



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

Preliminary Plan 4-11017

Application	General Data	
<p>Project Name: Friends Community School</p> <p>Location: Southeast of the intersection of Westchester Park Drive and Kenilworth Avenue (MD 201).</p> <p>Applicant/Address: Friends Community School 401 Calvert Road College Park, MD 20740</p> <p>Property Owner: Friends Community School 401 Calvert Road College Park, MD 20740</p>	Planning Board Hearing Date:	05/31/12
	Staff Report Date:	05/23/12
	Date Accepted:	02/22/12
	Planning Board Action Limit:	07/04/12
	Mandatory Action Timeframe:	140
	Plan Acreage:	17.43
	Zone:	R-R
	Gross Floor Area:	29,500 sq. ft.
	Lots:	1
	Parcels:	0
	Planning Area:	67
	Tier:	Developed
	Council District:	04
	Election District:	21
Municipality:	N/A	
200-Scale Base Map:	209NE05	

Purpose of Application	Notice Dates	
Addition to a private school and an increase in student enrollment.	Informational Mailing	06/23/11
	Acceptance Mailing:	02/17/12
	Sign Posting Deadline:	05/01/12

Staff Recommendation		<p>Staff Reviewer: Patrick Reidy Phone Number: 301-952-3554 E-mail: Patrick.Reidy@ppd.mncppc.org</p>	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-11017
Friends Community School

OVERVIEW

The subject site is located on Tax Map 34 in Grid B-2 and is known as Lot 1. The property consists of 17.43 acres within the Rural Residential (R-R) Zone and is currently improved with a 24,300-square-foot private school, which is to remain. Lot 1 was recorded in Plat Book REP 215-56 on October 13, 2006. The applicant is proposing a 5,200-square-foot addition to the school and to increase the maximum allowed enrollment by 40 students. The site will have a total of 29,500 square feet of gross floor area (GFA) of development, and a maximum school enrollment of 240 students.

The property is the subject of an approved Preliminary Plan of Subdivision, 4-03085. The resolution of approval (PGCPB Resolution No. 04-20) was adopted by the Planning Board on February 19, 2004 and contains 11 conditions. The addition to the school will exceed the trip cap limit of the approved Preliminary Plan of Subdivision, 4-03085; therefore, this new preliminary plan of subdivision is required. A detailed site plan is required for a private school in the R-R Zone, prior to approval of a new record plat, pursuant to Section 27-443(a)(2)(A) of the Zoning Ordinance.

The applicant has submitted the required Detailed Site Plan (DSP-04070-03), which is tentatively scheduled for public hearing before the Planning Board on May 31, 2012. Section 27-270, Order of Approvals, of the Zoning Ordinance requires that a preliminary plan of subdivision be approved prior to approval of a DSP.

The property has frontage and direct vehicular access onto Westchester Park Drive, a primary residential street, to the north. The property has one driveway and does not propose any additional access points. No additional right-of-way dedication is required along Westchester Park Drive.

The property contains regulated environmental features that are required to be protected pursuant to Section 24-130 of the Subdivision Regulations, as discussed further in the Environmental section of this report. The preliminary plan was referred to the U.S. National Park Service (NPS) for review and comments and NPS has indicated via phone that they had no issues with the proposal. The preliminary plan was also referred to the City of Greenbelt, the Town of Berwyn Heights, and the City of College Park for review and comments. At the writing of this report, no response had been given.

SETTING

The property is located southeast of the intersection of Westchester Park Drive and Kenilworth Avenue (MD 201). The neighboring properties to the north of the site are zoned Multifamily Low Density Residential (R-30) and Multifamily High Density Residential (R-10), and are developed with condominiums. The neighboring properties to the east, west, and south are zoned Reserved Open Space (R-O-S) and are owned by NPS.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	R-R	R-R
Use(s)	Private School (200 students) (24,300 sq. ft.)	Private School (240 students) (29,500 sq. ft.)
Acreage	17.43	17.43
Lots	1	0
Outlots	0	0
Parcels	0	1
Dwelling Units	N/A	N/A
Public Safety Mitigation Fee	No	No
Variance	No	No
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 March 9, 2012.

2. **Community Planning**—The 2002 *Prince George's County Approved General Plan* designates the subject property within the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. The preliminary plan is consistent with the 2002 General Plan Development Pattern policies for the Developed Tier as institutional land uses are permitted within the tier and are complementary to the General Plan's vision for mixed-use, medium- to high-density neighborhoods.

The 1989/1990 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67* classified the property in the R-R Zone. The preliminary plan conforms to the land use recommendations of the approved master plan for institutional land use.

The preliminary plan was also referred to the City of Greenbelt, the Town of Berwyn Heights, and the City of College Park for review and comments. At the time of the writing of this report, no response had been given.

Approval of this application does not violate the General Plan's growth goals for the year 2025, upon review of the current Prince George's County General Plan Growth Policy Update.

3. **Urban Design**—The site is currently developed with a 24,300-square-foot private school and proposes an addition of 5,200 square feet of gross floor area (GFA) and to allow for an increase in enrollment from 200 students to 240 students.

2010 Prince George’s County Landscape Manual

The property is subject to the requirements of the 2010 *Prince’s George’s County Landscape Manual*. Specifically, the site is subject to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscape Requirements. Applicability of and compliance with these regulations for the proposed private school expansion will be reviewed at the time of detailed site plan (DSP).

In the R-R Zone, the existing private school is permitted. The proposed addition is permitted in the R-R Zone in accordance with Section 27-443 of the Zoning Ordinance. Pursuant to Section 27-443(a)(2)(A), a DSP is required for private schools offering elementary, junior high, or senior high school education, in accordance with Part 3, Division 9, of the Zoning Ordinance. Therefore, the expanded private school use, on existing Lot 1, will require a revision to the previously approved Detailed Site Plan, DSP-04070. This section also lists multiple additional requirements for the development of a private school that will be evaluated at the time of DSP review. The proposed private school expansion is also subject to the tree canopy coverage requirements of Subtitle 25, Division 3, Tree Canopy Coverage Ordinance. The information showing the site’s conformance with the 15 percent tree canopy coverage requirements for the R-R Zone should be reflected on the landscape plan and reviewed at the time of DSP.

The applicant has submitted the required Detailed Site Plan (DSP-04070-03), which is tentatively scheduled for public hearing before the Planning Board on May 31, 2012. Section 27-270, Order of Approvals, of the Zoning Ordinance requires that a preliminary plan of subdivision be approved prior to approval of a DSP.

4. **Previous Approvals**—The site has an approved Preliminary Plan of Subdivision, 4-03085. The resolution of approval (PGCPB Resolution No. 04-20) was adopted by the Planning Board on February 19, 2004 and contained 11 conditions. The site was recorded in Plat Book REP 210-12 on January 9, 2005. A plat of correction was recorded in Plat Book REP 215-56 on October 13, 2006. Upon approval, this preliminary plan will supersede Preliminary Plan of Subdivision 4-03085 for Lot 1 and a final plat will be required for proposed Parcel 1. Conditions of approval of Preliminary Plan of Subdivision 4-03085 (PGCPB Resolution No. 04-20) have been brought forward with this preliminary plan as discussed. If a new record plat is not recorded pursuant to this preliminary plan of subdivision, the preliminary plan will expire.

5. **Environmental**—A Type 1 Tree Conservation Plan (TCP1-048-00/02) has been received and reviewed. The site has a signed Natural Resources Inventory (NRI-021-12). The signed NRI shows the existing streams and wetlands that occur on the site. The site contains 8.86 acres of woodland, 5.12 acres of which are protected under the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO).

A few revisions are required to the NRI. The primary management area (PMA) needs to be adjusted to include steep slopes adjacent to the stream valley. The legend shows a symbol for the 100-year floodplain, but it is not shown on the plan. These revisions will have no impacts on the design as proposed on the preliminary plan and TCP1.

Master Plan Conformance

The master plan for this area is the 1989/1990 *Approved Master Plan for Langley Park-College Park-Greenbelt and Vicinity and Adopted Sectional Map Amendment for Planning Areas 65, 66, and 67* and does not indicate any environmental issues associated with this property.

Conformance with the Countywide Green Infrastructure Plan

The 2005 *Approved Countywide Green Infrastructure Plan* indicates that the property is within the designated green infrastructure network as regulated area, evaluation area, and network gap. The regulated and evaluation areas are in locations where there is existing woodland and a stream and wetland system. The existing school and associated parking is located in the area of the network gap area. The submitted application shows the regulated and evaluation areas to remain undisturbed. There is minor grading within the network gap area for an addition to the existing building and parking. The proposed design is in conformance with the Countywide Green Infrastructure Plan.

Environmental Review

The site is approximately 50 percent wooded. The property is in the Anacostia watershed of the Potomac River basin, and in the Developed Tier as reflected in the 2002 *Prince George's County Approved General Plan*. As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

This property is subject to the provisions of the WCO because the site has previously-approved tree conservation plans. Because a new preliminary plan has been filed, the site is no longer grandfathered under the woodland conservation requirements that were effective prior to September 1, 2010.

The site currently contains 8.86 acres of existing woodland, of which 5.12 are designated as woodland preservation based on the currently approved Type II Tree Conservation Plan (TCPII/161/04/02). Based on the submitted TCP1, no additional clearing is proposed with this application. The requirement will continue to be met with the existing 5.12 acres of woodland conservation on-site.

No revisions to the TCP1 are required at this time; however, the associated TCPII must be revised as necessary to conform to the current environmental regulations of Subtitles 25 and 27 of the County Code at the time of detailed site plan.

The property is located east of Kenilworth Avenue (MD 201), which is a significant noise generator. The noise model used by the Environmental Planning Section shows the projected 65 dBA Ldn noise contour to be 311 feet from the centerline of MD 201. As such, the noise contour does not result in impacts on the uses on the subject property. The subject property is zoned for residential uses; however, no residential-type uses are proposed. No further information is required regarding noise generated by MD 201.

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The on-site regulated environmental features include streams and their associated 60-foot-wide buffers and wetlands and their associated 25-foot-wide buffers.

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare.

The previously approved Preliminary Plan of Subdivision, 4-03085, included impacts that were approved as part of that application. The impacts are reflected on the current TCP. As a result of the change in the buffer from 50 feet to 60 feet in width due to the current regulations, the area of impact within the buffer has increased. However, the proposed design does not result in any additional impacts to regulated environmental features that were not anticipated as a result of the proposed disturbance in this application. As such, the proposed design preserves and/or restores the regulated environmental features on the property to the fullest extent possible.

The new environmental regulations have resulted in some changes to the PMA because the stream buffer regulations now require a 60-foot-wide stream buffer for all streams within the Developed Tier, pursuant to Section 24-101(b)(31) of the Subdivision Regulations. The final plat must reflect a conservation easement that includes this area.

The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the tree conservation plan, which shows no additional impacts to regulated environmental features.

Effective October 1, 2009, the State Forest Conservation Act was amended to include a requirement for a variance if a specimen, champion, or historic tree is proposed to be removed. This state requirement was incorporated in the adopted WCO effective on September 1, 2010.

No specimen trees are proposed to be removed. A variance is not required at this time. No additional information regarding specimen trees is required at this time.

6. **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 (SWM) Concept Plan, 21471-2011-00, was approved on August 1, 2011 and is valid until August 1, 2014. The concept plan shows the use of existing drywells and bioretention ponds. The approved SWM plan proposes to expand two of the five existing bioretention ponds.

The approved SWM plan is required to be designed in conformance with any approved watershed management plan, pursuant to Subtitle 32, Water Resources and Protection, Division 3, Stormwater Management Plan, Section 172, Watershed Management Planning. As such, the requirement of Section 24-130(b)(4) of the Subdivision Regulations, which requires that a subdivision be in conformance with any watershed management plan, has been addressed with the approval of the SWM plan by DPW&T.

7. **Prince George's County Department of Parks and Recreation (DPR)**—In accordance with Section 24-134(a)(3) of the Subdivision Regulations, the subdivision is exempt from mandatory dedication of parkland requirements because the development proposed is nonresidential.

The preliminary plan was referred to NPS for review and comments and indicated via phone that they had no issues with the proposal.

8. **Trails**—The proposed preliminary plan was reviewed for conformance with Section 24-123 of the Subdivision Regulations, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the appropriate area master plan in order to implement planned trails, bikeways, and pedestrian improvements.

The Planning Board requires that preliminary plans conform to Section 24-123 of the Subdivision Regulations in terms of bikeway and pedestrian facilities when the trails are indicated on a master plan, the County 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.

Bikeways and Trails

The MPOT recommends that Kenilworth Avenue (MD 201) to the west of the property contain a shared-use side path in the future, and it is also designated as a bikeway by the State of Maryland. The county and the state both recognize that MD 201 should have intermodal connections in this area. However, the feasibility of these connections has not yet been determined. Implementation of these recommendations may occur in the future, but do not impact this preliminary plan.

There are no master plan bikeways or trails that cross the proposed subdivision. The applicant should provide bicycle parking on-site to support the existing and future state bicycle network and implement the county's Complete Streets policy. Six u-shaped bicycle parking spaces are recommended close to the main entrance to the building on a concrete pad and are being reviewed as a part of the DSP.

Pedestrian Mobility and Access

The preliminary plan shows that there is sufficient space for sidewalks on the subject site's entrance drive which is being evaluated as a part of the DSP. SHA has provided safe pedestrian access from Pontiac Street across MD 201 to Westchester Park Drive for pedestrians. SHA has recently improved the crosswalks and traffic signals at the intersection of Pontiac Street and MD 201 to the west of the site to help improve pedestrian mobility. New concrete-channeled islands were built and a pedestrian activated countdown signal and crossing is currently being improved at this location. This signal will be particularly helpful to inform pedestrians of the amount of time remaining in order to complete the crossing from Westchester Park Drive across MD 201 to Pontiac Street to the west.

The MPOT recommends that sidewalks be constructed along all roads (public or private) in the Developed Tier, where the site is located. The MPOT recommends "complete streets" and that sidewalks, neighborhood trail connections, and bicycle-friendly roadways be provided with all development to accommodate bicycling and walking.

DPW&T commented that the applicant should connect the existing sidewalk on Westchester Park Drive, which they believed ended 135 feet southeast of the intersection with MD 201, to the pedestrian crossing at MD 201. Completing this gap in the pedestrian system to enhance pedestrian access to the Berwyn Heights neighborhood to the west of MD 201 and the site was critical. Evidence has been submitted that this gap in the sidewalk has in fact recently been built and the applicant is therefore not responsible for this off-site sidewalk extension on Westchester Park Drive.

Based on the preceding analysis, 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 were to be approved with conditions.

9. **Transportation**—The proposal includes the expansion of the existing private school facilities and an increase in the trip cap for the site. Using trip generation rates for private schools, the Planning Board’s adopted “Guidelines for the Analysis of the Traffic Impact of Development Proposals” (Transportation Guidelines), and the methodology in the *Trip Generation Handbook, 3rd Edition* (Institute of Transportation Engineers) to compute internal trips, the following table summarizes the total trip generation for the site:

Trip Generation Summary, 4-11017, Friends Community School								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Private School (existing)	200	students	101	82	183	15	19	34
Private School (proposed)	240	students	120	99	219	18	23	41
Net New Trips (excluding trips from existing use)			19	17	36	3	4	7

It is determined that the proposed development would generate 36 AM and 7 PM net new weekday peak-hour vehicle trips.

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

- MD 201 and Westchester Park Drive (signalized)

The proposal is not of a sufficient size that it will generate 50 or more vehicle trips, and so a full traffic study was not required. However, the applicant did prepare and submit a traffic study dated October 2011. This document was referred to SHA and DPW&T. Comments from DPW&T and SHA have been received. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the Transportation Planning Section, consistent with the Transportation Guidelines.

The subject property is located within the Developed Tier, as defined in the *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. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Transportation Guidelines.
- **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 to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The following critical intersection identified above, when analyzed with existing traffic using counts taken in September 2011 and existing lane configurations, operates as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 201 at Westchester Park Drive	1,135	1,324	B
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Transportation Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The critical intersection identified above is not programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program (CTP) or the Prince George's County Capital Improvement Program (CIP). Background traffic has been developed for the study area, which encompasses a limited neighborhood along the adjacent section of Kenilworth Avenue (MD 201). A 0.5 percent annual growth rate in through traffic along MD 201 over a single-year period is assumed. The critical intersection, when analyzed with background traffic and existing lane configurations, operates as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 201 at Westchester Park Drive	1,277	1,502	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Transportation Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The following critical intersection, when analyzed with the programmed improvements and total future traffic as developed for the site, including the site trip generation as described above and a distribution of 70 percent west along MD 201 and 30 percent south along MD 201, operates as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 201 at Westchester Park Drive	1,282	1,505	C
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Transportation Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

No inadequacies in either peak hour are noted in the table above. Notwithstanding this determination, a trip cap consistent with the trip generation for the overall site is recommended.

SHA reviewed this traffic study and raised no comments or objections.

The site is not within or adjacent to any master plan roadways. Westchester Park Drive is an undesignated primary residential roadway, and the existing right-of-way is acceptable, therefore, no additional dedication is required.

It has been noted that the traffic operations of the school currently conflict with the adjacent community in two ways. First, the roundabout at the entrance to the school also serves the adjacent Westchester Park community and, at times when the students are arriving and exiting, the traffic flow is impacted by others entering the roundabout. It is suggested that this be addressed by a condition requiring that the traffic control from the school be changed from a yield control to a stop control, or such other signage approved by DPW&T that could slow the flow of traffic leaving the school at the times that students are arriving and exiting. The second traffic operations issue involves persons parking along eastbound Westchester Park Drive in the immediate vicinity of the roundabout, particularly on weekdays. It is suggested that this issue be addressed by a condition requiring the provision of yellow curb markings along sections of eastbound Westchester Park Drive where parking would be prohibited. In both of these cases, the approval of DPW&T is required for changes to traffic controls or the placement of pavement or curb markings.

Transportation Conclusion

Based on the preceding findings, it is determined that adequate access roads will exist as required by Section 24-124 of the Subdivision Regulations if the application is approved with conditions.

- 10. **Schools**—There are no residential dwelling units proposed in the development. There are no anticipated impacts on schools.
- 11. **Fire and Rescue**—The proposed preliminary plan has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)–(E) of the Subdivision Regulations, and the following was found:

Fire/EMS Company #	Fire/EMS Station Name	Service	Address	Actual Travel Time (minutes)	Travel Time Guideline (minutes)	Within/ Beyond
11	Branchville	Engine	4905 Branchville Road	3.07	3.25	Within
14	Berwyn Heights	Ladder Truck	8811 60th Avenue	2.14	4.25	Within
14	Berwyn Heights	Ambulance	8811 60th Avenue	2.14	4.25	Within
12	College Park	Paramedic	8115 Baltimore Avenue	4.31	7.25	Within

Capital Improvement Program (CIP)

The Prince George’s County Capital Improvement Program (CIP) for Fiscal Years 2012–2017 proposes constructing a new fire/EMS facility in the Greenbelt area.

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.”

12. **Police Facilities**—The proposed development is within the service area of Police District I, Hyattsville. 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 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.

13. **Water and Sewer**—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* placed this property in water and sewer Category 3, Community System, and will therefore be served by public systems.

14. **Health Department**—The Prince George’s County Health Department has evaluated the proposed preliminary plan of subdivision and has no comments to offer.

15. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public utility company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

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

The preliminary plan does not delineate a ten-foot public utility easement (PUE) along the public rights-of-way as requested by the utility companies. At the time of signature approval, the PUE should be shown.

16. **Historic**—A Phase I archeological survey is not recommended on the 17.43-acre property located at 5901 Westchester Park Drive in College Park, Maryland. The application proposes a 5,200-square-foot addition to the existing private school and an increase in the number of students allowed. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. Aerial photographs show extensive grading on the subject property in the 1960s. This proposal will not impact any historic sites, historic resources, or documented properties.

17. **Residential Conversion**—The subject application is not proposing any residential development; however, if a residential land use were proposed, a new preliminary plan should be required. There exists different adequate public facility tests comparatively between residential and nonresidential uses, and there are considerations for recreational components for a residential subdivision. A new preliminary plan should be required if residential development is to be considered.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:
 - a. Add and label the ten-foot public utility easement (PUE).
 - b. Revise General Note 2 to add the net developable area outside of the primary management area (PMA) and the acreage of the environmental regulated features.
 - c. Revise General Note 4 to “addition to private school.”
 - d. Revise General Note 5 from “Parcels: 0” to “Parcels: 1.”
 - e. Revise General Note 6 to label the square footage as existing and add the proposed square footage.
 - f. Revise General Note 8 from “Plat 21215056” to “Plat REP 215-56.”
 - g. Revise General Note 17 to add “Type 1 Tree Conservation Plan TCP1-048-00/02.
 - h. Add a note that the site is not in or adjacent to an easement held by the Maryland Environmental Trust, The Maryland Agricultural Land Preservation Foundation, or any land trust or organization.
 - i. Add a note that the site in within the Developed Tier.
 - j. Add a note listing the prior approvals on the site.
 - k. Label Westchester Park Drive as a dedicated public right-of-way.
 - l. Add the 100-year floodplain and the Washington Suburban Sanitary Commission (WSSC) right-of-way on the northeastern portion of the site as shown on Plat REP 215-56.
 - m. Label the site as Parcel 1.
 - n. Add the plat reference “REP 215-56” to the property information on the drawing.
2. Development of this subdivision shall be in conformance with approved Type 1 Tree Conservation Plan (TCP1-048-00/02). The following note shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-048-00/02 or most recent revision), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the

notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

3. Prior to signature approval of the preliminary plan, the natural resources inventory (NRI) shall be revised to correct the primary management area (PMA) and 100-year floodplain. The revision shall be reflected on all future tree conservation plans.
4. At the 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 any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."
5. Any residential development of the subject property shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.
6. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a ten-foot-wide public utility easement (PUE) along the public right-of-way as delineated on the approved preliminary plan of subdivision.
7. Total development within the subject property shall be limited to equivalent development which generates no more than 219 AM and 41 PM weekday peak-hour vehicle trips. Any development generating a traffic 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.
8. Prior to the approval of a building permit for the school expansion, the applicant and the applicant's heirs, successors, and/or assignees shall change the control for school traffic entering the roundabout along Westchester Park Drive from a yield control to a stop control, or other such signage approved by the Department of Public Works and Transportation (DPW&T). The approval of DPW&T is required for any change in the traffic control for school traffic entering the roundabout.
9. Prior to approval of a building permit for the school expansion, the applicant and the applicant's heirs, successors, and/or assignees shall provide yellow curb markings along sections of eastbound Westchester Park Drive where parking is prohibited. The approval of the Department of Public Works and Transportation (DPW&T) is required for the placement of any markings, and all markings shall be done to DPW&T standards.
10. Development of this site shall be in conformance with Stormwater Management Concept Plan 21471-2011-00, and any subsequent revisions.

STAFF RECOMMENDS APPROVAL OF TYPE 1 TREE CONSERVATION PLAN TCP1-048-00/02.