



PGCPB No. 11-68

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File No. 4-10012

## RESOLUTION

WHEREAS, Jackson-Shaw/AFC, LLC is the owner of a 71.13-acre parcel of land known as Tax Map 89, Grid E-3, and is also known as Parcels C, 150, 151 and 152, said property being in the 6th Election District of Prince George's County, Maryland, and being zoned Limited Intensity Industrial (I-4); and

WHEREAS, on April 18, 2011, Jackson-Shaw/AFC, LLC filed an application for approval of a Preliminary Plan of Subdivision for 10 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-10012 for Andrews Federal Campus was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on June 30, 2011, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on June 30, 2011, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type 1 Tree Conservation Plan (TCPI-004-11), and further APPROVED Preliminary Plan of Subdivision 4-10012, Andrews Federal Campus, including a Variance to Section 25-122(b)(1)(G) for 10 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised as follows:
  - a. General Note 21 should be revised as follows:

“All existing structures will be removed. Applications for raze permits 28721-2010, 28723-2010 and 28722-2010 have been made for 4317 Forestville Road, 4321 Forestville Road and 4323 Forestville Road, respectively. The existing shallow wells on the property were backfilled and sealed by a licensed well driller on September 1<sup>st</sup> and 3<sup>rd</sup> of 2010.”
  - b. Label denial of access, and provide reference to Section 24-121(a)(3) and 24-128(b)(9).
  - c. Provide reference to variance approved for the removal of 9 specimen trees (Section 25-122(b)(1)(G)).

2. 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 (PMA), except for areas of 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.”

3. Development of this site shall be in conformance with Stormwater Management Concept Plan 6892-2010-00 and any subsequent revisions.
4. Total development within the subject property shall be limited to industrial development or equivalent development which generates no more than 225 AM peak hour trips, and 240 PM peak hour trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
5. Prior to the issuance of any building permit, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant and the applicant's heirs, successors or assignees:
  - a. **Forestville Road @ Rena Road**
    - Realign Rena Road perpendicular to Forestville Road
    - Add separate right and left-turn lanes on Rena Road
    - Add a left-turn bay on the northbound approach of Forestville Road
    - Add a right-turn lane on the southbound approach of Forestville Road
    - Install a traffic signal
  - b. **Forestville Road @ I-95 SB Off-Ramp**
    - Install a traffic signal
    - Construct a dedicated right-turn lane on the off-ramp
6. Prior to the approval of the final plat, a ten-foot-wide public utility easement (PUE) should be provided along all of the private access easements and public rights-of-way, or the applicant shall demonstrate that all of the effected utilities have agreed to an alternative.
7. Any residential development on the proposed Parcel 1-10 shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.

8. The following notes shall be placed on the final plat:
  - a. "Access is authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations for Parcels 1-10."
  - b. Label denial of access along Suitland Parkway.
  - c. Vehicular ingress/egress access for the Parcels 1 through 10 is authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations, as reflected on the approved preliminary plan.
9. An automatic fire suppressing system shall be provided in all new buildings proposed on Parcels 1-10 unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

Zone	EXISTING	APPROVED
	I-4	I-4
Use(s)	3 dwelling units warehouse, industrial (To be razed)	Specialty Warehouse Use 800,000 sq. feet of gross floor area
Acreage	71.13 acres	71.13 acres
Lots	0	0
Parcels	4	10
Public Safety Mitigation	No	No
Variance	No	Yes (25-122(b)(1)(G))
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on April 29, 2011.

3. **Environmental**—A Type I Tree Conservation Plan (TCPI-004-11), signed Natural Resources Inventory (NRI-029-10), the subject preliminary plan, and other supplemental materials have been received and reviewed.

This 71.13-acre site in the I-4 zone is located on the south side of Suitland Parkway, approximately 2,000 feet west of its intersection with Forestville Road. A review of the available information and the approved NRI indicate that streams, wetlands and 100-year floodplain occur on the property. The site is adjacent to Suitland Parkway and the Capital Beltway (I-495/95) which are both sources of traffic-generated noise; however, no residential or residential-type uses are proposed. Suitland Parkway is listed on the National Register of Historic Places. The soils found to occur on this site according to the *Prince George's County Soil Survey* are in the Croom, Grosstown, Hoghole, Potomac and Sassafras series. According to available information, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. The site is within the Henson Creek watershed of the Potomac River basin and in the Developed Tier as reflected in the 2002 *Prince George's County Approved General Plan*.

The project is subject to the current provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the site is greater than 40,000 square feet, contains more than 10,000 square feet of woodland, and does not have a previously approved tree conservation plan. A portion of the subject site (17.05 acres) is subject to the Forest Conservation Plan, FCP S11-03, and has an approved sediment erosion control plan (10-SF-0427) that is also associated with the development of federal-owned site that is adjacent to the subject site. Because the 17.05-acre area has an approved FCP, that portion of the site is not subject to the woodland conservation requirements for this application.

#### **Master Plan Conformance**

The subject property is located within The 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)*. There are no specific environmental recommendations or design standards that require review for conformance. The environmental requirements for woodland conservation and stormwater management are addressed in the Environmental Review Section below.

#### **Green Infrastructure Plan Conformance**

The site contains Regulated, Evaluation, and Network Gap Areas within the designated network of the 2005 *Approved Countywide Green Infrastructure Plan*. The Regulated Area is associated with waterways of the Henson Creek Stream Valley, with tributaries along the east and west boundaries of the site, and the primary corridor of Henson Creek. The Evaluation Area is comprised of the existing wooded areas on the site, and the Gap Areas are primarily comprised of areas that were previously developed.

The site is bounded on the west by existing single-family lots, on the north by Suitland Parkway, and on the south by the Capital Beltway (I-495/95). Most of the east side of the site is bounded by

a parcel containing multifamily dwelling units. The site is currently being accessed from Suitland Road via a narrow gravel drive, which is not suitable to accommodate the proposed development. The plan proposes to construct an access road extending from the terminus of Rena Road, adjacent to the northeast portion of the site as discussed further in the Transportation Section of the report.

The following policies from the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)* are applicable to the review of the subject application:

**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.**

The entire site is within the green infrastructure network. The application proposes to construct an industrial park with an access road extending from Rena Road. Because this area is the only accessible area to the site, some disturbance to the existing Regulated Area, Evaluation Area, and Network Gap will be necessary. The proposed road and associated grading, on-site and off-site, as shown on the TCP1, are part of a State-approved grading plan (10-SF-0427). No mitigation is required for the proposed disturbances to the wetlands as shown on the plan because the cumulative disturbance to the wetlands is less than 5,000 square feet; however, the TCP1 Forest Conservation Plan (FCP-S11-3) proposes to provide 0.67 acres of on-site wetland creation, in addition to reforestation, to mitigate and replace some of the impacted habitat area that would result from the proposed development. The TCP1 also proposes to preserve the Regulated Areas, and some of the Evaluation Area along the western boundary of the site, where a tributary exists.

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

The constructed wetland proposed with this development will benefit water quality by providing infiltration and also serve as a natural storage area for stormwater runoff. The wetland and reforested areas will also restore habitat to an area adjacent to the stream valley that will be disturbed as part of this development.

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

The TCP1 proposes to preserve woodland along the existing stream valleys that are on-site, particularly along the western boundary, and along the northern boundary, west of the proposed entrance because industrial sites are developed with large footprint buildings it is difficult to preserve existing vegetation. Approximately half of the required woodland conservation is being preserved on-site.

**Summary of Conformance with the Green Infrastructure Plan**

The submitted TCP1 results in the on-site preservation of 10.35 acres of existing woodlands within the net tract area. An additional 1.69 acres within the 100-year floodplain will also be preserved. The plans also propose to create a wetland area on the site which will benefit water quality and ecological value.

#### **Environmental Review**

A signed Natural Resource Inventory (NRI-029-10) was submitted with the application. The site contains streams, wetlands, and 100-year floodplain. There are 6 forest stands totaling 62.94 acres and 20 specimen trees onsite. The NRI information is correctly reflected on the preliminary plan and TCP1.

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the gross tract area exceeds 40,000 square feet, contains more than 10,000 square feet of woodland, and does not have a previously approved tree conservation plan. A Type 1 Tree Conservation Plan has been submitted. A portion of the site (17.05 acres) located in the northern area is subject to the Maryland Forest Conservation Act and has an approved Forest Conservation Plan (FCP S11-03). The submitted TCP1 correctly subtracts the 17.05 acres from the gross tract area because the requirements for this area are addressed in the approved FCP.

This subject site has a total woodland conservation requirement of 17.25 acres. The plan will meet the requirement with 10.35 acres of on-site woodland preservation and 6.90 acres of off-site woodland conservation. On-site woodland preservation is focused around the primary management area (PMA) along the western and northern boundaries. There is also preservation in areas along the southern and eastern boundaries as well.

#### **Primary Management Area**

The site contains an extensive primary management area (PMA) that is required to be preserved to the fullest extent possible (Section 24-130(b)(5)).

The statement of justification submitted for impacts to the site has been reviewed. The request is for impacts to approximately 1.46 acres of PMA for grading, utility extension, road access and a stream crossing, and floodplain mitigation, the proposed impacts were previously approved by the Maryland Department of Environment during the review of the grading permit for the federally-owned property.

The impacts shown on Exhibit 1 are for a road entrance and crossing and totals 1.06 acres. The proposed crossing will require the re-alignment of the existing tributary where it converges with the primary corridor of Henson Creek. The road entrance will require some fill within the 100-year floodplain. As previously mentioned, this is the only area where the site can be accessed. These impacts are supported because they are necessary for the development of the site.

The impacts shown on Exhibit 2 are for a sewer connection and are also associated with the road entrance. These impacts total 0.08 acres. These impacts are supported because they are necessary and have been minimized.

The impact shown on Exhibit 3 is proposed grading to correct previous industrial activity on the site, which has resulted in the placement of fill within the PMA. The impact totals 0.32 acres. The impact proposes to remove the fill and refine the grading to create a suitable transition in grade between Parcel A and Parcel B. This impact is supported because it is for the restoration of the PMA.

The proposed impacts result in over 0.5 acres of wetland and wetland buffer impacts. The Environmental Technical Manual states that impacts to wetlands and wetland buffers greater than one-half acre in size should be mitigated. The mitigation proposed is the provision of 0.67 acres of wetland creation, which exceeds the area of wetland and wetland buffer impacts. According to the applicant's justification statement, the applicant is also in discussion with the National Park Service (NPS) to remove three existing stream crossings, currently used for the access road from Suitland Parkway. Because the crossings are partly on property owned by the National Park Service, permission to remove the crossings from NPS is required. The removal of the crossings and restoration of the stream channel will eliminate flooding and impeded water flow within the stream that is currently caused by the crossings.

The primary management area has been preserved in a natural state to the fullest extent possible through the appropriate avoidance and minimization measures. Approval of the impacts is granted.

This property is located on the south side of Suitland Parkway and on the north side of the Capital Beltway (I-495/95), master planned freeways. Both roadways have been identified as transportation-related noise generators; however, this application does not propose residential or residential-type uses at this time.

Subtitle 25, Division 3, the Tree Canopy Coverage (TCC) Ordinance, requires a minimum percentage of tree canopy coverage on properties that require a grading permit. Properties zoned I-4 are required to provide a minimum of 10 percent of the gross tract area in tree canopy.

The overall development has a gross tract area of 71.13 acres and as such, tree canopy coverage of 7.11 acres is required. The TCP1 is proposing to provide 10.35 acres of on-site woodland preservation, which exceeds the requirement. Conformance to this condition will be determined at the time of permit review.

4. **Variance to Section 25-122(b)(1)(G)**—A variance to Section 25-122(b)(1)(G) of the Woodland and Wildlife Habitat Conservation Ordinance was received and reviewed for the removal of **nine** specimen trees located on the subject property. 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 Technical Manual."

Specimen trees 5, 7, 13, 17 and 20, all yellow poplars, and tree 15, a red oak, are all located within the central areas of the site. Specimen trees 6 (yellow poplar), 18 (white oak) and 19 (white oak) are located along the perimeter of the site. Because of the existing site topography, grading and the placement of fill will be necessary to bring the site to a developable grade. Additionally, necessary utility connections along the eastern boundary, where trees 18 and 19 are located, warrant the removal of those trees. The removal of nine specimen trees is granted.

Section 25-119(d) contains six required findings [**text in bold below**] to be made before a variance from the Woodland and Wildlife Habitat Conservation Ordinance can be granted. An evaluation of this variance request with respect to the required findings is provided below.

**(A) Special conditions peculiar to the property have caused the unwarranted hardship**

The development of an industrially zoned site generally results in the need for large building footprints and parking areas. A significant portion of the site is undeveloped and its current topography will require significant grading and the placement of fill along the perimeter in order to develop the site in accordance with its designated I-4 zoning. Specimen trees 6, 18, and 19 are located along the perimeter of the site where a slope must be created in order to attain a more level site. Specimen trees 5, 7, 13, 17, and 20 are centrally located in an area that will also require fill. Additionally, specimen trees 18 and 19 are located in an area where a sewer connection and associated easement are required for the development of the site. If the grading is shifted inward to avoid impacts to the trees along the perimeter, and if the trees in the central area are preserved, it would result in significant constraints to the developable area and would create a difficulty in developing the site in accordance with the I-4 zoning requirements.

**(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas**

If other properties in similar locations encounter the same conditions on a site, the same considerations would be given during the review of the required variance application.

**(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants**

This application is being reviewed using the same parameters as other similar types of projects and the variance will not confer on the applicant a special privilege that would be denied to other applicants.

**(D) The request is not based on conditions or circumstances which are the result of actions by the applicant**



A portion of the site is developed and being used as a storage yard. According to PGAtlas.com, this storage yard has been in existence since at least 1965. Additionally, according to the variance request, the existing development is a result of development that occurred prior to the applicant's ownership of the site. Therefore, the request is not based on conditions or circumstances which are result of actions by the applicant.

**(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property**

The request to remove the trees does not arise from any condition on a neighboring property.

**(F) Granting of the variance will not adversely affect water quality**

Granting the variance to remove the specimen trees will not directly affect water quality because stormwater measures will be provided, which include a stormwater management pond, to address water quality.

5. **Community Planning**—The 2002 *Prince George's County Approved General Plan* designates the subject property within the Developed Tier. The property is located within the limits of the 2000 approved master plan and sectional map amendment for the Heights and Vicinity. The master plan land use recommendation for the property is for employment/light industrial.

The subject property is identified as the Morningside Industrial Center located in proximity to Joint Base Andrews Naval Air Facility.

This preliminary plan is consistent with the General Plan Development Pattern policies for the Developed Tier by proposing an industrial/business park.

The proposed preliminary plan and described development are in general conformance with the land use recommendation of the 2000 Heights and Vicinity master plan.

6. **Parks and Recreation**—The subject property consists of 71.13 acres of land in the Limited Intensity Industrial Zone, I-4. This property is adjacent to the 26-acre Douglas Patterson Community Park/School site on the south. This park is improved with a picnic area, two tennis courts, basketball court, two softball/football fields, two playgrounds, trails and a 42-space parking lot.

In accordance with Section 24-134 of the Prince George's County Subdivision Regulations, this subdivision is exempt from Mandatory Dedication of Parkland requirements because it consists of non-residential development.

The 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76)* designated a 50-acre floating park symbol on the subject

property. The master plan also rezoned this property from R-R, R-18 and I-2 Zone to I-4 Zone which considerably increased the value of the property.

Section 24-139 of the Subdivision Regulations states that the Planning Board, when reviewing a preliminary plat, shall refer to the General Plan, master plan to determine the need for reservation of land included in the preliminary plat for parks. Section 24-140 of the Subdivision Regulations also states that no reservation shall be continued for longer than three years without the written approval of all persons holding or otherwise owning any legal or equitable interest in the property. DPR staff has learned that there are no CIP funds available for the acquisition of the 50-acre portion of this property for parkland. In addition, the applicant informed DPR staff that they are not planning to sell the property for parkland. DPR staff finds that reservation of this property for park would be inappropriate at this time, because of the high cost and unavailable CIP funds. DPR staff will investigate an alternative location for the master planned park in the surrounding neighborhood.

7. **Trails**—This preliminary plan has been reviewed for conformance with Section 24-123 of the Subdivision Regulations, the Approved Countywide Master Plan of Transportation (MPOT), and approved master plan and sectional map amendment for the Heights and Vicinity Planning Area 76A (area master plan).

The applicant's proposal proposed access easements that appear to be sufficient to provide land for bike trails and pedestrian circulation systems. The Planning Board requires that plans conform to Section 24-123 of the Subdivision Regulations, and in terms of bikeway and pedestrian facilities, land for bike trails, and pedestrian circulation systems shall be shown on the preliminary plan and, where dedicated or reserved, shown on the final plat when the trails are indicated on a master plan, the Countywide Trails Plan, or where the property abuts an existing or dedicated trail, unless the Planning Board finds that previously proposed trails are no longer warranted.

Suitland Parkway is recommended in the area master plan and the Approved Countywide Master Plan of Transportation (MPOT) for a sidepath on the south side of the road. This project will be provided by others and does not directly affect this subject application.

Based on the preceding analysis, the Commission concludes that adequate bicycle and pedestrian transportation facilities would exist to serve the proposed subdivision as required under Section 24-123 of the Subdivision Regulations if the application is approved with conditions.

8. **Transportation**—The findings and recommendations contained herein are based on the review of a traffic impact study submitted on February 11, 2011. The study was not found to be acceptable and was resubmitted on May 10, 2011. The updated study was referred to State Highway Administration (SHA) and County Department of Public Works and Transportation (DPW&T) for their review and comment on May 16, 2011.

The 71.13-acre, I-4 zoned property is located south of Suitland Parkway and to the north and west of the Capital Beltway (I-95/I-495). The subject application proposes the construction of 800,000 square feet of specialty warehouse use within ten parcels.

The traffic generated by the proposed preliminary plans would impact the following critical intersections:

- Allentown Road @ Auth Road
- Allentown Road @ I-95 EB Ramp
- Suitland Road @ I-95 WB Ramp (Unsignalized)
- Allentown Road @ Suitland Road
- Forestville Road @ Rena Road (Unsignalized)
- Forestville Road @ I-95 SB Off-Ramp (Unsignalized)
- Forestville Road @ I-95 NB Off-Ramp (Unsignalized)
- Allentown Road @ Forestville Road

None of the intersections, identified in Finding 2 are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program.

The subject property is located within the Developed Tier as defined in the 2002 *Prince George's County Approved General Plan*. As such, the subject property is evaluated according to the following standards:

**Links and signalized intersections:** Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better;

**Unsignalized intersections:** *The Highway Capacity Manual* procedure for unsignalized

intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal if deemed warranted by the appropriate operating agency.

#### **Analysis of Traffic Impact**

Using the Institute of Transportation (ITE) *Trip Generation Manual*, the proposed warehouse use will be adding 2,670 daily trips, 225(178 in; 47 out) AM peak hour trips and 240(60 in; 180 out) PM peak hour trips. Because the site is currently improved with some existing industrial use, it is vested for 62 daily trips, 8 (3 in; 5 out) AM peak trips and 6(3 in; 3 out) PM peak trips.

Consequently, the proposed development would generate 2,608 daily trips, 217 (175 in; 42 out) AM peak hour trips, and 234 (57 in; 177 out) PM peak hour trips.

Pursuant to the scoping agreement, the traffic impact study identified the following eight intersections as the critical intersections, with existing traffic summarized within the table:

Existing Traffic (2010)		
Intersection	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
Allentown Road @ Auth Road	A/947	A/951
Allentown Road @ I-95 EB Ramp	D/1366	C/1180
Suitland Road @ I-95 WB Ramp **	A/9.5 secs.	B/12.9 secs.
Allentown Road @ Suitland Road	C/1205	C/1244
Forestville Road @ Rena Road **	C/17.2 secs.	E/37.9 secs.
Forestville Road @ I-95 SB Off-Ramp **	<b>F/295.3 secs.</b>	<b>F/497.1 secs.</b>
Forestville Road @ I-95 NB Off-Ramp **	A/8.1 secs.	A/9.4 secs.
Allentown Road @ Forestville Road	A/890	A/855
<p>** Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the level-of-service (LOS) and the intersection delay measured in seconds/vehicle. A level-of-service "E" which is deemed acceptable corresponds to a maximum delay of 45 seconds/car. For signalized intersections, a critical lane volume (CLV) of 1450 or less is deemed acceptable as per the <i>Guidelines</i>.</p>		

The traffic study identified a Capital Warehouse (80,000 square feet) as the only background development whose impact would affect some or all of the study intersections. Additionally, a growth rate of 1.0 percent per year was applied to the through traffic along Allentown Road (MD 337) through 2014. A second analysis was done to evaluate the impact of the background developments on existing infrastructure. The analysis revealed the following results:

<b>Background Traffic (2014)</b>		
<b>Intersection</b>	<b>AM</b>	<b>PM</b>
	(LOS/CLV) delay	(LOS/CLV) delay
Allentown Road @ Auth Road	A/987	A/991
Allentown Road @ I-95 EB Ramp	D/1431	C/1230
Suitland Road @ I-95 WB Ramp **	A/9.6 secs.	B/13.7 secs.
Allentown Road @ Suitland Road	C/1260	C/1300
Forestville Road @ Rena Road **	C/18.9 secs.	<b>F/50.5 secs.</b>
Forestville Road @ I-95 SB Off Ramp **	<b>F/367.1 secs.</b>	<b>F/619.7 secs.</b>
Forestville Road @ I-95 NB Off-Ramp **	A/8.2 secs.	A/9.7 secs.
Allentown Road @ Forestville Road	A/936	A/892
<p>** Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the level-of-service (LOS) and the intersection delay measured in seconds/vehicle. A level-of-service "E" which is deemed acceptable corresponds to a maximum delay of 45 seconds/car. For signalized intersections, a critical lane volume (CLV) of 1450 or less is deemed acceptable as per the <i>Guidelines</i>.</p>		

In evaluating the proposed development, the traffic study assumed 750,000 square feet of warehouse. Using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, the study has indicated that a warehouse (150) use will be adding 2,670 daily trips, 225 (178 in; 47 out) AM peak hour trips and 240 (60 in; 180 out) PM peak hour trips. Additionally, the study also revealed that based on an existing industrial use on the subject property, there are 62 daily trips, 8 (3 in; 5 out) AM and 6 (3 in; 3 out) PM trips already being generated by the existing property. Consequently, the net effect of the new development would be; 2,608 daily trips, 217 (175 in; 42 out) AM peak hour trips, and 234 (57 in; 177 out) PM peak hour trips. A third analysis depicting total traffic conditions was done, yielding the following results:

Total Traffic (2014)		
Intersection	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
Allentown Road @ Auth Road	A/922	B/1,011
Allentown Road @ I-95 EB Ramp	E/1,514	C/1,257
Suitland Road @ I-95 WB Ramp **	A/9.7 secs.	B/15.3 secs.
Allentown Road @ Suitland Road	D/1,359	D/1,375
<i>Forestville Road @ Rena Road</i>	<i>A/701</i>	<i>B/1,114</i>
<i>Forestville Road @ I-95 SB Off-Ramp</i>	<i>C/1,145</i>	<i>D/1,593</i>
Forestville Road @ I-95 NB Off Ramp **	A/8.5 secs.	B/10.4 secs.
Allentown Road @ Forestville Road	B/1,035	A/924

\*\* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the level-of-service (LOS) and the intersection delay measured in seconds/vehicle. A level-of-service "E" which is deemed acceptable corresponds to a maximum delay of 45 seconds/car. For signalized intersections, a critical lane volume (CLV) of 1450 or less is deemed acceptable as per the Guidelines. *Intersections in italics represent improvements plus signalization.*

The results shown in the table above have indicated that all of the intersections that will operate acceptably under total traffic conditions. For two of those intersections, the finding of adequacy was predicated on the following improvements being conditions of approval:

a. **Forestville Road @ Rena Road**

- Realign Rena Road perpendicular to Forestville Road
- Add separate right and left-turn lanes on Rena Road
- Add a left-turn bay on the northbound approach of Forestville Road
- Add a right-turn lane on the southbound approach of Forestville Road
- Install a traffic signal

b. **Forestville Road @ I-95 SB Off-Ramp**

- Install a traffic signal at the Forestville Road/I-95 southbound off-ramp intersection
- Construct a dedicated right-turn lane on the off-ramp

The traffic study concluded that all study intersections will meet the adequate public facilities standards as outlined in Subtitle 24 upon full build-out of the Andrews Federal Campus development with the proposed transportation improvements in place. The traffic study submitted

by the applicant included a signal warrant study for both intersections identified above, and proposes to install the traffic signal(s) to meet adequate public facilities standards.

**Transportation Conclusions**

Based on the preceding findings, the plan conforms to the required findings for approval of the preliminary plan of subdivision pursuant to Section 24-124 of the Subdivision Regulations if the application is approved with conditions.

In accordance with Section 24-121(a)(3) of the Subdivision Regulations, the planning Board denies access from individual parcels to Suitland Parkway. Access will be consolidated on a new private access easement authorized by Section 24-128(b)(9) which will extend west from Rena Road, an 80-foot-wide dedicated public right-of-way. Access to Ames Road at the western portion of the site along the frontage of Parcel 3 should be designed as limited access point for emergency vehicles only and not designed or intended for general circulation.

9. **Schools**—The proposed preliminary plan has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools pursuant to County Council Resolutions (CR-23-2001 and CR-38-200) and concluded that the subdivision is exempt from a review for schools because it is a nonresidential use.
10. **Fire and Rescue**—The proposed preliminary plan has been reviewed for adequacy of fire and rescue services in accordance with Section 2-122.01(d) and Section 24-122.01(e)(1)(c) and (E) of the Subdivision Regulations.

Fire/EMS Company #	Fire/EMS Station Name	Service	Address	Actual Travel Time (minutes)	Travel Time Guideline (minutes)	Within/Beyond
27	Morningside	Engine	6200 Suitland Rd.	1.76	3.25	Within
26	District Heights	Ladder Truck	6208 Marlboro Pike	5.35	4.25	Beyond
27	Morningside	Ambulance	6200 Suitland Rd.	1.76	4.25	Within
29	Silver Hill	Paramedic	3900 Old Silver Hill Rd.	4.92	7.25	Within

**Capital Improvement Program (CIP)**

The Capital Improvement Program for Fiscal Years 2011–2016 proposes replacing existing Morningside Fire/EMS at 6200 Suitland Road, Suitland, Maryland.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system shall be provided in all new buildings proposed in this subdivision unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

11. **Police Facilities**— The proposed development is within the service area of Police District IV, Oxon Hill, Maryland. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department and the July 1, 2009 (U.S. Census Bureau) county population estimate is 834,560. Using the 141 square feet per 1,000 residents, it calculates to 117,672 square feet of space for police. The current amount of space 267,660 square feet is within the guideline.
12. **Health Department**—The Prince George's County Health Department has evaluated the proposed preliminary plan of subdivision and notes that applications for raze permits have been made and must be obtained through the Department of Environmental Resources (DER) prior to removal of any existing buildings. Any hazardous materials located in any structures on-site must be removed and properly stored or discarded prior to the structures being razed.
13. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 6892-2010-01, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan and any subsequent revisions.  
  
Copies of the approved stormwater management concept plan and letter were received with the application. According to the letter, the site is required to provide extended detention. A fee in lieu payment is also required. The concept is correctly reflected on the TCP1.
14. **Historic Preservation**—The subject property is adjacent to Suitland Parkway (Historic Site #76A-022), which was constructed from 1943–1944 and consists of nine miles of roadway (of which more than six miles are within Prince George's County). The parkway is a dual-lane road with concrete-arch bridges faced with stone. Planned before the outbreak of World War II, the project came to fruition with the entrance of the U.S. into the war in December 1941 and the establishment of Andrews Air Force Base a few months later. The parkway connects the base (now Joint Base Andrews) with Bolling Air Force Base and Washington, D.C. It has carried many diplomatic processions and official entourages, and now provides an efficient line of transportation



between Washington, D.C., and suburbs in the county. The parkway was listed in the National Register in 1995.

The applicant proposes to subdivide the subject property into 10 parcels. A new access road from the northeast corner of the property will lead to Rena Road and from there to Forestville Road. Much of the property frontage adjacent to Suitland Parkway will retain its existing topography and vegetation. An existing landscaped berm within the right-of way of the Parkway will obscure views to the subject property's northeast corner.

A portion of the property not included in the subject application, has already been sold to the federal government for use by the Architect of the Capitol (AOC). The use of this property is not yet known, but to the extent that construction in this location will be visible from the Parkway it will be at least partially screened by existing vegetation within the subject property which wraps around it to the north and the parkway right-of-way in this location. The Historic Preservation Commission (HPC) reviewed the application at its May 17, 2011 meeting and recommends the Planning Board approve the subject application without historic conditions.

#### **Archeology**

Henson Creek runs along the northern boundary of the property and several tributaries to Henson Creek extend south through the subject property. Prehistoric sites have been found in similar settings and the probability of identifying prehistoric archeological resources is moderate.

The subject property was part of a larger farm owned by Kelita Suit during the late nineteenth century. The 1861 Martenet map does not show any houses on this tract. The 1878 Hopkins map indicates the location of the Kelita Suit House on a tract that is proximate to, but not included within the subject property. The Kelita Suit House was likely destroyed by later construction. The standing structures on the subject property were built in the 1950s and 1960s. The probability of identifying historic archeological resources is moderate.

There are three previously identified archeological sites, two historic and one multi-component prehistoric and historic, located within one mile of the subject property. There are two county Historic Sites, Suitland Parkway (#76A-022) and Belle Chance (#77-014), located within one mile of the subject property.

A Phase I archeological survey was conducted on the subject property from February to March 2011. A draft Phase I report was submitted to Historic Preservation staff on May 4, 2011. No archeological sites were identified and no further work was recommended on the property.

15. **Public Utility Easement (PUE)**—In accordance with Subdivision Regulations, Section 24-128(b)(12) for private streets and Section 24-122(a) for public streets when utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents recorded on the record plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The preliminary plan of subdivision should delineate a ten-foot public utility easement along all public rights-of-way and the internal private easements as requested by the utility companies.

16. **Water and Sewer Categories**—Section 24-122.01(b)(1) of the Subdivision Regulations states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

The 2008 Water and Sewer Plan designates Parcels C, 150, and 152 in a “Dormant” Water and Sewer Category 3, inside the Sewer Envelope and within the Developed Tier. Parcel 151 and Lot 1 are designated in Water and Sewer Category 3, inside the Sewer Envelope and within the Developed Tier and will therefore be served by public systems.

17. **Residential Conversion**—Proposed Parcels 1–10 are zoned I–4. While the subject application is not proposing any residential development on Parcels 1–10, if legislation would permit such a land use, a new preliminary plan should be approved. Because there exist different adequate public facility tests and there are considerations for recreational components for residential subdivision, a new preliminary plan should be required if residential development is to be considered.

18. **Access Pursuant to Section 24-128(b)(9)**—The site has frontage on three public rights-of-way, Ames Street, Suitland Parkway, and Rena Road. Ames Street is a 60-foot-wide primary residential street which feeds into a series of 50-foot-wide residential streets in the Town of Morningside. Ames Street cannot support industrial traffic. Suitland Parkway is a limited access roadway owned by the United States of America and managed by the National Park Service. Access is not permitted from individual properties. Rena Road is an 80-foot-wide right-of-way which was, at one time, intended to allow for the future relocation of Forestville Road. Due to the site area and the desire to subdivide the site into multiple lots for development, a private roadway is proposed to be constructed from Rena Road to provide primary access to the property. Additionally, an ingress/egress easement is proposed to allow access to the private roadway from individual lots. The private roadway and ingress/egress easement will be maintained by a property owner’s association. Section 27-466.01 of the Zoning Ordinance requires that each lot in an industrial zoning category shall have frontage on and direct vehicular access to a public street unless a private street or other access right-of-way is approved pursuant to Subtitle 24 of the County Code. Section 24-128 of the Subdivision Regulations sets forth the conditions under which the Planning Board can approve the use of private roads and easements.

The applicant submitted a letter requesting approval to provide access to the proposed lots pursuant to Section 24-128(b)(9), which allows the use of private roads or easements where direct vehicular access to an individual lot fronting on a public street should be denied due to a potentially hazardous or dangerous situation, and when deemed appropriate by the Planning Board. Each of the proposed lots contain frontage on a public road. However, permitting access from individual lots to Ames Street would create a potentially hazardous situation because Ames Street was not designed or constructed to accommodate industrial traffic.

The proposed private roadway extending from Rena Road is not proposed to be dedicated to public use because it crosses an area of floodplain and primary management area (PMA). If dedicated to public use, additional fill would be required in the floodplain. The work proposed in the floodplain as part of the private road crossing is intended to address existing flooding which impacts existing structures. A publicly-dedicated roadway would involve additional right-of-way and pavement which would require additional impact to environmentally-sensitive areas and result in a potentially hazardous condition. For these reasons, staff finds that vehicular access from the individual lots to the abutting public streets should be denied. Further, staff has determined it is appropriate to provide access to the proposed lots through the private roadway and ingress/egress easements depicted on the preliminary plan. Conditions of approval have been recommended to add notes to the preliminary plan and final plat labeling the denial of access from the individual lots to the abutting public streets, and to reference that access is authorized pursuant to Section 24-128(b)(9).

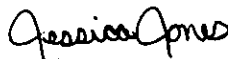
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

\* \* \* \* \*

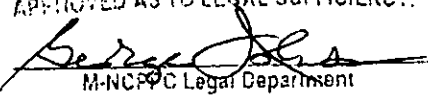
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Cavitt, seconded by Commissioner Clark, with Commissioners Cavitt, Clark, Squire, Vaughns and Parker voting in favor of the motion at its regular meeting held on Thursday, June 30, 2011, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28<sup>th</sup> day of July 2011.

Patricia Colihan Barney  
Executive Director

By   
Jessica Jones  
Planning Board Administrator

PCB:JJ:JT:arj

APPROVED AS TO LEGAL SUFFICIENCY.  
  
M-NCPPC Legal Department  
Date 7/15/11