



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

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Preliminary Plan of Subdivision Parliament Place

4-19049

REQUEST	STAFF RECOMMENDATION
Three parcels for 366,312 square feet of commercial and industrial development.	APPROVAL with conditions
Variance to Section 25-122(b)(1)(G)	DISAPPROVAL

Location: East of the interchange of US 50 (John Hanson Highway) and MD 704 (Martin Luther King Jr Highway)	
Gross Acreage:	11.72
Zone:	I-1
Gross Floor Area:	366,312
Lots:	N/A
Parcels:	3
Planning Area:	70
Council District:	05
Election District:	13
Municipality:	N/A
200-Scale Base Map:	206NE09
Applicant/Address: 4200 Parliament LLC 1343 Ashton Road Hanover, MD 21076	
Staff Reviewer: Antoine Heath Phone Number: 301-952-3552 Email: Antoine.Heath@ppd.mncppc.org	



Planning Board Date:	10/29/2020
Planning Board Action Limit:	11/05/2020
Mandatory Action Timeframe:	70 days
Staff Report Date:	10/16/2020
Date Accepted:	07/30/2020
Informational Mailing:	02/06/2020
Acceptance Mailing:	07/27/2020
Sign Posting Deadline:	09/29/2020

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/. Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-19049
Variance Request to Section 25-122(b)(1)(G)
Type 1 Tree Conservation Plan TCP1-015-2020
Parliament Place

OVERVIEW

The subject property is located east of the interchange of US 50 (John Hanson Highway) and MD 704 (Martin Luther King Jr Highway) in Lanham, Maryland. The property is known as Parcel 4, described by deed recorded in Liber 39418 folio 541 and consists of 11.72 acres in the Light Industrial (I-1) Zone. The site is subject to the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and SMA). This preliminary plan of subdivision (PPS) includes three parcels for development of commercial and industrial uses. An existing 132,312-square-foot office building is located on the subject property, which is to remain. The proposed development is subject to a PPS, in accordance with Section 24-107 of the Prince George's County Subdivision Regulations.

Section 25-122(b)(1)(g) of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) requires that the preservation of specimen trees, champion trees, or trees that are associated with an historic site or structure have their critical root zones protected through judicious site design. The applicant requests approval of a variance for the removal of six specimen trees, which is discussed further in this report.

Staff recommends **APPROVAL** of the PPS with conditions, and **DISAPPROVAL** of the variance based on the findings contained in this technical staff report.

SETTING

The property is located on Tax Map 52 in Grids E1, E2, F1, and F2, in Planning Area 70, and is zoned I-1. The site abuts properties to the north that contain office buildings and are also in the I-1 Zone. The property to the east contains a stormwater management (SWM) pond in the I-1 Zone. US 50 and its exit onto MD 704 wrap the property to the southern and western boundaries. The property does not have direct access to MD 704, and instead uses an access easement known as Parcel U, recorded in Plat Book NLP 140, page 6. This access easement travels through the properties directly to the north to access MD 704.

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	I-1	I-1
Use(s)	Commercial/Office	Commercial/Industrial
Acreage	11.72	11.72
Lots	0	0
Parcels	1	3
Dwelling Units	N/A	N/A
Gross Floor Area	132,312 sq. ft.	366,312 sq. ft.
Variance	No	Yes
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on August 21, 2020.

2. **Previous Approvals**—No prior approvals are associated with this site.
3. **Community Planning**—The subject site is within the area of the Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and SMA. Conformance with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and sector plan are evaluated, as follows:

Plan 2035

The application is in the Established Communities Growth Policy area designated in Plan 2035. The vision for the Established Communities area is most appropriate for context-sensitive infill and low- to medium-density development (page 20).

Sector Plan Conformance

The sector plan retained the subject property into the I-1 Zone and recommends industrial land use on the subject property.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, staff finds that this application conforms to the sector plan.

4. **Stormwater Management**—SWM Concept Plan (1120-2020-0), reviewed and approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), was submitted with the subject application. According to the plan, three micro-bioretenion facilities, two swales, and one submerged gravel wetland are proposed to provide stormwater retention and attenuation on-site. The concept approval expires August 27, 2023. Development of the site shall conform with the SWM concept approval, and any subsequent revisions, to ensure no on-site or downstream flooding occurs.

5. **Parks**—In accordance with Section 24-134(a) of the Subdivision Regulations, the subject subdivision is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development.
6. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and SMA, to provide the appropriate pedestrian and bicycle transportation recommendations.

Existing Conditions, Sidewalks and Bike Infrastructure

The proposed development does not include a description of proposed pedestrian and bicycle facilities.

Pursuant to Section 24-121(a)(9), the proposed PPS does not provide walkways with rights-of-way at least 10-feet-wide through all blocks over 750-feet-long. The subject application does not include any blocks that are over 750-feet-long.

Pursuant to Section 24-123(a)(6) of the Subdivision Regulations, the proposed PPS does not indicate the location of all land for bike trails and pedestrian circulation systems that are indicated on a master plan, County trails plan, or abutting, existing, or dedicated trails. Staff recommend that the applicant revise the plans to include the master plan MD 704 side-path.

Review of Connectivity to Adjacent / Nearby Properties

The subject site is connected by way of a private driveway without sidewalks to properties adjacent the subject site.

The recommended pedestrian and bicycle improvements associated with the proposed development will address goals, policies, and strategies in the MPOT and the Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and SMA.

Review of Master Plan Compliance

This development case is subject to the MPOT, which provides policy guidance regarding multimodal transportation. The Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling (MPOT, page 9–10), which recommends the following facilities:

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.

There is no sidewalk or shared-use path along the portion of MD 704 that abuts this project. Staff recommend that a shared-use path along the subject site frontage of MD 704 be provided, unless modified by the Maryland State Highway Administration (SHA), with written correspondence.

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

There are bike lanes present on MD 704.

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

A subdivision is currently in pre-acceptance that proposes a 6,077-square-foot convenience market with 20 fueling stations, and a 4,500-square-foot fast food restaurant with drive through, at the northwest corner of MD 704 and Hargrove Drive. This location is catacorner to the subject site. If built, the proposed convenience market and fast-food restaurant would draw patrons from the subject site, due to its close proximity. MD 704 and the internal road circulation do not show accommodation for pedestrians and bicyclists consistent with complete streets principles.

Staff recommends a shared-use path, along the subject site's frontage of MD 704, including a crosswalk crossing the US 50 off-ramp, for a future potential connection to this development across the street, subject to modification by SHA.

In addition, the submitted plans do not show sidewalks or pedestrian facilities within the subject site. Staff recommends a network of sidewalks within the subject site connecting the different buildings and the private roadway accessing the property, to be shown in the detailed site plan (DSP), prior to its acceptance. The submitted SDRC response, dated September 3, 2020, (Roh to Heath), indicates that no sidewalks will be provided between Parcels 2 and 3, because "of the nature of consolidated storage."

Staff disagrees with this assertion and recommends that sidewalks be provided connecting all parcels on the subject site and connecting the uses. Sidewalks connecting different structures within a subject site provide an opportunity for safe and convenient pedestrian travel; omitting sidewalks does not prevent any potential pedestrian trips, but discourages safe pedestrian travel from occurring. Moreover, these internal sidewalks will be necessary to meet the design guidelines at the time of DSP, requiring pedestrian access to major destinations and through parking lots on-site.

The sector plan includes the following goals, policies, and strategies applicable to the subject (starting on page 162):

Access management criteria may include buildings layouts and parking sited to allow users to access multiple buildings within the same commercial center on foot.

Goal 3: Encourage alternative means of transportation within the sector plan area.

Policy 1: Follow complete street principles, which include pedestrian and bicycle considerations, in all new road construction and improvements projects.

Policy 5: Create environments more conducive to nonmotorized travel.

Goal 4: Improve pedestrian safety throughout the area.

Policy 1: Develop a continuous network of safe routes (sidewalks and trails) for pedestrians, especially between neighborhoods and sector plan area designations.

Retrofit existing roadways with improvements designed to create safer environment for pedestrians.

Staff recommends that the applicant provide internal sidewalks connecting the existing office building to the proposed buildings. In addition, staff recommends short-term and long-term bicycle parking facilities consistent with the AASHTO *Guide for the Development of Bicycle Parking Facilities, 4th Edition*. The submitted SDRC response, dated September 3, 2020 (Roh to Heath), indicates that no bicycle facilities are proposed for the consolidated storage parcel because, “of the nature of consolidated storage.” Staff disagrees with this assertion. While bicycles may not be the most efficient mode for transporting storage goods, future employees of the storage facility, or future clients upon an initial visit, may choose to travel by bicycle. Providing bicycle parking will encourage alternate means of transportation and create environments that are more conducive to nonmotorized travel.

Staff also recommends a shared-use path between the proposed consolidated storage facility building and the east side of MD 704, a shared-use path along the east side of MD 704 along the frontage of the subject site, perpendicular ramps, and a continental style crosswalk crossing the westbound US 50 to northbound MD 704 off-ramp, unless modified by SHA, with written correspondence. The submitted SDRC response dated September 3, 2020 (Roh to Heath), indicates that SHA may not approve this request. No additional right-of-way is being sought with this application and SHA, as the roadway operating and permitting agency for MD 704, can require implementation of the master-plan recommended roadway, including the shared-use path and crosswalks, as appropriate, or may implement the master plan facility as part of a future Capital Improvement Project.

7. **Transportation**—The applicant proposes to create three separate parcels. The subdivision has one existing office building (Parcel 2) and is proposing two additional Parcels numbered 1 and 3 for development. Parcel 1 is proposed as a 134,000-square-foot self-storage facility, while Parcel 3 is proposed as a 100,000-square-foot office building that will be developed in the future.

The PPS is required to subdivide an existing lot into three parcels to support the development. Transportation-related findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout. Access and circulation are proposed by means of private streets and driveways from existing public roadways. The subject property is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

- (A) Links and signalized intersections: Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better;
- (B) Unsignalized intersections: The procedure for unsignalized intersection is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) Vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets are computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections. Once the CLV exceeds 1,450, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Analysis of Traffic Impacts

The applicant submitted a traffic impact study (TIS) dated May 2020. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff, consistent with the "Transportation Review Guidelines, Part 1," (Guidelines). The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions:

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

- MD 704 & Forbes Boulevard (signalized)
- MD 704 & Parliament Place/Boston Way (signalized)
- MD 704 & WB US 50 Ramps/Hargrove Drive (signalized)
- MD 704 & EB US 50 Ramps (signalized)

EXISTING TRAFFIC CONDITIONS				
Intersections	Critical Lane Volume		Level of Service	
	(AM & PM)		(LOS, AM & PM)	
MD 704 & Forbes Boulevard	1293	1236	C	C
MD 704 & Parliament Place/Boston Way	903	882	A	A
MD 704 & WB US 50 Ramps/Hargrove Drive	1155	1282	C	C
MD 704 & EB US 50 Ramps	750	923	A	A
In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines," delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The TIS identified five background developments. In addition, a growth factor of 0.5 percent per year for 6 years was applied to through traffic along MD 704. The background analysis is based on future developments, which yielded the following results.

BACKGROUND CONDITIONS				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(LOS, AM & PM)	
MD 704 & Forbes Boulevard	1399	1331	D	D
MD 704 & Parliament Place/Boston Way	971	958	A	A
MD 704 & WB US 50 Ramps/Hargrove Drive	1235	1393	C	D
MD 704 & EB US 50 Ramps	805	1028	A	B

The table below summarizes trip generation in each peak hour that will be used in reviewing traffic and developing a trip cap for the site:

Table 1 – Trip Generation								
Trip Generation Summary: 4-19049: Parliament Place								
Land Use	Use Quantity	Metric	AM Peak			PM Peak		
			In	Out	Tot.	In	Out	Tot.
Parcel 2 – Office Building	132,312	sq. ft.	238	26	264	46	198	244
Total Existing Trips – Parcel 2			238	26	264	46	198	244
Parcel 1 – Consolidated Storage	134,000	sq. ft.	8	5	13	11	12	23
Parcel 3 – General Office	100,000	sq. ft.	180	20	200	35	150	185
Net New Trips – Parcels 1 and 3			188	25	213	46	162	208
Total Site Trips			426	51	477	92	360	452

The following critical intersections, interchanges, and links identified below, when analyzed with the programmed improvements and total future traffic as developed using the Guidelines, including the site trip generation as described, operate as follows:

FUTURE TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(LOS, AM & PM)	
MD 704 & Forbes Boulevard	1421	1346	D	D
MD 704 & Parliament Place/Boston Way	978	1091	A	B
MD 704 & WB US 50 Ramps/Hargrove Drive	1247	1430	C	D
MD 704 & EB US 50 Ramps	808	1061	A	B
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the CLV is computed and compared to the approved standards. According to the Guidelines, all three tests must fail in order to require a signal warrant study.				

The signalized intersections operate within the acceptable range of a CLV less than 1450.

Agency Review

The TIS was referred to and reviewed by representatives from the Prince George's County Department of Public Works and Transportation (DPW&T), as well as SHA. SHA has provided comments that indicate no issue with the proposed subdivision. DPW&T has not responded to date.

Master Plan and Site Access

These parcels are governed by the sector plan, as well as the MPOT. The master plan roadways identified in these documents include US 50 as a freeway and MD 704 as an arterial roadway.

The Parliament Place development is located adjacent to the US 50 ramp to MD 704, but within the Washington Business Center. The closest signalized intersection is at MD 704 and Parliament Place, as it provides a single lane ingress with a planted median and two egress lanes. Aerial photography and project mapping identified Parliament Place as a two-lane private road that provides direct access into the Washington Business Center, as well as the proposed subdivision. Parliament Place is approximately 30.71 feet wide at the entrance of this subdivision. A truck turning radius exhibit was submitted and staff has determined that is acceptable.

An extended access easement from Parliament Place (Parcel U to the north) is proposed within the subdivision to serve the three parcels. Access to the site via easement is permitted by Section 24-128(b)(9) of the Subdivision Regulations, which states:

Where vehicular access to an individual lot fronting on a public street should be denied due to a potentially hazardous or dangerous traffic situation, a private easement may be approved in accordance with the driveway standards in Part 11 of Subtitle 27, in order to provide vehicular access, when deemed appropriate by the Planning Board.

Given the arterial and freeway classification of the abutting roadways to the site, the use of an access easement is appropriate. The final plat should reflect the easement and indicate denial of access to MD 704 and US 50 from the subject property, in accordance with Section 24-121(a)(3).

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required, in accordance with Section 24-124, subject to the conditions provided in this technical staff report.

8. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and Prince George's County Council Resolutions CR-23-2001 and CR-38-2002, and it is concluded that the property is exempt from a review for schools because it is a nonresidential use.
9. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, and police facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated August 21, 2020 (Thompson to Heath), provided in the backup of this technical staff report and incorporated by reference herein. Fire and rescue facilities require additional discussion, as follows:

Fire and Rescue

The subject property is served by Glenn Dale Volunteer Fire/EMS Co. #818 located at 11900 Glen Dale Boulevard, in Glenn Dale. A five-minute total response time is recognized as the national standard for Fire/EMS response times. The five-minute total response time 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 nonresidential subdivision applications.

According to NFPA 1710, Chapter 3 Definitions, the total response time and travel time are defined, as follows:

3.3.53.6 Total Response Time. The time interval from the receipt of the alarm at the primary PSAP (Public Safety Answering Point) to when the first emergency response unit is initiating action or intervening to control the incident.

3.3.53.7 Travel Time. The time interval that begins when a unit is in route to the emergency incident and ends when the unit arrives at the scene.

According to NFPA 1710, Chapter 4 Organization:

4.1.2.1 The fire department shall establish the following objectives:

- (1) Alarm handling time to be completed in accordance with 4.1.2.3. (4.1.2.3.1 The fire department shall establish a performance objective of having an alarm answering time of not more than 15 seconds for at least 95 percent of the alarms received and not more than 40 seconds for at least 99 percent of the alarms received, as specified by NFPA 1221).**
- (2) 80 seconds turnout time for fire and special operations response and 60 seconds turnout time for EMS response.**
- (3) 240 seconds or less travel time for the arrival of the first arriving engine company at a fire suppression incident.**

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of August 20, 2020, the proposed project fails the four-minute travel test from the closest Prince George's County Fire/EMS Station when applying the national standard, and associated total response time under five-minutes from the closest Fire/EMS, Glenn Dale Volunteer Fire/EMS, #818.

It is recommended that prior to construction, the applicant shall contact the Prince George's County Fire/EMS Department to request a pre-incident Emergency Plan for the facility; install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR 30.06.01-05); and install and maintain hemorrhage kits

next to fire extinguishers. In accordance with Section 24-122.01(e)(1)(C), the Department provided a statement that adequate equipment exists.

10. **Public Utility Easement (PUE)**—Section 24-122(a) of the Subdivision Regulations requires that, when utility easements are required by a public utility 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 standard requirement for public utility easements (PUEs) is 10 feet wide along both sides of all public rights-of-way. The required PUE is delineated on the PPS along the subject site frontage on the public rights-of-ways of US 50 and MD 704.

11. **Historic**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. A Phase I archeological survey is not recommended on the subject property. There are no historic sites or resources on or adjacent to the subject property. This proposal will not impact any historic sites or resources or significant archeological sites.
12. **Environmental**—The following applications and associated plans have been reviewed for the subject site:

Background

Review Case Number	Associated Tree Conservation Plan Number	Authority	Status	Action Date	Resolution Number
NA	NRI-032-2020	Staff	Approved	7/1/2020	N/A
4-19049	TCP1-015-2020	Planning Board	Pending	Pending	Pending
DSP-20024	TCP (number to be determined)	Planning Board	Pending	Pending	Pending

Proposed Activity

The applicant is requesting approval of PPS 4-19049 and Type 1 Tree Conservation Plan (TCP1-015-2020) for construction of an office building and consolidated storage facility on three parcels, one of which consists of an existing office building. The TCP1 shows the proposed layout and associated infrastructure (road layout, water and sewer lines, SWM facilities, woodland preservation areas, specimen trees, and specimen trees proposed to be removed).

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in Subtitles 24 and 27 that came into effect on September 1, 2010 because the application is for a new PPS. This project is subject to the WCO and the Environmental Technical Manual (ETM).

Master Plan Conformance

The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and within the Established Communities of the General Plan Growth Policy (Plan 2035).

Conformance with the Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan (May 2017)

The 2017 *Countywide Green Infrastructure Plan* was approved with the adoption of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan (CR-11-2017) on March 7, 2017. According to the approved Countywide Green Infrastructure Plan, one regulated area is mapped on-site, which is associated with a wetland located on the northeastern corner of the site. It appears that a swale and a former sediment trap have also been included in this area. Much of the remaining undeveloped areas of the site are mapped as evaluation areas.

The following policies and strategies in **BOLD** are applicable to the subject application. The text in **BOLD** is the text from the master plan and the plain text provides comments on plan conformance.

Policy 1: Preserve, enhance and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan Prince George's 2035.

(1.1) Ensure that areas of connectivity and ecological functions are maintained, restored and/or established by:

- (A) Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.**
- (B) Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.**
- (C) Protecting existing resources when constructing stormwater management features and when providing mitigation for impacts.**
- (D) Recognizing the ecosystem services provided by diverse land uses, such as woodlands, wetlands, meadows, urban forests, farms and grasslands within the green infrastructure network and work toward maintaining or restoring connections between these landscapes.**
- (E) Coordinating implementation between County agencies, with adjoining jurisdictions and municipalities, and other regional green infrastructure efforts.**

(F) Targeting land acquisition and ecological restoration activities within state-designated priority waterways such as stronghold watersheds and Tier II waters.

(1.2) Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored, and protected.

(A) Identify critical ecological systems and ensure they are preserved and/or protected during the site design and development review processes.

(B) Prioritize use of public funds to preserve, enhance, connect, restore, and protect critical ecological systems.

The Regulated Area on-site is located within the Bald Hill Branch of the Patuxent River, which is both a stronghold and a Tier II watershed. Much of the mapped Regulated Area has been previously impacted as a direct result of the prior use of the site.

The existing wetland on-site is proposed to be entirely preserved, and the applicant proffers improving water quality associated with this wetland and the greater watershed by installing a combination of micro-bioretenion areas, swales, and a submerged gravel wetland on-site that will aide in prevention of further degradation and erosion off-site.

The former sediment trap is also proposed to be retained in the southeastern corner of the site; however, this aging structure could be further modified to be more beneficial to wildlife on-site.

No sensitive species project review areas or special conservation areas are located on or within the vicinity of the subject site.

Policy 2: Support implementation of the 2017 GI Plan throughout the planning process.

(2.4) Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.

(2.5) Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.

- (2.6) Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.**

There are no network gaps located on-site; however, there is potential to add additional native landscaping adjacent to the retained wetland after the site is graded.

Policy 3: Ensure public expenditures for staffing, programs, and infrastructure support the implementation of the 2017 GI Plan.

- (3.3) Design transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.**

- (A) Provide wildlife and water-based fauna with safe passage under or across roads, sidewalks, and trails as appropriate. Consider the use of arched or bottomless culverts or bridges when existing structures are replaced, or new roads are constructed.**
- (B) Locate trail systems outside the regulated environmental features and their buffers to the fullest extent possible. Where trails must be located within a regulated buffer, they must be designed to minimize clearing and grading and to use low impact surfaces.**

The site is currently developed with an existing six-story commercial office building and associated parking lot. No trails are proposed within the regulated environmental features or their associated buffers on-site. Any future trail system proposed through the regulated areas of the site should be evaluated during the site planning process at time of DSP. Trails through sensitive areas should be generally designed to minimize impacts.

Policy 4: Provide the necessary tools for implementation of the 2017 GI Plan.

- (4.2) Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.**

Conservation easements are required for the subject application to protect areas identified within the primary management area (PMA) that are not otherwise approved for impact. No on-site woodland preservation or afforestation/reforestation is proposed on-site.

Policy 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.

- (5.8) Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.**
- (5.9) Prioritize the preservation and replanting of vegetation along streams and wetlands to create and expand forested stream buffers to improve water quality.**

The approved SWM Concept Plan (1120-2020-0) approved by DPIE proposes the implementation of an SWM system that utilizes a combination of a submerged gravel wetland, micro-bioretenment areas, and swales to improve the water quality of runoff that will discharge off-site. DPIE has determined that this proposed SWM concept plan is in conformance with the current code.

Policy 7: Preserve, enhance, connect, restore, and preserve forest and tree canopy coverage.

General Strategies for Increasing Forest and Tree Canopy Coverage

- (7.1) Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.**
- (7.2) Protect, restore, and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.**
- (7.4) Ensure that trees that are preserved or planted are provided appropriate soils and adequate canopy and root space to continue growth and reach maturity. Where appropriate, ensure that soil treatments and/or amendments are used.**

Planting of native species is encouraged on-site.

Forest Canopy Strategies

- (7.12) Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.**
- (7.13) Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.**
- (7.18) Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management. Green space should be encouraged within the proposed development, particularly within and around existing**

regulated areas onsite for expansion, restoration, and preservation of these regulated areas.

Native landscape planting surrounding the existing wetland and along the eastern portion of the site between the eastern property boundary and the western edge of the proposed parking lot is encouraged.

Approved Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and Sectional Map Amendment (March 2010)

The sector plan includes applicable goals, policies, and strategies. The following policies are applicable to the current project with regards 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.

Natural Resources/Environment Chapter Recommendations

Goal 1: Restore and enhance water quality in areas that have been degraded.

Policy 1: Decrease the amount of pollutants from both storm and non-storm events entering sector plan area wetlands and waterways.

The site contains a small wetland that is proposed to be retained on-site. The implementation of the approved SWM Concept Plan (1120-2020-0) will result in a decrease in the amount of pollutants from storm and nonstorm events currently entering the sector plan area wetlands and waterways untreated.

Policy 2: Preserve, enhance, or restore the vegetated buffers around wetlands and waterways.

The existing wetland and associated vegetated buffer are proposed to be retained on-site. It is encouraged that this area is enhanced with additional suitable native species to increase the wildlife value of the regulated features on-site.

Goal 2: Prevent flooding associated with new and redevelopment.

Policy 1: Ensure stream corridors are clear of debris, both manmade and natural, in known flooding areas.

The opportunity exists for the applicant to clear any existing debris in the existing wetland and former sediment trap on-site, prior to site inspection.

Policy 2: Ensure that the quantity of stormwater discharged from a site post-development does not exceed predevelopment conditions.

Water quality will be addressed through the approved final SWM plan.

Goal 3: Preserve, enhance, and restore the existing tree canopy within the sector plan area.

Policy 1: Focus tree and forest preservation and restoration efforts in appropriate areas.

The TCP1 shows one area of 0.12 acre of woodland, not credited, within the wetland area. No other on-site woodland preservation is proposed.

Policy 2: Encourage the application of urban forestry principles to landscaping and reforestation efforts, while increasing opportunities for incorporating tree planting into the existing landscape.

The proposed development does not include any reforestation on-site. Landscaping requirements will be evaluated by the Urban Design Section in conjunction with the 2010 *Prince George's County Landscape Manual* (Landscape Manual), at the time of DSP review.

Policy 3: Ensure that no net loss of forest cover occurs within the boundaries of the sector plan area.

Proposed site improvements may result in a net loss of forest cover within the boundary of the sector plan area if the proposed off-site requirement is placed in a woodland conservation bank in a different location. In accordance with Section 25-122(a)(6), off-site woodland conservation credits are required to be considered, as follows: "...within the same eight-digit sub-watershed, within the same watershed, within the same river basin, within the same growth policy tier, or within Prince George's County. Applicants shall demonstrate to the Planning Director or designee due diligence in seeking out opportunities for off-site woodland conservation locations following these priorities. All woodland conservation is required to be met within Prince George's County." However, to ensure Master Plan conformance, the purchase of off-site woodland conservation credits shall first be sought within the sector plan.

Goal 4: Utilize innovative stormwater management best practices to mitigate the negative impacts of stormwater runoff.

Policy 1: Require stormwater to be treated non-structurally to the maximum extent practicable.

SWM is discussed in Goal 1, Policy 1 of this section.

Goal 5: Address issues of energy conservation, light pollution, air pollution, and noise impacts within the sector plan area.

Policy 1: Increase opportunities for utilizing green building opportunities in the sector plan area.

The use of green building techniques and energy conservation techniques should be used as appropriate.

Policy 2: Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.

The minimization of light intrusion from proposed developed areas of this site, located in the Developing Tier, onto the sensitive wetland area to remain on-site, as well as off-site environmentally sensitive areas surrounding the site is of special concern. The use of alternative lighting technologies and the limiting of total light output should be demonstrated. Full cut-off optic light fixtures should be used.

Environmental Review

Natural Resources Inventory Plan/Existing Features

Natural Resources Inventory Plan, NRI-032-2020 was approved on July 1, 2020 and is provided with this application. There are six specimen trees within the property boundary.

The site contains regulated environmental features, which includes a portion of a wetland and associated buffer that extends off-site located in the northeastern corner of the site, which comprise the PMA. No regulated stream, 100-year floodplain, or associated buffers exist on-site. The forest stand delineation indicates that there is one forest stand, which has a medium to high rating for preservation and restoration. The site has a total of 2.61 acres of gross tract woodland, as shown on the NRI. Areas of steep slopes are scattered across the eastern portion of the site.

The site is located within the Bald Hill Branch watershed, which is both a stronghold and a Tier II watershed. The site does not contain any known historic structures and is not considered an historic site. Much of the remaining property is developed.

The TCP1 and the PPS show all the required information correctly in conformance with the NRI. No revisions are required for conformance to the NRI.

Erosion and Sediment Control

This site is within a Tier II catchment area. Tier II waters are high-quality waters within the State of Maryland as designated by the Maryland Department of Environment that are afforded special protection under Maryland's Anti-degradation policy. No streams are associated with this project. The Prince George's Soil Conservation District may require redundant erosion and sediment control measures for this site as part of their review and approval process. No further information is required at this time regarding erosion and sediment control.

Soils

The predominant soils found to occur on-site, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Urban Land-Russett-Christiana complex (0-5% slopes), Russett-Christiana-Urban Land complex (0-5% slopes), and Urban Land Issue-complex (0-5% slopes).

According to available information, no unsafe soils containing Marlboro clay exist on-site; however, unsafe soils containing Christiana complexes are mapped on this property. According to DPIE, when existing or proposed steep slopes exceed 20 percent on unsafe soils, government agencies should insist on submitting a full geotechnical report that includes a Global Stability Analysis with the proposed (mitigated) 1.5 Safety Factor Line determined and shown on the plans submitted for County review and approval. There are no slopes of significant concern identified within the area of this soil type and the applicant

is proposing to cut and fill the site to a 1 percent grade for a buildable area. A geotechnical review was not requested with this application but may be required for review by the County with a future development application, in conformance with Prince George's County Council Bill CB-94-2004.

Woodland Conservation

This property is subject to the provisions of the WCO because the property is greater than 40,000 square feet and contains more than 10,000 square feet of existing woodland. TCP1-015-2020 has been submitted for review that covers the area of this PPS.

According to the worksheet shown on the TCP1 as submitted, the site is 11.72 acres and zoned I-1. A total of 2.61 acres of existing woodlands are on the net tract and there is no existing floodplain. The site has a woodland conservation threshold of 1.76 acres, or 15 percent of the net tract, as tabulated. No off-site clearing is shown on the plan. The TCP1 shows a total woodland conservation requirement of 3.61 acres based on the proposed clearing shown. The TCP1 shows this requirement will be met by providing 3.61 acres of off-site woodland conservation credits.

There is one major discrepancy between the TCP1 and the approved SWM plan (1120-2020-00). The SWM plan indicates that the existing feature labeled as a former sediment trap and the area immediately surrounding it will remain on-site and is shown outside of the proposed limits of disturbance (LOD); however, the TCP1 shows this entire area extending to the southeastern corner as being within the LOD. This discrepancy must be rectified, prior to signature approval of the TCP1 and PPS.

The TCP1 also requires additional technical revisions that are included in the recommended conditions below.

Specimen Trees

Section 25-122(b)(1)(G) 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 (ETM)."

A total of six specimen trees were identified on the approved NRI, all of which are proposed for removal, according to the variance request dated March 18, 2020. A detailed condition analysis was not submitted as part of this variance request for these trees for removal.

After subsequent changes to the layout of the PPS and TCP1 submitted on September 3, 2020, the applicant did not update the variance request accordingly to reflect that two of the specimen trees (Specimen Trees 1 and 2) are now being shown as saved on the TCP1. It is assumed that these trees shown as saved on the TCP1 are no longer being requested for removal and have been omitted from consideration with this variance request. In an SDR comment and response letter to staff, dated August 27, 2020, the applicant's representative indicated that, if needed, they would request removal of these specimen trees at the time of DSP.

SPECIMEN TREE SCHEDULE SUMMARY

ST #	COMMON NAME	DBH (in inches)	CONDITION	DISPOSITION
1	Willow Oak	32.5	Good	Save
2	Willow Oak	32	Good	Save
3	White Oak	36.5	Good	Remove
4	White Oak	32	Fair	Remove
5	White Oak	37	Poor	Remove
6	White Oak	35	Good	Remove

Variance Request

A Subtitle 25 variance application and statement of justification (SOJ), dated March 18, 2020 in support of a variance, were received on July 22, 2020. A revised TCP1 was received for review on September 3, 2020.

Section 25-119(d)(1) of the WCO contains six required findings to be made before a variance can be granted. The SOJ submitted seeks to address the required findings for the six specimen trees together; however, details specific to individual trees (all of which are native) has also been provided in the chart above.

Statement of Justification

A variance to Section 25-122(b)(1)(G) is requested for the clearing of six specimen trees together; however, as previously mentioned, not all trees on the initial variance request are shown as cleared on the most recently submitted TCP1; specifically, specimen trees 1 and 2. This variance is requested to the WCO, which requires under Section 25-122 that “woodland conservation shall be designed as stated in this Division unless a variance is approved by the approving authority for the associated case.” The Subtitle 25 Variance Application form requires an SOJ of how the findings are being met.

With regards to Specimen Trees 3, 4, 5, and 6 located on proposed Parcel 1, a DSP will be required so the design will be better understood at that time. Staff recommends denial of the variance application with the understanding that the applicant can apply again with the DSP. Based on the level of design provided on the TCP1/PPS, it appears that the trees can be saved. Staff also recommends denial for the request to remove Specimen Trees 1 and 2 located on proposed Parcel 3, since they are being shown as saved on the TCP1.

The required findings of Section 25-119(d) have not been adequately addressed for the removal of the six on-site specimen trees.

Regulated Environmental Features

Section 24-130(b)(5) of the Subdivision Regulations requires the following finding:

Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of Regulated Environmental Features (REF) in a natural state to the fullest extent possible consistent with the guidance provided by the ETM established by Subtitle 25. Any lot with an impact shall demonstrate

sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.

There are mapped regulated environmental features located on the overall site. The NRI submitted with this application confirms that there is one regulated environmental feature (a wetland and associated buffer) located in the northeastern corner of the site. Because no regulated environmental features will be impacted with the proposed development, the regulated environmental features have fully been preserved and/or restored in a natural state possible, in accordance with the requirement of Section 24-130(b)(5).

- 13. Urban Design**—Conformance with the Zoning Ordinance (Subtitle 27) is evaluated, as follows:

Conformance with the Zoning Requirements

The project meets the purposes of the zone as stated in Sections 27-469 and 27-473 of the Zoning Ordinance through the development of light industrial and office uses on-site. The proposed office building and consolidated storage facility in the I-1 Zone will be subject to DSP review and approval.

Conformance with regulations of the Zoning Ordinance is required at the time of DSP review, including but not limited to the following:

- Section 27-469 regarding requirements in the I-1 Zone;
- Section 27-473(b) regarding the Table of Uses for the I-1 Zone;
- Section 27-474 regarding regulations in the I-1 Zone;
- Section 27-475.04 additional requirements for Consolidated Storage;
- Part 11, Off-street Parking and Loading; and,
- Part 12, Signs.

Conformance with the 2010 Prince George's County Landscape Manual

The development is subject to the Landscape Manual. Specifically, the site is subject to Sections 4.2, 4.3, 4.4, and 4.9, which will be reviewed at the time of DSP for the consolidated storage facility on Parcel 1, and at the time of permit review for the office development on Parcel 3. The project may also be subject to Section 4.7, dependent on abutting uses.

Conformance with the Tree Canopy Coverage Ordinance

In accordance with Section 25-128 of the County Code, properties in the I-1 Zone are required to provide a minimum of 10 percent of the gross tract area in tree canopy coverage (TCC). Lot 3 will require a minimum of 15,583 square feet of TCC and Lot 1 will require 10,674 square feet of TCC. Conformance will be evaluated at the time of DSP for the consolidated storage facility on Parcel 1, and at the time of permit review for the office development of Parcel 3.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.
2. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (1120-2020-0) and any subsequent revisions.
3. The final plat of subdivision shall grant 10-foot-wide public utility easements along the public rights-of-way abutting the site, in accordance with the approved preliminary plan of subdivision.
4. Prior to approval of the final plat of subdivision, the applicant, and the applicant's heirs, successors, and/or assignees shall provide a draft access easement agreement or covenant, for access to Parcels 1-3, to the Maryland-National Capital Park and Planning Commission (M-NCPPC), Development Review Division, for approval. The easement agreement shall contain the rights of M-NCPPC, be recorded in land records, and the Liber/folio shown on the final plat, prior to recordation. The final plat shall reflect the location and extent of the easement, in accordance with the approved preliminary plan of subdivision and indicate denial of access to MD 704 (Martin Luther King Jr Highway) and US 50 (John Hanson Highway) from the subject property, in accordance with Section 24-121(a)(3) of the Subdivision Regulations.
5. Prior to the approval of a detailed site plan, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate pedestrian and bicycle facilities to be in conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment*, and provide the following on the detailed site plan:
 - a. An internal sidewalk network connecting the existing office building to the proposed buildings and to the cross-access easement.
 - b. Short-term and long-term bicycle parking facilities consistent with the AASHTO *Guide for the Development of Bicycle Parking Facilities, 4th Edition* at all buildings on the subject site
 - c. A shared-use path between the proposed consolidated storage facility building and the east side of MD 704 (Martin Luther King Jr Highway), unless modified by the Maryland State Highway Administration, with written correspondence.
6. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment*, the applicant, and the applicant's heirs, successors, and/or assignees shall provide the following:
 - a. A shared-use path between the proposed consolidated storage facility building and the east side of MD 704 (Martin Luther King Jr Highway), unless modified by the Maryland State Highway Administration, with written correspondence.

- b. A shared-use path along the east side of MD 704 (Martin Luther King Jr Highway), along the subject sites frontage, unless modified by the Maryland State Highway Administration, with written correspondence.
 - c. Perpendicular ramps and a continental style crosswalk crossing the westbound US 50 (John Hanson Highway) to northbound MD 704 (Martin Luther King Jr Highway) off-ramp, unless modified by the Maryland State Highway Administration, with written correspondence.
- 7. Prior to signature approval of the preliminary plan of subdivision, plans shall be revised to show the master plan MD 704 (Martin Luther King Jr Highway) side-path, pursuant to Section 24-123(a)(6) of the Subdivision Regulations.
- 8. Total development within the subject property shall be limited to uses that would generate no more than 477 AM and 452 PM peak-hour vehicle trips with the existing development on Parcel 2 generating no more than 264 AM and 244 PM peak-hour vehicle trips. The trips can be further defined to indicate that Parcel 1 would generate no more than 13 AM and 23 PM peak-hour vehicle trips, while Parcel 3 would generate no more than 200 AM and 185 PM peak-hour vehicle trips based on the development proposal. Any development generating an impact greater than the total identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
- 9. Prior to signature approval of the preliminary plan of subdivision, the Type 1 Tree Conservation Plan (TCP1-015-2020) shall be revised to meet all the requirements of Subtitle 25 of the Prince George's County Code. Required revisions include but are not limited to:
 - a. Revise the TCP1 to show Specimen Trees 3, 4, 5, and 6 as saved by revising the limits of disturbance as appropriate to preserve a minimum of two-thirds of each tree's critical root zone.
 - b. Indicate that all specimen trees will be saved.
 - c. Add the TCP number to the approval block (TCP1-015-2020) on each sheet of the TCP1.
- 10. At time of final plat, 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."
- 11. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-015-2020). The following note shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-015-2020 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George’s County Planning Department.”

12. Prior to signature approval of the preliminary plan of subdivision, the limits of disturbance of the TCP1 must be revised to be consistent with the approved stormwater management plan.
13. Prior to detailed site plan approval, the applicant shall demonstrate the efforts made through site design to save Specimen Trees 3, 4, 5, and 6. Should it be demonstrated that the trees cannot be saved, the applicant shall submit a variance request and associated statement of justification for consideration.
14. Prior to issuance of permits, the applicant shall show due diligence for securing off-site woodland conservation credits, first within the limits of the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment*. If no woodland conservation credits are available within the limits of the Sector Plan, the applicant shall follow the requirements of Section 25-122(a)(6) of the 2010 Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance.
15. Prior to issuance of a use and occupancy permit for nonresidential development, the applicant and the applicant’s heirs, successors, and/or assignees shall:
 - a. Contact the Prince George’s County Fire/EMS Department to request a pre-incident emergency plan for the facility.
 - b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.
 - c. Install and maintain a sufficient number of bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee.

These requirements shall be noted on the detailed site plan.

STAFF RECOMMENDS:

- Approval of Preliminary Plan of Subdivision 4-19049
- Approval of Type 1 Tree Conservation Plan TCP1-015-2020

- Disapproval of a Variance to Section 25-122(b)(1)(G)