



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

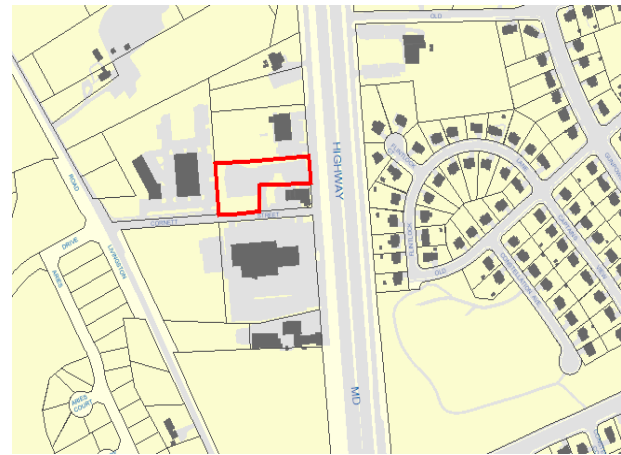
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## Preliminary Plan of Subdivision LIW Iron Works

4-20016

REQUEST	STAFF RECOMMENDATION
One parcel for development of 19,000 square feet of industrial and commercial use.	APPROVAL with conditions

<b>Location:</b> Northwest quadrant of MD 210 (Indian Head Highway) and Cornett Street intersection.	
Gross Acreage:	1.50
Zone:	I-3
Gross Floor Area:	19,000 sq. ft.
Lots:	N/A
Parcels:	1
Planning Area:	80
Council District:	08
Election District:	05
Municipality:	N/A
200-Scale Base Map:	214SE01
<b>Applicant/Address:</b> Narry Lawkaran 611 Pennsylvania Avenue, SE #293 Washington, DC 20003	
<b>Staff Reviewer:</b> Antoine Heath <b>Phone Number:</b> 301-952-3554 <b>Email:</b> Antoine.Heath@ppd.mncppc.org	



Planning Board Date:	11/04/2021
Planning Board Action Limit:	11/09/2021
Mandatory Action Timeframe:	70 days
Staff Report Date:	10/19/2021
Date Accepted:	08/13/2021
Informational Mailing:	06/08/2021
Acceptance Mailing:	08/12/2021
Sign Posting Deadline:	10/05/2021

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/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

## Table of Contents

OVERVIEW .....	3
SETTING .....	3
1. Development Data Summary.....	3
2. Previous Approvals.....	4
3. Community Planning.....	4
4. Stormwater Management .....	4
5. Parks.....	5
6. Bicycle and Pedestrian .....	5
7. Transportation.....	6
8. Schools.....	8
9. Public Facilities.....	8
10. Public Utility Easement.....	8
11. Historic.....	8
12. Environmental .....	8
13. Urban Design .....	12
RECOMMENDATION .....	13

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-20016  
Type 1 Tree Conservation Plan TCP1-008-2020-01  
LIW Iron Works

**OVERVIEW**

The subject property is located at the northwest quadrant of the Cornett Street and MD 210 (Indian Head Highway) service road intersection, and consists of one 1.5-acre parcel known as Parcel 159 recorded in the Prince George's County Land Records in Liber 37748 folio 444. The subject property is located within the Planned Industrial/Employment Park (I-3) Zone, and is subject to the *2006 Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* (Henson Creek-South Potomac Master Plan). This preliminary plan of subdivision (PPS) proposes one parcel for 14,250 square feet of industrial, and 4,750 square feet of commercial development, for a total of 19,000 square feet. The proposed development is subject to a PPS, in accordance with Section 24-107 of the Prince George's County Subdivision Regulations.

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

**SETTING**

The property is located on Tax Map 123 in Grids A1 and B4 in Planning Area 80 and is zoned I-3. The subject property will be accessed from Cornett Street to the south and the MD 210 service road to the east. The abutting properties to the north and west consist of commercial and industrial development, also in the I-3 Zone. The property abutting the site to the southeast consists of commercial development within the Light Industrial (I-1) Zone. The adjacent properties beyond Cornett Street to the south consist of both vacant land and commercial development within both the I-3 and I-1 Zones. The adjacent properties beyond MD 210 consist of single-family detached dwellings within the Residential-Estate Zone.

**FINDINGS AND REASONS FOR STAFF RECOMMENDATION**

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

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	I-3	I-2/I-3
Use(s)	Vacant	Industrial/Commercial (warehouses/office)
Acreage	1.5	1.5
Lots	0	0
Parcels	1	1
Outparcel	0	0
Dwelling Units	N/A	N/A
Gross Floor Area	0	19,000 sq. ft.
Variance	No	No
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 meeting on September 3, 2021.

2. **Previous Approvals**—Conceptual Site Plan CSP-19010 was approved by the Prince George’s County Planning Board on May 28, 2020 (PGCPB Resolution No. 2020-92). This CSP approved 19,000 square feet of office and warehouse uses with a fabrication component. None of the conditions of approval associated with the CSP apply to the review of this PPS.
3. **Community Planning**—The subject site is within the area of the Henson Creek-South Potomac Master Plan. The accompanying sectional map amendment retained the property in the I-3 Zone. The 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035) and conformance with the Henson Creek-South Potomac Master Plan are evaluated, as follows:

#### **Plan 2035**

Plan 2035 classifies this site in the Established Communities Growth Policy Area. Established communities are most appropriate for context-sensitive infill and low- to medium-density development (page 20).

#### **Master Plan Land Use Recommendation**

The Henson Creek-South Potomac Master Plan recommends mixed-use development on the subject property.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, staff finds that this application conforms to Henson Creek-South Potomac Master Plan.

4. **Stormwater Management**—An approved Stormwater Management (SWM) Concept Plan (1220-2017-01), reviewed by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE), was submitted with the subject application. The plan proposes to use three micro-bioretenment basins. A SWM fee of \$4,160.00 is approved as part of that plan in lieu of on-site attenuation/quality control measures.

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the approved SWM concept plan 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 PPS is exempt from the mandatory dedication of parkland requirement because it consists of nonresidential development.
6. **Bicycle and Pedestrian**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Henson Creek-South Potomac Master Plan to provide the appropriate pedestrian and bicycle transportation recommendations.

#### **Existing Conditions, Sidewalks and Bike Infrastructure**

The subject site is an unimproved lot, bound by MD 210 to the east and Cornett Street to the south. The applicant's submission does not include any bicycle or pedestrian facilities. The subject site is not within a 2002 General Plan corridor or a Plan 2035 center and is therefore not subject to Section 24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines, Part 2."

#### **Previous Approvals**

In regard to the previously approved CSP-19010, there are no binding prior conditions of approval on the subject property specific to pedestrian or bicycle improvements that are relevant to this subject application.

#### **Review of Conformance with the MPOT**

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, pages 9–10), and recommends the following facilities:

**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.**

**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*.**

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

The subject application does not feature any new road construction. Staff recommends the applicant update plans to provide 5-foot-wide sidewalks along the subject property's frontage of MD 210 and Cornett Street. Consistent with Policy 4, staff also recommends the applicant provide a crosswalk crossing the drive aisle at both points of vehicle entry, as well a bicycle rack, inverted-U style or a similar model that provides two points of contact for a parked bicycle, at a location convenient to the entrance of the building.

### **Review of Master Plan Conformance**

One master plan facility impacts the subject site, which is the planned side path along MD 210. Since the subject property fronts only on a portion of MD 210, along an access road, a side path along this frontage may not be effective for facilitating bike transportation along the access road. Staff recommends a “share the road with a bike” signage assembly and shared-lane markings (sharrows) along the subject property’s frontage of MD 210, subject to modification by the Maryland State Highway Authority (SHA), with written correspondence.

Based on the preceding findings, adequate pedestrian and bicycle transportation facilities will exist to serve the proposed subdivision, as required in accordance with the Subdivision Regulations, the MPOT, and the Henson Creek-South Potomac Master Plan, subject to the conditions recommended in this technical staff report.

7. **Transportation**—The applicant is seeking PPS approval for the purpose of creating one parcel for development of 19,000 square feet of industrial and commercial development. Transportation-related findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout.

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:

**Links and Signalized Intersections:** Level of Service D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

**Unsignalized Intersections:** The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections:

For two-way stop-controlled intersections, a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections, a two-part process is employed: (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.

### **Analysis of Traffic Impacts**

Pursuant to the 2012 “Transportation Review Guidelines, Part 1” (Guidelines), any development that is projected to generate 50 or more trips in either peak hour must submit a traffic impact study (TIS) as part of the application documents. Since this proposed development is projected to generate fewer than 50 net new trips, a TIS was not required. The applicant has provided staff with turning movement counts for the intersections deemed critical for the subject application. Those counts were collected in February 2021. The findings and recommendations outlined below are based upon a review of these counts

and analyses conducted by staff consistent with the Guidelines. The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions.

<b>EXISTING CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
Fort Washington Road and Service Road*	12.6 seconds	14.8 seconds
Fort Washington Road and MD 219 (signalized)	B/1003	D/1368
*Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

Using the trip rates from the Guidelines, the subject application represents the following trip generation:

<b>Table 1 - Trip Generation</b>							
		<b>AM Peak</b>			<b>PM Peak</b>		
		In	Out	Total	In	Out	Total
Light Industrial	14,250 sq. ft.	10	2	12	2	10	12
Office	4,750 sq. ft.	9	1	10	2	7	9
<b>Total new trips</b>		<b>19</b>	<b>3</b>	<b>22</b>	<b>4</b>	<b>17</b>	<b>21</b>

The table above indicates that the proposed development will be adding 22 (19 in; 3 out) AM peak-hour trips, 21 (4 in; 17 out) PM peak-hour trips. A second analysis depicting total traffic conditions was done by staff. That analysis was done including growth in traffic, and background developments that affected one or both intersections.

<b>TOTAL CONDITIONS</b>		
<b>Intersections</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV)	(LOS/CLV)
Fort Washington Road and MD 210 Service Road*	13.3 seconds	15.1 seconds
Fort Washington Road and MD 210 (signalized)	B/1004	D/1377
Site Access and MD 210 Service Road*	9.0 seconds	9.1 seconds
*Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study.		

The results under total traffic conditions show that all intersections will operate adequately.

#### **Master Plan, MPOT, and Site Access**

The property is in an area where the development policies are governed by the Henson Creek-South Potomac Master Plan, as well as the MPOT. The property fronts on the MD 210

service road, currently a two-lane road within the MD 210 right-of-way. One of the recommendations of the master plans is to upgrade MD 210 to a freeway (F-11) within its current right-of-way. No additional right-of-way will be required along the service road. The property also has frontage on Cornett Street, a two-lane road with a variable width right-of-way. The applicant is proposing a dedication of 35 feet from the centerline of Cornett Street. 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, with the recommended conditions.

8. **Schools**—Pursuant to Section 24-122.02 of the Subdivision Regulations, this PPS is exempt from review for impact on school facilities because the proposal consists of nonresidential development.
9. **Public Facilities**—In accordance with Section 24-122.01, water and sewer, fire and rescue, 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 26, 2021 (Perry to Heath), provided in the backup of this technical staff report, and incorporated by reference herein.
10. **Public Utility Easement**—Section 24-122(a) 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 Prince George’s 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 PUEs are delineated along the site’s frontage of both the Cornett Street and MD 210 service road public rights-of-way.

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. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources. A Phase I archeology survey is not recommended.
12. **Environmental**—The following applications and associated plans have been reviewed for the subject site:



## Background

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-087-2017 (EL)	N/A	Staff	Approved	4/24/2017	N/A
Woodland Conservation Enforcement	TCP2-010-2017	Staff	Approved	3/13/2017	N/A
CSP-19010	TCP1-008-2020	District Council	Approved	10/26/2020	2020-92
NRI-087-2017-01	N/A	Staff	Approved	9/22/2021	N/A
4-20016	TCP1-008-2020-01	Planning Board	Pending	Pending	Pending

## Proposed Activity

The applicant is requesting approval of a PPS and a Type 1 Tree Conservation Plan (TCP1-008-2020-01) for one parcel for industrial and commercial use.

## 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.

## Site Description

This 1.50-acre site is zoned I-3 and is located on the northwest corner of a MD 210 service road and Cornett Street in Fort Washington. A review of the available information indicates that no regulated environmental features are present on-site. The soil types found on-site, according to the United States Department of Agriculture, Natural Resources Conservation Services, Web Soil Survey, are Piccowaxen-Liverpool complex and Piccowaxen-Urban land complex soils. Marlboro and Christiana clays do not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area map received from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or near this property. The site is fairly level, draining from MD 210 to the west toward the northwest corner of the property then to an off-site drainage swale. This site is in the Broad Creek watershed, which flows into the Potomac River. The site has frontage on MD 210, which is identified as a master plan freeway. No scenic or historic roadways are adjacent to the site.

## Master Plan Conformance

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

The Henson Creek-South Potomac Master Plan contains environmental policies that should be addressed during the review of developments within the plan area. The specific language of the Henson Creek-South Potomac Master Plan is shown in **BOLD** text and the plain text provides comments from staff.

**Policy 1: Protect, preserve and enhance the green infrastructure network within the Henson Creek planning area.**

The 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* indicates that there are two regulated areas on-site along the northern and western property lines. Currently, the site has impervious parking areas with fallow vegetation throughout the site and woody vegetation that does not meet the definition of woodland, located along the northern and western property lines. All the on-site woodlands were previously removed and accounted for with an approved TCP2.

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

Preservation of water quality in this area should be provided through the application of best SWM practices. A SWM Concept Approval Letter (1220-2017-01) and associated plan were submitted with the application for this site. The approval was issued on August 20, 2021, by DPIE. The plan proposes to use three micro-bioretenention basins. A SWM fee of \$4,160.00 is in lieu of on-site attenuation/quality control measures.

**Policy 3: Reduce overall energy consumption and implement more environmentally sensitive building techniques.**

The applicant should consider environmentally sensitive building techniques to reduce overall energy consumption.

**Policy 4: Reduce light pollution and intrusion into residential, rural and environmentally sensitive areas.**

The applicant should consider the use of full cut-off optics for outside building and streetlights to minimize off-site light intrusion.

**Policy 6: Reduce adverse noise impacts to meet State of Maryland noise standards.**

The proposed development is not expected to be a noise generator. The site is adjacent to MD 210, which is classified as a Freeway (F-11) in the MPOT and expected to be a source of noise impacts, but because the site is not residential, evaluation for noise impacts is not required.

**Countywide Green Infrastructure Plan**

There are two areas of the site within the Green Infrastructure network containing regulated areas. The regulated areas are just within the locations on-site containing woody vegetation that does not meet the definition of woodland. The following policies support the stated measurable objectives of the Green Infrastructure Plan:

**Policy 1: Preserve, protect, enhance or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the 2002 General Plan.**

Note that the 2002 General Plan was superseded by Plan 2035 in 2014. Currently, the site has impervious parking areas with fallow vegetation throughout the site, with trees located along the northern and western property lines. All of the on-site woodlands were previously removed and accounted for with an approved TCP2.

**Policy 2: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.**

The current project has been reviewed by DPIE for SWM and a SWM concept plan was approved under the current stormwater regulations.

**Policy 3: Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern of the 2002 General Plan.**

Plan 2035 designates the site within ESA 2. The previously approved TCP2 showed the removal of all of the 1.05 acres of existing woodlands. As part of the woodland requirement, a fee-in-lieu was paid for the removal of all the on-site woodlands. This fee has been paid as part of Permit No. 1220-2017.

## **ENVIRONMENTAL REVIEW**

### **Natural Resources Inventory Plan/Existing Features**

A Natural Resources Inventory, NRI-087-2017-01, was approved on September 22, 2021, and provided with this application. The site contains no regulated environmental features, specimen trees, or woodland areas. The TCP1 and the PPS show all the required information correctly, in conformance with the NRI.

### **Woodland Conservation**

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and previously contained more than 10,000 square feet of existing woodland. TCP1-008-2020-01 was submitted with the PPS application.

This site was previously cleared of all of the on-site woodland prior to 2006 without a TCP2 or permit from the previous owner. In 2017, the current owner was required to provide a NRI equivalence letter and a TCP2 to reflect the current environmental features and to meet the requirement for the previous woodland clearing. This site contained 1.05 acres of woodland, and all was cleared for a woodland conservation requirement of 0.66 acre. A fee-in-lieu of \$8,624.88 was paid to meet the clearing of all on-site woodlands.

The current submitted TCP1 shows vegetation along the northern and western property lines, but these areas do not qualify as forested areas. Through the approved TCP2, a fee was paid for the removal of all the on-site woodlands.

### **Specimen Trees**

The proposed application does not contain any on-site specimen trees.

**Regulated Environmental Features**

The proposed application does not contain any on-site regulated environmental features or primary management areas.

**13. Urban Design**—Conformance with the Prince George’s County Zoning Ordinance (Subtitle 27) is evaluated, as follows:

The subject application proposes one parcels for development of 19,000 square feet of industrial and commercial use.

**Conformance with the Zoning Requirements**

The applicant proposes one parcel for future construction of up to 19,000 square feet of contractor's office and warehouse with fabrication. The proposed use is permitted on the property, in accordance with Sections 27-471(g) and 27-473(b) of the Zoning Ordinance, which notes that the use is permitted in the I-3 Zone, subject to specific criteria.

Conformance with these criteria and other guidelines for building massing, materials, architecture, landscaping, and other design elements will be reviewed with a future detailed site plan application.

In addition, conformance with the following Zoning Ordinance regulations is required for the proposed development and will be reviewed at the time of DSP, including but not limited to the following:

- Section 27-471, regarding the Table of Uses for the I-3 Zone
- Section 27-473, regarding uses permitted in the I-3 Zone
- Section 27-474, regarding regulations in the I-3 Zone
- Part 11, Off-Street Parking and Loading
- Part 12, Signs

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

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 Landscape Requirements apply to this site. Conformance with the applicable landscaping requirements will be determined at the time of building permit review.

**Conformance with the Tree Canopy Coverage Ordinance**

Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. Properties in the I-3 Zone are required to provide a minimum of 10 percent of the gross tract area in tree canopy coverage. Compliance with this requirement will be evaluated at the time of DSP review.

## RECOMMENDATION

**APPROVAL**, subject to the following conditions:

1. Prior to approval of a final plat of subdivision, the final plat shall grant 10-foot-wide public utility easements along the public rights-of-way, in accordance with the approved preliminary plan of subdivision.
2. Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to approval of any permits.
3. Development of the site shall be in conformance with the approved Stormwater Management Concept Plan 1220-2017-01 and any subsequent revisions.
4. Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-008-2020-01). 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 (TCP1-008-2020-01), or as modified by a future Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”
5. Total development within the subject property shall be limited to uses, which generate no more than 22 AM peak-hour trips and 21 PM peak-hour vehicle 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.
6. In conformance with the 2010 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*, the applicant, and the applicant's heirs, successors, and/or assignees shall provide the following on the detailed site plan, prior to its acceptance, for the subject site that depicts:
  - a. A “bicycles may use full lane” signage assembly and shared-lane markings (sharrows) along the subject property's frontage of MD 210 (Indian Head Highway), subject to modification by the Maryland State Highway Authority, with written correspondence.
  - b. A 5-foot-wide sidewalk along the subject property's frontage of MD 210 (Indian Head Highway).
  - c. A 5-foot-wide sidewalk along the subject property's frontage of Cornett Street.
  - d. A crosswalk crossing the drive aisle at both points of vehicle entry.
  - e. One bicycle rack at a location convenient to the entrance of the building.

**STAFF RECOMMENDS:**

- Approval of Preliminary Plan of Subdivision 4-20016
- Approval of Type 1 Tree Conservation Plan TCP1-008-2020-01