 80 plant units per 100 linear feet of frontage, excluding driveway openings. Landscaping is a cost-effective treatment which provides a significant visual enhancement to the appearance of a historic road, which will be evaluated further with review of the detailed site plan.

13. **Urban Design**—Conformance with the following Zoning Ordinance regulations is required for the proposed development at time of the required Detailed Site Plan (DSP) review, including, but not limited to the following:

- Section 27-543(a) regarding the uses allowed in the Mixed Use–Transportation Oriented (M-X-T) Zone;
- Sections 27-544 regarding regulations in the M-X-T Zone;
- Section 27-547(b) regarding the Table of Uses for the M-X-T Zone and;
- Section 27-548 regarding regulations in the M-X-T Zone.

Various industrial uses are permitted in the M-X-T Zone, per Section 27-547 of the Zoning Ordinance. Some types are subject to Footnotes 10 or 13, which both apply to the subject property. The PPS demonstrates conformance to the regulations of Section 27 that are applicable at this time. However, full conformance will be reviewed at the time of the required DSP.

#### **Conformance with Previous Approvals**

The site is developed with an existing 142,500-square-foot office and industrial building that was constructed in approximately 1983, pursuant to Detailed Site Plan (DSP-83045). The subject site was later rezoned from the Light Industrial (I-1) Zone to the M X-T Zone through the 2007 Approved Westphalia Sector Plan and SMA.

The property was the subject of CSP-11003 approved for the subject property October 24, 2013 (PGCPB Resolution No. 13-122) with 14 conditions. The CSP approved a square footage range of 162,280 to 243,421 for industrial/retail uses and up to 325-multifamily units. It is noted that the square footage of industrial uses proposed with this application is not consistent with the CSP approval. However, Section 27-282(g) of the Zoning Ordinance allows a DSP to amend a CSP, which the applicant intends to do for the subject property.

Preliminary Plan 4-11012 was approved on June 5, 2014 (PGCPB Resolution No.14-52), to subdivide existing Parcel C into two parcels; Parcels 1 and 2, with 23 conditions. Subsequently, Detailed Site Plan (DSP-14021) was filed for 301-multifamily units on Parcel 1, and proposed grading for installation of a sewer line and trail connection on Parcel 2, which was approved in July of 2015 (PGCPB Resolution No. 15-79) with 8 conditions. Conformance with any applicable conditions will be reviewed at the time of DSP.

**Conformance with the 2010 Prince George's County Landscape Manual**

In accordance with Section 27-528(a)(1) of the Zoning Ordinance, the proposed development is subject to the 2010 *Prince George's County Landscape Manual*, specifically Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. Conformance with the applicable landscaping requirements will be determined at the time of DSP review.

**Conformance with the Tree Canopy Coverage Ordinance**

Subtitle 25, Division 3, the Tree Canopy Coverage (TCC) Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development project that proposes more than 5,000 square feet or greater of GFA or disturbance and requires a grading permit. The subject site is zoned M-X-T and is required to provide a minimum of ten percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of DSP review.

**RECOMMENDATION**

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to make the following technical corrections:
  - a. Update the Pedestrian and Bikeway Facilities Plan to incorporate the proposed future dedication of Deer Stream Drive on the subject site. The trail along MC-634 shall be relabeled as a Master Plan sidepath.
  - b. Revise the plans to show the sidepath along MC-634 as delineated on the Pedestrian and Bikeway Facilities Plan (Applicant's Exhibit A).
  - c. Revise the delineation and acreage of Outparcel 2 to exclude the area associated with MC-634.
2. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan shall be revised as follows:
  - a. Revise Standard Note 1 to reference the preliminary plan.
  - b. Revise General Note 7 to say, "...within *Plan Prince George's 2035, Environmental Strategy Area Two, formerly the Developing Tier...*".
  - c. Add a column for the Development Review Division (DRD) number and a "reason for revision" column in the TCP1 approval block.
  - d. Provide an updated approval block, filling in the previous two approvals. This review is the second revision to the TCP1. The first revision information is: "Megan Reiser; 2/10/2015; 4-11012."
  - e. Correct the Woodland Retained Not Part of Requirements on the worksheet to be 6.39 acres (5.27+1.12).

- f. Identify the steep slopes on the plan with shading.
  - g. Provide a footnote below the specimen tree chart identifying the trees located off-site.
  - h. Have the revised plan signed and dated by the qualified professional preparing the plan.
3. Total development within the subject property shall be limited to uses which generate no more than 300 AM peak-hour trips and 300 PM peak-hour trips Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
  4. A substantial change to the uses or site layout on the subject property that affects Subtitle 24 of the County Code, adequacy findings shall require the approval of a new preliminary plan of subdivision prior to the approval any building permits.
  5. Prior to signature approval of the preliminary plan of subdivision, the applicant shall submit an approved stormwater management (SWM) concept plan and approval letter, which must show that the issue of the on-site failing riser structure has been satisfactorily addressed. Development of this site shall be in conformance with that approved SWM concept plan and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.
  6. At the time of final plat:
    - a. The applicant shall dedicate 100 feet of right-of-way for the master planned MC-634.
    - b. A 10-foot-wide public utility easement shall be granted along the public rights-of-way.
    - c. A conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated PMA, except for the 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 road, 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.”
  7. Prior to issuance of the each building permit beyond the first 142,500 square feet of development, the applicant and the applicant’s heirs, successors, and/or assignees shall, pursuant to the provisions of Council Resolution CR-66-2010 and the MD 4/Westphalia Road Public Facilities Financing and Implementation Program (PFFIP), pay to Prince George’s County (or its designee) a fee of \$3.63 (in 2010 dollars) per square foot, pursuant to the Memorandum of Understanding (MOU) required by CR-66-2010. The MOU shall be recorded in the Land Records of Prince George’s County, Maryland. These unit costs will be adjusted based on an inflation cost index factor to be determined by the Department of Public Works and Transportation (DPW&T) at the time of the issuance of each permit.
  8. Prior to the approval of any final plat for this project, pursuant to CR-66-2010, the owner/developer, its heirs, successors and/or assigns shall execute a Memorandum of Understanding (“MOU”) with the County that sets forth the terms and conditions for the payment



of Fees by the Owner/Developer, its heirs, successor and/or assignees pursuant to the PFFIP. The MOU shall be executed and recorded among the County land records and the liber/folio noted on final plat of subdivision.

9. Prior to the issuance of any building permits within the subject property, evidence of the following certifications shall be provided:
  - a. A registered Engineer or qualified professional of competent expertise shall certify that structures do not exceed the Imaginary Surfaces established in Council Bill CB-3-2012.
  - b. An acoustical engineer or qualified professional of competent expertise shall certify noise level reduction within the interior of the nonresidential building.
10. Development of this site shall be in conformance with an approved Stormwater Management Concept Plan. The final plat shall note the Stormwater Management Concept Plan number and approval date.

STAFF RECOMMENDS:

- Approval of Preliminary Plan of Subdivision 4-18005
- Approval of Type 1 Tree Conservation Plan TCP1-011-12-02