



Staff notes that a Forest Stand Delineation (FSD) and a Type II Tree Conservation Plan
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Countywide Planning Division
301-952-3650

Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm

Mandatory Referral

MR-1420F

Application	General Data	
Project Name: DC Water and Sewer Authority Fleet Maintenance Facility Location: Walker Mill Business Park 6020-6030 Walker Mill Road Applicant/Address: DC Water and Sewer Authority 5000 Overlook Avenue, S.W. Washington, DC 20032 Property Owner: Broad Creek Conservancy, Inc. 14416 Old Mill Road Upper Marlboro, MD 20772	Planning Board Hearing Date:	04/16/15
	Date Accepted:	02/20/15
	Mandatory Action Timeframe:	60-Day Review
	Acreage:	6.35 acres
	Zone:	I-1 (Light Industrial)
	Planning Area:	75A/Capitol Heights
	General Plan Designation:	Established Communities
	Council District:	District 7
	Adjacent Municipality:	Capitol Heights

Purpose of Application	Notice Date
Proposed fleet maintenance facility to be located in Walker Mill Business Park, Capitol Heights, Maryland	Acceptance Mailing: March 5, 2015

Staff Recommendation	Staff Reviewer:
Transmit Staff Report to: Mr. George S. Hawkins, CEO/General Manager DC Water and Sewer Authority 5000 Overlook Avenue, S.W. Washington, DC 20032	Fatimah Hasan
	Phone Number: 301-952-3580
	Email: Fatimah.Hasan@ppd.mncppc.org

MR-1420F Staff Report – DC Water and Sewer Authority Fleet Maintenance Facility

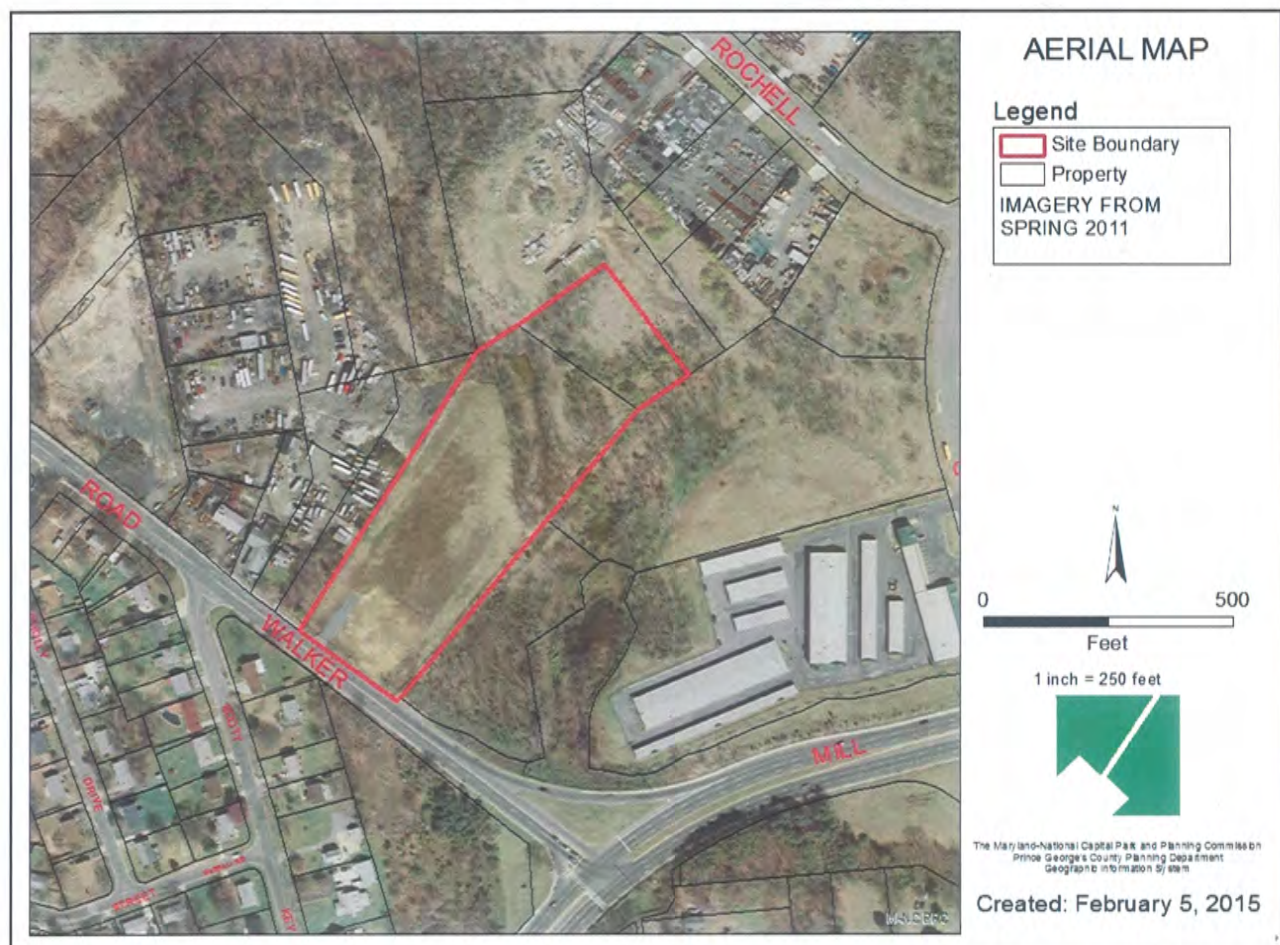
PROJECT BACKGROUND

The Land Use Article §20-301 through 305 of the Maryland Annotated Code requires the Planning Board to review public construction projects for all federal, state, county and municipal governments, and publicly and privately owned utilities through the Mandatory Referral (MR) review process. The proposed DC Water and Sewer Authority (DC Water) Fleet Maintenance Facility project is being reviewed as part of the MR review process pursuant to Maryland Annotated Code, and Section 27-294 of the Prince George's County Zoning Ordinance. The proposed project must be referred to The Maryland-National Capital Park and Planning Commission.

EXISTING CONDITIONS

The site for the proposed DC Water Fleet Maintenance Facility consists of two lots located at 6020 and 6030 Walker Mill Road in Capitol Heights, Maryland. The two parcels of land (Parcels 25 and 26) are owned by the Broad Creek Conservancy and consist of a total 6.35 acres (4.95 and 1.4 acres). As shown on Map 1, the site is bisected by a small stream with a drainage area of 41.85 acres. Parts of the property were graded with significant fill sometime between 2007 and 2008. This site is served by public water and sewer service which has adequate capacity to accommodate the proposed fleet maintenance facility.

Map 1 – Proposed DC Water Fleet Maintenance Facility – Aerial Map



PROJECT SUMMARY

DC Water proposes to utilize a site located in the Walker Mill Business Park to accommodate a 25,000 square foot fleet maintenance facility and a vehicle fueling station. The proposed fleet maintenance facility would serve as a replacement for the current fleet maintenance facility located in Southeast Washington, D.C. The subject site is proposed for preventive maintenance, repairs, and fueling for the DC Water fleet of 576 vehicles (of which 35 percent are trucks). DC Water not only provides drinking water and wastewater sewer service to D.C. residents, but also provides wastewater treatment service to Montgomery and Prince George's counties in Maryland, and Fairfax and Loudoun counties in Virginia.

The project required a full MR review because it is a new structure. Recommendations regarding environmental impacts, community concerns, and overall site design are identified in the memoranda attached to this staff report.

STAFF RECOMMENDATIONS

Staff would like to note that a Forest Stand Delineation (FSD) and a Type II Tree Conservation Plan (TCPII/024/07) were approved on June 22, 2007, for this site. Grading permits were subsequently issued and the site was graded. Because this is a new development project, the site is no longer grandfathered and will be reviewed for conformance with the current environmental regulations. Staff recommendations are as follows:

- Development of this site should be limited to Parcel 25.
- The development should not cross the stream due to the impact to the existing 100-year floodplain.
- Parcel 26, which now has naturally regenerated woodlands, should remain in its natural state. The existing woodlands should be used as credit to meet the requirements of the Woodland and Wildlife Habitat Ordinance.
- A revised Type 2 Tree Conservation Plan is required prior to the issuance of any grading permits by the Department of Permitting, Inspections and Enforcement (DPIE), since this is a new development project and the site is no longer grandfathered.

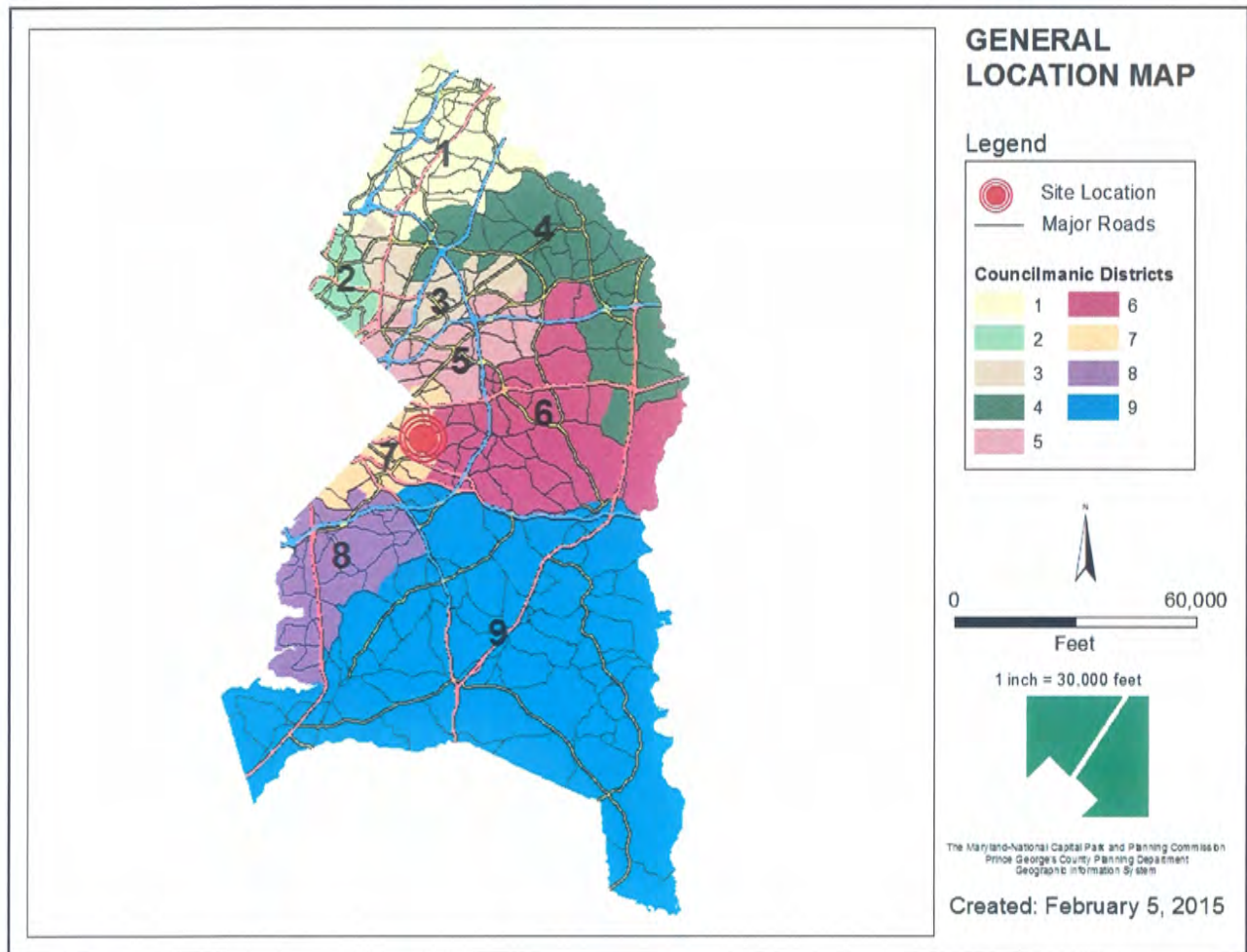
Due to the location of the proposed project being adjacent to a residential area, staff recommends the following measures for urban design and truck traffic mitigation purposes:

- While the illustrative elevations show planting islands with trees in interior parking areas, the Landscape Plan does not reflect any interior parking plantings or micro bioretention areas. Because more than five acres of the site is proposed to be developed and paved, staff recommends the applicant provide new plantings within the proposed paved areas to reduce the heat island effect of the paving and improve the appearance of the project by screening the outdoor storage areas. Also the applicant should minimize the proposed paving and use pervious paving for all new paving on-site.
- The parking area along Walker Mill Road should be screened from view by providing a low brick wall, three to four feet high, in addition to the proposed trees. Any other landscaping should be located relative to the light poles so as not to interfere with lighting.
- Prior to filing for a permit, DC Water is required to own and operate the parcels to be exempt from the filing of a preliminary plan. If the properties are not owned and operated by a public agency, a preliminary plan of subdivision is required pursuant to Subtitle 24 prior to permit approval.

PROJECT LOCATION

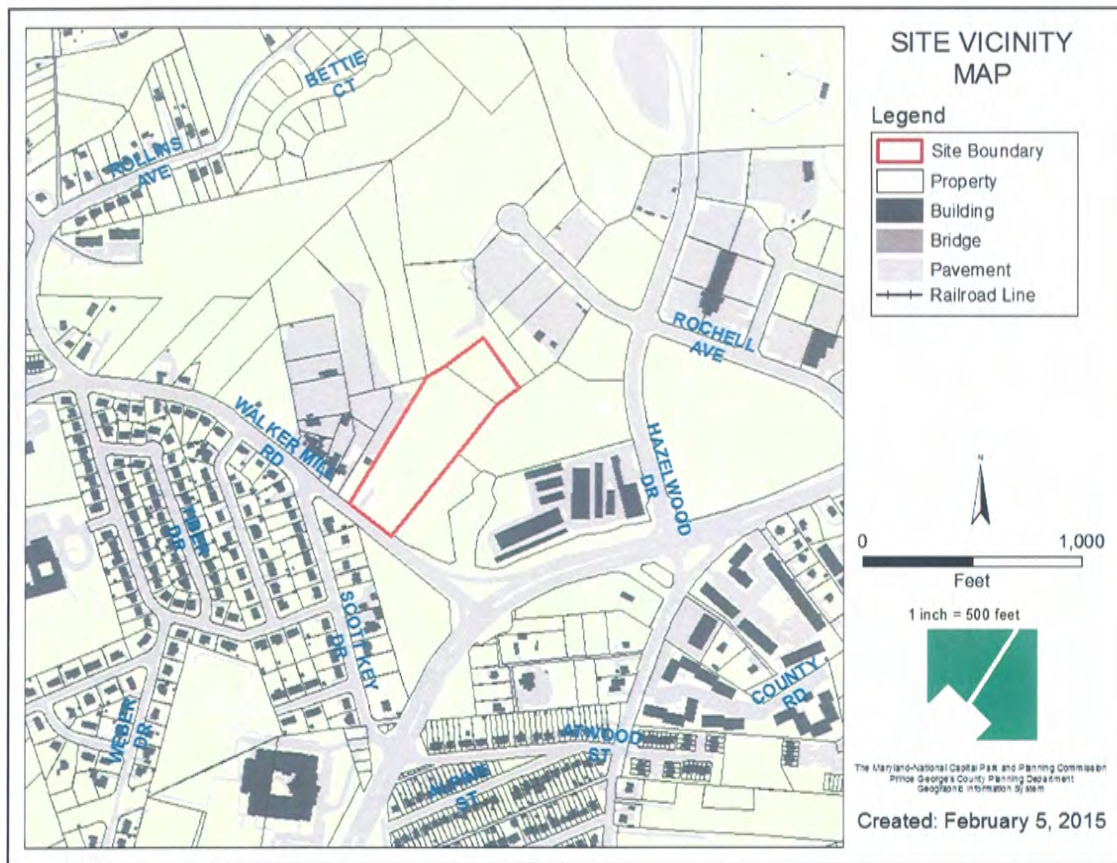
The proposed DC Water Fleet Maintenance Facility would be located in Walker Mill Business Park, on Walker Mill Road just west of its intersection with Silver Hill Road. The address of the proposed facility is 6020 and 6030 Walker Mill Road, Capitol Heights, Maryland, 20743. It is an undeveloped site, located in Councilmanic District 7 (see Map 2, General Location Map), near the Washington, DC/Prince George's County border; north of Pennsylvania Avenue (MD 4) and south of Central Avenue (MD 214). It is inside the Established Communities as classified in the 2014 *Approved Plan Prince George's 2035*.

Map 2 – Proposed DC Water Fleet Maintenance Facility – General Location Map



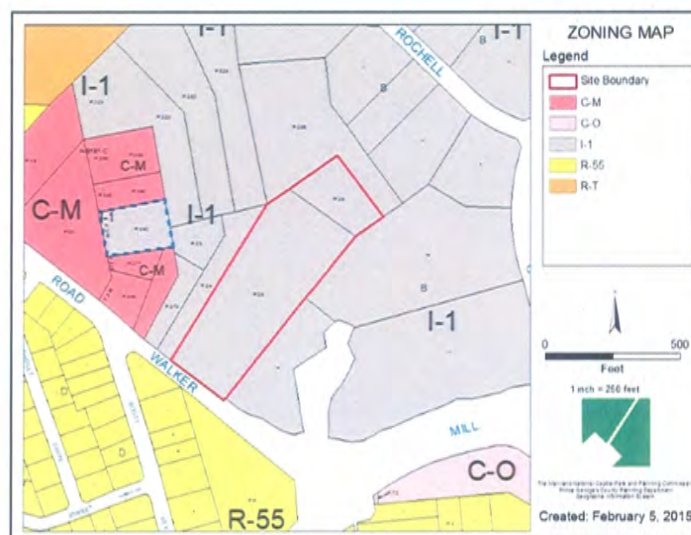
The site is in Walker Mill Business Park, on Walker Mill Road, near the intersection with Silver Hill Road (MD 458). North of the site are undeveloped properties in the I-1 zoned business park. South of the site are single-family detached homes and churches in the R-55 Zone, and east of the site are industrial uses, such as a U-Haul rental center, wooded areas and a storage facility, zoned I-1(Light Industrial) (see Map 3, Project Site Vicinity). West of the site are an equipment storage yard and wooded areas.

Map 3 – Proposed DC Water Fleet Maintenance Facility - Project Site Vicinity



This project, consisting of Parcel 25 and 26, would be situated on land zoned I-1, Light Industrial, a zone that permits light intensity manufacturing, warehousing, and distribution uses (shown on Map 4, Zoning Map).

Map 4 – Proposed DC Water Fleet Maintenance Facility – Zoning Map



PROJECT DESCRIPTION, SCHEDULE AND FUNDING

DC Water proposes to build a fleet maintenance facility in the Walker Mill Business Park, employing approximately 34 individuals. DC Water provides drinking water and wastewater sewer services to D.C. residents and businesses, while also providing wastewater treatment service to several counties in Maryland and Virginia. Its service area is approximately 725 square miles in the greater Washington metropolitan area. Its current fleet of 576 vehicles, ranging from small passenger cars and pickups to the larger vacuum trucks, is housed at their facility in the Southeast (S.E.) section of the District of Columbia. Portions of the Southeast D.C. location will be used to accommodate DC Water's new headquarters building and for future development. Space constraints require that the fleet maintenance function be relocated.

The proposed building is a two-story building facing Walker Mill Road with a height of no more than 40 feet. The first floor will contain a vehicle parts storage area, plus locker rooms and support spaces. The second floor will feature offices and training space for DC Water employees. The back portion of the proposed fleet maintenance facility is planned to be a one-story, high bay building, consisting of a maximum of 18 vehicle maintenance bays of varying sizes to accommodate the range of DC Water vehicles. An indoor vehicle wash bay is also featured. A self-contained vehicle paint booth and prep station are also being considered pending final construction cost analysis. All vehicle maintenance work is to be performed inside the building. All vehicle bays will be equipped with floor drains and continuous trench drains at the roll-up doors to capture any spills of vehicle fluids. Below ground grease interceptors will be provided to remove waste oil and other vehicle fluids from the building for transporting to recycling facilities off-site.

While the hours of operation are from 6:30 a.m. to 7:00 p.m. (Monday through Friday), the typical shop hours for vehicles coming to and leaving from the facility will be from 7:00 a.m. to 6:00 p.m. (Monday through Friday, except during emergency scenarios, which may require 24-hour operation) and will include two shifts: 7:00 a.m. – 3:30 p.m. and 10:30 a.m. – 7:00 p.m. The facility is expected to have approximately 34 employees.

Building materials include split-face concrete masonry on the first floor and stair tower, and prefinished metal panel cladding for the second floor. An ample number of windows, including translucent fiberglass clerestory panels above the vehicle bays will be provided to admit natural light. A green roof is featured in addition to other sustainable design elements including the use of recycled and recyclable interior building materials, solar tube skylights, and high-efficiency HVAC systems. Building signage and exterior accent materials will utilize the DC Water logo's blue and green palette (see Figure 1, Proposed Building Elevation).

Figure 1 – Proposed DC Water Fleet Maintenance Facility – Building Elevation



Parts of the Walker Mill Business Park property within Parcel 25 were graded with significant fill sometime between 2007 and 2008. Steep slopes occur at the edges of the fill area. This portion of the site is the area proposed to be developed into the fleet maintenance facility and associated parking. A retaining wall would be constructed to protect against the steep slopes at the edges of this area, which are a result of the previous work in grading and placement of fill in this portion of the site. Some additional grading of this site will be needed to provide relatively level paved parking and building footprint area. Low retaining walls will be added on the north and south portions of the site, as is required to resolve existing grade differences. The additional impervious area created by the paved parking area and drive aisles will be offset by stormwater management, including underground detention structures, as are required. Street front improvement will also be made, including the addition of a drive-lane, concrete sidewalk, curb and gutter, and streetlights. Perimeter fencing will be constructed around portions of the property as is required for safety and security. Landscaping will be provided to improve aesthetics for both visitors and staff. All site lighting will employ “cut-off” type fixtures to avoid light pollution off-site and maintain night skies.

The northernmost portion of the property, consists mostly of forest with an uneven steeply sloped terrain. This area contains a small stream that appears to begin at an outfall of an existing stormwater facility located on the bordering property southwest (upstream) of the site. There is some ponding that occurs in the low-lying areas of the property. Due to permitting and construction cost concerns, the portion of the property containing the stream, pond and forested area, is not under consideration by the applicant for development for fleet maintenance use at this time. However, it is shown on the plan as Phase II for possible use and placement of a fueling station at a later date.

If the property in question at the Walker Mill Business Park is purchased by DC Water, the proposed fleet maintenance facility is expected to open and be operational by **2016**. The project schedule outline is as follows:

Approval of Building Permit:	2015
Use and Occupancy Certification:	2015
Grand Opening:	2016

Funding is provided through the DC Water and Sewer Authority.

**[The following pages contain
The M-NCPPC staff comments on the above project description.]**

ANALYSIS OF PROJECT IMPACT AREAS

The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department staff has reviewed the proposed fleet maintenance facility project and provided the following comments:

1. ENVIRONMENTAL ASSESSMENT

The Environmental Planning Section previously reviewed a Forest Stand Delineation (FSD) and a Type II Tree Conservation Plan (TCP/024/07) for this site, which was approved on June 22, 2007. Grading permits were subsequently issued and the site was graded. A small contractor's office was proposed but never constructed.

The current application proposes the construction of a fleet maintenance facility. An approximately 25,000 square foot building with maintenance bays and associated parking is proposed on Parcel 25. Access to a proposed fueling station with a canopy on Parcel 26 is being proposed along the northern boundary of Parcel 25 through regulated environmental features that include existing streams, wetlands, 100-year floodplain, and a primary management area (PMA).

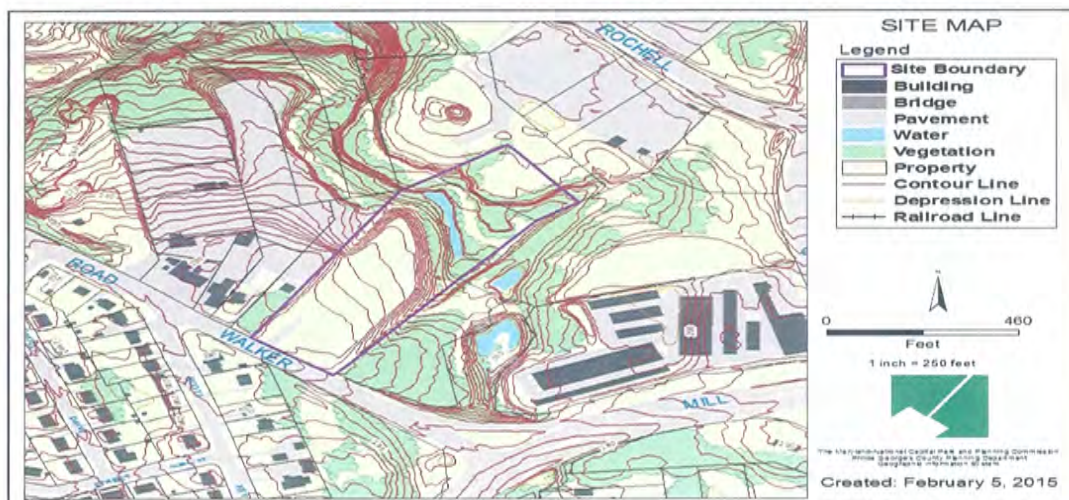
The property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site has a previously approved tree conservation plan.

According to the Natural Resource Inventory (NRI-011-15) that was recently reviewed, the site contains woodlands along the northern portion of Parcel 25 and mostly along the southern portion of Parcel 26. A review of the available information identified that regulated environmental features including streams, wetlands, 100-year floodplain and PMA exist on-site. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site includes Regulated Areas and Network Gap Areas. The site is currently located within Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by the 2014 *Approved Plan Prince George's 2035*.

The proposed project will be subject to local grading and stormwater management regulations which will require an approved Natural Resource Inventory (NRI) to confirm the existing conditions of the site. A NRI application was submitted and was reviewed.

The site contains regulated environmental features consisting of a stream system with a very extensive floodplain near the northern boundary of Parcel 25 (see Map 5 – Site Map). This area also contains wetlands. The submitted site plan proposes to construct a road crossing of the stream and construct a fueling station on Parcel 26. The previously approved TCP2 limited development to Parcel 25 due to the environmental constraints along the boundary between Parcels 25 and 26.

Map 5 – Proposed DC Water Fleet Maintenance Facility – Site Map



2. TRANSPORTATION ASSESSMENT

No traffic impact study was provided with the application, but a traffic statement was provided. The use is described as having a site trip generation of 28 AM and 21 PM peak hour vehicle trips. This trip generation is based upon information from the user. The trip generation figure is roughly consistent with typical light service industrial development on the I-1 Zone. The Trip Generation manual (Institute of Transportation Engineers) contains no data that appears relevant to this use. The trip generation estimate provided by the applicant is acceptable.

The applicant's traffic statement includes specific information related to truck trips using the facility. The AM peak hour is determined to occur between 8:00 a.m. and 9:00 a.m., with 14 inbound truck trips and 14 outbound truck trips (for a total of 28 AM peak hour trips). The PM peak hour is determined to occur between 4:00 p.m. and 5:00 p.m., with 8 inbound truck trips, 8 outbound truck trips, and 5 outbound employee trips (for a total of 21 PM peak hour trips). Truck trips are projected to be fairly constant between 8:00 a.m. and 4:30 p.m. and would range between 20 and 28 trips per hour (one-half inbound into the facility and one-half outbound leaving the facility). It appears that the trucks using the facility will be all single-unit trucks ranging from smaller maintenance vans to larger equipment trucks. The estimates provided by the applicant appear to be reasonable, and the types of trucks using this facility would not be anticipated to pose particular operational issues.

The operation of a fleet maintenance facility at this location will affect traffic at nearby intersections. No recent analyses exists, but when last analyzed, the Marlboro Pike/Brooks Drive intersection and Walker Mill Road/Marlboro Pike intersection both operated acceptably and well within the level-of-service E standard applicable in this area. It is not anticipated that this site would have significant off-site traffic impacts in the area.

Access and circulation are acceptable. Walker Mill Road (C-427), adjacent to the site is a master plan collector facility (see Map 6, Master Plan Right-of-Way) with a proposed right-of-way of 80 feet, or 40 feet from centerline, according to the 2009 *Approved Countywide Master Plan of Transportation*. The site plan correctly shows the ultimate right-of-way at 40 feet from centerline, and places no structures within the planned right-of-way.

Map 6 – Master Plan Right-of-Way Map



3. HISTORIC PRESERVATION/ARCHEOLOGY

There are no Prince George's County Historic Sites, Historic Resources or documented properties in the vicinity of the proposed construction. This project will not impact any Prince George's County Historic Sites, Historic Resources, or Archeological resources. There are no known archeological sites or resources that would be impacted by the proposed project. All identified archeological resources were impacted by previous construction on the subject property. Therefore, a Phase I archeological survey is not recommended in any of the proposed construction areas.

4. ECONOMIC ASSESSMENT

There are no comments on economic impacts of the proposed project in the immediate neighborhood and the County as a whole.

5. CONSISTENCY WITH DEVELOPMENT/REGULATORY STANDARDS

Both properties are currently owned by Broad Creek Conservancy, Inc. Prior to filing for a permit, the public entity, DC Water, is required to own and operate the parcels to be exempt from the filing of a preliminary plan. If the properties are not owned and operated by a public agency, then a preliminary plan of subdivision is required pursuant to Subtitle 24 prior to permit approval.

The proposed building will be designed in strict compliance with building codes, Americans with Disabilities Act (ADA) accessibility, Environmental Protection Agency regulations, and Occupational Safety and Health Administration (OSHA) standards. The front of the proposed fleet maintenance facility, which is planned to be a long, rectangular building (no square footage was provided but the building pad is anticipated to be approximately 25,000 square feet), will consist of a two-story structure fronting on Walker Mill Road.

Design and Landscaping

Although the applicant is constructing the building to Leadership in Energy and Environmental Design (LEED) silver standards, certification will not be pursued. Vehicle parking surrounds the building. A landscape plan was provided that indicates proposed trees and shrubs (all native species) along the entire periphery of the site that will help to screen the use from adjacent properties.

6. CONSISTENCY WITH APPROVED PLANS

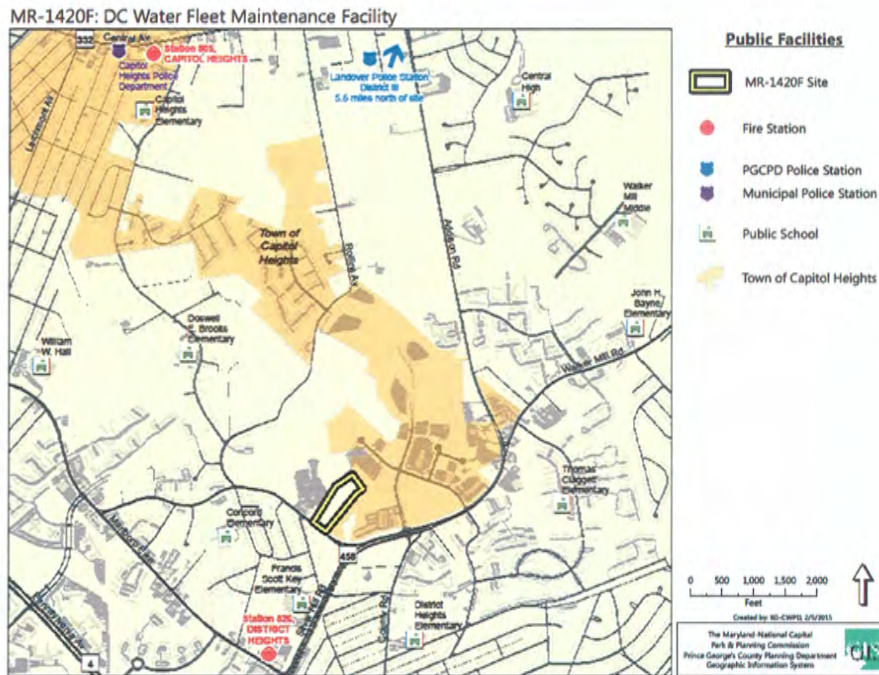
The application is consistent with the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*, which retained the property in the I-1 Zone, but which included community concerns regarding the effects of noise and air pollution from the Walker Mill Business Park on nearby residences. The plan identifies the park as a location to apply Policy 6: "Mitigate the impacts on residential areas of heavy truck traffic from offending industrial uses." An action item in the plan calls for working with key stakeholders on the future of Walker Mill Business Park and possibly transitioning it away from industrial use. Most of the industrial properties within Subregion 4 are located on the eastern and northern edges of the subregion, with the exception of the Walker Mill Business Park.

The property is located within Planning Area 75A/Capitol Heights. The land use is industrial. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* recommends improvement to the segment of Walker Mill Road in front of the proposed site, from Marlboro Pike to Silver Hill Road with two to four lanes.

7. EXISTING PUBLIC FACILITIES

The police services are provided by the Prince George's County Police Department, District III, located at 7600 Barlowe Road (see Map 7, Public Facilities). The proposed project is served by District Heights Fire/EMS Co. 26, a first due response station with a maximum of seven minutes travel time, which is located at 6208 Marlboro Pike. The station is equipped with two engines, one ambulance and one truck. The 2008 *Approved Water and Sewer Plan* places this property in Water and Sewer Category 3, Community System.

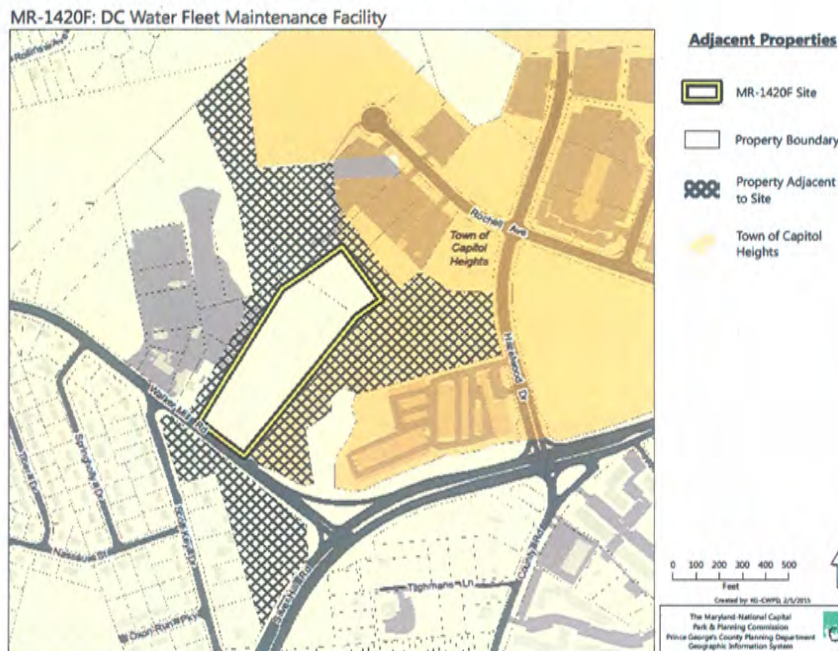
Map 7 – Public Facilities



8. COMMUNITY OUTREACH

Adjoining property owners were notified of DC Water's application for a site permit through the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). In addition, notification letters were mailed to adjoining residential and commercial property owners and civic associations by M-NCPPC staff informing them of the project and Planning Board hearing date (see Map 8). M-NCPPC staff did not receive any inquiries from any adjacent property owners inquiring about impacts on their properties.

Map 8 – Adjacent Properties



9. STAFF RECOMMENDATIONS

Staff would like to note that a Forest Stand Delineation (FSD) and a Type II Tree Conservation Plan (TCPII/024/07) were approved on June 22, 2007 for this site. Grading permits were subsequently issued and the site was graded. Because this is a new development project, the site is no longer grandfathered and will be reviewed for conformance with the current environmental regulations. Staff recommendations are as follows:

- Development of this site should be limited to Parcel 25.
- The development should not cross the stream due to the impact to the existing 100-year floodplain.
- Parcel 26, which now has naturally regenerated woodlands, should remain in its natural state. The existing woodlands should be used as credit to meet the requirements of the Woodland and Wildlife Habitat Ordinance.
- A revised Type 2 Tree Conservation Plan is required prior to the issuance of any grading permits by the Department of Permitting, Inspections and Enforcement (DPIE), since this is a new development project and the site is no longer grandfathered.

Due to the location of the proposed project being adjacent to a residential area, staff recommends the following measures for urban design and truck traffic mitigation purposes:

- While the illustrative elevations show planting islands with trees in interior parking areas, the Landscape Plan does not reflect any interior parking plantings or micro bioretention areas. Because more than five acres of the site is proposed to be developed and paved, staff recommends the applicant provide new plantings within the proposed paved areas to reduce the heat island effect of the paving and improve the appearance of the project by screening the outdoor storage areas. Also the applicant should minimize the proposed paving and use pervious paving for all new paving on-site.
- The parking area along Walker Mill Road should be screened from view by providing a low brick wall, three to four feet high, in addition to the proposed trees. Any other landscaping should be located relative to the light poles so as not to interfere with lighting.
- Prior to filing for a permit, DC Water is required to own and operate the parcels to be exempt from the filing of a preliminary plan. If the properties are not owned and operated by a public agency, a preliminary plan of subdivision is required pursuant to Subtitle 24 prior to permit approval.

STAFF COMMENTS



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Community Planning Division

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

301-952-3972

February 23, 2014

MEMORANDUM

TO: Fatimah Hasan, AICP, Planner Coordinator, Countywide Planning Division

VIA: Scott Rowe, AICP, Planner Coordinator, Community Planning Division

FROM: Chidy Umeozulu, Planner Coordinator, Community Planning Division

SUBJECT: **MR-1420F, DC Water Project**

DETERMINATIONS

This application not inconsistent with the Industrial land use recommendations of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*.

BACKGROUND

Location: On Walker Mill Road east of its intersection with Scott Key Drive

Size: Approximately 6.35 acres

Existing Uses: Undeveloped

Proposal: DC Water Fleet Maintenance Facility

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: 2014 *Approved Plan Prince George's 2035* designates the area Industrial/Employment land use

Master/Sector Plan: 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*

Planning Area/
Community: PA 75A/Capitol Heights

Land Use: Industrial

Environmental:	Refer to the Environmental Planning Section referral for conformance with the Environmental Infrastructure Chapter of the master plan and the 2005 <i>Countywide Green Infrastructure Plan</i> .
Historic Resources:	There are no historic sites or resources on or adjacent to the site.
Transportation:	The plan recommends improvement to the segment of Walker Mill Road (C-427) from Marlboro Pike to Silver Hill Road to collector standards with two to four lanes.
Public Facilities:	There are no public facilities on or adjacent to the subject site.
Park and Trails:	Bike lane and side paths are proposed along this segment of Walker Mill Drive. Park is not recommended on the subject property.
Aviation/ILUC:	The property is in Joint Base Andrews Imaginary Runway Surface F. In this zone, the maximum height requirement is 500 feet.
SMA/Zoning:	The 2010 <i>Approved Subregion 4 Sectional Map Amendment</i> retained the site in the Light Industrial (I-1) Zone.

PLANNING ISSUES

Concerns emerged during the planning process about industrial development in proximity to residential areas, as well as noise and air quality implications. The Subregion 4 Master Plan identifies Walker Mill Business Park as a location where land uses that generate truck traffic impacts on residential areas should be removed or relocated. Page 337 of the Subregion 4 Master Plan recommends that Walker Mill Business Park should transition away from industrial uses and integrate in new retail and residential uses.

RECOMMENDED CONDITIONS

N/A

cc: Ivy A. Lewis, Chief, Community Planning Division

March 11, 2015

MEMORANDUM

TO: Fatimah Hasan, Planner Coordinator, Special Projects Section

VIA: Katina Shoulars, Planning Supervisor, Environmental Planning Section

FROM: Marc Juba, Senior Planner, Environmental Planning Section

SUBJECT: **DC Water – Fleet Maintenance Facility, MR-1420F**

The Environmental Planning Section has reviewed the information submitted by the applicant for a proposed fleet maintenance and service facility for the District of Columbia Water and Sewer Authority (DC Water). The following comments are provided based on the information submitted. The Environmental Planning Section reserves the right to make further comments based on additional information when provided.

Background

The Environmental Planning Section previously reviewed a Forest Stand Delineation (FSD) and a Type II Tree Conservation Plan (TCPII/024/07) for this site, which was approved on June 22, 2007. Grading permits were subsequently issued and the site was graded. A small contractor's office was proposed but never constructed.

The current application proposes the construction of a fleet maintenance/service. An approximately 25,000 square foot building with maintenance bays and associated parking is proposed on Parcel 25, with access to Parcel 26 being proposed along the northern boundary of Parcel 25 through regulated environmental features including existing streams, wetlands, 100-year floodplain, and primary management area (PMA) for the purposes of accessing a proposed fueling station with a canopy on Parcel 26.

Site Description

The 6.35 acre site in the I-1 zone is located on the north side of Walker Mill Road, and is approximately 200 feet to the southeast of the intersection of Scott Key Drive. According to the Natural Resource Inventory (NRI-011-15) that is currently under review, the site contains woodlands along the northern portion of Parcel 25 and mostly along the southern portion of Parcel 26. A review of the available information identified that regulated environmental features including streams, wetlands, 100-year floodplain and PMA exist onsite. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site includes Regulated Areas and Network Gap Areas. The site is currently located within Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by the 2014 *Approved Plan Prince George's 2035*.

Environmental Review

1. The proposed project will be subject to local grading and stormwater management regulations which will require an approved Natural Resource Inventory (NRI) to confirm the existing conditions of the site. A NRI application was submitted and is currently under review.
2. The site contains regulated environmental features consisting of a stream system with a very extensive floodplain near the northern boundary of Parcel 25. This area also contains wetlands. The submitted site plan proposes to construct a road crossing of the stream and construct a fueling station on Parcel 26. The previously approved TCP2 limited development to Parcel 25 due to the environmental constraints along the boundary between Parcels 25 and 26. Based on a review of available information, these environmental impacts should continue to be avoided by limiting development to Parcel 25, which is consistent with the previously approved TCP2. Furthermore, in a discussion with the Department of Permitting, Inspections and Enforcement (DPIE), crossing the stream would most likely not be possible due to the existing floodplain.

Parcel 26, which now has naturally regenerated woodlands, should remain in its natural state and the existing woodlands should be used as credit to meet the requirements of the Woodland and Wildlife habitat ordinance.

3. The property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the site has a previously approved tree conservation plan. A Type II Tree Conservation Plan (TCP2/024/07) was previously reviewed and approved. Because this is a new development project, the site is no longer grandfathered and will be reviewed for conformance with the current environmental regulations. A revised Type 2 Tree Conservation Plan is required prior to the issuance of any grading permits.

Conclusion

Thank you for the opportunity to comment on the DC Water – Fleet Maintenance Facility Project. If you have questions regarding these comments, please contact the Environmental Planning Section at 301-952-3650.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department

(301) 952-3680

February 9, 2015

MEMORANDUM

TO: Christine A. Osei, Planner Coordinator
Mandatory Referral Project Manager
Special Projects Section
Countywide Planning Division

VIA: Howard Berger, Planning Supervisor
Historic Preservation Section
Countywide Planning Division

Jennifer Stabler, Planner Coordinator
Historic Preservation Section
Countywide Planning Division

FROM: Robert Krause, Planner Coordinator
Historic Preservation Section
Countywide Planning Division

SUBJECT: MR-1420F, DC Water Fleet Maintenance Facility

Background

The proposed project involves the construction and development of a new fleet maintenance facility for DC Water, located at 6020-6030 Walker Mill Road. The proposed fleet maintenance facility is being developed to support the Authority's fleet of utility vehicles. The proposed infrastructure includes an 18-bay maintenance garage, truck washing station, utility vehicle parking, office space for employees, employee parking to support up to 34 employees working in two shifts, and a fueling station and associated site utilities and improvements.

Historic Preservation

There are no Prince George's County Historic Sites, Historic Resources or documented properties in the vicinity of the proposed construction. This project will not impact any Prince George's County Historic Sites, Historic Resources, or Archeological resources.

Archeology

There are no known archeological sites or resources that would be impacted by the proposed project. All identified archeological resources have been impacted by previous construction on the subject property. Therefore, a Phase I archeological survey is not recommended in any of the proposed construction areas.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department (301) 952-3650
Special Projects Section/Countywide Planning Division www.mncppc.org

February 23, 2015

MEMORANDUM

TO: Christine Osei, Planner Coordinator
VIA: Maria Martin, Planning Supervisor, Special Projects Section
FROM: Jay Mangalvedhe, Senior Planner, Special Projects Section
SUBJECT: **MR-1420F DC Water and Sewer Authority Fleet Maintenance Facility**

Project Description

District of Columbia Water and Sewer Authority (DC Water) is going to purchase the lots known as 6020 and 6030 Walker Mill Road in Capitol Heights, Maryland for development of a fleet maintenance facility. The proposed fleet maintenance facility is being developed to support the Authority's fleet of utility vehicles. The proposed infrastructure includes an 18-bay maintenance garage, truck washing station, utility vehicle parking, office space for employees, employee parking to support up to 34 employees working in two shifts, and a fueling station and associated site utilities and improvements.

The project is located in Councilmanic District 7 and is inside the Established Communities as classified in the 2014 *Approved Plan Prince George's 2035*.

Evaluation of Existing Public Facilities

Police Facilities

The police services are provided by the Prince George's County Police Department, District III, located at 7600 Barlowe Road.

Fire and Emergency Medical Services Facilities

The proposed project is served by District Heights Fire/EMS Co. 26, a first due response station with a maximum of seven minutes travel time, is located at 6208 Marlboro Pike. The station is equipped with two engines, one ambulance and one truck.

The 2008 *Approved Water and Sewer Plan* places this property in Water and Sewer Category 3, Community System.

Spears-Travis, Brenda

Subject: FW: D.C Water Project - MR 1420F

From: Masog, Tom
Sent: Thursday, March 12, 2015 10:45 AM
To: Hasan, Fatimah
Subject: FW: D.C Water Project - MR 1420F

I have modified the memo below by adding specific info provided that is related to truck traffic in a single paragraph. I have not changed other information.

From: Masog, Tom
Sent: Wednesday, March 04, 2015 4:24 PM
To: Hasan, Fatimah
Cc: Martin, Maria
Subject: RE: D.C Water Project - MR 1420F

The project involves the construction of a vehicle maintenance facility with 18 service bays plus a wash bay. The proposed building is 25,000 square feet.

No traffic impact study has been provided with the application but a traffic statement was provided. The use is described as having a site trip generation of 28 AM and 21 PM peak hour vehicle trips. This trip generation is based upon information from the user. The trip generation figure is roughly consistent with typical light service industrial development on the I-1 Zone. The manual *Trip Generation* (Institute of Transportation Engineers) contains no data that appears relevant to this use. The trip generation estimate provided by the applicant is acceptable.

The applicant's traffic statement includes specific information related to truck trips using the facility. The AM peak hour is determined to occur between 8:00 a.m. and 9:00 a.m., with 14 inbound truck trips and 14 outbound truck trips (for a total of 28 AM peak-hour trips). The PM peak hour is determined to occur between 4:00 p.m. and 5:00 p.m., with 8 inbound truck trips, 8 outbound truck trips, and 5 outbound employee trips (for a total of 21 PM peak-hour trips). Truck trips are projected to be fairly constant between 8:00 a.m. and 4:30 p.m., and would range between 20 and 28 trips per hour (one-half inbound into the facility and one-half outbound leaving the facility). All information provided indicates that the trucks using the facility will be all single-unit trucks ranging from smaller maintenance vans to larger equipment trucks. The estimates provided by the applicant appear to be reasonable, and the types of trucks using this facility are not anticipated to pose particular operational issues.

The operation of a fleet maintenance facility at this location will affect traffic at nearby intersections. We have no recent analyses in the immediate area of the site. When last analyzed, the Marlboro Pike/Brooks Drive intersection and Walker Mill Road/Marlboro Pike intersection both operated acceptably and well within the level-of-service E standard applicable in this area. It is not anticipated that this site would have significant off-site traffic impacts in the area.

Access and circulation are acceptable. Walker Mill Road adjacent to the site is a master plan collector facility with a proposed right-of-way of 80 feet, or 40 feet from centerline. The site plan correctly shows the ultimate right-of-way at 40 feet from centerline and places no structure within the planned right-of-way. This is acceptable.

Conclusion

The Transportation Planning Section has reviewed the referral and determines that the proposed fleet maintenance facility is consistent with the area and functional master plans that govern transportation. No conditions are recommended at this time.



14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mnccppc.org/pgco

MEMORANDUM

The front of the proposed fleet maintenance facility, which is proposed to be a long, rectangular building (where no square footage was provided, but the building pad is anticipated to be approximately 25,000 square feet), will consist of two-story structure fronting on Walker Mill Road. The first floor will contain a vehicle parts storage area, locker rooms, and other support spaces. The second floor will feature offices and training space for employees. The back portion of the building will be one-story, consisting of 18-vehicle bays of varying sizes to accommodate the range of fleet vehicles, and a washing station. Building materials include split-face concrete masonry on the first floor and stair tower, and prefinished metal panel cladding for the second floor. A green roof is featured in addition to other sustainable design elements including the use of recycled and recyclable interior building materials, solar tube skylights, high-efficiency HVAC systems, and a vehicle waste oil recovery system. Although the applicant is constructing the building to LEED silver standards, certification will not be pursued. Vehicle parking surrounds the building. A landscape plan was provided that indicates proposed trees and shrubs (all native species) along the entire periphery of the site that will help to screen the use from adjacent properties.

Urban Design Section offers the following recommendations for the proposed project:

1. More than five acres of the site is proposed to be developed and paved. The Urban Design Section recommends that the applicant minimize the proposed paving and use pervious paving for all new paving on-site.
2. The parking area along Walker Mill Road should be screened from view by providing a low brick wall, three-to-four-feet high, in addition to the proposed trees.
3. While the illustrative elevations show planting islands with trees in interior parking areas, the Landscape Plan does not reflect any interior parking plantings or micro bioretention areas. Because there is so much paving proposed, the Urban Design Section recommends that the applicant be encouraged to provide new plantings within the proposed paved areas to reduce the heat island effect of the paving and improve the appearance of the project by screening the outdoor storage areas.

March 9, 2015

MEMORANDUM

TO: Christine Osei, Planner Coordinator
Special Projects Section, Countywide Planning Division

VIA: Whitney Chellis, Planning Supervisor, Subdivision Section

FROM: Suzanne Nickle, Planner Coordinator, Subdivision Section

SUBJECT: MR-1402F, DC Water Fleet Maintenance Facility

The subject property is located on Tax Map 81 in Grids B-1 and C-1. The address of the property is 6020 and 6030 Walker Mill Road, with a gross tract area of 6.35 acres. Tax Parcels 25 and 26 are legal acreage parcels never having been the subject of a preliminary plan of subdivision, or record plat.

The development proposal is for the D C Water and Sewer Authority (DC Water) to construct a fleet maintenance facility to include an office building, an 18 bay maintenance garage, truck washing station, utility vehicle parking, employee parking, and a fueling station and associated site improvements. DC Water is a governmental agency that is a contract purchaser proposing to utilize the property for public use. Section 24-107(c) (5) states the following:

- (c) The following shall be exempt from the requirement of filing a preliminary plan and final plat of subdivision, except for any portion of land within the Interim Land Use Control (ILUC) Area subject to Sec. 24-120.03(b) of this Subtitle and consistent with Part 18 of the Zoning Ordinance unless otherwise noted below:**
- (5) A conveyance to a governmental agency for public use.**

Both properties are currently owned by Broad Creek Conservancy, Inc. (care of Leo Brusio). Prior to filing for a permit, the public entity, DC Water, is required to own and operate the parcels to be exempt from the filing of a preliminary plan. If the properties are not owned and operated by a public agency, then a preliminary plan of subdivision is required pursuant to Subtitle 24 prior to permit approval. There are no other subdivision issues at this time.

April 16, 2015 Planning Board Meeting
Exhibits Transmitted to Development Review

ITEM # 12 - MANDATORY REFERRAL No. MR-1420F

OPPONENT'S EXHIBIT #1 LETTER FROM TOWN OF CAPITOL HEIGHTS

ITEM # 11B – DSP-14008 THE CRESCENTS AT LARGO TOWN CENTER, PHASES I AND II

APPLICANT'S EXHIBIT #1 PROPOSED REVISIONS TO CONDITIONS

Opponent's Exhibit #1A-F 3 Renderings-Photos of Front- Brick and 3 of Decks

ITEM #14 – SDP-1003-06 – SMITH HOME FARM, SECTIONS 1A, 1B, 2 AND 3

APPLICANT'S EXHIBIT #1 PROPOSED REVISED CONDITIIONS

MARIE PROCTOR 4/17/2015

 4-17-15

Sign and Date



REC'D BY PGCPB ON 4/16/2015
ITEM # 12 CASE # MR-1420F
EXHIBIT # Opponents Exhibit 1

April 15, 2015

E. Fatimah Hasan, AICP
Planner Coordinator
Maryland – National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Reference: Proposed DC Water and Sewer Authority Fleet Maintenance Facility (MR-1420F)

Dear Ms. Hasan:

This correspondence is the proposed DC Water and Sewer Authority Fleet Maintenance Facility that will be constructed at 6020 – 6030 Walker Mill Road. On April 1, 2015, Town Administrator Stevie Cox and I met with you to discuss this proposed project. During the meeting, we reviewed the draft staff report for the proposed District of Columbia Water and Sewer Authority Fleet Maintenance Facility that will be located at 6020 Walker Mill Road which is the Walker Mills Business Park. The proposed facility will include a future fueling station as well. Furthermore, Mr. Cox conducted a site visit of the site with you.

At this time, the Capitol Heights Town Council has concerns with this proposed project. Those concerns are as follows:

School Crossings for the Schools: In this area, Francis Scott Key Elementary School is located within 1,000 feet from the proposed site. The Town Council is concern with the traffic impact that this project will have on those students who will walk to school. There is a school crossing that is located at the intersection. The increase vehicle will create a safety hazard for the students and other residents.

Street Improvements: This project will create approximately 25 vehicle trips per hour on Walker Mill Road. Walker Mill Road is pretty business thoroughfare for this area. The Capitol Heights Town Council is requesting that the applicant be required to construct a turning lane and a deceleration lane for the project. This would provide for safer ingress and egress to the site.

Buffering for the Project: The Town Council requests that the applicant establish either a natural and manmade buffer for the project area. The buffer would provide a screening from the adjoining property owners. Furthermore, it would be a beneficial appearance requirement.

Vivian M. Dodson Municipal Center
One Capitol Heights Boulevard, Capitol Heights, Maryland 20743
(301) 336-0626 Office ~ (301) 336-8706 Facsimile

Protection of the Watershed: The Town Council is concern with how this project would affect the watershed for this area. More importantly, this project would have an immediate effect on Cabin Branch Creek. The Town Council would like to make sure that the appropriate steps are taken to protect the Cabin Branch Creek with the development of the proposed Maintenance Facility and fueling station.

Traffic Impact: The Town Council is concerned that this development will increase the amount of the traffic on Walker Mill Road which is the primary ingress and egress for the Walker Mill Business Park. This new development will generate approximately 196 additional vehicles on Walker Mill Road between the hours of 8 AM and 5 PM. The additional traffic will impact the property owners who live in this area and the Francis Scott Key Elementary School. The Town Council is requesting that the Maryland Department of Transportation conduct an impact study and install traffic calming devices.

On behalf of Town Council and residents, I submit this letter of opposition for this project. It is the Town Council's position that there needs to be additional studies conducted prior to approving this request. If you should have any questions, please feel free to give him call.

Sincerely,



Marnitta L. King

Mayor

cc: Stevie L. Cox, Capitol Heights Town Administrator
Capitol Heights Town Council
Fern Piret, MNCPPC Planning Director