



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

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

Detailed Site Plan Bellefonte

DSP-04054-03

REQUEST	STAFF RECOMMENDATION
Construction of two warehouse buildings with associated parking and infrastructure.	APPROVAL with conditions

Location: On the west side of Louie Pepper Drive, approximately 200 feet north of MD 223 (Woodyard Road).



Gross Acreage:	29.31
Zone:	I-4/M-I-O
Dwelling Units:	N/A
Gross Floor Area:	325,338 sq. ft.
Planning Area:	81A
Council District:	09
Election District:	09
Municipality:	N/A
200-Scale Base Map:	211SE07

Planning Board Date:	09/30/2021
Planning Board Action Limit:	10/03/2021
Staff Report Date:	09/15/2021
Date Accepted:	06/23/2021
Informational Mailing:	03/26/2021
Acceptance Mailing:	06/17/2021
Sign Posting Deadline:	08/31/2021

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-04054-03
Type II Tree Conservation Plan TCPII-114-04-03
Bellefonte

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION CRITERIA

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance for the Limited Intensity Industrial (I-4) and Military Installation Overlay (M-I-O) Zones, for variances to Section 27-230, and the site design guidelines;
- b. The requirements of Zoning Map Amendment A-9758-C;
- c. The requirements of Conceptual Site Plan CSP-04001;
- d. The requirements of Preliminary Plan of Subdivision 4-03118;
- e. The requirements of Detailed Site Plan DSP-04054, as amended;
- f. The requirements of the 2010 *Prince George's County Landscape Manual*;
- g. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- h. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- i. Referral comments.

FINDINGS

Based upon the analysis of the subject application, Urban Design staff recommends the following findings:

1. **Request:** This detailed site plan (DSP) requests the development of two warehouse buildings with associated parking and infrastructure within the Military Installation Overlay (M-I-O) Zone.
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	I-4 /M-I-O	I-4 /M-I-O
Use(s)	Vacant	Industrial
Gross Acreage	29.31	29.31
Lots/Parcels	8	8
Square Footage/Gross Floor Area (GFA)	127,338 sq. ft.	325,338 sq. ft. (198,000 proposed)

Parking and Loading

USE	NUMBER OF SPACES REQUIRED	NUMBER OF SPACES PROVIDED
3 spaces for first 1,500 sq. ft. of GFA	3	
1 space for additional 1,500 sq. ft. of GFA up to 100,00 sq. ft.	66	
0.2 spaces for additional 1,000 sq. ft. above the first 100,000 sq. ft. of GFA	20	
Total	89	210 (203 Standard, 7 Handicapped Accessible)
LOADING		
1 space for 1,500-10,000 sq. ft. of GFA	1	
1 space for each additional 40,000 sq. ft. of GFA	5	
Total	6	85 (10 Trailer)

3. **Location:** The subject site is located on the west side of Louie Pepper Drive, approximately 200 feet north of MD 223 (Woodyard Road), in Planning Area 81A and Council District 9. The site is zoned Limited Intensity Industrial (I-4) and is within the M-I-O Zone and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (sector plan).

4. **Surrounding Uses:** The subject property is zoned I-4. The abutting property located to the northeast is zoned Rural Residential (R-R) and the property abutting the southwest corner is zoned Commercial Miscellaneous. The remaining surrounding properties are zoned I-4 or Light Industrial.
5. **Previous Approvals:** The subject property consists of Lots 154 through 159, Parcel B, Parcel C, and part of previously dedicated right-of-way for Louie Pepper Drive, shown on Tax Map 108 in Grids A-4 and B-4 and Tax Map 117 in Grids A-1 and B-1. The development has an approved Stormwater Management (SWM) Concept Plan (38302-2004).

In 1991, the property was rezoned from the R-R to the I-4 Zone by Zoning Map Amendment Application A-9758-C (Zoning Ordinance No. 5-1991). On April 29, 2004, the Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-03118 and on July 18, 2019, the Planning Board approved a reconsideration (PGCPB Resolution No. 04-63(A)). On December 2, 2004, the Planning Board approved Conceptual Site Plan CSP-04001 (PGCPB Resolution No. 04-265) and DSP-04054 (PGCPB Resolution No. 04-262) for warehouse, consolidated storage, and office uses on the subject property. Both the CSP and DSP were subsequently approved by the Prince George's County District Council on March 28, 2005, as required by A-9758-C. The DSP has been amended twice at the Planning Director level for changes to the consolidated storage facility, which is currently under construction on Parcel 159.

6. **Design Features:** A stream and its associated wetlands running from west to north bisects the 29.31-acre site. A 70-foot-wide internal public right-of-way, Louie Pepper Drive, running from southeast to northwest from Woodyard Road into the site further divides the site into four major sections consisting of six lots and two parcels. Previous DSP approvals included a 91,088-square-foot consolidated storage facility in multiple buildings on Lot 159, which is under construction, and 36,250 square feet of flex/office space in one building on Lot 154, which has not been constructed, both along the property's Woodyard Road frontage. Existing Parcel C, in the northeast corner of the property, is to be developed with a SWM pond.

This DSP amendment proposes the consolidation of Lots 155–158, Parcel B, part of Parcel C, and part of previously dedicated right-of-way for Louie Pepper Drive into a new lot, Lot 160, to construct two warehouse buildings totaling 198,000 square feet with associated parking facilities to replace 111,375 square feet of warehouses previously approved for Lots 155 through 158. Vacation of a part of Louie Pepper Drive (master plan road I-502) public right-of-way is proposed, with the road truncated in a cul-de-sac in the middle of the property. Existing Parcel B was created for conveyance to the Prince George's County Department of Public Works and Transportation (DPW&T) upon demand for the construction of master plan road I-502, which ties into Louie Pepper Drive. DPW&T has indicated that they have no intent to acquire Parcel B to complete the I-502 connection. Therefore, this DSP proposes incorporation of Parcel B with Lots 155–158 into the new lot (Lot 160) and vacation of part of Louie Pepper Drive, leaving the right-of-way with appropriate terminus so that sufficient access can be provided to the industrial development.

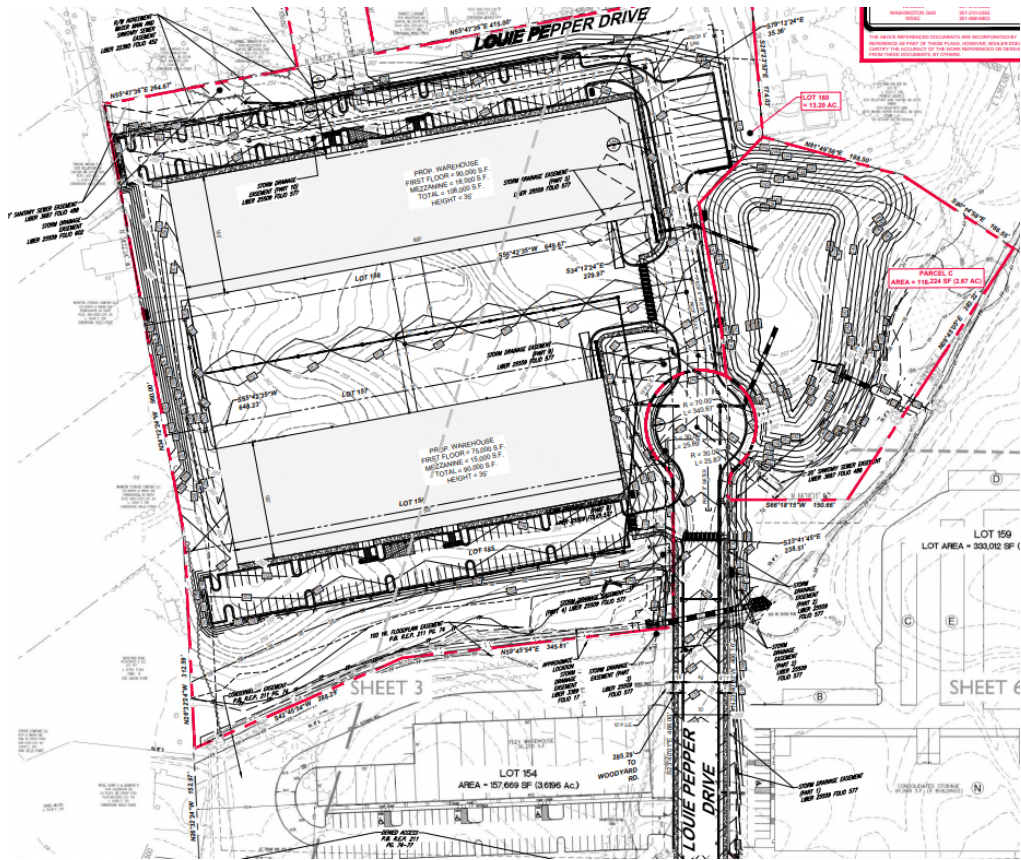


Figure 1: Site Plan

The first, northernmost, 35-foot-high building is proposing a total of 108,000 square feet to include an 18,000-square-foot mezzanine area. The second 35-foot-high building is proposing a total of 90,000 square feet to include a 15,000-square-foot mezzanine level. The site will have access from proposed Louie Pepper Drive. The site will contain a total of 210 parking spaces, which are located to the north and south of the buildings, and 85 truck spaces located mainly between the buildings in a large truck court, with 10 trailer spaces in the northeast corner of the site. Louie Pepper Drive will have five-foot-wide sidewalks on each side of the road that connect into the site and the buildings, with bike racks provided by both buildings. The SWM area is located along the eastern side of the site, on Parcel C. Each building contains painted light and dark grey tiltwall panels and aluminum framed entry doors, in multiple locations, and multiple loading dock doors on the sides that face each other. Each elevation includes quality building materials that staff considers acceptable. The applicant is proposing an approximately eight-foot-high, metal and concrete monument sign with no building-mounted signage shown.



Figure 2: Architectural Elevations

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance No. 5-1991 (A-9758-C):** Zoning Ordinance No. 5-1991 was adopted by the District Council on February 25, 1991, to approve Zoning Map Amendment Application A-9758-C. It rezoned approximately 29.316 acres of land located on Woodyard Road, approximately 500 feet east of the intersection of Old Alexandria Ferry Road and Dangerfield Road with 100 feet of frontage on Bellefonte Lane, from the R-R Zone to the I-4 Zone, with seven conditions. The subject site is a portion of the rezoned property. The following conditions are applicable to this DSP review:

1. **Any use or development of the property shall require Conceptual and Detailed Site Plan approval by the District Council. Particular attention should be given to the buffering and screening of adjacent residential areas, noise impacts and building acoustics.**

This DSP amendment will require District Council approval per this condition. The site is adjacent to single-family residential dwellings along a portion of the northern property line. The applicant has provided a 2010 *Prince George's County Landscape Manual* (Landscape Manual) Type 'C' bufferyard, consisting of a total of 142 planting units. The building is setback a minimum of 40 feet, as required, with parking spaces located around the perimeter of the building.

2. **The uses and intensity of development shall limit employee density to no more than 16 employees per acre.**

The maximum employee density per acre has been noted on the DSP, in accordance with this condition.

3. **No building or structure shall be more than two stories in height, and these structures may only cover up to 35 percent of the total land area.**

The two proposed buildings are 35 feet in height and two stories, in accordance with this condition. The structures do not exceed more than 35 percent of the total land area.

4. **Bellefonte Lane shall not be used for access to the property.**

The site is not accessed from Bellefonte Lane. The site will be accessed from a private drive off of Louie Pepper Drive.

5. **No use shall release into the air any substance which would impair visibility or otherwise interfere with the operation of aircraft (e.g., steam, dust or smoke).**

6. **No use shall produce light emissions, either direct or indirect (reflective), which would interfere with pilot vision.**

7. **No use shall produce emissions that would interfere with aircraft communication or navigational equipment.**

The proposed warehouse use will not impair visibility or interfere with the operation of aircrafts, pilot vision, or navigational equipment. These restrictions have been noted on the DSP.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the I-4 Zone of the Zoning Ordinance:

- a. The subject application is in general conformance with the requirements of Section 27-473 of the Zoning Ordinance, which governs development in the industrial zones. The proposed warehouse use is permitted in the I-4 Zone.
- b. The DSP generally conforms with Sections 27-472 and 27-474 of the Zoning Ordinance, Regulations for the I-4 Zone, with the exception of Section 27-472(d)(1), from which a variance is requested to allow for a floor area ratio (FAR) above 0.3.
- c. **Variance:** A variance was requested for additional density above the 0.30 FAR permitted per Section 27-472(d)(1). The project proposes a combined total of 198,000 square feet of gross floor area for Buildings 1 and 2, which is a 0.34 FAR for the 13.20-acre proposed Lot 160. This results in an increase in density of 0.04 FAR, or approximately 25,502 additional square feet of gross floor area.

Per Section 27-230(a) of the Zoning Ordinance, a variance may only be granted when the Planning Board finds that:

1. **A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;**

The applicant has indicated that there are numerous circumstances that constitute extraordinary situations or conditions. The property is situated outside the nearest sector plan focus area, the Clinton Commercial Core at Branch Avenue and Woodyard Road, but is zoned I-4 and surrounded by numerous industrially-zoned properties consistent with the sector plan recommendations, and is in close proximity to Joint Base Andrews. However, the I-4 zoned properties abutting the property to the north contain non-conforming single-family structures currently used for residential purposes. In addition, there is a stream valley running east-west through the property and a master-planned right-of-way running north-south, bisecting and reducing the lot area leading to a higher FAR.

2. The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and

The applicant has stated that the application of the I-4 Zone's 0.30 FAR limit will result in peculiar and unusual practical difficulties. As a result of the abutting nonconforming residential dwellings in the I-4 Zone, the rear building setback is increased to 75 feet, limiting the buildable portion of the lot by pushing the proposed buildings south. The environmental features and 20-foot sewer easement further push the building envelope north and west. Due to the limit of the building envelope, the applicant proposes a mezzanine level in both buildings, which puts the DSP over the FAR limit. The size of the mezzanine is set by the overall building dimensions and standard warehouse space dimensions expected by the future tenants. If forced to reduce the mezzanine, the applicant may face the practical difficulty of having a marketable warehouse space.

3. The variance will not substantially impair the intent, purpose, or integrity of the General Plan or master plan.

The applicant mentioned that the variance request will implement the vision and recommendations of the sector plan for the property and the overall Branch Avenue Corridor planning area. The sector plan envisions the development of large industrial buildings in the planning area, such as proposed. The project will facilitate job creation, promote new economic investment, and harness the potential of an underutilized site with desirable warehouse space with interior mezzanine.

Based on the above discussion, staff recommends approval of a variance to Section 27-472(d)(1) for an increase of 0.04 FAR, above the 0.30 FAR maximum in the I-4 Zone.

- d. **Military Installation Overlay Zone:** The project is also located within the Height, Noise, and Accident Potential Zone (APZ) 1 under the M-I-O Zone. Under this zoning, the applicant must meet the requirement for height and noise. The site is required to meet a clearance of 50:01. The proposed building height is 35 feet and meets the height requirements. The project also falls in the Noise Intensity Zone, where noise levels may range from 60db to 74db. Section 27-548.56 of the Zoning Ordinance

addresses prohibited and limited uses in the APZ1, which does not include the proposed warehouse use.

- e. **Site design guidelines:** The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance. For example, vehicular and pedestrian circulation is separated and convenient; the service/truck area is accessible to both buildings but unobtrusive; and the lighting is used to illuminate important on-site elements while minimizing spillover onto adjacent properties.

- 9. **Conceptual Site Plan CSP-04001:** CSP-04001 was approved by the District Council on March 28, 2005, for a business park including warehouse and consolidated storage facilities and offices, subject to four conditions, which are applicable as follows:

- 2. **Prior to issuance of any permits, the right-of-way dedication along Woodyard Road (MD 223) shall be recorded among the Land Records of Prince George's County.**

The required right-of-way dedication along Woodyard Road was previously dedicated, as required.

- 3. **No more than one year after the date of approval of this Order, the applicant, his successor or assignees ("applicant"), shall submit to the Department of Environmental Resources (DER) photographs (and other evidence if appropriate) to demonstrate that all conditions above have been fulfilled and that all structures and landscaping are being maintain in presentable condition and good working order. Every two years after that on the anniversary of the approval, the applicant shall submit current photographs and evidence to DER to demonstrate full compliance again in the same way.**

- 4. **Failure to submit the required evidence in a timely way shall be grounds for revocation of the Use and Occupancy permit by DER. Failure to demonstrate by means of photographs and evidence submitted full compliance with the intent of these conditions shall be grounds for revocation of the Use and Occupancy permit by DER.**

No development has occurred on the property until approximately the last year. The applicant is required to comply with this condition in the future, after construction and issuance of a use and occupancy permit on the site.

- 10. **Preliminary Plan of Subdivision 4-03118:** The Planning Board approved PPS 4-03118 on March 25, 2004, for seven lots and two parcels for the development of 500,000 square feet of industrial uses (PGCPB Resolution No. 04-63(A)). A reconsideration of PPS 4-03118 was approved by the Planning Board on July 18, 2019. Final plats were recorded in compliance with the PPS and DSP, showing six lots and two parcels. The PPS was approved, subject to 21 conditions. The relevant conditions are discussed, as follows:

- 2. **At the time of Detailed Site Plan, a Type II Tree Conservation Plan shall be approved.**

The applicant submitted a Type II Tree Conservation Plan, TCPII-114-04-03, with this application. The Environmental Planning Section has reviewed the TCPII and DSP for conformance and recommends approval with conditions.

4. **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 applicant has indicated that an automatic fire suppression system will be provided in all buildings, unless otherwise determined by the Prince George's County Fire/EMS Department, as noted on the plans.

7. **Development shall be in accordance with the approved Stormwater Management Concept Plan 7542-2003-00.**

The applicant submitted an approved SWM Concept Plan (38288-2004-00) for the Phase 1/ Pond 2. The proposed features include one bio-retention facility. The previous SWM concept plan (7542-2003-00) was for the entire project and contained two bio-retention facilities, including the Phase 2 pond. Environmental staff has indicated that there is no further action regarding SWM required with the DSP review.

12. **Each building permit shall include a 75 dBA (Ldn) noise contour. Structures for industrial and commercial uses shall be designed to reduce interior noise levels to 55 dBA (Ldn) or less, unless the structure or portions thereof are designed only for storage purposes. If residential or residential type uses are proposed, the structures shall be designed to reduce interior noise levels to 45 dBA (Ldn) or less. In the event any structure or portion thereof originally designed for storage use only is modified to permit nonstorage use, the structure shall be designed to reduce interior noise levels to 55 dBA (Ldn) or less.**

13. **Prior to the issuance of building permits for structures on this site, the building permits shall be modified to contain certification by a professional engineer with competency in acoustical analysis that the building shells within the 70 and 75 dBA (Ldn) noise corridors for Andrews Air Force Base have been designed to attenuate noise levels to 55 dBA (Ldn) or less for industrial or commercial structures unless the structure or portions thereof are designed only for storage purposes, and 45 dBA (Ldn) or less for residential structures or structures that contain residential type uses. In the event any structure or portion thereof originally designed for storage use only is modified to permit nonstorage use, the structure shall be designed to reduce interior noise levels to 55 dBA (Ldn) or less.**

The applicant is proposing a warehouse use. There are no residential type uses being proposed as part of this project. At the time of building permits, an acoustical analysis must be provided for the structures, in accordance with these conditions.

- 14. A conceptual and detailed site plan shall be approved prior to grading or building permit for any use or development of the property.**

Both CSP-04001 and DSP-04054 were approved in December 2004. This amendment of DSP-04054 will be approved before any grading or building permits are approved.

- 16. At the time of final plat approval, the applicant shall dedicate right-of-way of 70 feet and construct Bellefonte Road Extended within the property as delineated on the proposed preliminary plan of subdivision.**

The final plat of subdivision, recorded in Plat REF 211-75, dedicated the 70-foot right-of-way to construct Louie Pepper Drive. Correspondence from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) has been provided by the applicant in the DSP package, which indicates DPIE's agreement to the partial vacation of the right-of-way. The vacation petition application, once submitted, will be reviewed for conformance with the Prince George's County Subdivision Regulations. A cul-de-sac is shown at the terminus of Louie Pepper Drive, to provide an adequate truncation to the public street within the property.

- 20. Total development within the subject property shall be limited to 500,000 square feet consisting of 400,000 square feet as an industrial park and 100,000 square feet as a mini warehouse facility, or equivalent development that generates no more than 307 AM and 326 PM peak-hour trips. Any development other than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The total development proposed under DSP-04054, -01, -02, and -03 amendments is 325,338 square feet, and within the 500,000 total square feet of industrial development entitled in the approved PPS. The Transportation Planning Section has indicated that the proposed amendment is within the trip cap limit.

- 11. Detailed Site Plan DSP-04054, as amended:** DSP-04054 was approved by the District Council on March 28, 2005, for a business park including warehouse and consolidated storage facilities and offices, subject to four conditions. Those four conditions were either required prior to certification of the DSP, at time of permitting, or the same as CSP-04001 conditions 3 and 4, as discussed above. DSP-04054-01 was approved on April 2, 2020, at Planning Director level, for modification to the consolidated storage facility. DSP-04054 -02 was approved on May 7, 2021, at Planning Director level, for minor adjustments to parking, sidewalk, fences, retaining walls, and planting to match final construction of the consolidated storage facility.
- 12. 2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The landscape and lighting plan provided with the subject DSP contains the required schedules demonstrating conformance to these requirements.

13. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size, contains more than 10,000 square feet of existing woodland, and has a previously approved TCPII.

TCPII-114-04-03 was submitted with this DSP. Based on the submitted TCPII, the site’s gross tract area is 29.31 acres with 1.95 acres of floodplain for a net tract area of 27.36 acres. There is 1.13 acres of wooded floodplain with 23.17 acres of wooded net tract area. The woodland conservation threshold for the site, based on a 15 percent conservation requirement, is 4.10 acres. The TCPII proposes the removal of 21.48 acres of woodland in the net tract area and 0.31acre of woodland within the floodplain, for a woodland conservation requirement of 11.59 acres. The TCPII worksheet proposes to preserve 1.69 acres, reforest 1.01 acres, and to purchase 8.53 acres of off-site woodland conservation credits. The reforestation table on Sheet 1 identifies 10 planting areas (Area 1 through to Area 10) with several planting areas (Area 2, 3, and 4) no longer present; however, the planting schedule identifies eight separate planting areas (Area 1 through to Area 8). Other technical revisions are required and conditioned herein.

14. **Prince George’s County Tree Canopy Coverage Ordinance:** The DSP is subject to the requirements of the Prince George’s County Tree Canopy Coverage Ordinance. Section 25-128 of the Prince George’s County Code requires a minimum percentage of tree canopy coverage on projects that propose more than 5,000 square feet of disturbance. The subject DSP provides the required schedule demonstrating conformance to these requirements through existing trees and the provision of new plantings on the subject property.

15. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:

- a. **Subdivision**—In a memorandum dated August 31, 2021 (Vatandoost to Butler), the Subdivision Section noted that the DSP has been found to be in substantial conformance with the approved PPS. Conditions relating to labeling parcels and public utility easements have been included herein.
- b. **Transportation**—In a memorandum dated September 1, 2021 (Saunders Hancock to Butler), the Transportation Planning Section noted that the plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance.
- c. **Pedestrian and Bicycle Facilities**—In a memorandum dated September 1, 2021 (Jackson to Butler), the Transportation Planning Section noted that the plan is deemed acceptable from the standpoint of bicycle and pedestrian transportation. Conditions regarding the bike rack are outlined below.
- d. **Environmental Planning**—In a memorandum dated August 30, 2021 (Schneider to Butler), the Environmental Planning Section noted comments of TCPII-114-04-03, as outlined in the conditions.

- e. **Historic**—In a memorandum dated July 1, 2021 (Berger to Butler), it was noted that the subject property does not contain and is not adjacent to any Prince George’s County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.
 - f. **Permits**—In a memorandum dated August 30, 2021 (Jacob to Butler), it was noted that the plan was acceptable with the condition outlined below.
 - g. **Fire Department**—In an email dated July 8, 2021 (Reilly to Butler), it was noted that the plan was acceptable, as revised, to show hammerhead turnarounds for the dead-end parking lots.
 - h. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated July 9, 2021 (MacLaren to Butler), WSSC staff provided standard comments on the subject DSP. WSSC’s comments will be addressed through their own separate permitting process.
 - i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 10, 2021 (Giles to Butler), DPIE staff noted standard comments that will be addressed at the time of permitting.
 - j. **Community Planning**—In a memorandum dated September 10, 2021 (Tariq to Butler), it was noted that the plan conforms to the 2014 *Plan Prince George’s 2035 Approved General Plan* and the sector plan.
16. As required by Section 27-285(b) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
17. Per Section 27-285(b)(4), which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.**

The site contains regulated environmental features. The DSP application does not propose any additional primary management area impacts to those previously approved with PPS 4-03118. The previously approved impacts (one road crossing, four SWM outfalls associated impacts, in-stream check dams, and sanitary sewer connections) are unchanged. The applicant has been notified in previous approvals that no permit is to be issued without the Maryland Department of the Environment, or the United States Army Corps of Engineers approval. Therefore, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible, based on consistency with the limits of disturbance shown on previous approvals.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-04054-03, including a variance to Section 27-472(d)(1), and Type II Conservation Plan TCPII-114-04-03 for Bellefonte, subject to the following conditions:

1. Prior to certification, the detailed site plan shall be revised, or additional information shall be provided, as follows:
 - a. Clearly label the 10-foot-wide public utility easements along Louie Pepper Drive.
 - b. Label remainder of Parcel C as a new parcel D.
 - c. Provide a detail indicating the type of bicycle rack as an inverted U-style rack, or a similar style that provides two points of contact to support and secure a parked bicycle.
 - d. Identify specific locations of signage and provide the setback distance from the street.
 - e. Revise the retail sign dimensions and notes so that they are clearer to read.
2. Prior to signature approval of the detailed site plan, the Type II Tree Conservation Plan (TCPII) shall be revised as follows:
 - a. Revise the TCP approval block and remove the “2” from TCP2 and change to TCPII.
 - b. Revise the TCP approval block to revise the “01” line to change the “03” to “01”.
 - c. Revise the TCP approval block to revise the “02” line to add “C. Schneider” “5/6/2021” “DSP-04054-02”.
 - d. Revise the TCP approval block to revise the “03” line to add in the DRD column “DSP-04054-03”.
 - e. Revise the Planting Schedule Table to label the correct planting areas and show the required amount of planting.
 - f. Add the following note to the plan under the specimen tree table: “NOTE: This plan and specimen trees are grandfathered from requirements of Subtitle 25.”
 - g. Revise the woodland conservation worksheet line 6 to show “TCPII” instead of TCP2 and add in the 03 revision.
 - h. Have the revised plan signed and dated by the qualified professional who prepared it.

3. Prior to approval of a final plat, which is required to complete the vacation process, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Grant 10-foot-wide public utility easements along the public rights-of-way, in accordance with the approved detailed site plan.
 - b. Dedicate additional right-of-way at the end of Louie Pepper Drive, in conformance with the approved detailed site plan.
4. Prior to approval of any permits, the applicant shall submit and obtain approval of a vacation petition application to vacate part of Louie Pepper Drive public right-of-way, as delineated on the approved detailed site plan.

BELLEFONTE

Detailed Site Plan

Parent Case DSP-04054

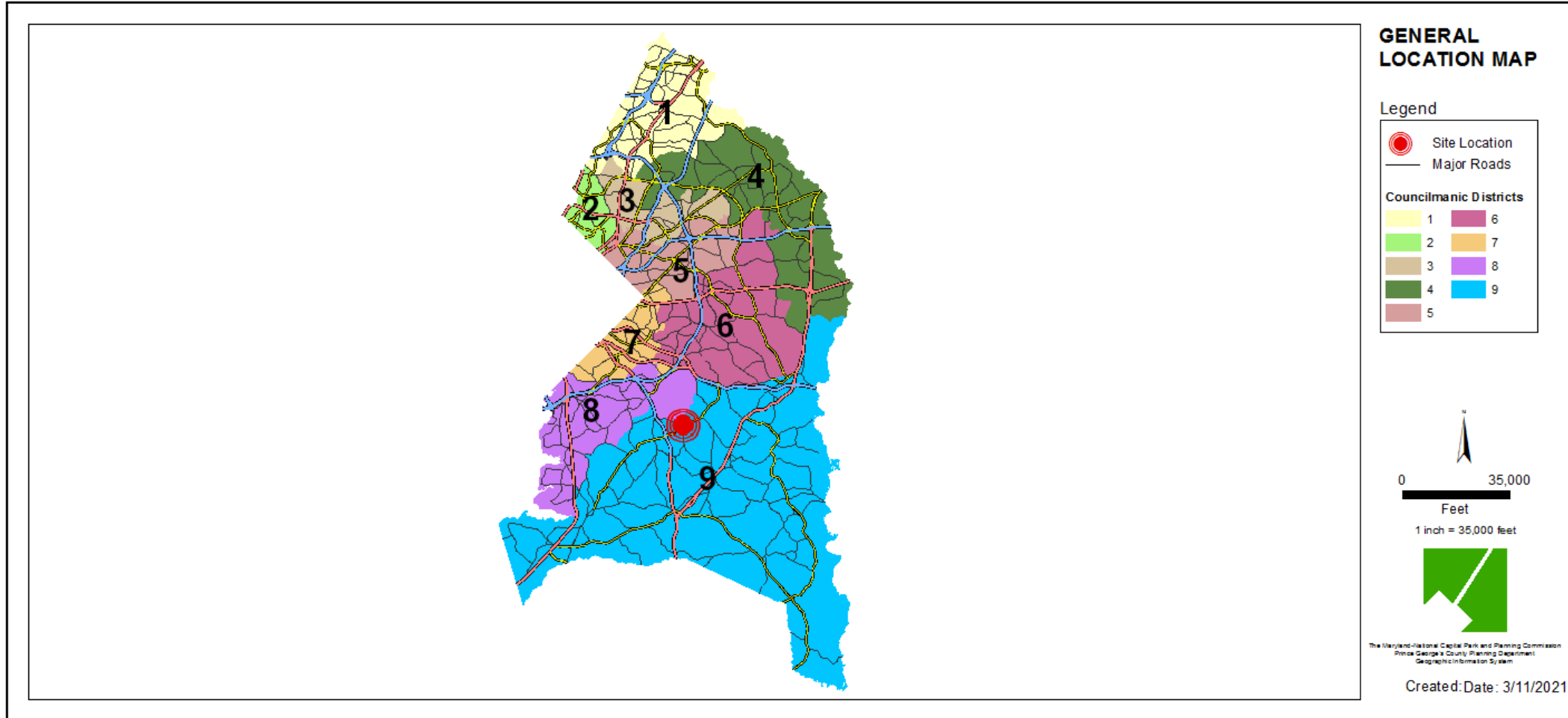
Staff Recommendation: APPROVAL with conditions



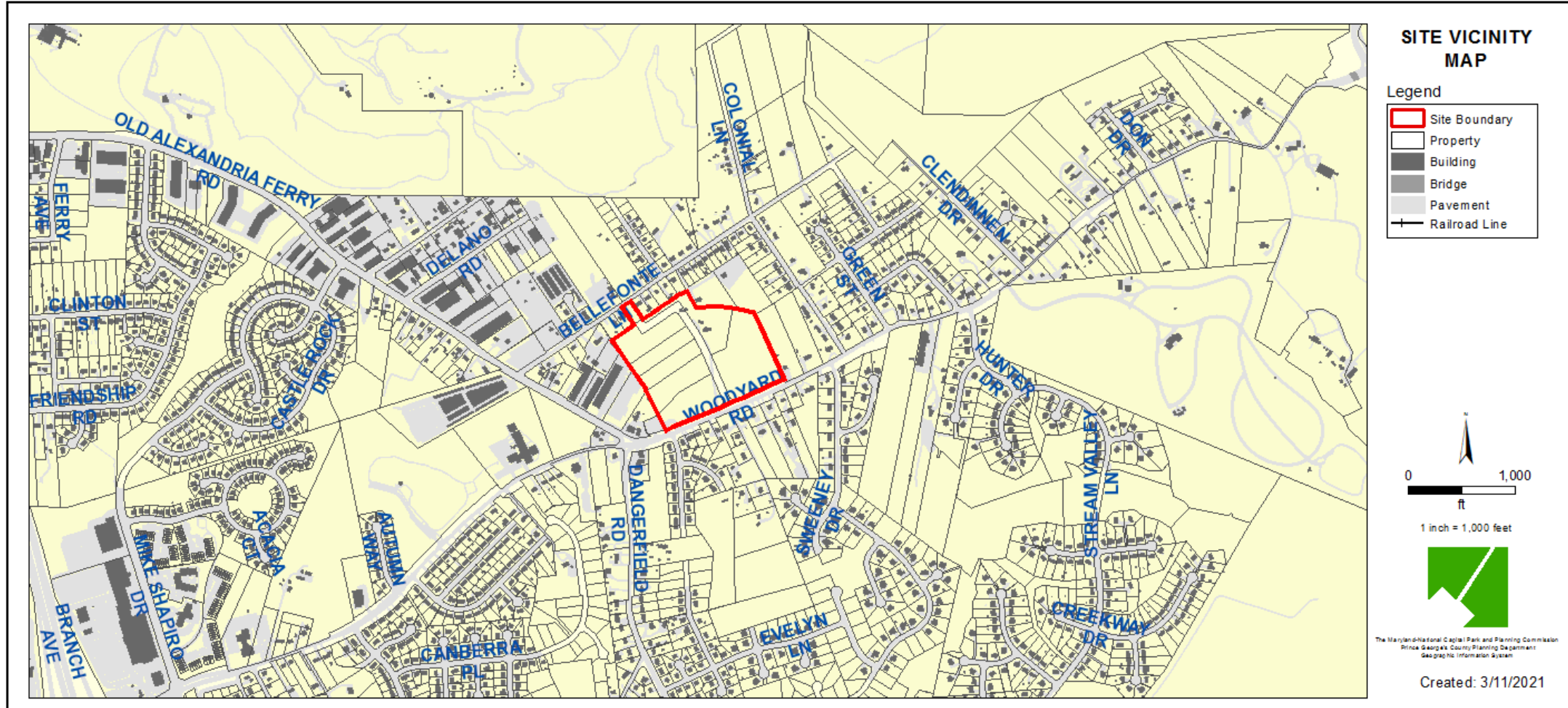
GENERAL LOCATION MAP

Council District: 09

Planning Area: 81A

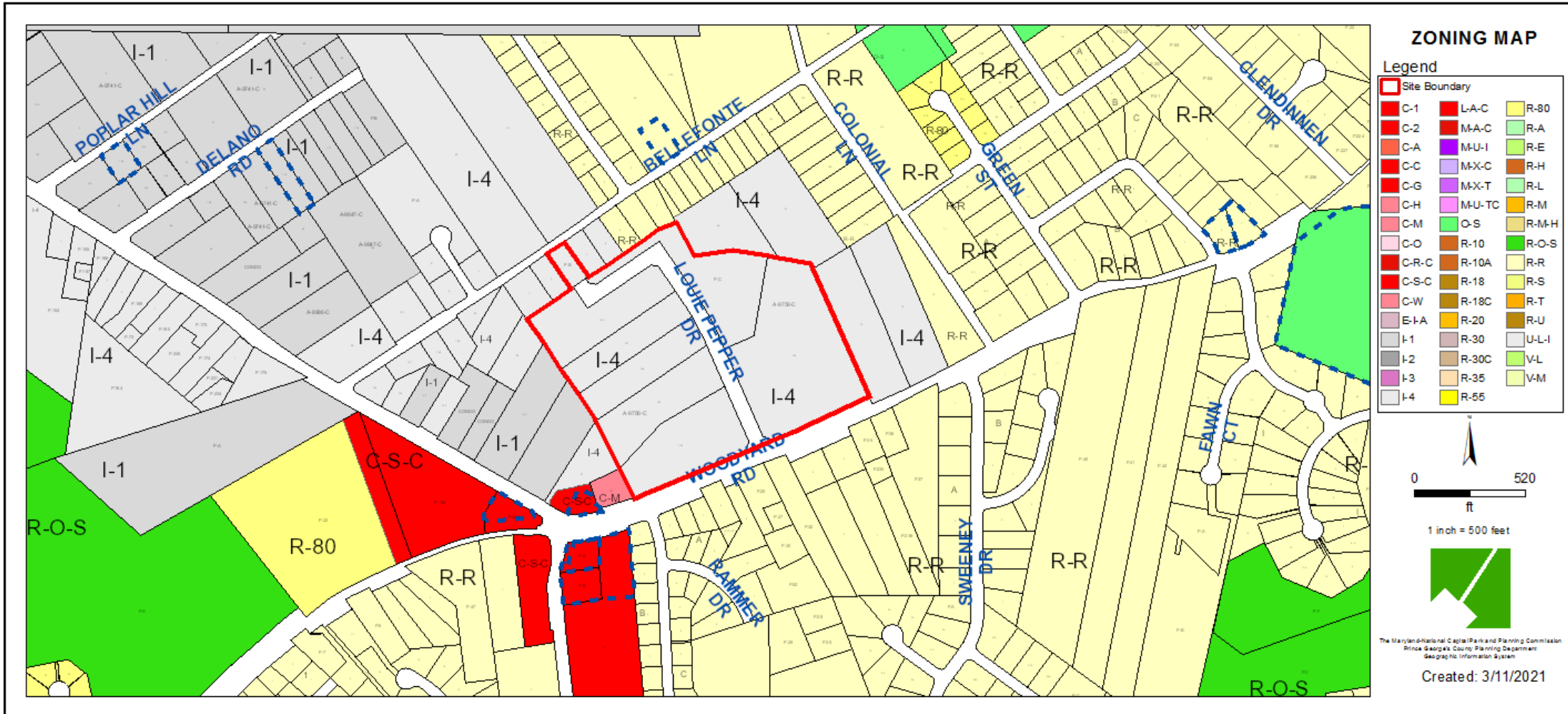


SITE VICINITY MAP

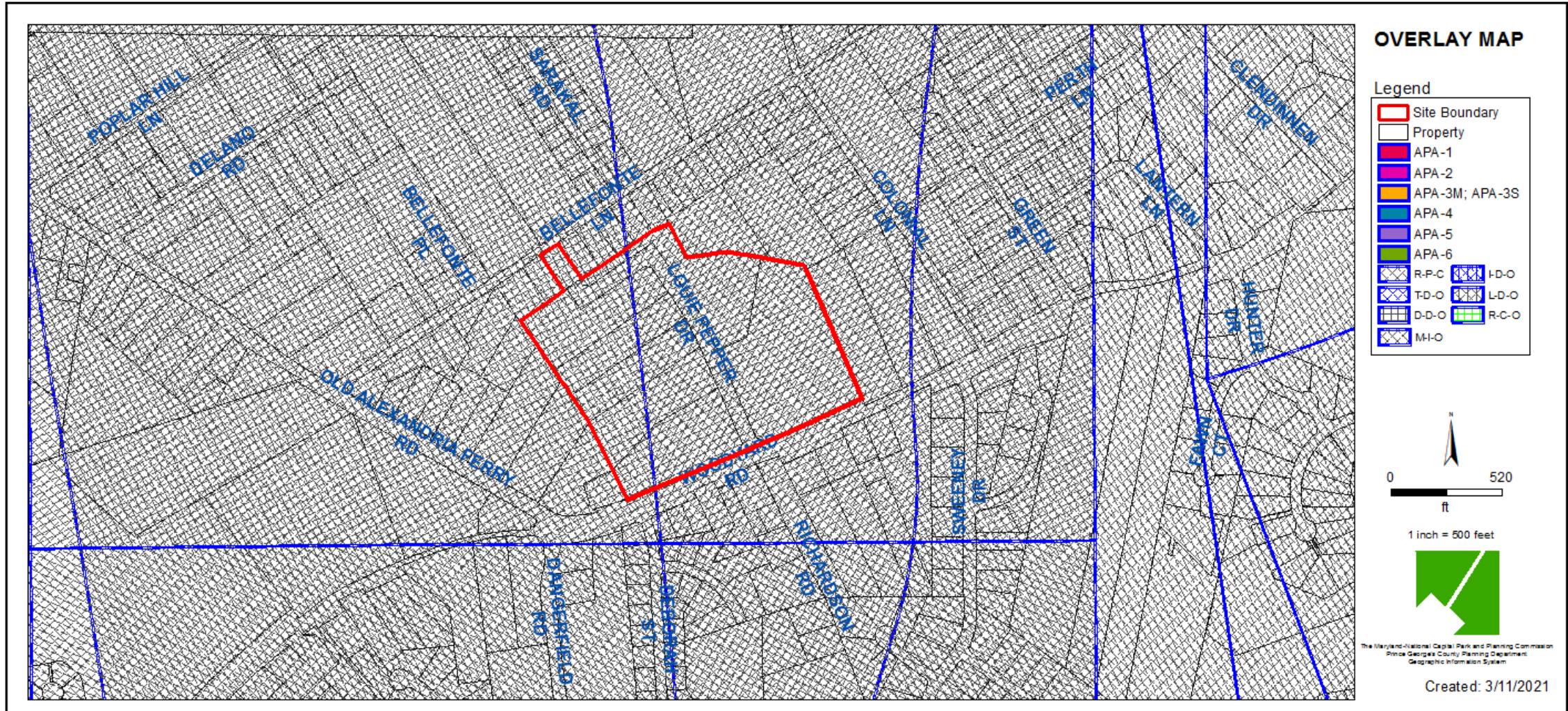


ZONING MAP

Property Zone: I-4



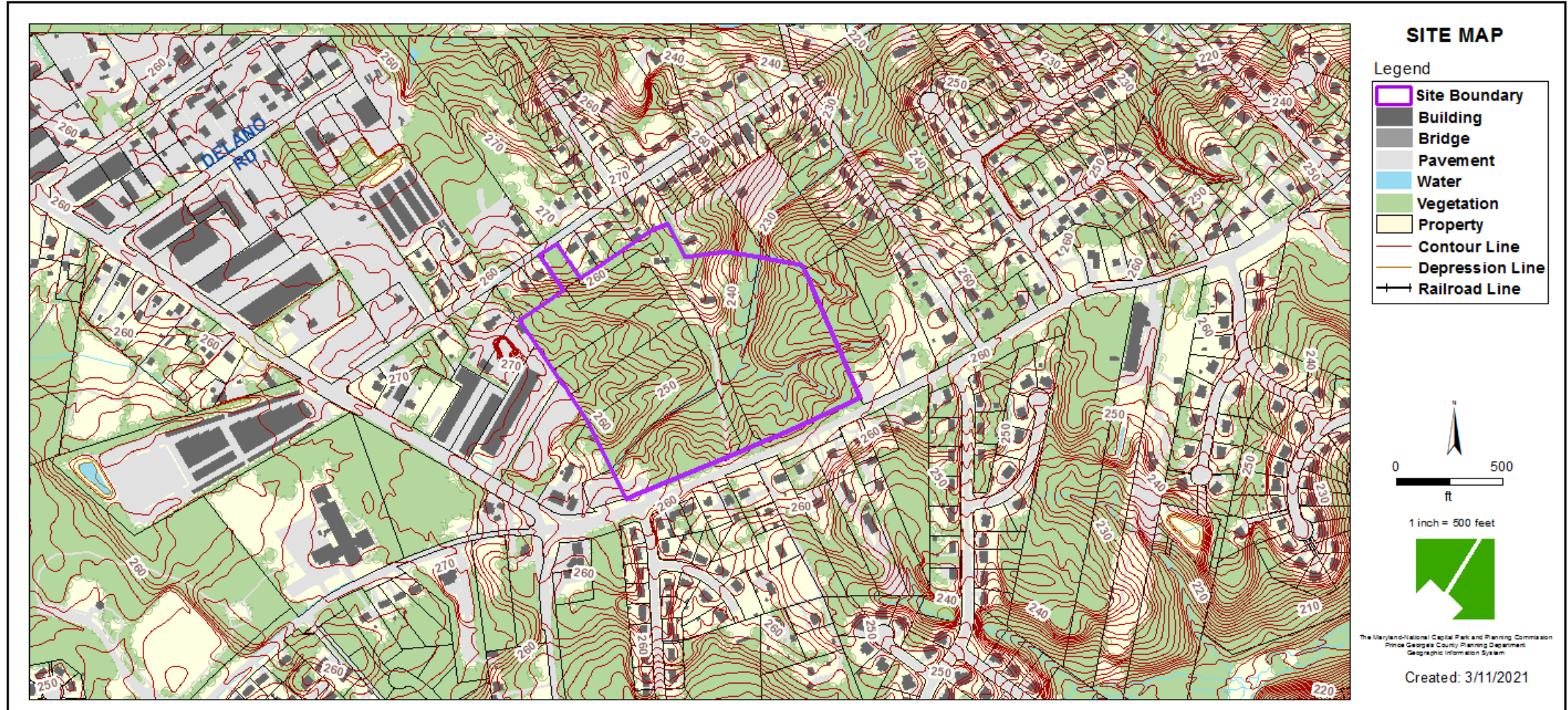
OVERLAY MAP



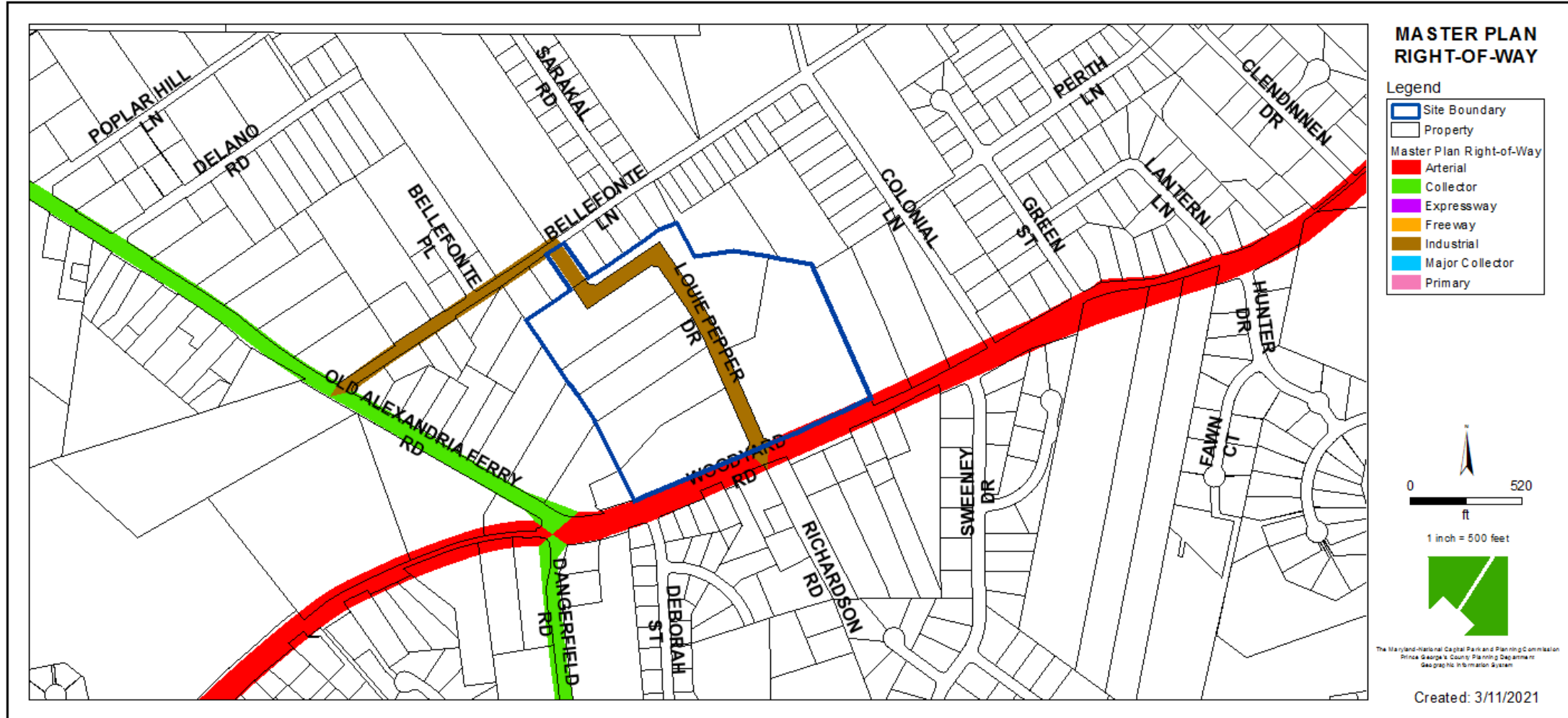
AERIAL MAP



SITE MAP



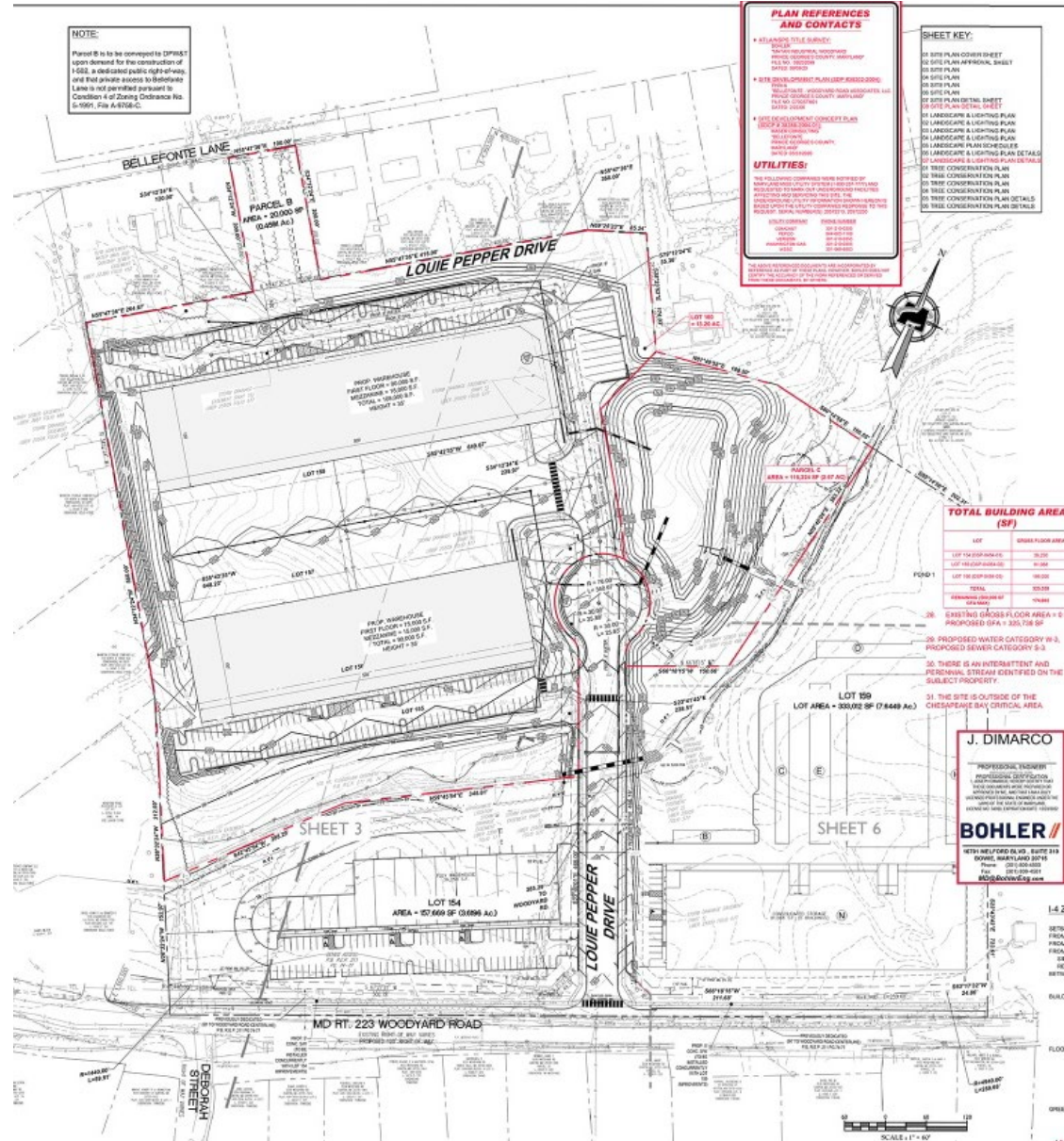
MASTER PLAN RIGHT-OF-WAY MAP



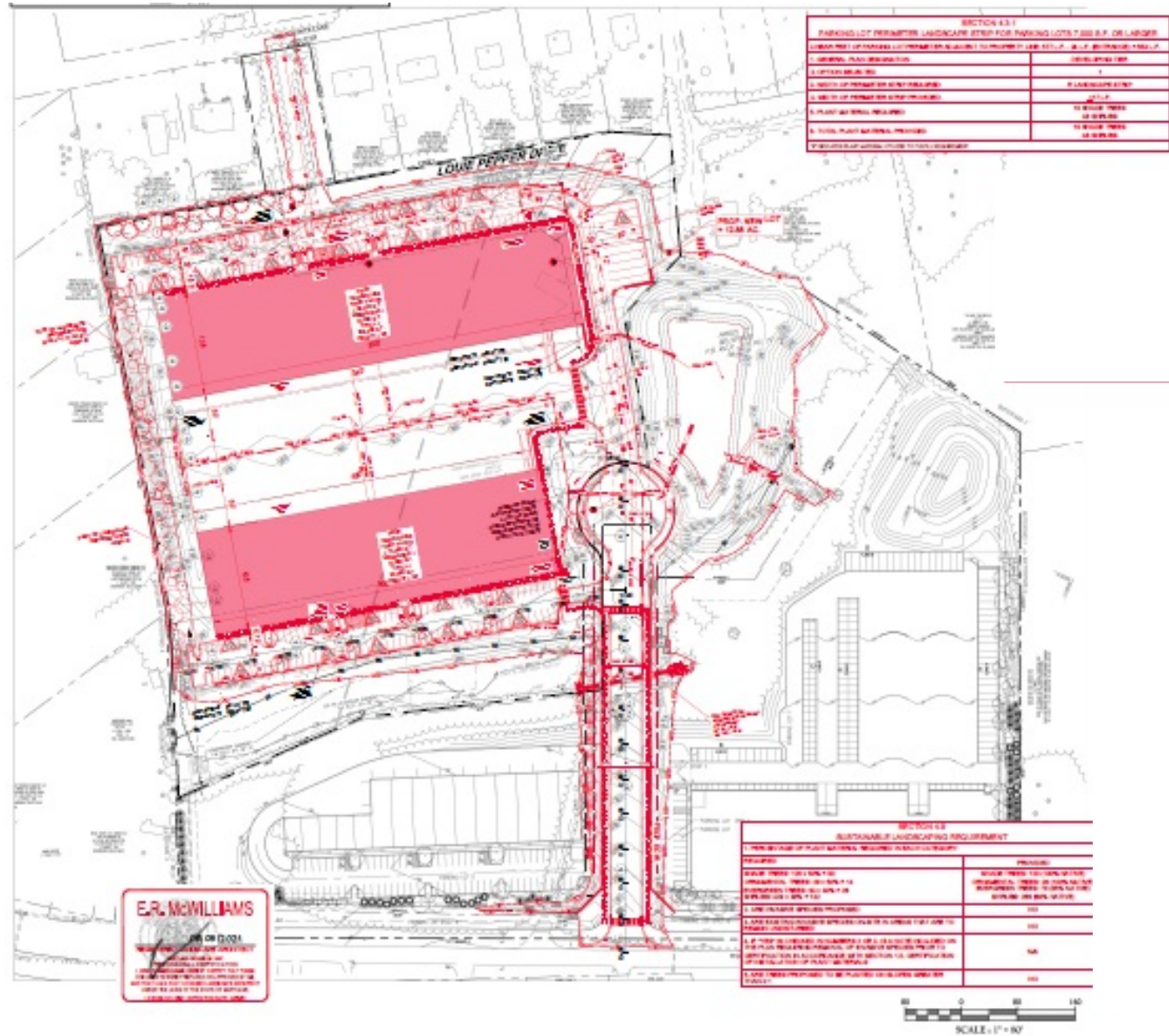
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



SITE PLAN



LANDSCAPE PLAN



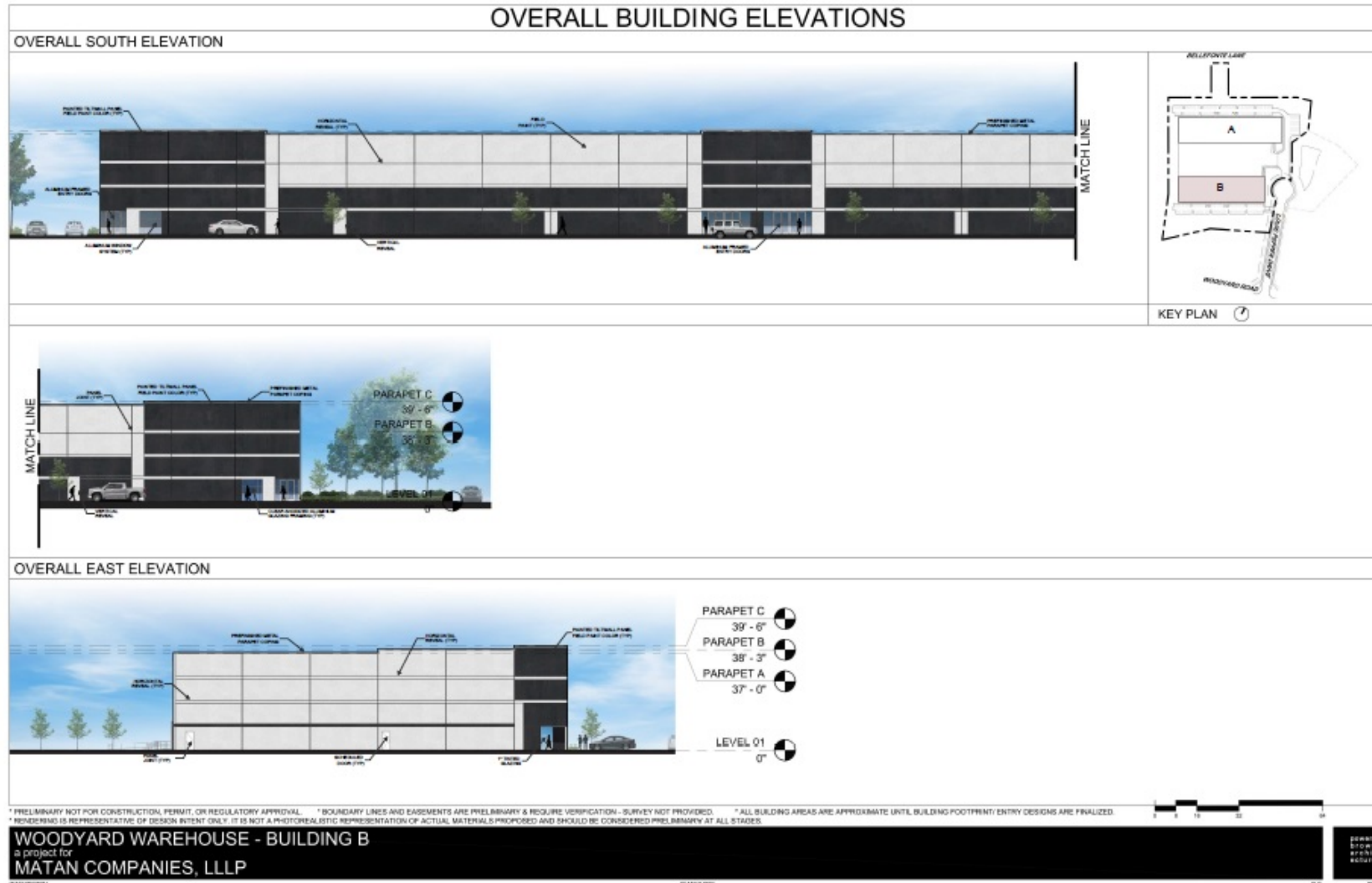
ELEVATIONS



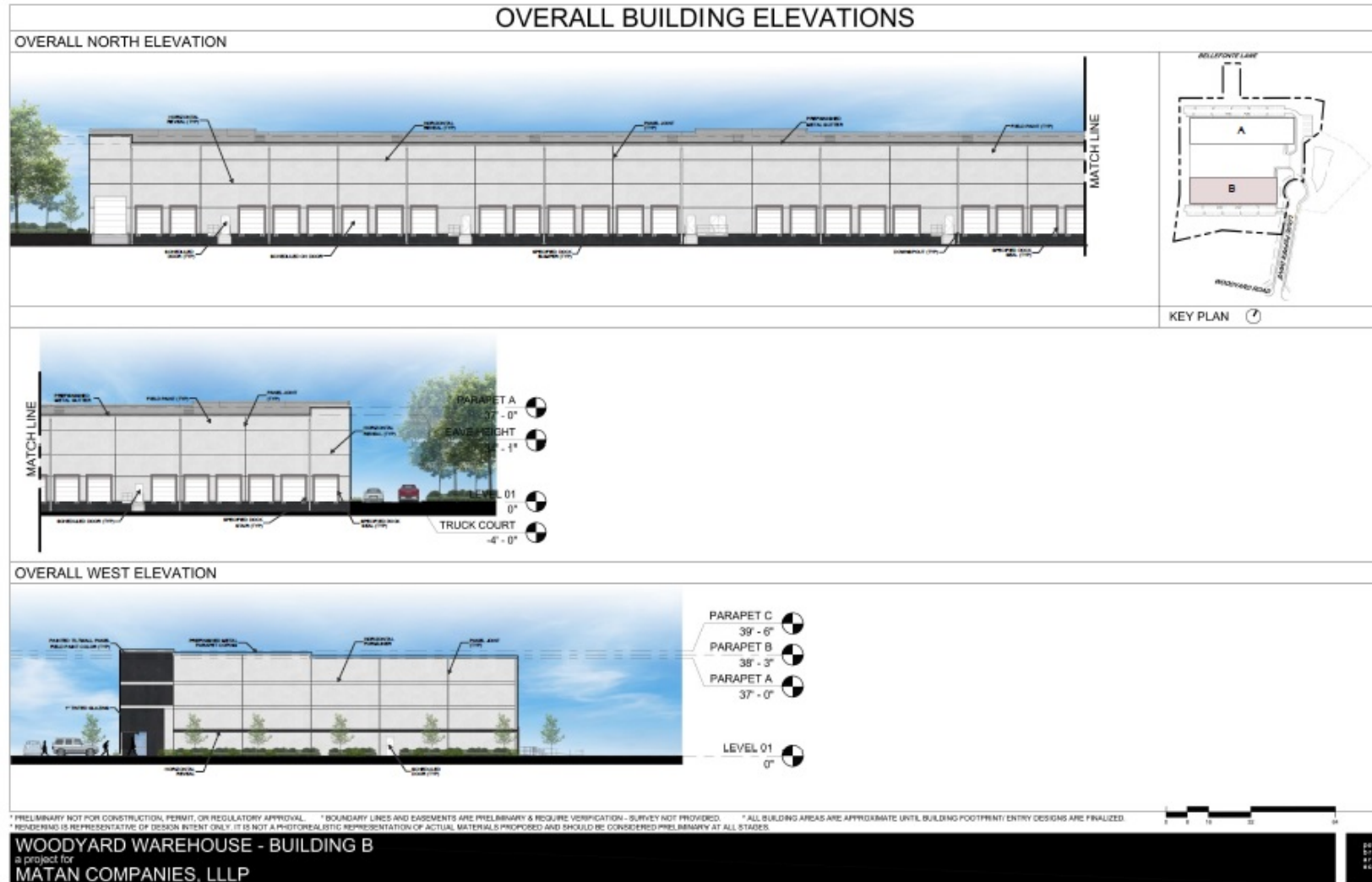
ELEVATIONS



ELEVATIONS

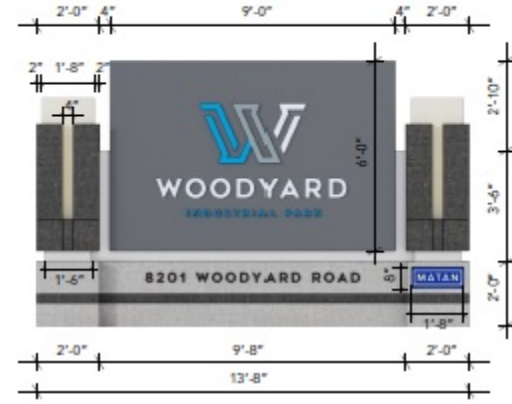
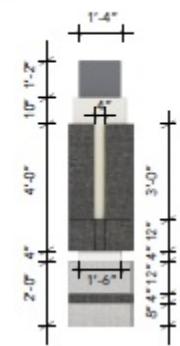


ELEVATIONS



SIGNAGE

8201 WOODYARD RD. MONUMENT SIGN

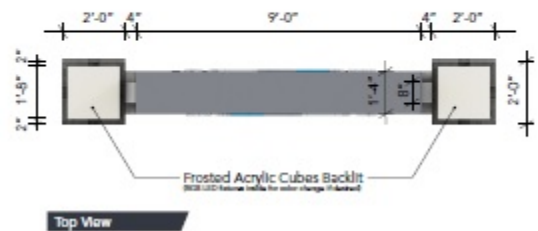


Perspective View



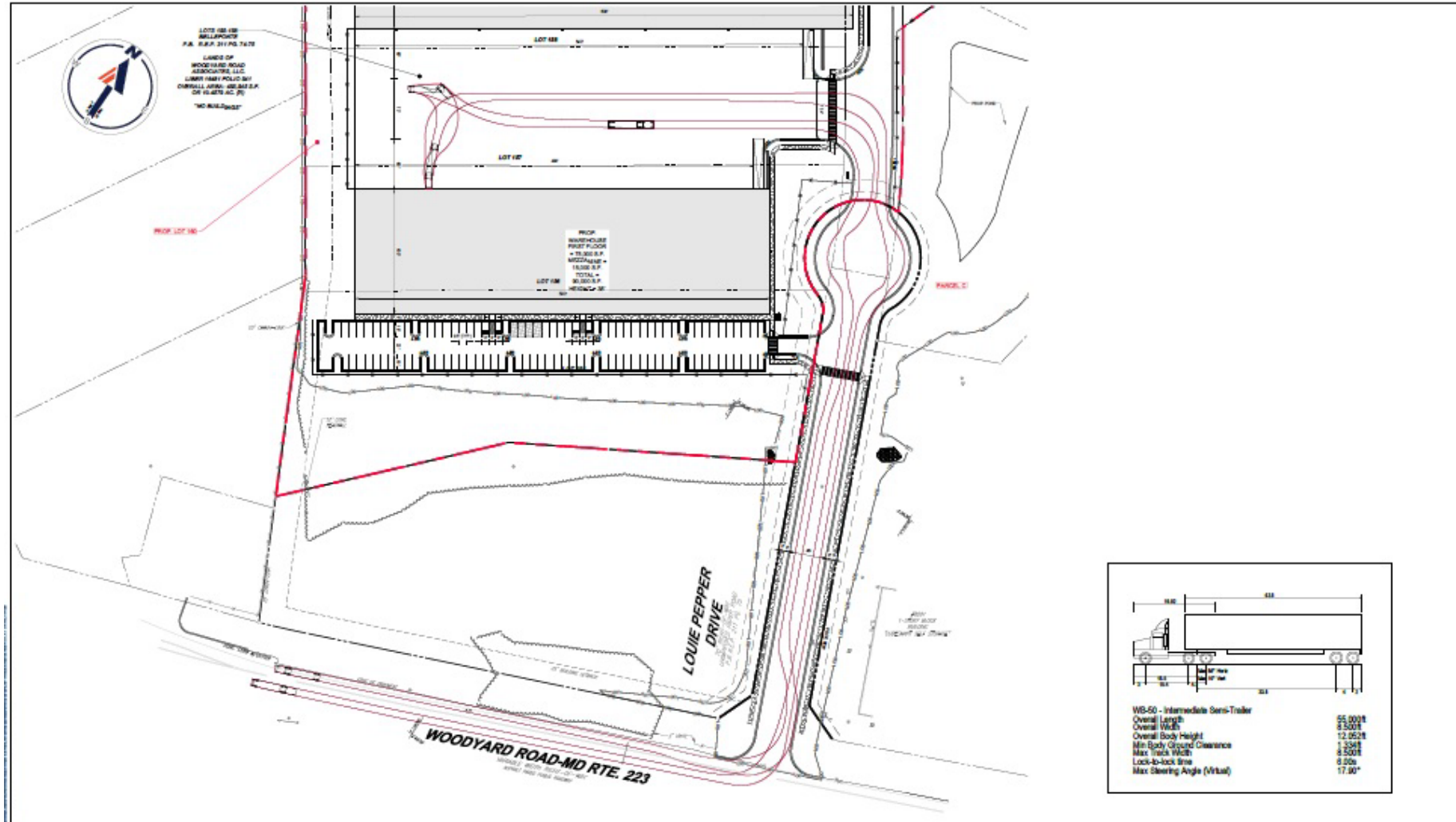
Side View

Front View



Top View

TRUCK TURNING EXHIBIT



TYPE II TREE CONSERVATION PLAN



STAFF RECOMMENDATION

APPROVAL with 4 conditions

**STATEMENT OF JUSTIFICATION
FOR DETAILED SITE PLAN AMENDMENT DSP-04054-03 WITH A
VARIANCE REQUEST**

Statement of Justification for Woodyard Industrial Park

I. INTRODUCTION

Applicant and contract purchaser, Matan Acquisitions II, LLC (“Applicant”), by its attorneys, Miles & Stockbridge P.C., submits this Statement of Justification to demonstrate conformance of the proposed development with all applicable review requirements and criteria. The overall site consists of a gross tract area of 29.31 acres (or approximately 1,276,744 square feet) and is more particularly known as Lots 154-159, Parcel B, and Parcel C, Bellefonte Subdivision (the “Overall Site”). Lots 155, 156, 157, 158, Parcel B and a portion of Parcel C, Bellefonte Subdivision within the Overall Site consist of a gross tract area of 13.20 acres (or approximately 574,992 square feet) and are the subject of this detailed site plan amendment (collectively, the “Subject Property”).¹

The Subject Property has street addresses of 8001, 8151, 8201, and 8241 Louie Pepper Drive in Clinton and is presently unimproved.² The Overall Site and the Subject Property are zoned I-4 (Limited Intensity Industrial), Military Installation

¹ Applicant is the contract purchaser of Lots 155-158. Parcel B and Parcel C are owned by the Bellefonte Business Owners Association, Inc. and are included as part of the Application with that owner’s consent.

² Lot 158 has a street address of 8001 Louie Pepper Drive, Lot 157 has a street address of 8151 Louie Pepper Drive, Lot 156 has a street address of 8201 Louie Pepper Drive and Lot 155 has a street address of 8241 Louie Pepper Drive. Parcel B and Parcel C are addressed on Louie Pepper Drive without address numbers.

Overlay and subject to the recommendations of the Central Branch Avenue Corridor Revitalization Sector Plan approved by the Prince George's County Council (sitting as the District Council) (the "County Council") on April 2, 2013 and adopted by the Maryland-National Capital Park and Planning Commission (the "Sector Plan").

Pursuant to the applicable provisions of Subtitle 27 of the Prince George's County Code (the "Zoning Ordinance"), Applicant submits this detailed site plan amendment application (the "Application"), together with a variance request to exceed the 0.3 maximum floor area ratio by 0.04 FAR (approximately 25,502 square feet), to redevelop the Subject Property with up to 198,000 square feet of industrial/office/warehouse uses, as well as associated parking facilities, green area, and other infrastructure and amenities (the "Project"). By proposing the development of an underutilized site with industrial uses, providing new employment opportunities, and encouraging investment that meets current market demand, the Project advances the Sector Plan's vision.

II. PREVIOUS APPROVALS

A. 1991 Rezoning

On February 25, 1991, the County Council adopted Zoning Ordinance No. 5-1991 in Case No. A-9758-C to rezone the Overall Site from the R-R Zone to the I-4 Zone (the "Rezoning Approval"). The Rezoning Approval was subject to seven conditions that, among other things, limit employee density to no more than 16 employees per acre, limit building height to two stories, limit building coverages to

35% of the total land area, prevent the use of Bellefonte Lane to access the Overall Site, and otherwise prohibit uses that would interfere with the operation of aircraft.

B. Preliminary Plan of Subdivision

On April 29, 2004, the Prince George's County Planning Board (the "Planning Board") approved a preliminary plan of subdivision (Preliminary Plan No. 4-03118, the "Preliminary Plan") to subdivide the Overall Site into no more than seven lots and two parcels, along with an associated Type I Tree Conservation Plan. The approval was subject to twenty-one conditions of approval, including a limit on the total development of the Overall Site to 500,000 square feet (400,000 square feet as an industrial park and 100,000 square feet as a mini warehouse facility) or equivalent development that generates no more than 307 AM and 326 PM peak-hour trips. Final Plats of Subdivision (Final Plat of Subdivision Nos. 5-06046, 5-06047, 5-06048, and 5-06049) were reviewed and approved by the Planning Board on March 23, 2006. Record Plats for the Overall Site were then recorded among the Land Records for Prince George's County on April 17, 2006 in Plat Book REP 211 at pages 74 through 77. These plats dedicated approximately 132,400 square feet of the Overall Site to public use as right-of-way for Louie Pepper Drive.³

³ In response to a May 29, 2019 request for reconsideration, the Planning Board amended Condition 18 of the Preliminary Plan regarding certain road improvements at the intersection of Woodyard Road (MD 223) and Old Alexandria Ferry Road.

C. Conceptual Site Plan and Detailed Site Plan Approvals

On December 2, 2004, the Planning Board approved a conceptual site plan (CSP-04001, the “Conceptual Site Plan”) for the Overall Site, subject to two conditions regarding plan revisions and right-of-way dedication for Woodyard Road (MD 223).⁴

The certified Conceptual Site Plan depicts four warehouse buildings and a stand-alone office structure on the Subject Property, along with loading docks and drive aisles. The certified Conceptual Site Plan also illustrates flex warehouse, consolidated storage, a stormwater management pond, and other open areas on the balance of the Overall Site.

That same day, the Planning Board also approved a detailed site plan (DSP-04054, the “Detailed Site Plan”) along with an associated Type 2 Tree Conservation Plan for the Overall Site, subject to two conditions regarding plan revisions and acoustical certification for interior noise levels. The Detailed Site Plan approved the redevelopment of the Overall Site with 240,875 total square feet: 36,250 square feet of flex warehouse, 85,750 square feet of consolidated storage, 111,375 square feet of warehouse, and 7,500 square feet of office.⁵ The certified Detailed Site Plan

⁴ The right-of-way for Woodyard Road (MD 223) was dedicated pursuant to that plat recorded in Plat Book 211, page 74. The County Council affirmed the Planning Board’s approval of the Conceptual Site Plan, subject to the following two additional conditions: (i) demonstration that all conditions have been fulfilled; and (ii) that all structures and landscaping are being maintained in presentable condition and good working order.

⁵ Similar to the Conceptual Site Plan, the County Council affirmed the Planning Board’s approval of the Detailed Site Plan, subject to two additional conditions regarding the demonstration that all conditions have been fulfilled and that all

illustrates four warehouse buildings (three 27,500-square-foot warehouse buildings and one 28,875-square-foot warehouse building) and a 6,900-square-foot office on the Subject Property, along with associated drive aisles and parking/loading facilities. The remainder of the Overall Site was to be developed with a 26,250-square-foot flex warehouse, open spaces, and consolidated storage facilities (including a 1,800-square-foot structure with a first-floor office and second-floor apartment).⁶

III. PROPOSED USE/REQUEST

A. Narrative Description of Project

The Application proposes developing the Subject Property with the Project in lieu of the approved but unbuilt improvements depicted on the Conceptual Site Plan and the Detailed Site Plan (as amended). As shown on the plans submitted with the Application, Applicant seeks to construct two warehouse buildings: Building #1 containing 108,000 square feet, including 18,000 square feet of mezzanine area, and Building #2 with 90,000 square feet, including 15,000 square feet of mezzanine area.⁷

structures and landscaping are being maintained in presentable condition and good working order.

⁶ On April 2, 2020, the Planning Director approved an amendment to the Detailed Site Plan (DSP-04054-01) for modifications to the consolidated storage building arrangement on Lot 159 of the Overall Site. The Planning Department's Development Activity Monitoring System also shows a subsequent amendment to the Detailed Site Plan (DSP-04054-02) filed by Clinton Self Storage, LLC, which was approved by the Planning Director on May 7, 2021.

⁷ Applicant intends to consolidate Lots 155, 156, 157, 158, Parcel B and part of Parcel C into one new lot. As confirmed with Planning staff, Applicant will subsequently file a minor final plat for which no preliminary plan is required in accordance with Subtitle 24 of the Prince George's County Code (the "Subdivision Regulations"). See

The building height for both structures is 35 feet. Safe and adequate vehicular circulation will be provided through a redesigned Louie Pepper Drive, which is now designed to terminate in a roundabout.⁸ Louie Pepper Drive will incorporate five-foot-wide sidewalks on each side of the road and be separated from the street by a landscaped buffer with street trees to facilitate pedestrian circulation. Two drive aisles from the terminal roundabout will offer convenient connections to parking and loading facilities for each building. There will also be a shared truck court between the two proposed buildings to offer efficient loading operations. The Project incorporates automobile parking spaces (standard and ADA), trailer parking spaces, and loading dock spaces that are appropriately distributed throughout the site and comply with Zoning Ordinance requirements, while meeting anticipated tenant needs.

The Project satisfies § 4.2 (Landscape Strips Along Streets), § 4.3 (Parking Lot Requirements; Perimeter and Interior); § 4.6 (Buffering Development from Streets) and § 4.7 (Buffering Incompatible Uses) of the Landscape Manual through the use of strategically placed shade trees, evergreen and ornamental trees and shrubs as demonstrated on the Landscape Plan filed with the Application.

§ 24-108(a) of the Subdivision Regulations. Planning staff has expressed its support, in concept, for this consolidation via minor final plat.

⁸ Although public right-of-way has been dedicated by plat for Louie Pepper Drive, the road has not yet been constructed. As confirmed with Planning staff, Applicant will subsequently file a petition to vacate the section of Louie Pepper Drive north of the proposed terminal roundabout in accordance with the Subdivision Regulations. See § 24-112 of the Subdivision Regulations. Planning staff has expressed its support, in concept, for this vacation.

The Project also satisfies the applicable requirements of the Stormwater Management Ordinance of Subtitle 32, Division 3 of the Prince George's County Code. Stormwater management will be provided in two ponds that have been approved by the Prince George's County Department of Permitting, Inspections, and Enforcement ("DPIE") in Site Development Concept Plans #38302-2004-01 and #38288-2004-01. Pond 1 will be located on Lot 159 and provide treatment for Lot 159, ultimately discharging to the existing stream on-site. Pond 2 will be located on Parcel C and provide stormwater treatment for Lots 154-158, as well as Louie Pepper Drive, before discharging to the on-site stream. A culvert, located north of Lot 154 and south of the proposed roundabout, is proposed as part of these improvements for the Louie Pepper Drive stream crossing.

Additionally, the Project will satisfy the requirements of the Woodland and Wildlife Habitat Conservation Ordinance of Subtitle 25, Division 2 of the Prince George's County Code. Specifically, the amended Type 2 Tree Conservation Plan ("TCP2") demonstrates compliance via conservation, afforestation/reforestation, and off-site mitigation. These methods conform to the strategy for the Overall Site, as previously approved in the Conceptual Site Plan and Detailed Site Plan, and with necessary areas modified for the new proposed Project layout. Additionally, per § 25-122(c) of the Prince George's County Code, the Application follows the codified conservation method priorities by first providing as much preservation of on-site connected woodland. Second, areas were identified for afforestation/reforestation to expand these areas where possible on-site. Last, the remaining area will be provided

in off-site woodland conservation credits. The standard woodland conservation worksheet has been updated on the Type 1 Tree Conservation Plan to compute the woodland conservation required area correctly.

B. Compliance with I-4 Zone Development Standards

The Project meets the applicable Zoning Ordinance development standards for the I-4 Zone. Landscaping, screening, and buffering is provided in accordance with the provisions of the Prince George's County Landscape Manual (the "Landscape Manual"). § 27-472(b) of the Zoning Ordinance. Per the proposed site use, surrounding uses and roadways, Landscape Manual § 4.2 (Requirements for Landscape Strips Along Streets), § 4.3 (Parking Lot Requirements), § 4.6 (Buffering Development from Streets), and § 4.7 (Buffering Incompatible Uses) apply to the Project. The amended Landscape Plan included in the Application demonstrates conformance with all of the sections noted, with no alternative compliance proposed. As shown on the development tabulations included with the Application, the Project incorporates 32% of the new anticipated consolidated lot as green space, which exceeds the 25% minimum. § 27-472(b)(1) of the Zoning Ordinance.

No outdoor storage will be visible from a street. § 27-472(c)(1) of the Zoning Ordinance. The Project proposes a density of 0.34 FAR based on the new anticipated consolidated lot, which is more than the 0.30 FAR maximum and for which a variance is requested herein and discussed in greater detail below. § 27-472(d) of the Zoning Ordinance. All uses proposed for the Project (industrial uses such as warehousing, offices, research, development, or testing laboratories) are permitted by right in the

I-4 Zone. §§ 27-472(f), 27-472(e) & 27-473(b) of the Zoning Ordinance. The development tabulations shown on the Application confirm the Project meets and or exceeds the applicable minimum setbacks from adjoining land in nonresidential zones (street, side, rear) and between unattached buildings. §§ 27-472(f) & 27-474(a)(1) of the Zoning Ordinance.

As shown on the development tabulations included with the Application, the Project's building coverage is 29% of the new anticipated consolidated lot, which is less than the 30% maximum for the proposed one-story buildings with mezzanines.⁹ §§ 27-472(f) & 27-474(e) of the Zoning Ordinance. The development tabulations also show that the Project's proposed off-street parking and loading facilities comply with Part 11 of the Zoning Ordinance, including design standards and number of off-street spaces. § 27-472(f) of the Zoning Ordinance. Any proposed signage will adhere to the applicable design standards from Part 12 of the Zoning Ordinance. *Id.* As discussed above, the Project satisfies the relevant provisions of the Landscape Manual. *Id.*

C. Compliance with Previous Approvals

The Project complies with all applicable conditions of approval from the Rezoning Approval. The Project proposes uses similar to the previously approved Preliminary Plan, Conceptual Site Plan, and Detailed Site Plan and will therefore provide employee density at no more than 16 employees per acre. *See* Rezoning

⁹ Pursuant to § 27-107.01 of the Zoning Ordinance, mezzanines in Building #1 and Building #2 are not considered a "story" because each mezzanine is 20% of the floor below, and the distance between the floors immediately below and above the mezzanine is less than 20 feet.

Approval, Condition 2; PGCPB Resolution No. 04-262, pg. 3. The Project neither includes buildings that are more than two stories in height nor that cover more than 35% of the total land area of the new proposed consolidated lot. Rezoning Approval, Condition 3. Applicant's anticipated vacation of the Louie Pepper Drive right-of-way north of the proposed terminal roundabout will also preclude access to the Subject Property from Bellefonte Lane. Rezoning Approval, Condition 4. The Project does not propose any uses that would interfere with the operation of aircraft, pilot vision, or aircraft communication/navigational equipment. Rezoning Approval, Conditions 5-7.

Additionally, the Project adheres to all relevant Preliminary Plan, Conceptual Site Plan, and Detailed Site Plan conditions of approval (as amended). This includes compliance with Condition 20 of the Preliminary Plan, which permits the redevelopment of the Overall Site up to 500,000 square feet, consisting of 400,000 square feet as an industrial park and 100,000 square feet as a mini warehouse facility, or equivalent development that generates no more than 307 AM and 326 PM peak-hour trips. Specifically, the Project proposes 198,000 square feet of development. Combining the Project with the previously approved development for Lot 154 (36,250 square feet) and Lot 159 (91,488 square feet), results in a sum of 325,738 square feet of development proposed for the Overall Site. As shown on the table included with the Application, this leaves a balance of 174,262 square feet of approved but unbuilt development for the Overall Site.

Furthermore, the Project does not propose any modification to the previously approved entitlements for the Overall Site or previously approved but unbuilt improvements for the Overall Site, with the limited exception of the Project and the proposed terminal roundabout for Louie Pepper Drive. An approximately 3,093 square foot portion of Parcel C (or about 0.071 acres) will be dedicated by the business owners association for that small portion of the roundabout. This dedication will be memorialized in an instrument to be recorded among the Land Records of Prince George's County.

IV. DESCRIPTION AND LOCATION OF THE SUBJECT PROPERTY

The Subject Property is located on the north side of Woodyard Road (MD 223), approximately 500 feet north of its intersection with Old Alexandria Ferry Road in Clinton. The Subject Property is addressed 8001, 8151, 8201, and 8241 Louie Pepper Drive and is also known as Lots 155-158, Parcel B and Parcel C, Bellefonte Subdivision, as depicted on plats recorded among the Land Records for Prince George's County on April 17, 2006 at Plat Book REP 211, pages 74-77. The Subject Property is zoned I-4 and contains 574,992 square feet.

The Subject Property abuts land to the west fronting Old Alexandria Ferry Road, which is zoned I-1 and I-4 and improved with commercial/industrial structures. Abutting the Subject Property to the north are single-family detached residential structures along Bellefonte Lane zoned I-4. Both Woodyard Road (MD 223) and Old Alexandria Ferry Road provide convenient vehicular access to Branch Avenue (MD 5), which is a freeway linking the District of Columbia and the Capital Beltway

(Interstate 495) with Southern Maryland. Branch Avenue is also an important commercial corridor that includes employment, retail, industrial, institutional, and residential uses. The Subject Property is located approximately one mile south of Joint Base Andrews.

V. REQUIRED FINDINGS OF SECTION 27-285(B)(1)-(4) OF THE ZONING ORDINANCE

Under § 27-289(b) of the Zoning Ordinance, all requirements for the filing and review of an original detailed site plan shall apply to an amendment, with the Planning Board following the same procedures and making the same findings. Sections 27-285(b)(1) through (4) of the Zoning Ordinance, in turn, provide the findings the Planning Board must make before approving a detailed site plan. The following is an analysis of how the Application satisfies these findings:

(1) The Planning Board may approve a Detailed Site Plan if it finds the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.

The Project represents a reasonable alternative for satisfying the site design guidelines of § 27-274 of the Zoning Ordinance. See § 27-283 of the Zoning Ordinance. Specifically, the Project adheres to the site design guidelines as follows:

Parking, Loading, and Circulation

The Project's surface parking lots are located and designed to provide safe and efficient vehicular and pedestrian circulation within the site while minimizing the visual impact of cars. Specifically, the interior landscaping and street buffer landscaping will visually screen the parking lots. The proposed buildings will also

block the views of the loading areas and vehicles approaching the Subject Property from Louie Pepper Drive. Parking spaces are located along the front of each of the two (2) proposed commercial structures, as close to the uses they serve as possible in order to provide convenient access to major destination points on the site. Green spaces are provided in islands about every ten (10) parking spaces per the Landscape Manual. The vast majority of the Project's parking spaces are located in long and narrow aisles along the front of each commercial structure to minimize the number of parking lanes crossed by pedestrians.

Loading areas are also visually unobtrusive and located to minimize conflicts with vehicles and pedestrians. Truck loading is located in a shared truck court located between the back side of each commercial building, oriented away from major streets and public view, and therefore visually unobtrusive. This design also serves to separate truck traffic and loading docks from pedestrians and passenger vehicles as much as possible, thereby minimizing conflicts with vehicles and pedestrians. The loading areas will also be clearly designated with directional signage.

Additionally, the Project facilitates safe, efficient, and convenient vehicular and pedestrian circulation. The Subject Property is accessed from Woodyard Road and pedestrians and vehicles are drawn into the site via Louie Pepper Drive. There are two direct entrances to the Subject Property from the Louie Pepper Drive terminal roundabout: one entrance serves the parking facilities for Building #2, while the other entrance serves both the parking facilities for Building #1 and the shared truck court. This design effectively distributes traffic through the Subject Property,

offers adequate space for queueing, provides safe transitions to parking lots, and minimizes conflict with off-site traffic. Two-way circulation is provided in the parking areas for each building and therefore cannot be used as through-access drives. Pedestrian routes are provided into the site with sidewalks along Louie Pepper Drive and appropriately buffered from vehicular circulation. Parking is oriented so pedestrians will cross a maximum of one drive aisle to access the entrances to each building, and sidewalks will be separate from vehicular routes. Crosswalks will be prominently marked with signage and pavement striping, with ADA routes proposed. Internal signage, lane markings, and other design features will be clearly marked to provide safe wayfinding through the Project.

- Lighting

The proposed Project's lighting plan provides sufficient lighting for safety while ensuring compatibility with surrounding development. The Project's lighting facilities include medium-sized wall-mounted LED fixtures around the perimeters of Building #1 and Building #2. There will be one LED fixture mounted 30 feet high on the east and west ends of both Building #1 and #2, five LED fixtures mounted on the north and south facades of Building #2, and six LED wall-mounted fixtures on the north and south facades of Building #1. There will be two light poles at the Subject Property that are strategically placed at the truck courts. All fixtures are contemporary styled high performance architectural LED luminaries.

The proposed lighting provides an average of 1.80 and 1.79 footcandles at the Building #1 and Building #2 parking areas, respectively. The proposed illumination

at the drive is an average of 1.27 footcandles and an average of 1.48 footcandles at the truck court and loading area. All lighting will be screened through the implementation of the landscaping provided pursuant to the Landscape Manual.

- Views

Due to the Overall Site's location, which is significantly set back from nearby public roads (and, in the case of Old Alexandria Ferry Road and Bellefonte Lane, also separated by intervening development), there will be limited, if any, available views of the Project from public areas. Notwithstanding this, the Project does provide for appropriate views from adjacent development on private property. The Property provides landscaped buffers in accordance with the Landscape Manual that will offer attractive yet effective screening from existing abutting structures along Old Alexandria Ferry Road and Bellefonte Lane. With respect to Bellefonte Lane, the Project's proposed Building #1 is also separated by a surface vehicular parking lot located south of the landscape buffer, which will also include landscaped islands. Views of the future self-storage facility under construction on Lot 159 from the Subject Property will also be screened by the green and open areas on Parcel C.

- Green Area

The Project's on-site green areas have been designed to complement other site activity areas. These green spaces are located along pedestrian walkways around the proposed buildings and are adjacent to parking spaces, thereby linking major destinations. Additionally, green area has been provided around the proposed stormwater management ponds both on the Subject Property and on the Overall Site,

which will serve as a focal point, enhance the physical and visual character of the site, and provide screening and privacy.

- Site and Streetscape Amenities

The Project's site and streetscape amenities also contribute to an attractive, coordinated development and enhance the use and enjoyment of the site. The connected sidewalks provide welcoming and comfortable pedestrian connections within the site. The Project also promotes sustainable development by including two electric vehicle (EV) charging stations that are central to each building. A total of eight EV parking spaces will be provided to encourage use of this site amenity.

- Grading

The grading proposed for the Project maintains the natural drainage divides present on-site. The site generally slopes from west to east to match existing conditions, which will minimize disruption to the existing stream. Steep slopes will be present along the west buffer, and varied landscaping is proposed to soften the visual impact of the slope, minimize storm drainage inlets from public view, and offer a naturalistic appearance.

- Service Areas

The shared truck court, which will be utilized for loading and unloading of trucks, is appropriately located in the Project so it is accessible but unobtrusive. It is located between the backs of both proposed structures to support convenient and efficient loading operations. The truck court is accessed off the drive aisle connecting Building

#1 and Building #2 and is also effectively screened by the buildings from public view. Screen walls will be provided at the ends of each building to screen the dumpsters.

- Public Spaces

As discussed above, the Project incorporates safe and efficient pedestrian pathways to connect major uses within the development. This includes comfortable sidewalks on both sides of Louie Pepper Drive, as well as clearly marked pedestrian pathways with crosswalks within the Project's parking facilities to lead tenants, employees, and visitors to the main entrances of the proposed buildings.

- Architecture

The architecture utilizes durable materials and is of an appropriate scale that does not overpower the adjacent context. The exterior horizontal reveal pattern, regular interval of vertical material joints, and use of accent paint creates a comfortable symmetry for users occupying the building, as well as those entering the site or utilizing the pedestrian connections. From afar, the variation in parapet elevations, organized according to hierarchy, keeps the buildings from being monotonous in scale. The proposed color scheme is composed of neutral paint tones of gray and white with clear-anodized aluminum framed glazing at entrances, which blends and complements the adjacent buildings from visible vantage points.

(2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).

The Project is also in general conformance with the approved Conceptual Site Plan depicted on the Subject Property. The Project proposes the same industrial uses (warehouse/office) that are shown on the Conceptual Site Plan. Furthermore, the

Project incorporates a similarly designed circulation pattern on the Subject Property as illustrated on the Conceptual Site Plan, which depicts an east/west orientation of drive aisles, as well as parking and loading facilities. Although the Project includes two warehouse buildings instead of four, these proposed structures are also laid out in a comparable east/west orientation as the Conceptual Site Plan. Furthermore, the Project conforms to applicable conditions of the previously approved Conceptual Site Plan. As such, no amendment to the Conceptual Site Plan is necessary.

(3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274 [of the Zoning Ordinance], prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

This finding is inapplicable to the Application as the Project does not propose a Detailed Site Plan for Infrastructure under § 27-286(b) of the Zoning Ordinance.

(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5) [of the Subdivision Regulations].

As noted above, and as shown on the tree conservation plan submitted with the Application, the Project's regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the applicable requirements of the Woodland and Wildlife Habitat Conservation Ordinance codified in Subtitle 25, Division 2 of the Prince George's County Code.

VI. VARIANCE REQUEST AND REQUIRED FINDINGS OF SECTION 27-230(a)(1)-(3) OF THE ZONING ORDINANCE.

Under § 27-230(a) of the Zoning Ordinance, the Planning Board may grant, in conjunction with a detailed site plan amendment, a variance to allow additional density in excess of the 0.30 FAR maximum in the I-4 zone. The Project proposes a combined total of 198,000 square feet of gross floor area for Building #1 and Building #2, which is 0.34 FAR, resulting in an increase in density of 0.04 FAR or approximately 25,502 square feet of gross floor area. Section 27-230(a)(1) through (3) of the Zoning Ordinance, in turn, provides the findings the Planning Board must make before granting a variance. The following analysis details how the Application satisfies these findings:

(1) A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;

There are numerous circumstances regarding the Subject Property that constitute extraordinary situations or conditions. First, the Subject Property is situated outside the nearest Sector Plan focus area, the Clinton Commercial Core at Branch Avenue and Woodyard Road, but is zoned I-4 and surrounded by numerous industrial zoned properties consistent with the Sector Plan recommendations and close proximity to Joint Base Andrews. *See* Sector Plan, pgs. 21, 32-33, 35-36, 44-58, 112. The I-4 zoned properties abutting the Subject Property to the north, however, contain non-conforming single-family structures currently used for residential purposes, which is contrary to the codified purposes of the Military Installation Overlay zone. § 27-548.51 of the Zoning Ordinance.

There are multiple topographic conditions that also contribute to the Property's uniqueness. The Subject Property contains a stream that meanders along its southern boundary, which results in a 75-foot-wide stream valley buffer. This stream valley buffer is also overlapped by conservation easements and a 100-year floodplain, all of which encroach upon the southern portion of the Subject Property. There is also a 20-foot-wide sanitary sewer easement that cuts through the eastern half of the Subject Property.

Further extraordinary conditions arise from the status and necessary redesign of unbuilt Louie Pepper Drive. To achieve a high quality design and site layout while ensuring compatibility with surrounding development, the Project proposes to consolidate Lots 155-158 with a portion of the vacated Louie Pepper Drive right-of-way, Parcel B and a portion of Parcel C. The consolidation will increase the lot area of the Subject Property, which will support an increase in allowable density. Although a portion of Louie Pepper Drive is proposed to be vacated and consolidated into the Subject Property because there is no longer a desire or support to connect it through Parcel B to Bellefonte Lane, the remainder of Louie Pepper Drive must be retained to provide access for the Subject Property to the nearest public street (Woodyard Road/MD 223). In addition, providing an appropriate terminus for the redesign of Louie Pepper Drive requires dedicating a portion of the Subject Property for the proposed roundabout. As a result of the vacation and necessary dedication of redesigned Louie Pepper Drive, the Subject

Property is left in an irregular shape, with angled and contorted boundary lines along its west, north, south and east lot lines.

(2) The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and

Strict application of the I-4 zone's 0.30 FAR limit will result in peculiar and unusual practical difficulties, as well as exceptional or undue hardship upon, the Applicant. As a result of the abutting nonconforming residential dwellings in the I-4 zone, the rear building setback is increased to 75 feet, limiting the buildable portion of the lot by pushing the proposed buildings south. As the environmental features and 20-foot sewer easement further push the building envelope north and west, the parking facility may reach beyond any constrained building envelope, thereby allowing additional parking at the Subject Property. These additional parking spaces are available to serve additional density at the Subject Property, but the imposition of the 0.30 FAR maximum prevents additional density from being developed at the Subject Property.

In addition, the additional FAR does not expand the footprint of Buildings #1 and #2, but is limited to accommodating additional interior gross floor area provided by the proposed mezzanines. Without the additional density, the Applicant will be unable to fully utilize the Subject Property or fulfill Preliminary Plan Condition #20 as the last remaining portion of the Overall Site to develop. Further, the lot area of the Subject Property has been maximized to the fullest extent through the Louie Pepper Drive vacation and incorporation of Parcel B. The Subject Property cannot

be further increased to accommodate additional density by consolidating the residue of Parcel C into the Subject Property because it contains the stormwater management pond that serves the Overall Site, which is the joint obligation of the entire subdivision to own and maintain through the business association.

(3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.

The variance request will implement the vision and recommendations of the Sector Plan for the Subject Property and the overall Branch Avenue Corridor planning area. The Sector Plan envisions the development of large industrial buildings in the planning area, such as proposed Buildings #1 and #2. Specifically, the Sector Plan notes that the Branch Avenue Corridor industrial/flex space submarket, in which the Subject Property is situated, and which contains over 3 million square feet of industrial/flex space, consists mostly of:

[s]maller (18,000 square feet – 35,000 square feet) than typical industrial uses, often resembling flex office space more than industrial or manufacturing facilities. The users of flex/industrial space are typically smaller operations that are locally-serving in nature.

Sector Plan, pg. 26.

In addition, the Sector Plan “encourage[s] redevelopment and investment in Inner Beltway Communities where the median household income does not exceed the County’s median.” Sector Plan, pgs. 143-44. To this end, the Project will facilitate job creation, promote new economic investment, and harness the potential of an underutilized site through the development of desirable warehouse space with

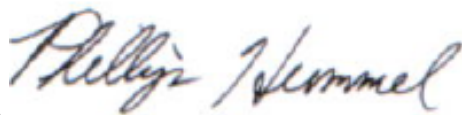
interior mezzanine area. Most significantly, the additional density will not impact the outward appearance of the buildings.


VII. CONCLUSION

Applicant respectfully requests that the Planning Board approve the Application. As explained above and as shown in the materials submitted with the Application, the Project satisfies the findings the Planning Board must make to approve an amendment to the Detailed Site Plan in accordance with §§ 27-289(b) and 27-285(b)(1) through (4) of the Zoning Ordinance and to approve a variance of the strict application of the 0.30 FAR in accordance with §§ 27-230(a)(1) through (3).

Respectfully submitted,

MILES & STOCKBRIDGE P.C.

By: 
Phillip A. Hummel

By: 
Casey L. Cirner

11 N. Washington Street
Suite 700
Rockville, Maryland 20850
(301) 517-4814 (Hummel)
(301) 517-4817 (Cirner)

Attorneys for Applicant



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

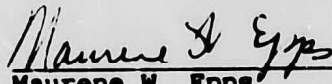
RE: A-9758-C (Charles R. Dillon & Michael J. Casey)

**NOTICE OF FINAL DECISION
OF THE DISTRICT COUNCIL**

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland, requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order effective on May 9, 1991.

CERTIFICATE OF SERVICE

This is to certify that on May 10, 1991, this notice and attached Order were mailed, postage prepaid, to all persons of record.


Maureen W. Epps
Acting Clerk of the Council

(3/91)

County Administration Building — Upper Marlboro, Maryland 20772

Case No.: A-9758-C

Applicant: Charles R. Dillon &
Michael J. Casey

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 5 - 1991

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, subject to conditions.

WHEREAS, Application No. A-9758-C has been filed for property described as approximately 29.316 acres of land, in the R-R Zone, located on Woodyard Road, approximately 500 feet east of the intersection of Old Alexandria Ferry Road and Dangerfield Road, with 100 feet of frontage on Bellefonte Lane, Clinton, to rezone the property to the I-1 Zone; and

WHEREAS, the application was advertised and the property posted prior to public hearing, in accordance with all requirements of law; and

WHEREAS, the application was reviewed by the Technical Staff and the Planning Board, who have filed recommendations with the District Council; and

WHEREAS, a public hearing was held before the Zoning Hearing Examiner; and

WHEREAS, the Zoning Hearing Examiner's recommendations were duly filed with and considered by the District Council; and

WHEREAS, having reviewed the record in this case, the District Council has determined that the subject property should be rezoned to the I-4 Zone; and

WHEREAS, in order to protect adjacent properties and the surrounding neighborhood, the rezoning herein is granted with conditions; and

WHEREAS, as the basis for this action, the District Council adopts the recommendation of the Zoning Hearing Examiner as its findings and conclusions in this case.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, is further hereby amended by rezoning the property which is the subject of Application No. A-9758-C from the R-R Zone to the I-4 Zone.

SECTION 2. Application No. A-9758-C is approved subject to the following conditions:

1. Any use or development of the property shall require Conceptual and Detailed Site Plan approval by the District Council. Particular attention should be given to the buffering and screening of adjacent residential areas, noise impacts and building acoustics.
2. The uses and intensity of development shall limit employee density to no more than 16 employees per acre.
3. No building or structure shall be more than two stories in height, and these structures may only cover up to 35% of the total land area.
4. Bellefonte Lane shall not be used for access to the property.
5. No use shall release into the air any substance which would impair visibility or otherwise interfere with the operation of aircraft (e.g., steam, dust or smoke).
6. No use shall produce light emissions, either direct or indirect (reflectives) which would interfere with pilot vision.
7. No use shall produce emissions that would interfere with aircraft communication or navigational equipment.

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall become effective on the date of its enactment.

Enacted this 25th day of February, 1991, for initial approval, by the following vote:

In Favor: Council Members Castaldi, Bell, Casula, Del Giudice, Fletcher, MacKinnon, Mills and Wineland

Opposed:

Abstained:

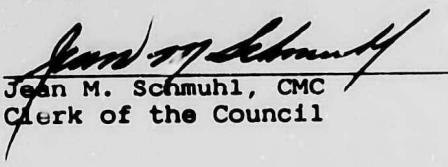
Absent: Council Member Pemberton

Vote: 8-0

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

BY: 
Richard J. Castaldi, Chairman

ATTEST:


Jean M. Schmuhl, CMC
Clerk of the Council

Case No.: A-9758-C

Applicant: Charles R. Dillon &
Michael J. Casey

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

FINAL CONDITIONAL ZONING APPROVAL

AN ORDINANCE to incorporate the applicant's acceptance of conditional zoning and to grant final conditional zoning approval.

WHEREAS, the District Council in approving Application No. A-9758-C, to rezone the subject property from the R-R Zone to the I-4 Zone, attached certain conditions; and

WHEREAS, the applicant has duly consented in writing to the conditions; and

WHEREAS, the District Council, having reviewed the application and the administrative record, deems it appropriate to accept the applicant's consent to the conditions and to approve final conditional rezoning.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. Final conditional zoning approval of Application No. A-9758-C is hereby granted. The applicant's written acceptance of the conditions referred to above, at the time of initial conditional zoning approval, is hereby incorporated into this amendment of the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland.

SECTION 2. Use of the subject property as conditionally reclassified shall be subject to all requirements in the applicable zones and to the requirements in the conditions

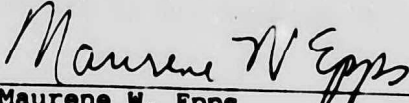
referred to above. Failure to comply with any stated condition shall constitute a zoning violation and shall be sufficient ground for the District Council to annul the rezoning approved herein; to revoke use and occupancy permits; to institute appropriate civil or criminal proceedings; or any other action deemed necessary to obtain compliance.

SECTION 3. This ordinance shall take effect on May 9, 1991, the date of receipt of acceptance by the applicant(s) of the condition(s) imposed in Zoning Ordinance No. 5-1991.

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

BY: 
Richard J. Castaldi, Chairman

ATTEST:


Maureen W. Epps
Acting Clerk of the Council



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

April 1, 2005

RE: CSP 04001 Bellefonte

NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in this case on March 28, 2005.

CERTIFICATE OF SERVICE

This is to certify that on April 1, 2005, this notice and attached Council Order were mailed, postage prepaid, to all persons of record.

A handwritten signature in black ink that reads "Redis C. Floyd". The signature is written in a cursive style and is positioned above a horizontal line.

Redis C. Floyd
Clerk of the Council

(10/97)

Case No. CSP-04001

Applicant: Landmark Communities

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ORDER AFFIRMING PLANNING BOARD DECISION

IT IS HEREBY ORDERED, after review of the administrative record, that the decision of the Planning Board in PGCPB No. 04-265, to approve with conditions a conceptual site plan, CSP-04001, for a business park including warehouse and consolidated storage facilities and offices on property described as approximately 29.31 acres of land in the I-4 Zone, on the north side of Woodyard Road, approximately 500 feet east of its intersection with Alexandria Ferry Road, Clinton, is hereby:

AFFIRMED, for the reasons stated by the Planning Board, whose decision is hereby adopted as the findings of fact and conclusions of law of the District Council in this case.

Affirmance of the Planning Board's decision is subject to the following conditions:

1. Prior to certification of the conceptual site plan, the applicant shall:
 - a. Provide a minimum 22-foot width for all internal driveway entrances. Signage of "NO TRUCK ENTRANCE" or similar language shall be installed.
 - b. Provide a minimum 25-foot width for all internal driveways with parallel parking.
 - c. Revise the site plan to be consistent with the stormwater management concept plan.
2. Prior to issuance of any permits, the right-of-way dedication along Woodyard Road (MD 223) shall be recorded among the Land Records of Prince George's County.
3. No more than one year after the date of approval of this Order, the applicant, his successors or assignees ("applicant"), shall submit to the Department of Environmental Resources (DER) photographs (and other evidence if appropriate) to demonstrate that all conditions above have been fulfilled and that all structures and landscaping are being maintained in presentable condition and good working order. Every two years after that

on the anniversary of the approval of this Order, the applicant shall submit current photographs and evidence to DER to demonstrate full compliance again in the same way.

- 4. Failure to submit the required evidence in a timely way shall be grounds for revocation of the Use and Occupancy permit by DER. Failure to demonstrate by means of the photographs and evidence submitted full compliance with the intent of these conditions shall be grounds for revocation of the Use and Occupancy permit by DER.

Ordered this 28th day of March, 2005, by the following vote:

In Favor: Council Members Dean, Bland, Campos, Dernoga, Exum, Harrington, Hendershot, Knotts and Peters

Opposed:

Abstained:

Absent:

Vote: 9-0

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

By: Samuel H. Dean
Samuel H. Dean, Chairman

ATTEST:
Redis C. Floyd
Redis C. Floyd
Clerk of the Council



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

December 7, 2004

Landmark Communities
5252 Cherokee Avenue, Apt. 303
Alexandria, Virginia 22312

Re: Notification of Planning Board Action on
Conceptual Site Plan CSP-04001
Bellefonte

Dear Applicant:

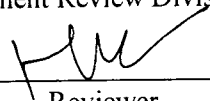
This is to advise you that on **December 2, 2004** the above-referenced Conceptual Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

District Council review of this case is required by **A-9758-C**.

The applicant or any Person of Record may file a written appeal of the Planning Board's decision with the District Council within 30 days after the date of the final notice **December 7, 2004** of the Planning Board's decision, pursuant to Section 27-280.

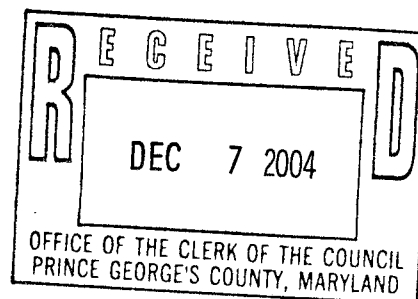
Please direct any future communication or inquiries regarding this matter to Ms. Redis C. Floyd, Clerk of the County Council, at the above address.

Very truly yours,
Faroll Hamer
Development Review Division

By: 
Reviewer

c: Redis C. Floyd, Clerk to the County Council
Persons of Record

PGCPB No. **04-265**
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RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on November 4, 2004, regarding Conceptual Site Plan CSP-04001 for Bellefonte, the Planning Board finds:

1. **Request:** The subject application is for approval of a conceptual site plan for a business park including warehouse, consolidated storage facility, and office in the I-4 Zone.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	I-4	I-4
Use(s)	Residential	Warehouse, Consolidated Storage Facility, and Office
Acreage	29.31	29.31
Parcels	1	1
Lots	7	6

3. **Location:** The subject property is located on the north side of Woodyard Road, approximately 500 feet east of its intersection with Old Alexandria Ferry Road, in Planning Area 81A and Council District 9.
4. **Surroundings and Use:** The site is bounded to the southeast by the right-of-way of Woodyard Road (MD 223). To the southwest of the property are properties zoned R-R, I-1 and C-M. To the northwest of the property are single-family detached residences in R-R Zone, and to the northeast are properties in the I-4 Zone. A rectangular tail of the property wedged into the R-R-zoned single-family lots located northwest of the subject site fronts on Bellefonte Lane.
5. **Previous Approvals:** The subject site was originally improved as several single-family detached residences. In 1991, the property was rezoned from the R-R to the I-4 Zone by Zoning Map Amendment Application No. A-9758-C. (Zoning Ordinance No.5-1991). On April 29, 2004, the Planning Board approved (by Resolution PGCPB No. 04-63) Preliminary Plan of Subdivision 4-03118 for the site. The site has a detailed site plan that will be heard by the Planning Board on the same date with the subject conceptual site plan. The site also has Stormwater Management Concept Approval #7542-2003-00
6. **Design Features:** A stream and its associated wetlands bisect the 29.31-acre site from west to north. A 70-foot-wide internal right-of-way running southeast to northwest from Woodyard Road

(MD 223) further divides the site into four major sections consisting of six lots and two parcels. The applicant proposes consolidated storage use on Lot 6 and flex warehouse on Lot 1 along Woodyard Road (MD 223) and warehouse use on Lots 2, 3, 4, and 5 west of Road A. An office use is proposed in the western corner of the site adjacent to the warehouse use on Lots 2, 3, 4, and 5. Parcel A, east of Road A, with two SWM ponds, and Parcel B, the rectangular tail of the site that fronts on Bellefonte Lane, are dedicated to the Bellefonte Business Owners Association.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance No. 5-1991 (A-9758-C):** Zoning Ordinance No.5-1991 was adopted by the District Council on February 25, 1991, to approve Application No. A-9758-C to rezone approximately 29.316 acres of land located on Woodyard Road, approximately 500 feet east of the intersection of Old Alexandria Ferry Road and Dangerfield Road with 100 feet of frontage on Bellefonte Lane, from the R-R Zone to the I-4 Zone with seven conditions. The subject site is a portion of the rezoned property. The following conditions are applicable to this conceptual site plan review:

1. **Any use or development of the property shall require Conceptual and Detailed Site Plan approval by the District Council. Particular attention should be given to the buffering and screening of adjacent residential areas, noise impacts and building acoustics.**

Comment: The subject conceptual site plan along with a detailed site plan has been filed to fulfill this requirement. The plan shows tree conservation areas with varied widths from 10 to 40 feet along the site boundary lines that are adjacent to the existing residential areas. The proposed uses as indicated in the memorandum from the Community Planning Division (Rovelstad to Zhang, October 4, 2004) are appropriate for this location. The buffering and screening details of adjacent residential areas, as well as noise impact and mitigation, if it is applicable, will be examined at time of detailed site plan review.

2. **The uses and intensity of development shall limit employee density to no more than 16 employees per acre.**

Comment: This condition will be reviewed at the time of detailed site plan.

3. **No building or structure shall be more than two stories in height, and these structures may only cover up to 35% of the total land area.**

Comment: This condition will be reviewed at time of detailed site plan.

4. **Bellefonte Lane shall not be used for access to the property.**

Comment: Bellefonte Lane is not used for access to the property. The subject property has a direct access from Woodyard Road (MD 223).

5. **No use shall release into the air any substance which would impair visibility or otherwise interfere with the operation of aircraft (e.g., steam, dust or smoke).**
6. **No use shall produce light emissions, either direct or indirect (reflectives), which would interfere with pilot vision.**
7. **No use shall produce emissions that would interfere with aircraft communication or navigational equipment.**

Comment: This CSP has been referred to Andrews Air Force Base (AFB) for review and comment. In a memorandum (Summer to Zhang, September 4, 2004), the community planner of AFB indicates that the proposed uses have no significant impact on Andrews AFB.

8. **Zoning Ordinance:** The application has been reviewed for compliance with the requirements in the I-4 Zone and the additional requirements for consolidated storage as well as the site design guidelines of the Zoning Ordinance:
 - a. The subject application is in accordance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs development in the industrial zones. The warehouse and consolidated storage are permitted uses in the I-4 Zone.
 - b. The subject application is also in general accordance with the requirements of Section 27-472. The landscaping, screening and buffering, outdoor storage, and floor area ratio details for this site will be reviewed at time of the detailed site plan.
 - c. The subject site's compliance with additional regulations concerning the location, size, coverage of buildings, and structures also will be reviewed at the time of detailed site plan because the conceptual site plan only provides general information on the proposed uses, approximate locations for buildings, parking lots, streets, and green areas, and general grading, woodland and tree preservation, planting, sediment control and stormwater management concepts to be employed in the final design for the site, as required by Section 27-272(c).
9. **Landscape Manual:** The proposed business park in the I-4 Zone will be subject to Section 4.2, Commercial and Industrial Landscaped Strip Requirements; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements, and 4.7, Buffering Incompatible Uses of the *Landscape Manual*.

Since a detailed site plan has been filed concurrently with this conceptual site plan, compliance with the *Landscape Manual* will be reviewed at time of detailed site plan when more details are available.

10. **Woodland Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of existing woodland on site, and there is an approved Type I tree conservation plan, TCPI/35/03, for the site.
- a. A forest stand delineation plan was submitted and approved during the review of the Preliminary Plan of Subdivision, 4-03118. No further information is required with this conceptual site plan application.
 - b. Type I Tree Conservation Plan TCPI/35/03-01 submitted with this application has been reviewed and was found to require significant revisions. A review by the Environmental Planning Section of the revised plans indicates that the TCP I is in general conformance with the requirements of the Woodland Conservation Ordinance. The Environmental Planning Section recommends approval of TCPI/35/03-01 subject to one condition that has been incorporated in the recommendation section of this report.

11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. In a memorandum dated October 4, 2004, the Community Planning Division noted that the application is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier and is in conformance with the land use recommendation of the 1993 Subregion V Master Plan.

The community planner also discussed the noise issue related to Andrews Air Force Base and called for acoustical construction techniques for reduction of interior noise levels.

- b. In a memorandum dated October 4, 2004, the Subdivision Section staff indicated that the number of lots shown in this conceptual site plan is not consistent with the approved Preliminary Plan of Subdivision 4-03118. The Subdivision Section staff has also identified the applicable conditions attached to the approval of 4-03118.

Comment: A condition of approval has been proposed to require the applicant to revise the subject CSP to include seven lots as approved in 4-03118.

Section 27-270, Order of Approvals, requires a conceptual site plan be approved prior to approval of preliminary plan of subdivision. In this case, however, the rezoning approval by the District Council had the effect of reversing the order such that a preliminary plan of subdivision was approved before this CSP. Since the CSP has been filed concurrently with a DSP, the applicable conditions as identified by the Subdivision Section staff are more relevant at the time of DSP review as more detailed site-related information is available on the detailed site plan.

- c. The Environmental Planning Section, in a memorandum dated October 26, 2004, noted that the application has generally addressed the environmental constraints of the site and

the requirements of the Prince George's County Woodland Conservation Ordinance. The staff recommends the approval of this conceptual site plan and Type I Tree Conservation Plan TCPI/35/03-01.

- d. The Transportation Planning Section, in a memorandum dated October 1, 2004, noted that the required dedication along Woodyard Road has been correctly shown on the site plan. However, the staff identifies two inconsistencies on the site plan that call for revisions. A condition has been proposed in the recommendation section of this report.

In a separate memorandum from the Transportation Planning Section dated October 12, 2004, on detailed site plan review for master plan trails compliance, the trails planner noted that there are no master plan trails issues identified in the adopted and approved Subregion V Master Plan that impact the subject site. The trails planner recommends the same sidewalk connections as recommended for the concurrent detailed site plan for this site.

- e. The Department of Environmental Resources (DER), in a memorandum dated September 29, 2004, noted that the concept site plan for the Bellefonte is not consistent with approved stormwater management concept plan #7542-2003.

Comment: A condition of approval has been proposed to require the applicant to obtain the approval of DER prior to certificate approval of this CSP.

- f. The Maryland State Highway Administration (SHA), in a memorandum date September 23, 2004, has no objection to the approval of Conceptual Site Plan CSP-04001 for Bellefonte as long as dedicated right-of-way along Woodyard Road (MD 223) will be deeded to the State of Maryland and recorded among the land records of the county.

Comment: A condition of approval has been proposed to require the applicant to record the right-of-way dedication along the site's frontage of Woodyard Road (MD 223) prior to issuance of any permits.

- g. The subject application was also referred to the Planning Office at Andrews Air Force Base for information and review. In a memorandum dated September 4, 2004, the community planner indicated that the subject application has no significant impact on Andrews Air Force Base.
 - h. The Department of Public Works and Transportation (DPW&T) had not responded to the referral request at the time the staff report was written.
12. As required by Section 27-276(b)(1), the conceptual site plan represents a most reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type I Tree Conservation Plan (TCPI/35/03-01), and further APPROVED Conceptual Site Plan CSP-04001 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of this conceptual site plan, the applicant shall:
 - a. Provide a minimum 22-foot width for all internal driveway entrances. Signage of "NO TRUCK ENTRANCE" or similar language shall be installed
 - b. Provide a minimum 25-foot width for all internal driveways with parallel parking.
 - c. Revise the site plan to be consistent with the stormwater management concept plan.
2. Prior to issuance of any permits, the right-of-way dedication along Woodyard Road (MD 223) shall be recorded among the Land Records of Prince George's County.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

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 Harley, seconded by Commissioner Eley, with Commissioners Harley, Eley, Squire, Vaughns and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, November 4, 2003, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 2nd day of December 2004.

Trudye Morgan Johnson
Executive Director

By *Frances J. Guertin*
Frances J. Guertin
Planning Board Administrator

TMJ:FJG:HZ:rmk

APPROVED AS TO LEGAL SUFFICIENCY.

MAC

M-NCPPC Legal Department
Date 11-22-04

PGCPB No. 04-63

File No. 4-03118

RESOLUTION

WHEREAS, Elsie and Herbert Cole are the owners of a 29.31-acre parcel of land known as Bellefonte (Lot 107 and Parcel A), said property being in the 9th Election District of Prince George's County, Maryland, and being zoned I-4; and

WHEREAS, on December 3, 2003, Woodyard road Association, LLC, filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for sevel lots and one parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-03118 for Bellefonte 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 March 25, 2004, 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 March 25, 2004, 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 I Tree Conservation Plan (TCPI/35/03), and further APPROVED Preliminary Plan of Subdivision 4-03118, for Lots 1-7 and Parcel A and B with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:
 - a. To revise General Note 19 that no direct access to Bellefonte Lane is provided at this time.
 - b. To relabel the plan that Parcels A and B are to be dedicated to the business association and not the homeowners association.
 - c. To provide a note that Parcel B is to be conveyed to DPW&T upon demand for the construction of I-502, a dedicated public right-of-way, and that private access to Bellefonte Lane is not permitted pursuant to Condition 4 of Zoning Ordinance No. 5-1991, File A-9758-C.
 - d. To provide the approved stormwater management concept plan number and approval date.
2. At the time of Detailed Site Plan, a Type II Tree Conservation Plan shall be approved.

3. Prior to building permits the applicant, his heirs, successors and/or assignees shall demonstrate that a business owners association has been established and that the common areas have been conveyed to the association.
4. 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.
5. The final plat of subdivision shall carry a note that development of this property is subject to the conditions of Zoning Ordinance No. 5-1991, File A-9758-C.
6. Any abandoned well or septic system shall be pumped, backfilled and/or sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to final plat approval.
7. Development shall be in accordance with the approved Stormwater Management Concept Plan #7542-2003-00.
8. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the expanded stream buffer, excluding those areas where variation requests have been approved, and be reviewed by the Environmental Planning Section prior to certification. 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."
9. Prior to the issuance of any permits which impact jurisdictional wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
10. The following note shall be placed on the Final Plat of Subdivision:

"Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/35/03), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy."
11. The following note shall be placed on the Final Plat:

“This site is subjected to noise levels between 70 and 75 dBA (Ldn) from aircraft landing and taking off from Andrews Air Force Base. These noise levels are the maximum allowed for industrial land uses. Interior work spaces are required to be designed to reduce noise levels from exterior sources.”

12. Each building permit shall include a 75 dBA (Ldn) noise contour. Structures for industrial and commercial uses shall be designed to reduce interior noise levels to 55 dBA (Ldn) or less, unless the structure or portions thereof are designed only for storage purposes. If residential or residential-type uses are proposed, the structures shall be designed to reduce interior noise levels to 45 dBA (Ldn) or less. In the event any structure or portion thereof originally designed for storage use only is modified to permit nonstorage use, the structure shall be designed to reduce interior noise levels to 55 dBA (Ldn) or less.
13. Prior to the issuance of building permits for structures on this site, the building permits shall be modified to contain certification by a professional engineer with competency in acoustical analysis that the building shells within the 70 and 75 dBA (Ldn) noise corridors for Andrews Air Force Base have been designed to attenuate noise levels to 55 dBA (Ldn) or less for industrial or commercial structures unless the structure or portions thereof are designed only for storage purposes, and 45 dBA (Ldn) or less for residential structures or structures that contain residential-type uses. In the event any structure or portion thereof originally designed for storage use only is modified to permit nonstorage use, the structure shall be designed to reduce interior noise levels to 55 dBA (Ldn) or less.
14. A conceptual and detailed site plan shall be approved prior to grading or building permit for any use or development of the property.
15. At the time of final plat approval, the applicant shall dedicate right-of-way along MD 223 (Woodyard Road) of 60 feet from the centerline of the existing pavement.
16. At the time of final plat approval, the applicant shall dedicate right-of-way of 70 feet and construct Bellefonte Road Extended within the property as delineated on the proposed preliminary plan of subdivision.
17. The applicant shall provide for any necessary turn lanes and frontage improvements as required by SHA. These may include turn lanes for deceleration and acceleration of vehicles at the site as well as left turn lanes and/or bypass lanes on MD 223. Additional right-of-way dedication to SHA may be required for these improvements.
18. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction, and (c) have an agreed-upon timetable for construction with SHA:

At the intersection of MD 223 (Woodyard Road) and Old Alexandria Ferry Road, the applicant shall widen the southbound approach from the existing one left turn lane and

one through/right turn lane to two left turn lanes, one through lane, and one right turn lane. The applicant shall also widen the east leg of MD 223 to receive the double left turns from southbound Old Alexandria Ferry Road and widen northbound Dangerfield Road to create an exclusive left turn lane.

19. Prior to the approval of the initial building permit on the subject property, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for the intersection of MD 223 and Site Access Road/Richardson Road. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property and install it at a time when directed by the appropriate permitting agency.
20. Total development within the subject property shall be limited to 500,000 square feet consisting of 400,000 square feet as an industrial park and 100,000 square feet as a mini warehouse facility, or equivalent development that generates no more than 307 AM and 326 PM peak-hour trips. Any development other than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
21. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall pay a pro rata share of the cost of the road improvements along MD 223 at Rosaryville and Dower House Roads, as described in the Prince George's County Capital Improvement Program for FY 2003-2008 under CIP No. FD669451 (MD 223 Widening). The pro rata share shall be payable to Prince George's County, with evidence of payment provided to the Planning Department with each building permit application, based upon gross square footage. The pro rata share shall be \$59.00 per thousand square x (*Engineering News Record* Highway Construction Cost Index at the time of building permit application) / *Engineering News Record* Highway Construction Cost Index for the second quarter 2001).

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. The subject property is located on the north side of Woodyard Road, approximately 500 feet east of its intersection with Alexandria Ferry Road.
3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	I-4	I-4
Use(s)	Dwelling	Industrial (500,000 square feet)
Acreage	29.31	29.31
Lots	1	7
Parcels	0	2
Dwelling Units:		
Detached	1	0

4. **Environmental**—This site is subject to the provisions of the Woodland Conservation Ordinance because the entire site is more than 40,000 square feet in size and it has more than 10,000 square feet of woodland. A Forest Stand Delineation (FSD) showing 26 sample areas, 7 forest stands and 2 specimen trees has been reviewed and was found to meet the requirements of the Woodland Conservation Ordinance.

A Type I Tree Conservation Plan, TCPI/35/03, has been submitted, and the plan proposes clearing 19.05 acres of the existing 24.24 acres of woodland. The woodland conservation requirement for this proposal has been correctly calculated as 9.16 acres. The plan proposes to meet this requirement by providing 3.26 acres of on-site preservation, 0.32 acre of on-site reforestation and 5.58 acres of off-site conservation. An additional 1.93 acres of woodland are proposed to be retained on-site; however, most of these areas cannot be used to meet any requirement because the woodlands are in existing conservation easements. The layout will preserve most of the wooded stream buffer and provide wooded buffers to abutting residential properties. The Environmental Planning Section recommends approval of the Type I Tree Conservation Plan, TCPI/35/03.

The property is south of Andrews Air Force Base and aircraft associated with Andrews Air Force Base will create noise levels above state standards. The entire site will be affected by noise levels exceeding 70 dBA (Ldn) and the eastern portion is affected by noise levels exceeding 75 dBA (Ldn). The preliminary plan of subdivision does not approve the specific uses or design layouts for the individual lots. Therefore, the noise analysis can be deferred until detailed site plan review.

The following note should be placed on the Final Plat:

“This site is subjected to noise levels between 70 and 75 dBA (Ldn) from aircraft landing and taking off from Andrews Air Force Base. These noise levels are the maximum allowed for industrial land uses. Interior work spaces are required to be designed to reduce noise levels from exterior sources.”

Each building permit should include the 75 dBA (Ldn) noise contour where appropriate. Structures for industrial and commercial uses shall be designed to reduce interior noise levels to 55 dBA (Ldn) or less. If residential or residential-type uses are proposed, the structures shall be designed to reduce interior noise levels to 45 dBA (Ldn) or less.

This site contains natural features that are required to be protected under Section 24-130 of the Subdivision Regulations. A wetlands study including a Jurisdiction Determination was submitted. The wetlands, minimum 25-foot wetland buffers, streams, minimum 50-foot stream buffers, all areas with severe slopes and all areas with steep slopes containing highly erodible soils are shown on the revised Preliminary Plan and the Type I Tree Conservation Plan. The expanded stream buffer as defined in Section 24-130 of the Subdivision Regulations is correctly shown.

At time of final plat, bearings and distances should describe a conservation easement. The conservation easement shall contain the expanded stream buffer, excluding those areas where variation requests have been approved, and be reviewed by the Environmental Planning Section prior to certification.

The plan proposes impacts to stream buffers and wetland buffers. Section 24-130 of the Subdivision Regulations prohibits impacts to these buffers unless the Planning Board grants a variation to the Subdivision Regulations in accordance with Section 24-113. Even if approved by the Planning Board, the applicant will need to obtain federal and state permits prior to the issuance of any grading permit. The additional permit review will assure that the impacts are minimized and that there will be no detrimental effects to public safety, health, or welfare, or be injurious to other property. Staff notes that a stream bisects the property and the existing sanitary sewer main is entirely within the expanded stream buffer. Ten variation requests in conformance with Section 24-113 of the Subdivision Regulations have been submitted.

Each variation is described individually below. However, for purposes of discussion relating to Section 24-113(a) of the Subdivision Regulations, the impacts were discussed collectively.

Section 24-113(a) of the Subdivision Regulations sets forth the required findings for approval of variation requests. Section 24-113(a) reads:

Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

- (1) *The granting of the variation will not be detrimental to the public safety, health, or injurious to other property;*
- (2) *The Conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;*
- (3) *The variation does not constitute a violation of any other applicable law, ordinance, or regulation;*

- (4) *Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;*

Impacts 1, 8, 9 and 10 are associated with stormwater management outfalls. The Stormwater Management Concept Plan, CSD #7542-2003-00, approved by the Prince George's County Department of Environmental Resources requires bioretention and control of water quantity on-site. Because of the topography of the site, the outfalls must be placed within the expanded stream buffer. The impacts will affect 1,275 square feet, 2,115 square feet, 8,530 square feet, and 1,645 square feet of expanded stream buffer, respectively. The details of construction will be reevaluated during the review of the Stormwater Design Plan and at the time of detailed site plan to further reduce impacts. The proposal is not a violation of any other applicable law, ordinance or regulation because state and federal permits are required prior to construction. The Environmental Planning Section supports variation requests 1, 8, 9 and 10.

Impacts 2, 3, 4, 5 and 7 are to an expanded stream buffer for the construction of sanitary sewer connections to serve the proposed development. These will disturb 6,570 square feet, 5,730 square feet, 4,767 square feet, 5,580 square feet, and 1,720 square feet, respectively. The alignment of the sewer is constrained by the topography of the site and the location of the existing sewer main. Washington Suburban Sanitary Commission will reevaluate the details of construction during the review of the construction permits to further reduce impacts. The proposal is not a violation of any other applicable law, ordinance or regulation because state and federal permits are required prior to construction. Impacts 2, 3, 4 and 5 are also needed to construct in-stream checkdams in conformance with Stormwater Management Concept Plan, CSD #7542-2003-00. Coupling impacts serve to reduce the combined impact. The Environmental Planning Section supports variation requests 2, 3, 4, 5 and 7.

Impact 6 is for the construction of the principal access to the site and proposes to impact 28,615 square feet of expanded stream buffer. Because the stream bisects the property, any access to serve the northern portion of the site would require a variation request. The details of construction will be reevaluated during the review of the Type II Tree Conservation Plan to further reduce impacts. The proposal is not a violation of any other applicable law, ordinance or regulation because state and federal permits are required prior to construction. The Environmental Planning Section supports variation request 6.

Water and Sewer Categories

The water and sewer service categories are W-3 and S-3 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003.

- 5. **Community Planning**—The subject property is located within the limits of the 1993 Subregion V Master Plan, Planning Area 81A, in the Clinton-Tanglewood Community. The recommended land

use for the property is Employment/Industrial. The proposed land use is consistent with the recommendations of the master plan.

The 2002 General Plan locates this property in the Developing Tier. One of the visions for the Developing Tier applicable to this property is to maintain a pattern of employment areas that are increasingly transit serviceable. The proposed preliminary plan is consistent with this recommendation, providing opportunity for employment in a transitional area.

6. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations the subdivision is exempt from the requirement of the mandatory dedication of parkland because it is a nonresidential subdivision
7. **Trails**—There are no master plan trail issues.
8. **Transportation**—The applicant proposes an industrial park and warehouse facility of approximately 500,000 square feet. The property would be accessed via Woodyard Road (MD 223).

The applicant submitted a traffic study dated June 3, 2003, with a revision date of November 18, 2003. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the "Guidelines for the Analysis of the Traffic Impact of Development Proposals."

Growth Policy—Service Level Standards

The subject property is located within the developing tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the 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.

Staff Analysis of Traffic Impacts

The applicant has prepared a traffic impact study in support of the application using new counts taken during April 2003. With the development of the subject property and without improvements, the traffic consultant concluded that two signalized intersections within the study area would operate above acceptable standards—LOS D with a critical lane volume (CLV) of 1,450 or better.

The traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections during weekday peak hours:

- Coventry Way/Old Alexandria Ferry Road (signalized)
- Woodyard Road/Old Alexandria Ferry Road (signalized)
- Woodyard Road/Richardson Road (unsignalized)
- Woodyard Road/Rosaryville Road (signalized)

The intersection of Woodyard Road/Deborah Street was included in the original traffic study, but was dropped from further consideration and analysis after the applicant proposed the site access point opposite Richardson Road. The following conditions exist at the critical intersections:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Coventry Way/Old Alexandria Ferry Road	854	1,009	A	B
Woodyard Road/Old Alexandria Ferry Road **	1,914	1,447	F	D
Woodyard Road/Richardson Road	46.9*	10.7*	--	--
Woodyard Road/Rosaryville Road***	1,295	2,038	C	F
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

**This existing traffic condition represents an average of two traffic counts taken on April 3, 2003, and May 18, 2003. Staff feels that this is more representative of existing traffic conditions at the intersection.

***This critical lane volume is based on a one lane eastbound approach. Traffic queues from the Piscataway Creek bridge block right turning vehicles on eastbound MD 223 from turning south on Rosaryville Road.

Staff field-checked lane configurations at the intersections within the study area and observed AM and PM peak-hour traffic conditions in October 2003 and February 2004. Background developments included 259 single-family units and a business park (40,000-square-foot office and 80,000-square-foot warehouse). Background traffic along the study area roads was

also increased by one percent each year to account for overall growth up to the design year 2008. This is the expected year of full build-out. Given these assumptions, background conditions are summarized below:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(LOS, AM & PM)	
Coventry Way/Old Alexandria Ferry Road	1,043	1,113	B	B
Woodyard Road/Old Alexandria Ferry Road	2,214	1,630	F	F
Woodyard Road/Richardson Road	70.5*	11.7*	--	--
Woodyard Road/Rosaryville Road	1,480	2,300	E	F

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.

Under background traffic conditions the average vehicle delay exceeds 50.0 seconds at the intersection of Woodyard Road and Richardson Road (AM peak hour). The level of service is unacceptable at two of the three signalized intersections within the study area.

The applicant proposes an industrial park (400,000 square feet) and a mini-warehouse facility (100,000 square feet). The trip rates were obtained from the "Guidelines for the Analysis of the Traffic Impact of Development Proposals" and the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The resulting site trip generation would be 307 AM peak-hour trips (229 in, 78 out), and 326 PM peak-hour trips (92 in, 234 out). With site traffic, the following operating conditions were determined:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(LOS, AM & PM)	
Coventry Way/Old Alexandria Ferry Road	1,165	1,113	C	B
Woodyard Road/Old Alexandria Ferry Road	2,368	1,671	F	F
Woodyard Road/Richardson Road	679.7*	348.3*	--	--
Woodyard Road/Rosaryville Road	1,510	2,364	E	F

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.

Staff notes that under total traffic and without any improvements, two of the three signalized intersections and the unsignalized intersection of Woodyard Road/Richardson Road would operate unacceptably.

The applicant proposed several improvements to provide adequacy:

At Woodyard Road (MD 223) and Old Alexandria Ferry Road:

- Lengthen the right turn lane on westbound Woodyard Road to 300 feet.
- Provide a 200-foot northbound left turn lane on Dangerfield Road.
- Widen the southbound approach of Old Alexandria Ferry Road to accommodate a double left turn lane, a through lane, and a right turn lane.
- Modify the receiving lanes on the east leg of Woodyard Road to accommodate the double left turn lanes from southbound Old Alexandria Ferry Road.

Staff notes that the Chesterfield Estates Cluster (PGCPB No.03-226) was conditioned for approval on December 4, 2003, to lengthen the westbound right turn lane on Woodyard Road (MD 223), re-stripe the east leg of MD 223, and re-stripe the northbound lane on Dangerfield Road to provide a separate left turn lane, through lane, and right-turn lane.

At Woodyard Road (MD 223) and Rosaryville Road, the applicant proposes to pay a pro-rata fair share to the improvements previously allowed at this location. The applicant's consultant is referring to The Prince George's County FY 2004-2009 approved Capital Improvement Program (CIP Project #FD669451), which consists of the widening of MD 223 from Rosaryville Road to Dower House Road. Improvements to the Rosaryville Road intersection are part of this project.

At Woodyard Road (MD 223) and Site Access Road/Richardson Road, provide a two lane approach at MD 223.

The Prince George's County Department of Public Works and Transportation (DPW&T) provided comments on the applicant's traffic study. DPW&T suggested that the applicant modify the signal at Woodyard Road (MD 223) and Old Alexandria Ferry Road/Dangerfield Road to provide for exclusive left turn phases on all approaches in addition to a right turn overlap for the westbound right turns onto Old Alexandria Ferry Road. The State Highway Administration also provided comments on the traffic study. SHA recommended that the applicant:

“At Woodyard Road (MD 223) and Rosaryville Road, widen southbound MD 223 to provide an additional through lane. At Woodyard Road (MD 223) and Old Alexandria Ferry Road, construct an exclusive westbound right turn lane and widen the southbound approach from the existing one left turn lane and one through/right turn lane to two left turn lanes, one through lane, and one right turn lane. The applicant should also widen the east leg of MD 223 to receive the double left turns from southbound Old Alexandria Ferry Road and widen northbound Dangerfield Road to create an exclusive left turn lane.”

SHA recommends that the applicant design and construct the roadway improvements at MD 223 and Old Alexandria Ferry Road/Dangerfield Road and at MD 223 and Rosaryville Road. In addition, the applicant should complete a traffic signal warrant study at the Site Access Road and

Woodyard Road opposite Richardson Road to determine if a traffic signal is needed at this location. The applicant would be responsible for the design, cost, and construction of the traffic signal. SHA recommends a traffic signal warrant study at 50 percent and 100 percent occupancy development stages. Since the Planning Department does not routinely review occupancy permits, this requirement should be imposed only at the time of the initial building permit.

TOTAL TRAFFIC CONDITIONS WITH IMPROVEMENTS				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(LOS, AM & PM)	
Coventry Way/Old Alexandria Ferry Road	1,165	1,113	C	B
Woodyard Road/Old Alexandria Ferry Road	1,228	1,439	C	D
Woodyard Road/Richardson Road	679.7*	348.3*	--	--
Woodyard Road/Rosaryville Road**	1,423	2,024	D	F
Woodyard Road/Rosaryville Road ***	1,235	1,296	C	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 guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.

** This improvement provides for a second southbound through lane from MD 223 to Rosaryville Road.

*** The second improvement provides a two-lane approach on eastbound MD 223 to Rosaryville Road. This would lengthen the eastbound right turn lane on MD 223 so that it would function as an exclusive (free flowing) right turn lane.

The table above shows that adequacy would be met if two improvements are provided at the intersection of MD 223 and Rosaryville Road and a series of improvements are provided at MD 223 and Old Alexandria Ferry Road/Dangerfield Road.

Site Plan Comments

Only one access point is proposed to serve the site. This would be opposite Richardson Road on MD 223. A portion of I-502 Bellefonte Lane Extended would be constructed to serve the proposed development. The applicant will dedicate 70-foot right-of-way for the construction of this master plan road.

Additional right-of-way will be dedicated on the property and to the business owner's association to accommodate the possible future extension of Bellefonte Lane Extended to Bellefonte Lane. However, staff notes that previous District Council action placed restrictions on this parcel and access through the BOA parcel, which is located on the north end of the parcel. The condition states that Bellefonte Lane shall not be used for access to the property. This condition could possibly be removed in the future, therefore, the applicant is preserving land and right-of-way for

the extension of I-502 as called for in the Subregion V Study Area Master Plan (Sept 1993).

The proposed alignment of I-502 within the site is adequate to serve the seven proposed lots. The southern edge of the property borders MD 223. There will be no direct access to MD 223 from any of the lots. The only access point will be from the site access road.

The applicant may be required to provide frontage and/or safety improvements along Woodyard Road (MD 223), if required by the State Highway Administration. The applicant may also be required to provide any necessary acceleration and deceleration lanes at the site entrance if required by SHA.

The Subregion V Study Area Master Plan (1993) designates Woodyard Road as an arterial roadway (A-53). The section between MD 5 and MD 4 is listed as a four- to eight-lane roadway with 120-foot to 150-foot right-of-way width. The Subregion V master plan recommends the upgrading of Woodyard Road to four lanes as an early need associated with development in the Clinton area as well as the neighboring areas of Melwood and Rosaryville.

Bellefonte Lane Extended (I-502) is listed as a two lane industrial road with 70 feet of right-of-way. It is meant to serve industrial properties adjoining Andrews Air Force Base on the border of the Clinton and Melwood planning areas. It extends from existing Bellefonte Lane to MD 223 and is needed to avoid routing industrial traffic through residential areas, especially those east of Sarakal Road. The area to the east of Sarakal Road is zoned residential; the area west of Sarakal Road is zoned industrial. Sarakal Road is approximately 1,600 feet east of Old Alexandria Ferry Road.

Based on the preceding findings, adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code.

9. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded that the subdivision is exempt from APF test for schools because it is a nonresidential use.
10. **Fire and Rescue**— The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue facilities and concluded the following:
 - a. The existing fire engine service at Clinton Fire Station, Company 25, located at 9025 Woodyard Road, has a service travel time of 3.06 minutes, which is within the 3.25-minute travel time guideline.
 - b. The existing ambulance service at Clinton Fire Station, Company 25, located at 9025 Woodyard Road, has a service travel time of 3.06 minutes, which is within the 4.25-minute travel time guideline.
 - c. The existing paramedic service at Clinton Fire Station, Company 25, located at 9025

Woodyard Road, has a service travel time of 3.06 minutes, which is within the 7.25-minute travel time guideline.

- d. The existing ladder truck service at Marlboro Fire Station, Company 45, located at 7710 Croom Road, has a service travel time of 11.26 minutes, which is beyond the 4.25-minute travel time guideline.

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. These findings are in conformance with the standards and guidelines contained in the *Approved Public Safety Master Plan* (1990) 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 for Police District V-Clinton. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of June 30, 2002, the county had 874 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for an additional 69 sworn personnel. Therefore, in accordance with Section 24-122.01(c) of the Subdivision Regulations, the existing county police facilities will be adequate to serve the proposed Bellefonte development.
- 12. **Health Department**—The Health Department notes that a raze permit will be required for the removal of the existing structures on site. The preliminary plan has provided a note indicating this. Any abandoned wells or septic fields must also be properly abandoned.
- 13. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. The Prince George's County Department of Environmental Resources has approved Stormwater Management Concept Plan #7542-2003-00. The TCP shows stormwater management ponds design for bioretention and water quantity control.
- 14. The property was rezoned from the R-R Zone to the I-4 Zone in 1991 by the District Council. Zoning Ordinance No.5-1991 set forth seven conditions for the development of this property.

Condition 1 Requires conceptual and detailed site plan (DSP) approval by the District Council prior to any use or development of the property, with particular attention given to the buffering and screening of adjacent residential areas, noise impacts, and building acoustics.

Comment: Section 27-269 of the Zoning Ordinance establishes that the order of approvals for conceptual and detailed site plans may be established by the authority requiring the site plan at the time the site plan requirement is imposed. The condition of the District Council in this case requires the conceptual site plan

and detailed site plan prior to "any use or development of the property." Therefore, prior to any grading or building permit a conceptual and detailed site plan is required, altering the strict application of Section 27-270, Order of Approvals. Section 27-290 would require a conceptual site plan prior to preliminary plan approval and a detailed site plan prior to final plat.

Condition 2 Limited the uses and intensity of development to a limit of no more than 16 employees per acre.

Comment: This condition relates to the individual uses of the proposed buildings and will be addressed at the time of DSP.

Condition 3 Limited the number of stories of the building to two and restricted the building coverage to 35 percent.

Comment: Conformance to this condition will be addressed at the time of DSP.

Condition 4 Established that Bellefonte Lane shall not be used for access to the property.

Comment: The applicant is not proposing access via Bellefonte Lane. Currently the majority of uses on Bellefonte Lane are single-family residential, although generally zoned I-4 and R-R. The master plan recommends land uses consistent with the I-4 Zone; however, the residences along Bellefonte Lane pre-date the industrial zoning of the area. Therefore, the District Council in this condition recognized the sensitive nature of the compatibility of existing and transitioning land uses and restricted access to Bellefonte Lane from this property.

Subsequent to the District Council action on the re-zoning of this property, the District Council approved the 1993 Subregion V Master Plan. The master plan recommends Bellefonte Lane Extended (I-502), an industrial road running through the property that is planned to connect Alexandria Ferry Road to the north with Woodyard Road (MD 223) to the south, this connection will include a connection with Bellefonte Lane.

The applicant has proposed to dedicate and construct the majority of I-502 within the limits of this site, from Woodyard Road, to serve the proposed development of this property. I-502 extends north through the property to the southernmost property line of proposed Parcel B. The applicant has proposed Parcel B (20,000), which fronts Bellefonte Lane, as an open space parcel to be conveyed to the business owners association. To the west and east of Parcel B are existing residences in the I-4 Zone. Parcel B will be held under the ownership of the future business association until such time as the Department of Public Works and Transportation (DPW&T) determines the need for the construction of the master plan connection (I-502) from Woodyard Road to Alexandria Ferry Road, crossing

Bellefonte Lane. Parcel B will be conveyed to DPW&T upon demand from the association at such time a need is determined.

In evaluation of this condition (Condition 4) of the ZMA and the recommendations of the master plan for I-502, there is an arguable conflict. The ZMA establishes that this property shall not have access to Bellefonte Lane and the master plan recommends a connection. It could be argued that the intent of this condition was to restrict this property's ability for private access to Bellefonte Lane and that the subsequent master plan recommendation was in concert with this condition, addressing a broader public need for a public street connection. This connection is intended to serve the circulation needs for the I-1 properties in this area once the conversion from residential to industrial takes place, on a larger scale.

Moreover, the surrounding properties are still generally being utilized as single-family residences, and therefore the need for the master plan collector facility to serve the industrial properties is not pressing. The applicant's proposal, like the master plan, provides for the eventual conversion of the surrounding properties to industrial and sets forth a scenario for the implementation of the master plan in furtherance of its goals while protecting the current land uses of the community.

Condition 5 No use shall release into the air any substance that would impair visibility or otherwise interfere with the operation of aircraft (e.g., steam, dust or smoke).

Comment: Conformance to this condition will be ensured through the evaluation of the required DSP.

Condition 6 No use shall produce light emissions, either direct or indirect (reflective), that would interfere with pilot vision.

Comment: Conformance to this condition will be ensured through the evaluation of the required DSP.

Condition 7 No use shall produce emissions that would interfere with aircraft communication or navigational equipment.

Comment: Conformance to this condition will be ensured through the evaluation of the required DSP.

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 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 Harley, seconded by Commissioner Eley, with Commissioners Harley, Eley, Squire, Vaughns and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, March 25 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 29th day of April 2004.

Trudye Morgan Johnson
Executive Director

By *Frances J. Guertin*
Frances J. Guertin
Planning Board Administrator

TMJ:FJG:WSC:meg

APPROVED AS TO LEGAL SUFFICIENCY.

Berge Johns
MRCO, C. Legal Department

Date 4/26/04



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

April 1, 2005

RE: SP 04054 Bellefonte

NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

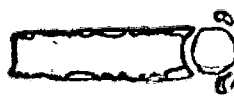
Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in this case on March 28, 2005.

CERTIFICATE OF SERVICE

This is to certify that on April 1, 2005, this notice and attached Council Order were mailed, postage prepaid, to all persons of record.

Redis C. Floyd
Clerk of the Council

(10/97)



Case No. SP-04054

Applicant: Landmark Communities

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ORDER AFFIRMING PLANNING BOARD DECISION

IT IS HEREBY ORDERED, after review of the administrative record, that the decision of the Planning Board in PGCPB No. 04-262, to approve with conditions a detailed site plan, SP-04054, for a business park including warehouse and consolidated storage facilities and offices on property described as approximately 29.31 acres of land in the I-4 Zone, on the north side of Woodyard Road, approximately 500 feet east of its intersection with Alexandria Ferry Road, Clinton, is hereby:

AFFIRMED, for the reasons stated by the Planning Board, whose decision is hereby adopted as the findings of fact and conclusions of law of the District Council in this case.

Affirmance of the Planning Board's decision is subject to the following conditions:

1. Prior to certification of the detailed site plan, the applicant shall:
 - a. Revise the subject detailed site plan to be consistent with the approved conceptual site plan, CSP-04001.
 - b. Add the following notes on the detailed site plan:

“Parcel B is to be conveyed to DPW&T upon demand for the construction of I-502, a dedicated public right-of-way, and private access to Bellefonte Lane is not permitted pursuant to condition 4 of Zoning Ordinance No. 5-1991, File A-9758-C.”

“The uses and intensity of the development shall limit employee density to no more than 16 employees per acre.”
 - c. Revise the landscape plan to differentiate the Section 4.2 landscape strip from the Section 4.3 (a) landscape strip by providing separate landscape schedules for the site's frontage along Woodyard Road.

- d. Add a Section 4.7-landscape schedule for the northern boundary bufferyard.
 - e. Revise the Strip B schedule along Road A for the consolidated storage site to the Section 4.2 schedule.
 - f. Either revise the detailed site plan to be consistent with the approved stormwater management plan or revise the stormwater management concept plan to be consistent with the layout of the detailed site plan.
 - g. Provide the color details for entrances to individual storage units which shall be the same scheme as the proposed building for review and approval by the Urban Design Section as the designee of the Planning Board.
 - h. Label the location and the gross floor area of the dwelling unit for the resident manager on the site plan.
2. Prior to the issuance of the building permit for the office building and the on-site residence for the facility manager, the architectural plans of the above buildings shall be certified by an engineer competent in acoustical analysis indicating that acoustical construction techniques have been employed to reduce interior noise level to less than 45 dBA (Ldn).
 3. No more than one year after the date of approval of this Order, the applicant, his successors or assignees ("applicant"), shall submit to the Department of Environmental Resources (DER) photographs (and other evidence if appropriate) to demonstrate that all conditions above have been fulfilled and that all structures and landscaping are being maintained in presentable condition and good working order. Every two years after that on the anniversary of the approval of this Order, the applicant shall submit current photographs and evidence to DER to demonstrate full compliance again in the same way.
 4. Failure to submit the required evidence in a timely way shall be grounds for revocation of the Use and Occupancy permit by DER. Failure to demonstrate by means of the photographs and evidence submitted full compliance with the intent of these conditions shall be grounds for revocation of the Use and Occupancy permit by DER.

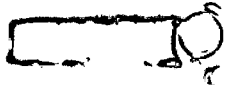
Ordered this 28th day of March, 2005, by the following vote:

In Favor: Council Members Dean, Bland, Campos, Dernoga, Exum, Harrington, Hendershot, Knotts and Peters

Opposed:

Abstained:

OK



Absent:

Vote: 9-0

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON
REGIONAL DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

By: Samuel H. Dean
Samuel H. Dean, Chairman

ATTEST:

Redis C. Floyd

Redis C. Floyd
Clerk of the Council

MN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

December 7, 2004

Landmark Communities
5252 Cherokee Avenue
Suite 300
Alexandria Virginia 22312

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-04054
Bellefonte

Dear Applicant:

This is to advise you that on **December 2, 2004** the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

District Council review of this case is required by **A-9758-C**.

The applicant or any Person of Record may file a written appeal of the Planning Board's decision with the District Council within 30 days after the date of the final notice **December 7, 2004** of the Planning Board's decision, pursuant to Section 27-280.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-883-5784.)

Please direct any future communication or inquiries regarding this matter to Ms. Redis C. Floyd, Clerk of the Council, at the above address.

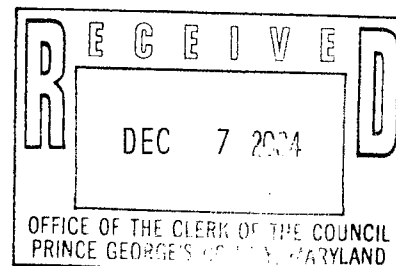
Very truly yours,
Faroll Hamer
Development Review Division

By: 

Reviewer

c: Redis C. Floyd, Clerk to the County Council
Persons of Record

PGCPB No. **04-262**
I:\forms\resol\dsp





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-3796

PGCPB No. 04-262

File No. DSP-04054

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on November 4, 2004 regarding Detailed Site Plan DSP-04054 for Bellefonte, the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) application is for approval of a business park including warehouse, consolidate storage facility, and office in the I-4 Zone.
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	I-4	I-4
Use(s)	Residential	Warehouse, Consolidated Storage Facility, and Office
Acreage	29.31	29.31
Parcels	2	2
Lots	7	6
Building square footage/GFA	4,164	240,875
Of which Flex Warehouse		36,250
Consolidated Storage		85,750
Warehouse		111,375
Office		7,500

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total Parking Spaces	152	197
Of which standard parking spaces	N/A	190
Handicapped spaces	6	9 (van accessible)
Loading spaces	53	53

3. **Location:** The subject property is located on the north side of Woodyard Road, approximately 500 feet east of its intersection with Old Alexandria Ferry Road, in Planning Area 81A and Council District 9.
4. **Surroundings and Use:** The site is bounded to the southeast by the right-of-way of Woodyard Road (MD 223). To the southwest of the site are properties zoned R-R, I-1 and C-M. To the northwest of the site are single-family detached residences in the R-R Zone, and to the northeast of

the site are properties in the I-4 Zone. A rectangular tail of the subject property wedged into the R-R-zoned single-family lots located northwest of the subject site fronts on Bellefonte Lane.

5. **Previous Approvals:** The subject site was originally improved as several single-family detached residences. In 1991, the property was rezoned from the R-R to the I-4 Zone by Zoning Map Amendment Application No. A-9758-C (Zoning Ordinance No.5-1991). On April 29, 2004, the Planning Board approved (by Resolution PGCPB No. 04-63) Preliminary Plan of Subdivision 4-03118. The site has a conceptual site plan which will be heard by the Planning Board on the same date with the subject detailed site plan. The site also has a Stormwater Management Concept Approval, #7542-2003-00.

6. **Design Features:** A stream and its associated wetlands running from west to north bisects the 29.31-acre site. A 70-foot-wide internal right-of-way running from southeast to northwest from Woodyard Road (MD 223) into the site further divides the site into four major sections consisting of six lots and two parcels. The site has only one access from Woodyard Road through Road A. The applicant proposes consolidated storage use on Lot 6, which is composed of a two-story office building of 900 square feet, and 10 one-story storage buildings of 84,860 square feet. Further north across the stream from Lot 6 is Parcel A, which will be dedicated to Bellefonte Business Owners Association. Two stormwater management ponds have been proposed on Parcel A.

A flex warehouse of 36,250 square feet on Lot 1 along Woodyard Road (MD 223) is shown as one linear building footprint with parking at the front and loading at the rear. Further north across the stream from Lot 1 are four warehouse buildings of 111,375 square feet and one office building of 7,500 square feet. Two of the warehouse buildings share a parking lot between them.

The elevation along Woodyard Road (MD 223) features repetitive use of a vertically presented pavilion element, which is designed with a distinguished dark color base and an upper section with EIFS-cornice flat roof that creates a harmonious building style. At the center of the pavilion element is an arched section with a storefront opening at the lower part and EIFS finish wall at the upper part. The entire elevation along Woodyard Road (MD 223) maintains the same height as the storefront opening and generates a strong horizontal element on the elevation. The vertical pavilion element adds visual interest to the elevation. At the height of the arched crown of the central section, there are building-mounted lighting fixtures and awnings. Future building-mounted signs have been shown either right above the awning or on the upper EIFS wall part of the central section of different elevations.

An entrance gateway sign has been proposed to be located along Woodyard Road at its intersection with Road A. The design of the gateway sign uses the similar vocabulary featuring an arch-crowned EIFS central section flanked by two brick columns with the cap that is the same formation as the cornice of the buildings in the business park. The text "Bellefonte Business Park" is on the central section. The gateway sign is harmonious with the elevation along Woodyard Road.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance No. 5-1991 (A-9758-C):** Zoning Ordinance No.5-1991 was adopted by the District Council on February 25, 1991, to approve Application No. A-9758-C to rezone approximately 29.316 acres of land located on Woodyard Road, approximately 500 feet east of the intersection of Old Alexandria Ferry Road and Dangerfield Road with 100 feet of frontage on Bellefonte Lane, from the R-R Zone to the I-4 Zone with seven conditions. The subject site is a portion of the rezoned property. The following conditions are applicable to this detailed site plan review:

1. **Any use or development of the property shall require Conceptual and Detailed Site Plan approval by the District Council. Particular attention should be given to the buffering and screening of adjacent residential areas, noise impacts and building acoustics.**

Comment: The subject detailed site plan along with a conceptual site plan has been filed to fulfill this requirement. The plan shows tree conservation areas along the site boundary lines that are adjacent to the existing residential areas in the north and east. Additional landscaping has been proposed to fill the gaps of the existing wooded areas. The proposed uses as indicated in the memorandum from the Community Planning Division (Rovelstad to Zhang, October 4, 2004) are appropriate for this location. Except for one office building and residence for an on-site manager, which requires the interior noise to be reduced to 45 dBA (Ldn) or less, all other uses are not adversely affected by noise generated by Andrews AFB.

A condition of approval has been proposed in the Recommendation section of this report to require the architectural plans of office and the on-site residence for the facility manager be certified by an engineer competent in acoustical analysis indicating that acoustical construction techniques have been employed to reduce the interior noise level to less than 45 dBA (Ldn).

2. **The uses and intensity of development shall limit employee density to no more than 16 employees per acre.**

Comment: According to the community planner (Rovelstad to Zhang, October 4, 2004), the uses proposed in this DSP are low-density uses that are in conformance with the land use recommendations in the 1993 Subregion V Master Plan. This condition will be carried forward as a site plan note to be added to the plans prior to certificate approval of this DSP.

3. **No building or structure shall be more than two stories in height, and these structures may only cover up to 35% of the total land area.**

Comment: Most of the buildings are one story in height. No building or structure is more than two stories in height. The maximum building coverage for Lot 3 is 30 percent. Building coverage for all other lots is less than 30 percent.

4. Bellefonte Lane shall not be used for access to the property.

Comment: Bellefonte Lane is not used for access to the property. The subject property has direct access from Woodyard Road (MD 223).

5. No use shall release into the air any substance which would impair visibility or otherwise interfere with the operation of aircraft (e.g., steam, dust or smoke).

6. No use shall produce light emissions, either direct or indirect (reflectives) which would interfere with pilot vision.

7. No use shall produce emissions that would interfere with aircraft communication or navigational equipment.

Comment: This DSP has been referred to Andrews Air Force Base (AFB) for review and comment. In a memorandum (Summer to Zhang, September 4, 2004) the community planner of AFB indicates that the proposed uses have no significant impact on AFB.

8. Zoning Ordinance: The subject application has been reviewed for compliance with the requirements of the I-4 Zone and the site plan design guidelines of the Zoning Ordinance.

- a. The subject application is in general conformance with the requirements of Section 27-473 of the Zoning Ordinance, which governs development in the industrial zones. The proposed warehouse, consolidated storage facility, and office uses are permitted in the I-4 Zone.
- b. The subject application complies with Section 27-474 Regulations regarding setbacks, building coverage and green area. The proposed maximum building coverage is 30 percent (35 percent allowed) and minimum green area coverage is 34 percent (25 percent required).
- c. Section 27-472. The I-4 Zone (Limited Intensity Industrial) has the following additional requirements:

(b) Landscaping, screening, and buffering of development in the I-4 Zone shall be provided in accordance with the provisions of the Landscape Manual. In addition, the following applies:

- (1) At least twenty-five percent (25%) of the net lot area shall be maintained as green area.**
- (2) Any landscaped strip adjacent to a public right-of-way required pursuant to the provisions of the Landscape Manual shall not be considered part of the required green area.**

Comment: The site plan shows green area coverage for each lot ranging from the lowest 34.1 percent, Lot 4, to the highest 54.1 percent, Lot 2, with the rest of the lots falling in between. The site plan is in general conformance with the above requirements. Refer to Finding 11 below for a detailed discussion on compliance with the provisions of the *Landscape Manual*.

(c) Outdoor storage.

(1) Outdoor storage shall not be visible from a street.

Comment: No outdoor storage of any kind has been proposed in this application.

(d) Floor area ratio

(1) The combined floor area ratio of all buildings on a lot shall not exceed 0.3.

Comment: The applicant has calculated floor area ratio on each lot and shown that only Lots 3 and 4 have a floor area ratio of 0.3 and all other lots have a floor area ratio ranging from 0.22 to 0.25.

- d. The subject application is also in accordance with the requirements of Section 27-475.04, which sets additional requirements for consolidated storage use in the industrial zones. The two specific requirements that are applicable in this case are:

(1) Requirements

(A) No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approved Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).

(B) Entrances to individual consolidated storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.

Comment: The consolidated storage proposed on the site is located on Lot 6. Except for three storage buildings that have the individual consolidated storage units parallel with the Woodyard Road frontage, all the entrances to other individual consolidated storage units are either blocked by the buildings or oriented toward the interior of the development. Substantial screening efforts have been made by the applicant in the site design in order to be in full compliance with the above-noted requirements. A ten-foot-wide landscape strip

has been proposed in between the subject property and the ten-foot-wide public utility easement along the frontage of Woodyard Road with the required plant units pursuant to the requirements of Section 4.2 of the *Landscape Manual*. In addition to the Section 4.2 landscaped strip, a six-foot-high wrought iron fence with brick piers has been proposed along the entire frontage of Lot 6 behind the landscape strip. At the Planning Board hearing on November 4, 2004, the Planning Board imposed a condition of approval to require the applicant to paint the entrances to individual storage units in the same color scheme as the proposed building.

The proposed consolidated storage site is also lower in elevation than Woodyard Road. The grading plan shows a difference of approximately 3.5 feet starting from the main entrance to the subject site and approximately 7 feet at the western end of the boundary line. Given the proposed landscaping and the required screening measures along with the elevation difference between the consolidated storage site and Woodyard Road, the Urban Design Section believes that most of the entrances to individual consolidated storage units should not be visible from Woodyard Road or from adjoining land in any residential zones.

9. **Conceptual Site Plan CSP-04001:** Conceptual Site Plan CSP-04001 has been submitted concurrently with this DSP. The Planning Board has to approve CSP-04001 before the approval of this DSP per the Order of Approvals in Section 27-270. This subject DSP is subject to any applicable conditions attached to the approval of CSP-04001
10. **Preliminary Plan of Subdivision 4-03118:** Preliminary Plan of Subdivision 4-03118 was approved by the Planning Board on April 29, 2004, subject to 21 conditions. The following conditions are applicable to the review of this detailed site plan:

2. **At the time of Detailed Site Plan, a Type II Tree Conservation Plan shall be approved.**

Comment: A Type II Tree Conservation Plan, TCPII/114/04, has been submitted with this DSP and will be approved by the Planning Board at the time the DSP is approved. A review by the Environmental Planning Section indicated that TCPII/114/04 is in general compliance with the Woodland Conservation Ordinance.

7. **Development shall be in accordance with the approved Stormwater Management Concept Plan #7542-2003-00.**

Comment: A review by Department of Environmental Resources (DER), Prince George's County, indicates that the subject DSP is not consistent with the approved Stormwater Management Concept Plan, #7542-2003-00. DER recommends that the concept plan needs to be revised to reflect the changes made to the deletion of infiltration facilities. A condition has been proposed in the Recommendation section to require a reapproval of the concept plan by DER prior to certificate approval of this DSP or to revise the DSP to be consistent with the approved

Stormwater Management Concept Plan.

14. **A conceptual and detailed site plan shall be approved prior to grading or building permit for nay use or development of the property.**

Comment: A conceptual site plan has been filed concurrently with this detailed site plan to fulfill this condition. The conceptual site plan and the subject detailed site plan will be heard by the Planning Board on the same day.

20. **Total development within the subject property shall be limited to 500,000 square feet consisting of 400,000 square feet as an industrial park and 100,000 square feet as a mini warehouse facility, or equivalent development that generates no more than 307 AM and 326 PM peak-hour trips. Any development other than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

Comment: The subject DSP proposes warehouse, consolidated storage facility, and office buildings with a total gross floor area of 240,875 square feet, which is within the 500,000-square-foot limit. Per review of the Transportation Planning Section (Jenkins to Zhang, August 30, 2004), the proposed development is within the above trip limit.

11. ***Landscape Manual:*** The proposed development is subject to Section 4.2 Commercial and Industrial Landscaped Strip Requirements; Section 4.3 Parking Lot Requirements; and Section 4.7 Buffering Incompatible Uses of the *Landscape Manual*.
- a. Section 4.2 Commercial and Industrial Landscaped Strip Requirements, requires that in I-4 Zones a landscaped strip shall be provided on the property adjacent to all public rights-of-way. The applicant chose Option 1 to provide a minimum 10-foot-wide landscaped strip to be planted with a minimum of one shade tree and 10 shrubs per 35 linear feet of frontage, excluding driveway openings. Five Section 4.2 landscape strips have been identified on the landscape plan along the frontage of Road A. Another three Section 4.2 landscape strips along Woodyard Road should be added on the landscape plan. The applicant has treated the entire Woodyard Road frontage as Section 4.3(a), which is not correct. Only the portions of the frontage where the parking lot is located should be considered as Section 4.3(a) landscape strips. A condition of approval has been proposed in the Recommendation section of this report to require the applicant to correct this technical error prior to certification.
- b. Section 4.3(a), Landscape Strip Requirements, requires a 10-foot-wide landscaped strip between the parking lot and public right-of-way to be planted with one shade tree and 10 shrubs per 35 linear feet of parking lot perimeter adjacent to the right-of-way, among other landscape strip treatments. The landscape plan has identified three such landscape strips, of which two are along the frontage of Woodyard Road (Strips A and C) and one along Road A (Strip B).

Strips A and C should be further broken down to exclude the portion that should be treated as Section 4.2 landscape strips as discussed above. Strip B should be considered as a Section 4.2 landscape strip because there is no parking lot directly adjacent to the portion of Road A. A condition of approval has been proposed in the Recommendation section of this report to require the applicant to correct this technical error prior to certification.

- c. Section 4.7, Buffering Incompatible Uses, requires a landscape buffer to be placed between two adjacent incompatible land uses in all conventional zones. In this case, the landscape plan has identified five Section 4.7 bufferyards because the proposed use is not compatible to the adjacent existing uses. The site plan is in general compliance with Section 4.7. But additional Section 4.7 schedules should be added to the landscape plan for the north and east boundary areas where the existing single-family detached houses are located adjacent to the subject site. It seems that the existing woodland is sufficient to fulfill the buffering requirements. A condition of approval has been proposed in the Recommendation section of this report.
12. **Woodland Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of existing woodland, and there is an approved Type I Tree Conservation Plan, TCPI/35/03, for this site.
- a. A forest stand delineation (FSD) has been submitted for this proposal and was generally found to address the requirements of a simplified forest stand delineation and to be in compliance with the Prince George's Woodland Conservation and Tree Preservation Ordinance.
 - b. The Type II Tree Conservation Plan, TCPII/114/04, submitted with this application has been reviewed and was found to require significant revisions. A review by the Environmental Planning Section of the revised plans indicates that the TCPII is in general conformance with the requirements of the Woodland Conservation Ordinance.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
- a. In a memorandum dated October 4, 2004, the Community Planning Division noted that the application is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier and is in conformance with the land use recommendation of the 1993 Subregion V Master Plan.

The community planner also discussed the noise issue related to Andrews Air Force Base and called for acoustical construction techniques for reduction of the interior noise level.

- b. In a memorandum dated October 4, 2004, the Subdivision Section staff noted that the number of lots shown on both the conceptual site plan and the detailed site plan is not consistent with the approved Preliminary Plan of Subdivision, 4-03118. The Subdivision Section staff has also identified the applicable conditions attached to the approval of 4-03118.

Comment: A condition of approval has been proposed to require the applicant to revise the subject DSP to be consistent with the approved CSP since most issues identified by the Subdivision staff have been addressed at the time of CSP review. The subject DSP's compliance with conditions attached to 4-03118 has been discussed in detail in Finding 10 above.

- c. The Transportation Planning Section in a memorandum dated August 30, 2004, indicated that a trip cap condition has been imposed on this site. The staff also talked about dedication of Woodyard Road and Parcel B.

Comment: The trip cap condition is Condition 20 of 4-03118. Finding 10 has a detailed discussion of the issue.

The dedication of Woodyard Road that is 60 feet from the existing centerline has been correctly shown on the DSP. But the plans do not graphically show the distance. A condition of approval has been proposed to show the right-of-way graphically.

Dedication of Parcel B is required by approved Preliminary Plan of Subdivision 4-03118. Per 4-03118, a note has to be put on the site plan as follows:

"Parcel B is to be conveyed to DPW&T upon demand for the construction of I-502, a dedicated public right-of-way, and private access to Bellefonte Lane is not permitted pursuant to Condition 4 of Zoning Ordinance No. 5-1991, File A-9758-C."

This note has been proposed to be added on the site plan by a condition of approval as written in the Recommendation section of this report.

In a separate memorandum from the Transportation Planning Section dated September 29, 2004, on detailed site plan review for master plan trail compliance, the trails planner noted that there are no master plan trail issues identified in the Adopted and Approved Subregion V Master Plan that impact the subject site. The trails planner has suggested some additional connections to the proposed sidewalk on both sides of the internal streets as shown on the marked-up plan.

Comment: The applicant has revised the plan and added the sidewalk connections that have been recommended by the trails planner.

- d. The subject application was also referred to the Department of Environmental Resources. In a memorandum dated September 13, 2004, the staff noted that the site plan is not

consistent with approved stormwater management concept plan # 7542-2003.

Comment: A condition of approval has been proposed in the Recommendation section to require the applicant to revise the DSP prior to certificate approval in order to be consistent with the approved stormwater management concept plan, or vice versa.

- e. The Environmental Planning Section, in a memorandum dated October 12, 2004, indicated that the plans as submitted have been found to address the environmental constraints for the site and the requirements of the Prince George's County Woodland Conservation Ordinance, except for minor technical errors. The staff recommends approval of this application subject to several conditions that have been addressed in the revised plans.
 - f. The Permit Section, in a memorandum dated September 13, 2004, provided 17 comments and questions. Most of the questions and concerns raised by the permit staff have been addressed in the review process and the unresolved issues will be addressed by the conditions of approval in the Recommendation section of this report.
 - g. The State Highway Administration (SHA), in a memorandum dated September 17, 2004, stated that SHA has no objection to Detailed Site Plan DSP-04045 approval.
 - h. The subject application was also referred to the Planning Office at Andrews Air Force Base for information and review. In a memorandum dated September 4, 2004, the community planner indicated that the subject application has no significant impact on Andrews Air Force Base.
 - i. The Department of Public Works and Transportation (DPW&T) had not responded to the referral request at the time the staff report was written.
14. As required by Section 27-285(b), the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. The detailed site plan is also in general conformance with the approved conceptual site plan.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII/114/04) and further APPROVED Detailed Site Plan DSP-04054 for the above-described land, subject to the following conditions:

- 1. Prior to certificate approval of this detailed site plan, the applicant shall

- a. Revise the subject DSP to be consistent with the approved Conceptual Site Plan, CSP-04001
 - b. Add the following notes on the Detailed Site Plan:

“Parcel B is to be conveyed to DPW&T upon demand for the construction of I-502, a dedicated public right-of-way, and private access to Bellefonte Lane is not permitted pursuant to Condition 4 of Zoning Ordinance No. 5-1991, File A-9758-C.”

“The uses and intensity of the development shall limit employee density to no more than 16 employees per acre.”
 - c. Revise the landscape plan to differentiate the Section 4.2 landscape strip from the Section 4.3(a) landscape strip by providing separate landscape schedules for the site’s frontage along Woodyard Road.
 - d. Add a Section 4.7-landscape schedule for the northern boundary bufferyard.
 - e. Revise the Strip B schedule along Road A for the consolidated storage site to the Section 4.2 schedule.
 - f. Either revise the DSP to be consistent with the approved stormwater management plan or revise the stormwater management concept plan to be consistent with the layout of the DSP.
 - g. Provide the color details for entrances to individual storage units which shall be the same scheme as the proposed building for review and approval by the Urban Design Section as the designee of the Planning Board.
 - h. Label the location and the gross floor area of the dwelling unit for the resident manager on the site plan.
2. Prior to the issuance of the building permit for the office building and the on-site residence for the facility manager, the architectural plans of the above buildings shall be certified by an engineer competent in acoustical analysis indicating that acoustical construction techniques have been employed to reduce interior noise level to less than 45 dBA (Ldn).

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council of Prince George’s County within thirty (30) days following the final notice of the Planning Board’s decision.

* * * * *

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 Harley, seconded by Commissioner Vaughns, with Commissioners Harley, Vaughns, Eley, Squire and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, November 4, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 2nd day of December 2004.

Trudye Morgan Johnson
Executive Director

By *Frances J. Guertin*
Frances J. Guertin
Planning Board Administrator

TMJ:FJG:HZ:rmk

APPROVED AS TO LEGAL SUFFICIENCY.
MAC
M-NCPPC Legal Department
Date 11-17-04

August 31, 2021

MEMORANDUM

TO: Tierre Butler, Senior Planner, Urban Design Section
VIA: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*
FROM: Mahsa Vatandoost, Senior Planner, Subdivision Section *MV*
SUBJECT: DSP-04054-03, Bellefonte

The subject property considered in this amendment to a detailed site plan (DSP-04054) consists of Lots 154 through 159, Parcel B, Parcel C, and part of previously dedicated right-of-way (ROW) for Louie Pepper Drive, located on Tax Map 108 in Grids A-4, B-4 and Tax Map 117 in Grids A-1, and B-1. The property is recorded in Plat Book REF 211 pages 74-77 dated April 17, 2006 titled Bellefonte. The property is a total of 29.31 acres in area. The property is located in the Limited Intensity Industrial (I-4) Zone, and within the Military Installation Overlay (M-I-O) Zone for height, noise, and safety. The property is also subject to the *2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan*.

DSP-04054 was approved by the Planning Board in November 2004 (PGCPB Resolution No. 04-262) for warehousing, consolidated storage, and office uses totaling 240,875 square feet. On April 2, 2020, the Planning Director approved an amendment, DSP-04054-01 for modification to the consolidated storage building arrangement on Lot 159. The -02 amendment was approved on May 7, 2021 for minor adjustments to parking, sidewalk, fence, retaining walls, and landscaping on Lot 159. This -03 amendment proposes the consolidation of Lots 155-158, Parcel B, part of Parcel C and part of previously dedicated right-of-way (ROW) for Louie Pepper Drive into a new lot, Lot 160, to construct two warehouse buildings totaling 198,000 square feet with associated parking facilities to replace 111,375 square feet of warehouses previously approved for Lots 155-158. Vacation of a part of Louie Pepper Drive (master plan road I-502) public ROW is proposed, with the road truncated in a cul-de-sac. Parcel B is currently platted with access denied from Bellefonte Lane pursuant to Condition 4 of Basic Plan A-9758-C. Parcel B was created for conveyance to the Department of Public Works and Transportation (DPW&T) upon demand for the construction of master plan road I-502 which ties into Louie Pepper Drive. DPW&T has indicated that they have no intent to acquire Parcel B to complete the I-502 connection. This DSP, therefore, proposes incorporation of Parcel B with Lots 155- 158 into the new lot formed (Lot 160) and vacation of part of Louie Pepper Drive, leaving right-of-way with appropriate terminus so that sufficient access can be provided to the industrial development.

The property is also subject to a Basic Plan A-9758-C approved on February 25, 1991, which rezoned the property to the I-4 Zone, and a Conceptual Site Plan, CSP-04001 which was approved by County Council on December 2, 2004.

This application is subject to a Preliminary Plan of Subdivision (PPS) 4-03118, which was approved by the Planning Board on March 25, 2004 and reconsidered on July 18, 2019 (PGCPB Resolution No. 04-63(A)). This PPS approved seven lots and two parcels for the development of 500,000 square feet of industrial uses. Final plats were recorded in compliance with the PPS and DSP, showing six lots and two parcels. The total development proposed under DSP-04054, -01, -02, and -03 amendments is 325,338 square feet, which is less than the 500,000 total square feet of industrial development approved by PPS 4-03118.

The overall boundaries of the property are consistent with the record plat. After approval of this DSP amendment, a new minor plat of subdivision will be needed to consolidate the lots and vacate a portion of Louie Pepper Drive ROW before permits can be issued.

PPS 4-03118 was approved subject to 21 conditions. The conditions relevant to the subject application are shown below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text.

2. At the time of Detailed Site Plan, a Type II Tree Conservation Plan shall be approved.

The applicant submitted a copy of TCP2-114-04-01 with this application. The Environmental Planning Section should review the TCP2 and DSP for conformance to this condition.

4. 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.

General Note #17 on the coversheet of the DSP shows that an automatic fire suppression system will be provided in all buildings, unless otherwise determined by the Fire/EMS Department.

7. Development shall be in accordance with the approved Stormwater Management Concept Plan #7542-2003-00.

The applicant submitted an approved Stormwater Management (SWM) Concept Plans (38288-2004-00) and approval letter with this DSP. However, the SWM Concept Plans do not reflect the proposed lotting pattern proposed with this DSP and TCP2 plans. Conformance of this condition should be evaluated and confirmed by the Environmental Planning Section.

11. The following note shall be placed on the Final Plat:

"This site is subjected to noise levels between 70 and 75 dBA (Ldn) from aircraft landing and taking off from Andrews Air Force Base. These noise levels are the maximum allowed for industrial land uses. Interior work spaces are required to be designed to reduce noise levels from exterior sources."

12. **Each building permit shall include a 75 dBA (Ldn) noise contour. Structures for industrial and commercial uses shall be designed to reduce interior noise levels to 55 dBA (Ldn) or less, unless the structure or portions thereof are designed only for storage purposes. If residential or residential type uses are proposed, the structures shall be designed to reduce interior noise levels to 45 dBA (Ldn) or less. In the event any structure or portion thereof originally designed for storage use only is modified to permit nonstorage use, the structure shall be designed to reduce interior noise levels to 55 dBA (Ldn) or less.**

13. **Prior to the issuance of building permits for structures on this site, the building permits shall be modified to contain certification by a professional engineer with competency in acoustical analysis that the building shells within the 70 and 75 dBA (Ldn) noise corridors for Andrews Air Force Base have been designed to attenuate noise levels to 55 dBA (Ldn) or less for industrial or commercial structures unless the structure or portions thereof are designed only for storage purposes, and 45 dBA (Ldn) or less for residential structures or structures that contain residential type uses. In the event any structure or portion thereof originally designed for storage use only is modified to permit nonstorage use, the structure shall be designed to reduce interior noise levels to 55 dBA (Ldn) or less.**

Conformance with Conditions 11, 12, and 13 will be evaluated at the time of permitting. However, because this DSP will serve as the permit plan for the development, the Urban Design Section should review this DSP in conformance with the conditions above and Condition 1 of the Basic Plan A- 9758-C which is listed below:

1. **Any use or development of the property shall require Conceptual and Detailed Site Plan approval by the District Council. Particular attention should be given to the buffering and screening of adjacent residential areas, noise impacts and building acoustics.**

14. **A conceptual and detailed site plan shall be approved prior to grading or building permit for any use or development of the property.**

Conceptual Site Plan CSP-04001 and Detailed Site Plan DSP-04054 were both approved in November 2004. This amendment of DSP-04054 shall be approved before any grading or building permits may be approved for this DSP.

16. **At the time of final plat approval, the applicant shall dedicate right-of-way of 70 feet and construct Bellefonte Road Extended within the property as delineated on the proposed preliminary plan of subdivision.**

The final plat of subdivision recorded in Plat REF 211-75 dedicated the 70-foot right-of-way to construct Louie Pepper Drive (Extension of Bellefonte Road within the property as delineated on the approved PPS). Correspondence from the Department of Permits, Inspections and Enforcement (DPIE) has been provided by the applicant in the DSP package, which indicates DPIE's agreement to the partial vacation of the ROW. The vacation petition application, once submitted, will be reviewed for conformance with Subdivision Regulations. A cul-de-sac is shown at the terminus of Louis Pepper Drive, to provide an

adequate truncation to the public street within the property. The location and right-of-way for the cul-de-sac should be reviewed by the Transportation Planning Section for adequacy, and the additional ROW for the cul-de-sac should be dedicated with the final plat which incorporates the vacated area.

- 20. Total development within the subject property shall be limited to 500,000 square feet consisting of 400,000 square feet as an industrial park and 100,000 square feet as a mini warehouse facility, or equivalent development that generates no more than 307 AM and 326 PM peak-hour trips. Any development other than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The total development proposed under DSP-04054, -01, -02, and -03 amendments is 325,338 square feet, and within the 500,000 total square feet of industrial development entitled in the approved PPS. However, the Transportation Planning Section should confirm that the trip cap will not be exceeded by the proposed development.

Plan Comments:

1. An application to vacate part of Louis Pepper Drive right-of-way will be required before any permits can be approved.
2. The 10-foot-wide public utility easements (PUEs) are shown on all sheets of the DSP, but proper labels are missing from at least two of them. The DSP should be revised to clearly label the PUEs along all public streets.
3. The DSP should label the remainder of Parcel C after lot consolidation and ROW vacation is complete, as a new parcel.

Recommended Conditions:

1. Prior to approval of any permits, the applicant shall submit and obtain approval of a vacation petition application to vacate part of Louis Pepper Drive public right-of-way as delineated on the approved detailed site plan.
2. Prior to approval of a final plat, which is required to complete the vacation process, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Grant 10 foot-wide public utility easements along the public rights-of-way, in accordance with the approved detailed site plan.
 - b. Dedicate additional right-of-way at the end of Louie Pepper Drive in conformance with the approved detailed site plan.
3. Prior to certification, the detailed site plan shall be modified as follows:

- a. Clearly label the 10-foot-wide public utility easements along Louie Pepper Drive.
- b. Label remainder of Parcel C as a new parcel D.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found in conformance with the approved preliminary plan of subdivision and record plat. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



Countywide Planning Division
Transportation Planning Section

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301-952-3680

September 1, 2021

MEMORANDUM

TO: Tierre Butler, Urban Design Review Section, Development Review Division

VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division

FROM: Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-04054-03: Bellefonte

Proposal

The applicant requests approval of a detailed site plan to construct a total of 198,000 square-foot warehouse on 12.88 acres of the 29.31-acre site. The ultimate build-out for this site is to construct two warehouse buildings. One building is proposed at 108,000 square-feet while the other is proposed at 90,000 square feet. The building height for both structures is 35-feet.

Background

The subject site, while currently unimproved has been previously reviewed. The property was rezoned (A-9758-C) in 1991 from the R-R Zone to the I-4 and Military Installation Overlay Zone. Also, a Preliminary Plan of Subdivision (PPS) 4-03118 was approved on April 29, 2004, and the Conceptual Site Plan (CSP-04001) and Detailed Site Plan (DSP-04054) was approved on November 4, 2004. Any development other than the one identified will require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Analysis of Traffic Impacts

The 12.88-acre site is located within the *Approved Central Branch Avenue Corridor Revitalization Sector Plan* near the intersection of Old Alexandria Ferry Road and Woodyard Road (MD 223). The Industrial Master Plan roadway, I-502 Louie Pepper Drive has a 70-foot right-of-way and is located within the proposed development. Right-of-way dedication along Woodyard Road is 60 feet from the centerline and is needed so that all lots retain legal public access.

The site is on an existing parcel platted pursuant to 4-03118. During the initial submittal of the PPS, a trip cap of 307 AM and 326 PM was developed for this property. The applicant proposes two warehouse buildings for a combined 198,000 square-foot and is proposed to generate approximately 145 AM and 149 PM peak hour trips. This development is also included in the trip cap above.

Previous Conditions of Approval

An approved Preliminary Plan of Subdivision (4-03118) includes the following conditions of approval related to transportation for the subject property. The conditions are copied below:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:
 - a. To revise General Note 19 that no direct access to Bellefonte Lane is provided at this time.

Comment: The subject property has updated General Note 19 on the plans for this DSP indicates "No direct access to Bellefonte Lane is provided at this time." No direct access is provided from the site to Bellefonte Lane. This condition has been met.

- c. To provide a note that Parcel B is to be conveyed to DPW&T upon demand for the construction of I-502, a dedicated public right-of-way, and that private access to Bellefonte Lane is not permitted pursuant to Condition 4 of Zoning Ordinance No. 5-1991, File A-9758-C.

Comment: Parcel B on the subject property is proposed to be vacated.

15. At the time of final plat approval, the applicant shall dedicate right-of-way along MD 223 (Woodyard Road) of 60 feet from the centerline of the existing pavement.

Comment: The 60-foot from the centerline right-of-way along Woodyard Road, is shown on the latest submission of the subject property. This condition has been met.

20. Total development within the subject property shall be limited to 500,000 square-feet consisting of 400,000 square-feet as an industrial park and 100,000 square-feet as a mini warehouse facility, or equivalent development that generates no more than 307 AM and 326 PM peak-hour trips. Any development other than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Comment: The subject DSP proposes two warehouses and is within the above trip limit. This condition has been met.

Approved CSP-04011 and DSP-04054 include the following conditions of approval related to transportation for the subject property. Condition 4 from them are copied below:

4. Bellefonte Lane shall not be used for access to the property.

Comment: Access to Bellefonte Lane via this development will not exist. The subject property has direct access from Woodyard Road. This condition has been met.

Access and Circulation

There is one access point from Woodyard Road, onto Louie Pepper Drive. This roadway provides three access points to both warehouse buildings and the shared truck court parking.

The applicant is proposing on-site surface parking for 210 vehicles which includes 195 standard, and seven accessible parking spaces. The applicant indicated that 8 parking spaces are configured to provide charging stations for electric/hybrid vehicles. No on-street parking is proposed at this time.

A truck turning exhibit for access to Lot 156 has been provided. On-site circulation of this revised plan is acceptable.


Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance.

September 1, 2021

MEMORANDUM

TO: Terre Butler, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division 

VIA: Michael Jackson, Transportation Planning Section, Countywide Planning Division
Michael Jackson

SUBJECT: Detailed Site Plan Review for Pedestrian and Bicycle Transportation Master Plan Compliance

The following detailed site plan (DSP) was reviewed for conformance with the zoning ordinance, the *Approved Countywide Master Plan of Transportation (MPOT)* and the *2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP-04054-03

Development Case Name: Bellefonte

Type of Master Plan Bikeway or Trail

Municipal R.O.W.	<input type="checkbox"/>	Public Use Trail Easement	<input type="checkbox"/>
PG Co. R.O.W.	<input type="checkbox"/>	Nature Trails	<input type="checkbox"/>
SHA R.O.W.	<input checked="" type="checkbox"/>	M-NCPPC - Parks	<input type="checkbox"/>
HOA	<input type="checkbox"/>	Bicycle Parking	<input checked="" type="checkbox"/>
Sidewalks	<input checked="" type="checkbox"/>	Trail Access	<input type="checkbox"/>

Detailed Site Plan Background	
Building Square Footage (non-residential)	198,000 Square Feet
Number of Units (residential)	N/A
Abutting Roadways	Woodyard Road, Louie Pepper Drive, Bellefonte Lane
Abutting or Nearby Master Plan Roadways	Woodyard Road (MD-223 - A-53), Louie Pepper Drive (I-502), Bellefonte Lane (I-502)
Abutting or Nearby Master Plan Trails	Planned Side Path: Woodyard Road
Proposed Use(s)	Warehouse
Zoning	I-4
Centers and/or Corridors	N/A
Prior Approvals on Subject Site	4-03118, CSP-04001, DSP-04054+

Previous Conditions of Approval

There are no binding prior conditions of approval on the subject property specific to pedestrian or bicycle improvements that are relevant to this subject application. The subject site is not within a designated 2035 General Plan Center or a 2002 General Plan Corridor and is therefore not subject to 24-124.01 of the subdivision regulations and the "Transportation Review Guidelines, part 2."

Proposed Pedestrian and Bicycle Infrastructure

The subject application is for the construction of two warehouses totaling 198,000 square-feet. The site is unimproved and is located between Woodyard Road and Bellefonte Lane. Access to the site will be provided by Louie Pepper Drive, which originates along Woodyard Road and travels north. The submitted plans include sidewalks along the north side of Woodyard Road and along both sides of Louie Pepper Drive. Internal sidewalks and crosswalks provide pedestrian movement through the site. Bicycle racks providing parking for five bicycles have been provided at each warehouse.

Review of Master Plan Compliance

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* which recommends the following facilities:

Planned Side Path: Woodyard Road

Comment: As a detailed site plan, improvements within the right-of-way are beyond the scope of this application. No additional right-of-way is being sought with this application. The Maryland State Highway Administration (SHA) can require the construction of the master plan recommended side path along Woodyard Road as appropriate, or it may be installed by SHA as part of a future roadway repaving or capital improvement project.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

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

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

Section 27-274(a)(2) includes the following provisions:

(C) Vehicular and Pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on site;

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

Comment: The applicant's submission features sidewalks along both sides of Louie Pepper Drive, which originate along the subject property's frontage of Woodyard Road and end directly south of the internal roundabout. An additional sidewalk network along the west side of Louie Pepper Drive provides pedestrian access to the two warehouses. Continental style crosswalks crossing the drive aisle at the parking lot on lot 155 and at the entrance to shared truck court on lot 157 and lot 158 have been provided.

The submitted plans include two bicycle parking racks for five bicycles each at each building. A detail sheet has been provided, displaying these bicycle racks as a Broadway Rack style. Staff recommend the applicant update the detail sheet to provide inverted-u style bicycle racks, or a rack of a similar style that provides two points of contact to support and secure a parked bicycle. The Broadway Style rack only allows for one point of contact for each parked bicycle.

Recommended Conditions of Approval

Based on the findings presented above, staff conclude that the pedestrian and bicycle transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274, the relevant design guidelines for transportation, and conclude that the submitted detailed site plan is deemed acceptable from the standpoint of bicycle and pedestrian transportation, if the following conditions are met:

1. Prior to the certification of the detailed site plan, the applicant and the applicant's heirs, successors and/or assigns shall revise the detailed site plan to provide:
 - a. A detail sheet indicating the type of bicycle rack as an inverted-u style rack or a similar style that provides two points of contact to support and secure a parked bicycle.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Countywide Planning Division
 Environmental Planning Section

301-952-3650

August 30, 2021

MEMORANDUM

TO: Tierre Butler, Senior Planner, Urban Design Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD *MKR*

FROM: Chuck Schneider, Planner Coordinator, Environmental Planning Section, CWPD *ACS*

SUBJECT: **Bellefonte; DSP-04054-03 and TCPII-114-04-03**

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan, and a Type II Tree Conservation Plan (TCPII) stamped as received on June 23, 2021. Comments were provided in a Subdivision Development Review Committee meeting on July 9, 2021. Revised plans were submitted on August 20, 2021. The Environmental Planning Section recommends approval of DSP-04054-03 and TCPII-114-04-03 subject to conditions listed at the end of this memorandum.

Background

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-04001	TCP1-035-03-01	District Council	Approved	3/28/2005	04-265
4-03118	TCP1-035-03	District Council	Approved	7/25/2019	04-63(A)
DSP-04054	TCPII-114-04	Planning Board	Approved	3/28/2005	04-262
DSP-04054-01	TCPII-114-04-01	Planning Director	Approved	4/2/2020	N/A
DSP-04054-02	TCPII-114-04-02	Planning Director	Approved	5/7/2021	N/A
DSP-04054-03	TCPII-114-04-03	Planning Board	Pending	Pending	Pending

Proposed Activity

The applicant is proposing to redevelop the site for a warehouse use with associated parking and infrastructure amenities.

Grandfathering

This project is grandfathered from the requirements of Subtitle 25, Division 2 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and Subtitle 27 Zoning that became effective on September 1, 2010, and February 1, 2012, as this detailed site plan application has had prior approvals and previously approved TCPIIs to which no new impacts are now proposed.

Site Description

The 29.31-acre property in the I-4 zone is on the north side of Woodyard Road, approximately 500 feet east of its intersection with Old Alexandria Ferry Road. According to mapping research, and as documented on the approved FSD and previous DRD plans, there are Regulated Environmental Features (REF) present on-site. A stream and associated wetlands are located in the southern portion of the property in a west to east direction. The on-site stream flows towards Piscataway Creek in the Potomac River watershed. There is 1.95 acres of 100-year floodplain on the property for a net tract area of 27.36 acres. The site contains 23.17 acres of woodland and 1.13 acres of wooded floodplain. The site is wooded and partially graded. The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), are the Beltsville silt loam, Beltsville -Urban land complex, Croom-Marr complex, Grosstown-Hoghole-Urban land complex, Hoghole-Grosstown complex, Matapeake silt loam, Sassafras sandy loam, and Woodstown sandy loam complex. According to available information, Marlboro clay and Christiana complexes are not found to occur on this property. According to the Sensitive Species Project Review Area (SSPRA) layer prepared by the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no Rare, Threatened, or Endangered (RTE) species on or in the vicinity of this property. Aircraft associated with Andrews Air Force Base creates significant noise levels. The proposed warehouse use is not expected to be a noise generator. There are no designated scenic or historic roads adjacent to or within the site area. According to the *Approved Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan* (May 2017), the site contains Regulated and Evaluation Areas within the designated network of the plan.

Review of Previous Cases

The following text addresses previously approved applicable environmental conditions that need to be considered with this application. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

Conceptual Site Plan CSP-04001 was approved by the County Council on March 3, 2005. The conditions of approval can be found in PGCPB No. 04-265.

1. **Prior to certificate approval of this conceptual site plan, the applicant shall:**
 - c. **Revise the site plan to be consistent with the stormwater management concept plan.**

The condition was met at time of the CSP certification.

Noted in Resolution:

A forest stand delineation plan was submitted and approved during the review of the Preliminary Plan of Subdivision, 4-03118. No further information is required with this conceptual site plan application.

Preliminary Plan of Subdivision (PPS), 4-03118, a reconsideration to this PPS was approved by the Planning Board on July 25, 2019. The conditions of approval can be found in PGCPB No. 04-63(A).

2. At the time of Detailed Site Plan, a Type II Tree Conservation Plan shall be approved.

The first DSP for the subject site was DSP-04054 and the Type II Tree Conservation Plan TCPII-114-04 was reviewed and approved.

8. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the expanded stream buffer, excluding those areas where variation requests have been approved, and be reviewed by the Environmental Planning Section prior to certification. 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.”

The condition was met with the final plat.

9. Prior to the issuance of any permits which impact jurisdictional wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

This condition will be met with next permit phase. Currently, no federal or state environmental permits have been required for the existing development.

10. The following note shall be placed on the Final Plat of Subdivision:

“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/35/03), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”

The condition was met with the final plat.

Detailed Site Plan DSP-04054 was approved by the District Council on 3/28/2005. The conditions of approval can be found in PGCPB No. 04-262. No environmental conditions were subject to this approval.

Detailed Site Plan DSP-04054-01 and DSP-04054-02 were approved by the Planning Director with no environmental conditions.

Environmental Review

Natural Resource Inventory Plan/Existing Features

A 2003 Forest Stand Delineation (FSD) Plan was used for the early CSP, PPS, and DSP approvals. This plan was produced by Patton, Harris, Rust & Associates by Scott Wolford L.A. This plan showed a

stream, wetlands, and associated buffers within the property boundary. There were seven woodland stands, and the total woodland area was noted at 24.30 acres. A list of trees that were 24 inches or greater included seven trees with two being 24 inches and five being over 30 inches. This FSD plan was used by staff to identify that these were the on-site conditions.

During the DSP-04054-01 review, the Department of Permitting, Inspections, and Enforcement (DPIE) was reviewing the proposed Stormwater Management (SWM) Concept Plan. It was determined that the on-site stream section contained an engineered floodplain area. The proposed DSP plans then changed to add the floodplain and reduce the building area.

The TCPII and the Detailed Site Plan show all the required information correctly in conformance with the FSD.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved Tree Conservation Plans. A Type II Tree Conservation Plan (TCPII-114-04-03) was submitted with the detailed site plan application.

Based on the TCPII submitted with this application, the site's gross tract area is 29.31 acres with 1.95 acres of floodplain for a net tract area of 27.36 acres. There is 1.13 acres of wooded floodplain with 23.17 acres of wooded net tract area. The woodland conservation threshold for the site, based on a 15 percent conservation requirement, is 4.10 acres. The TCPII proposes the removal of 21.48 acres of woodland in the net tract area and 0.31 acres of woodland within the floodplain, for a woodland conservation requirement of 11.59 acres. The TCPII worksheet proposes to preserve 1.69 acres, reforest 1.01 acres, and to purchase 8.53 acres of off-site woodland conservation credits.

The reforestation table on Sheet 1 identifies 10 planting areas (Area 1 through to Area 10) with several planting areas (Area 2, 3, and 4) no longer present; however, the planting schedule identifies eight separate planting areas (Area 1 through to Area 8). Other technical revisions are required to the revised TCPII which is included in the conditions listed at the end of this memorandum.

Specimen Trees

According to the 2003 Forest Stand Delineation (FSD) Plan, the site contains five specimen trees over 30 inches at breast height and several large trees 24 inches and greater. These specimen trees were never shown on earlier CSP, PPS and DSP plans, because specimen tree variances were not required at that time. At the SDRC meeting, these specimen trees were requested to be shown on this TCPII with location and status. All of the on-site specimen trees are grandfathered from the Subtitle 25 Variance process.

The trees and information listed below were also listed in the 2003 "large tree table" on the FSD. The last two columns are new and show the current TCPII proposal and the overall status of the tree per the regulations. No further information is required for specimen tree removal.

2003 List of Existing Trees Greater than 24 Inches DBH Key Table

ST #	COMMON NAME	DIAMETER (In inches) DBH	RATING	APPLICANT'S PROPOSED DISPOSITION	STAFF'S RECOMMENDATION
1	Red Oak	30	Not Listed	To be removed	Grandfathered Subtitle 25
2	Red Oak	31	Not Listed	To be removed	Grandfathered Subtitle 25
3	Pin Oak	30	Not Listed	To be removed	Grandfathered Subtitle 25
4	Red Maple	30	Not Listed	To be saved	Grandfathered Subtitle 25
5	Red Maple	24	Not Listed	To be saved	Grandfathered Subtitle 25
6	Tulip Poplar	39	Not Listed	To be saved	Grandfathered Subtitle 25
7	Tulip Poplar	24	Not Listed	To be removed	Grandfathered Subtitle 25

Preservation of Regulated Environmental Features/Primary Management Area

The DSP application does not propose any additional Primary Management Area (PMA) impacts to those previously approved with the PPS (4-03118). The previously approved impacts (one road crossing, four storm water outfalls associated impacts, in-stream check dams, and sanitary sewer connections) are unchanged. The applicant has been notified in previous approvals that no permit is to be issued without the Maryland Department of the Environment, or the U.S. Army Corps of Engineers approval.

Stormwater Management

A Stormwater Management Concept plan and approval letter was submitted with the subject application (Concept approval #38302-2004) Phase 1/Pond 2. Proposed SWM features include one bioretention facility. The concept approval expires January 10, 2022. The concept letter indicates no SWM fee-in-lieu for on-site attenuation/quality control measures. The previous Stormwater Management Concept plan (Concept approval #7542-2003) was for the entire project area and contained two bioretention facilities including the Phase 2 pond. No further action regarding SWM is required with this DSP review.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of Detailed Site Plan DSP-04054-03, and TCPII-114-04-03 subject to the following findings and conditions:

Recommended Findings:

1. The site contains five specimen trees that are grandfathered from the Subtitle 25 variance process.
2. The Regulated Environmental Features (REF) on the subject property have been preserved and/or restored to the fullest extent possible based on consistency with the limits of disturbance shown on the previously approved CSP-04001 and Type 1 Tree Conservation Plan TCPI-035-03-01, Preliminary Plan 4-03118 and TCPI-035-03; and the previous three Detailed Site Plans DSP-04054-00, DSP-04054-01 and DSP-04054-02 and Type II Tree Conservation Plans TCPII-114-04, TCPII-114-04-01 and TCPII-114-04-02. The REF impacts proposed on the current application are consistent with prior approved REF impacts.

Recommended Conditions:

1. Prior to signature approval of the Detailed Site Plan, the TCPII shall be revised as follows:
 - a. Revise the TCP approval block and remove the "2" from TCPII and change to TCPII.

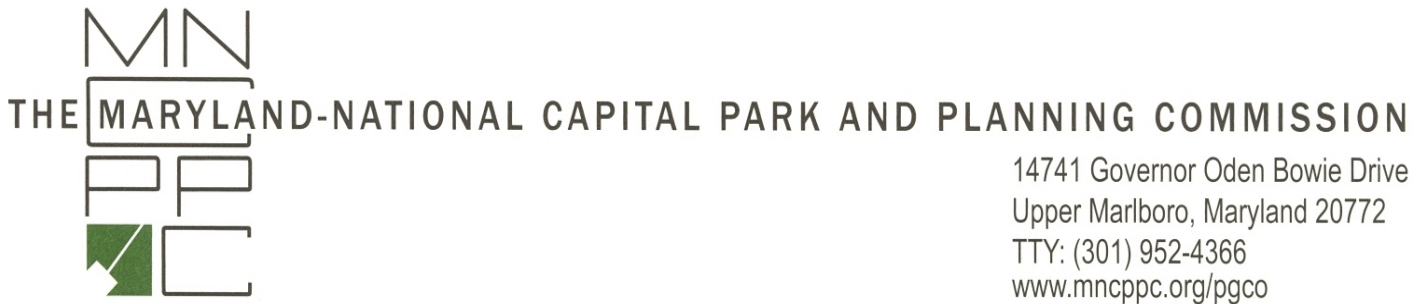
Bellefonte

DSP-04054-03 and TCPII-114-04-03

Page 6

- b. Revise the TCP approval block to revise the "01" line to change the "03" to "01".
- c. Revise the TCP approval block to revise the "02" line to add "C. Schneider" "5/6/2021" "DSP-04054-02"
- d. Revise the TCP approval block to revise the "03" line to add in the DRD column "DSP-04054-03"
- e. Revise the Planting Schedule Table to label the correct planting areas and show the required amount of planting.
- f. Add the following note to the plan under the specimen tree table:
"NOTE: This plan and specimen trees are grandfathered from requirements of Subtitle 25."
- g. Revise the woodland conservation worksheet line 6 to show TCPII instead of TCP2 and add in the 03 revision.
- h. Have the revised plan signed and dated by the qualified professional who prepared it.

If you have any questions concerning these comments, please contact me at 301-952-5404 or by e-mail at alwin.schneider@ppd.mncppc.org.



Countywide Planning Division
Historic Preservation Section

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

301-952-3680

July 1, 2021

MEMORANDUM

TO: Tierre Butler, Urban Design Section, Development Review Division

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: DSP-04054-03 Bellefonte


The subject property comprises 29.30-acres and is located on the west side of Louie Pepper Drive approximately 200 feet south of Woodyard Road. The subject application proposes the redevelopment of the site for an industrial warehouse use with associated parking and infrastructure amenities. The subject property is Zoned I-4.

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 high. The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. The subject property does contain the Brickley-Cole House (PG:81A-004) constructed or reconstructed in the 1930's. The structure is currently in poor condition and has been documented on a Maryland Inventory of Historic Places form. This proposal will not impact any historic sites, historic resources or known archeological sites. Historic Preservation staff recommend approval of DSP-04054-02 Bellefonte with no conditions.

August 30, 2021

MEMORANDUM

TO: Tierre Butler, Senior Planner, Urban Design Section

FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section 

SUBJECT: DSP-04054-03 – Bellefonte

1. There are multiple freestanding signs proposed on the site. Specific locations of signage need to be clearly identified, along with setback from the street measurements. For example, the proposed wall feature and monument sign label, points to a general area for the signage, along the curb with no setback.
2. Retail sign dimensions and notes are difficult to read and need to be clearer.
3. Is building signage proposed for this site? If so, it should be included with this review.
4. The Permit Review Section offers no further comments on this development application.

FW: ACCEPTANCE: DSP-04054-03, BELLEFONTE (PB)

Reilly, James V <JVReilly@co.pg.md.us>

Thu 7/8/2021 10:24 PM

To: Butler, Tierre <Tierre.Butler@ppd.mncppc.org>**Cc:** PGCR referrals <PGCR referrals@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us> 2 attachments (216 KB)

DSP-04054-03 COVER .pdf; DSP-04054-03 D COVER.pdf;

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good Evening Tierre,

The Office of the Fire Marshal has reviewed the acceptance documents for DSP-04054-03 Bellefonte (PB) and we have the following comment:

1. Parking lots for the two proposed warehouse buildings are arranged with dead-ends greater than 150'. A hammerhead should be provided for turn around.

Regards. Jim

James V. Reilly

Contract Project Coordinator III



Office of the Fire Marshal
Division of Fire Prevention and Life Safety
Prince George's County Fire and EMS Department
6820 Webster Street, Landover Hills, MD 20784
Office: 301-583-1830
Direct: 301-583-1838
Cell: 240-508-4931
Fax: 301-583-1945
Email: jyreilly@co.pg.md.us

From: ePlan <ePlan@ppd.mncppc.org>**Sent:** Wednesday, June 23, 2021 1:10 PM**To:** Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnettwoods@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgparcs.com>; Brooke E. Larman <brooke.larman@ppd.mncppc.org>; Hughes, Michelle <michelle.hughes@ppd.mncppc.org>; PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Rotondo, Chris <Chris.Rotondo@ppd.mncppc.org>; Reilly, James V



COMMISSIONERS

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 Howard A. Denis
 Thomasina V. Rogers

GENERAL MANAGER
 Carla A. Reid

June 19, 2019

Woodyard Road Associates, LLC
 c/o Scott Herrick
 2700 South Nelson Street
 Arlington, VA 22206

Re: Amended Letter of Findings #1, WSSC Project No. DA3933Z04-R, Bellefonte

Dear Mr. Herrick:

The letter of findings for the Bellefonte project has been amended per your request. This amendment supersedes any previous letter of findings. The following changes have been approved:

- change in number of units or type of development,
- change in water and sewer main alignments,
- change in number or configuration of parts of the project,

Please refer to the updated 200'-scale sketch enclosed along with the summary table and an all-inclusive list of project conditions provided below:

HYDRAULIC SUMMARY TABLE	
Prop Development: 7,100 ft ² office, 600 ft ² retail, 110,070 ft ² storage, 147,625 ft ² warehouse	
200-ft Sheet: 211SE07	
SEWER	WATER
WWTP Service Area: Piscataway	Hydraulic Zone Group: Prince George's High Zone
Mini-Basin Number: 04-037	Pressure Zone: 385B
	High Grade: 390 feet
	Low Grade: 350 feet

Washington Suburban Sanitary Commission

301-206-WSSC (9772) • 301-206-8000 • 1-800-828-6439 • TTY: 301-206-8345 • www.wsscwater.com

The following is a list of conditions that apply to this project and must be met before a Systems Extension Permit (SEP) will be issued, or before a Service Connection Permit will be issued under the Applicant Built process.

PROPERTY WILL BE ASSESSED

If a connection to an existing WSSC-built main line extension is made, a front-foot-benefit assessment and any deferred connection costs will be levied against the property served. A yearly charge will appear on your County property tax bill for a set period of time -- currently 23 years. For details contact the Property Assessment Unit on 301-206-8032.

PAY ABANDONMENT/RELOCATION COSTS

The development will necessitate the relocation and/or abandonment of existing WSSC facilities. Such work and related expenses will be the responsibility of the applicant. The applicant must take all necessary and appropriate steps to ensure continuous and uninterrupted service to existing WSSC customers.

MANDATORY REFERRAL PROCESS

This project may be subject to the Maryland-National Capital Park and Planning Commission's Mandatory Referral Program, depending on its planned water / sewer infrastructures and associated appurtenances. It is the Applicant's responsibility to contact the appropriate County's Department of Park and Planning for specific guidance and their standards for Mandatory Referral Review. During Phase 2 Design Review, WSSC must be notified, if the project is subject to the Mandatory Referral Process.

SANITARY SEWER CONDITIONS

SEWER AVAILABLE TO SOME PARTS

An existing sanitary sewer is available to provide service to some parts of this project. Sanitary sewer service may be obtained by constructing service connections without a public extension. Each property connecting to the existing lines will be assessed at the rate prevailing at the time of the main's construction (see "PROPERTY WILL BE ASSESSED" above).

REQUIRED SANITARY SEWER MAIN SIZES

Design flow for gravity sewers having capacity greater than an 8-inch sewer at minimum slope are shown on the attached sketch. All other sewer shall be 8-inch diameter gravity sewer.

Gravity sewers larger than 8-inch may be required. The table below shows the design flow required for the segments indicated on the sketch. Refer to the latest

WSSC Pipeline Design Manual for the list of standard maximum sewer sizes at allowable minimum slopes.

Segment	Design Flow (mgd)
A-B	1.012 mgd

SEWER SERVICE DEPENDENCY

It is the applicant’s responsibility to meet all downstream sewer dependencies for each development part prior to release of the part. All downstream sewers must be Released for Service (RFS) prior to issuance of the RFS for the subject part (WSSC contract).

REPLACEMENT/RELIEF/RELOCATION OF SEWER MAIN REQUIRED

As shown on the attached sketch, relief or replacement of a downstream sewer between Point A and Point B is necessary in order to provide sanitary sewer service to your property. Design flow for the replacement sewer is 1.012 mgd. Provide continually increasing sewer pipe sizes running downstream. Sewer sizes must meet the requirements outlined in the latest WSSC Pipeline Design Manual. The cost for this work will be borne by the applicant.

EXTRA-DEPTH SEWER

Due to grade of street, it will be necessary to construct extra-deep sewer ranging from 10 to 20 feet. See the latest WSSC Pipeline Design Manual, Section C-2.2, for easement width requirements for deep sewers. Any pipe deeper than 20 feet (trench bottom) will require a special design that takes into consideration future maintenance of the deep sewer.

ENVIRONMENTAL IMPACTS

The proposed sewer main outfall will impact wetlands, stream buffers, 100-year flood plain, steep slopes, and possibly large trees. The alignment may need adjustment during the design stage.

SEWER SERVICE DEPENDENCIES

The following table provides information on part dependencies. The part numbers shown are dependent on the following parts being constructed and released for service:

Part	Dependencies	Part	Dependencies
1	n/a	3	Sewer Replacement (A-B)
2	n/a		

WATER MAIN EXTENSION CONDITIONS

Please be advised that water service connections to Pre-stressed Concrete Cylinder Pipes (PCCP) are not permitted. Therefore, connections to the existing 36-inch water main in Woodyard Road will not be permitted.

Before any work is performed in the area of the 36-inch PCCP water main in Woodyard Road, the line is to be located and the "no work zone" marked with safety fence. The fence must be installed before any heavy equipment arrives onsite or any construction activity begins. It should also be called out on all sediment control plans and grading plans in the area. Any work over the pipe, including the temporary construction access, must be approved by WSSC PRIOR TO INSTALLATION.

Please also be advised that all WSSC Pipeline Design Manual criteria must be adhered to when locating the proposed outside meter vaults that are shown on the water and sewer sketch to serve Parts 1 and 2. Regarding the location of the meter vaults, the vaults should be considered "structures" when considering the vault set-back distance from the existing 36-inch PCCP water main in Woodyard Road.

There are 2 existing fire hydrants located on Woodyard Road which the Applicant has proposed to relocate, as shown by the applicant on the water & sewer sketch. As discussed with the Applicant during a meeting on 5/16/2019, the relocation of these 2 fire hydrants may be performed as part of a "Non-DR Grading-Over" plan (separate from a standard System Extension Permit or Site Utility plan).

Be advised that if crossing the 36-inch PCCP W line is problematic and can not be designed in a way meets WSSC design criteria, or in any other manner or way that WSSC deems non-acceptable, then the applicant may be required to revise the proposed W&S service alignments and/or plans.

LARGE DIAMETER WATER MAINS IN THE VICINITY

There is a 36-inch diameter water main located in the vicinity of this project. WSSC records indicate the pipe material is Pre-stressed Concrete Cylinder Pipe (PCCP).

Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. **The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.** Results of the test pit findings must be accurately depicted on ALL Phase 2 plan submittals and support documents.

Construction of an *occupied space* within short distances from an existing WSSC large diameter pipeline (30-inch and larger) bears the risk of endangering public safety. The most serious risks are posed to *occupied spaces* near large diameter Pre-stressed Concrete Cylinder Pipes (PCCP). During design phase, it is

recommended to assess public safety risks and the operation and maintenance of large diameter mains prior to placing an *occupied space* near a WSSC large diameter pipeline. The WSSC can provide information on the pipeline and discuss potential design considerations upon request. For minimum horizontal separation requirements, see Part Three, Section 3, starting on page C-3.2, of the latest WSSC Pipeline Design Manual.

Please refer to the latest WSSC Pipeline Design Manual, Part 3, Section 11, Loading Analysis, for additional general information and guidance.

For 36-inch and larger PCCP or Cast Iron (CI) water lines, engineering considerations of the possible short-term and long-term loading impacts on these water mains and loading concerns related to construction activity over and around these lines must be addressed prior to approval of the design.

Some construction activities may require the shutdown of these larger diameter PCCP Water Mains. The shutdown schedule will be determined solely by WSSC and is dependent on the time of year and the coordination of the shutdown with other repairs and maintenance. The Applicant is encouraged to coordinate the timing of the shutdown with WSSC as early as possible and plan accordingly.

Notes for Special Construction Requirements within the Vicinity of Existing PCCP Water Mains shall be added to all design plans, including the Erosion and Sediment Control Plans, per the latest WSSC Pipeline Design Manual, Part Three, Section 3.h.

PRE-STRESSED CONCRETE CYLINDER PIPE (PCCP) CONDITION ASSESSMENT PROGRAM

WSSC has an on-going program for inspection, repairs, and pipeline management of existing PCCP water mains 36-inches and larger. This program requires sections of the existing PCCP water mains to be shut down for extended periods of time for inspection and repairs. When connecting to these PCCP water mains, scheduled shutdowns may be delayed until the work is completed under this program.

CONSTRUCTION IN THE VICINITY OF PRE-STRESSED CONCRETE CYLINDER PIPES (PCCP)

Extreme caution should be taken by the Applicant while working in close proximity to a PCCP main. Larger diameter PCCP mains (36 inch and larger) are equipped with AFO (Acoustic Fiber Optic) monitoring system that can detect damages (such as wire breaks) to the PCCP. If the monitoring system indicates that there are damages during the construction activity for this project, the WSSC will shut down the construction activity for the project. The water line will be placed out of service for inspection and assessment of potential damages. It is the developer's responsibility to absorb all costs related to work associated with placing the PCCP back on line including inspection and repairs. WSSC standard note for work in close proximity to PCCP mains accompanies this letter. The note

must be placed on design and construction plans for the project. The instructions must be followed by the contractor at all times.

WATER AVAILABLE TO SOME PARTS

An existing water main is available to provide service to some part(s) of this project. Water service may be obtained by constructing service connections without a public extension. Each property connecting to the existing lines will be assessed at the rate prevailing at the time of the main's construction (see "PROPERTY WILL BE ASSESSED" above).

REQUIRED WATER MAIN SIZES

The diameter of the proposed mains, 12-inches, is shown on the attached sketch.

INSTALL BOOSTER PUMPS

Due to low pressure conditions (pressure less than 40 psi), the on-site plumbing system requires booster pump installation. Booster pumps are required for buildings with first floor levels above elevation 258 feet.

OUTSIDE METERS

Any residential water service over 300 feet in length will require an outside meter. For commercial water service connections, built to serve a standard or minor site utility (on-site) system over 80 feet in length, WSSC would prefer an outside meter in a vault, however an indoor meter may be allowed under certain conditions.

EASEMENT CONDITIONS

GENERAL

WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

COORDINATION WITH OTHER BURIED UTILITIES

Refer to the latest WSSC Pipeline Design Manual Pages G-1 and G-2 for utility coordination requirements. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC easement unless specifically approved by WSSC. Longitudinal occupancy of WSSC easements (by other utilities) is not permitted. Proposed utility crossings of WSSC pipelines or easements that do not adhere to WSSC's pipeline crossing and clearance

standards will be rejected at the design plan review phase. Refer to the latest WSSC Pipeline Design Manual Part Three, Section 3. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including impacts to proposed street and building layouts.

The applicant must provide a separate “Utility Plan” to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and easements. Upon completion of the site construction, any utilities that are found to be located within WSSC’s easements (or in conflict with WSSC pipelines) must be removed and relocated at the applicant’s expense.

IMPACTS DUE TO GRADING / PIPE LOADING CHANGES

Any grading, change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC easement requires **advance approval** by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street easement requires WSSC approval directly on the original GEP **prior to** approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation, or abandonment) of existing WSSC facilities is done at the sole expense of the applicant / builder / developer. For Relocations work associated with a Systems Extension Project or a Site Utility Project, contact the Development Services Division. Please arrange for this review before plan submittal. See WSSC Design Manual C-11.

PROVIDE FREE EASEMENT TO WSSC

Easements across your property for water and sewer line placement must be provided at no cost to WSSC. The Applicant shall execute and deliver on-property easements prior to plan approval in accordance with the Development Services Code, which shall constitute an irrevocable offer by the Applicant to convey all on-property easements to WSSC.

PROVIDE ADDITIONAL EASEMENT TO WSSC

In order to facilitate possible future sewer relief or replacement, additional easement width is required on the applicant’s property. The additional easement must be provided at no cost to WSSC. Provide a total easement width of 30 feet for the existing sewer that crosses this property as shown on the attached sketch.

ADHERE TO MINIMUM EASEMENT WIDTHS

The minimum easement width for a normal (14 inches diameter or less) extension, either water or sewer, installed at normal depth is 20 feet. A minimum

easement width of 30 feet is required when both normal-diameter water and gravity sewer lines are installed in the same easement at normal depth. Installation of deep or large water and / or sewer mains will require additional easement width. For minimum horizontal separation between a building and a WSSC pipeline, refer to the requirements in the latest WSSC Pipeline Design Manual, Part Three, Section 3.c.2. Based on WSSC requirements, the minimum spacing between adjacent buildings with both water and sewer lines between them should be at least 40 feet and, in some cases, greater when connections, fire hydrants, or deep sewer or water lines are involved. Balconies and other building appurtenances are not to be within the easement. Additionally, water and sewer pipeline alignment should maintain 5 feet horizontal clearance from storm drain pipeline / structures and other utilities.

CONNECTION AND SITE UTILITY CONDITIONS

SITE UTILITY PROCESS REQUIRED

The Site Utility process is usually required for water lines greater than 2 inches in diameter or sewer lines greater than 4 inches. Contact Permit Services at 301-206-8650 or at www.wsscwater.com for more information on electronic submittal of Site Utility plans.

ENVIRONMENTAL CONDITIONS

The applicant must resolve all environmental issues directly with the Environmental reviewer. All outstanding environmental issues must be resolved prior to the Design Phase.

The next step in the process is Phase 2, Review for System Integrity. Contact Permit Services at 301-206-8650 or at www.wsscwater.com for more information on electronic submittal of System Integrity Review Packages. To schedule a pre-design meeting, contact Bruce MacLaren at 301-206-8817 or Bruce.MacLaren@wsscwater.com. The next step in the process may also include Site Utility Plan Review. See “Site Utility Process Required,” above.

This Letter of Findings will expire if no “actions” are taken by the applicant over the 3-year period following the date of this letter. For definition of “actions”, see the latest Development Services Code, Section 405.1.1.

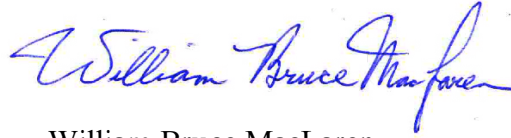
If you have any questions or concerns, please feel free to contact me at 301-206-8817 or Bruce.MacLaren@wsscwater.com.

Mr. Scott Herrick

6/19/2019

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Sincerely,



William Bruce MacLaren
Project Manager
Development Services Division

Enclosure: 200'-scale sketch

cc: John Clapsaddle – Maser Consulting, PA
Mr. Tom Gingrich (tom.gingrich@wsscwater.com) – Development Design
Section Manager
Ms. Shirley Branch (sabbranch@co.pg.md.us) – Department of Permitting,
Inspections & Enforcement (DPIE)



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

September 10, 2021

TO: Tierre Butler, Urban Design Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director *Mary Giles*
Site/Road Plan Review Division, DPIE

Re: Bellefonte
Detailed Site Plan, DSP-04054-03

CR: Woodyard Road
CR: Louie Pepper Drive
CR: Bellefonte Lane

This is in response to the Detailed Site Plan, DSP-04054-03, referral for the development of self-storage facility and associated infrastructure. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The proposed DSP-04054-03 revision is located in Clinton, Maryland, largely centered within the following block of roads: Woodyard Road, Bellefonte Lane, Old Alexandria Ferry Road, and Colonial Lane. This DSP-04054-03 shall pertain to the portion of the site located immediately north of Woodyard Road between Old Alexandria Ferry Road and Colonial Lane (at the cul-de-sac bulb of Louie Pepper Drive which is currently unimproved).
- **Woodyard Road**, also known as Maryland Route 223, is a State-maintained roadway to the south of the subject development with variable right-of-way width and Master Plan Road Classification A-53. The applicant shall coordinate right-of-way dedications and construct roadway/frontage improvements with the Maryland State Highway Administration (MSHA) as determined necessary.

- **Louie Pepper Drive** is currently unimproved but expected to have a 70-ft right-of-way width and Master Plan Road Classification I-502. The applicant shall coordinate right-of-way dedications and construct roadway/frontage improvements as required in accordance to the Department of Public Works and Transportation (DPW&T) Urban Commercial and Industrial Road Standard (Std. 100.05). This work shall be permitted prior to or concurrent with issuance of a fine grading permit. There is a portion of Louie Pepper Drive is proposed to be vacated prior site grading permit issuance.
- **Bellefonte Lane** is an existing County-maintained road to the north of the development with a right-of-way width of 40-ft, requiring a width of 70' right-of-way width as per its Master Plan Road Classification I-502. The development for this revision, DSP-04054-02, does not abut Bellefonte Lane; therefore, no dedications or frontage improvements are required along this right-of-way.
- The truck turning exhibit shows that the right turn takes the entire width of Louie Pepper Drive to make a right turn. Increase the radius to be 45 ft.
- The cul-de-sac needs to meet the design criteria in DPW&T Standards 200.13.
- Full-width, 2-inch mill-and-overlay for all existing County, roadway frontages are required.
- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.
- Compliance with DPW&T's Utility Policy is required. Based upon the plans submitted, proper temporary and final patching and the related mill and overlay in accordance with "DPW&T Policy and Specifications for Utility Installation and Maintenance Permits" is required.
- Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance. Any new sidewalk installation is to match existing sidewalks in the area. In addition, sidewalks must always be kept open for pedestrians.
- Conformance with DPIE street lighting specifications and standards are required. Adjustments to street lighting, to accommodate the proposed plan improvements, are required in accordance with Section 23-140 of the Prince George's Road Ordinance.
- Trees will be required along County-maintained roadways within the limits of the permit area.

- All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act (ADA).
- The Stormwater Management Concept Plan filed under Case No. 38302-2004-0 approved by DPIE on January 10, 2019, is to be revised to match the revised Detailed Site Plan filed under Case No. DSP-04054-03 (with regards to the proposed impervious areas and the roadway section for Louie Pepper Drive).
- A site development fine grading permit approved by DPIE is required for any proposed development with proposed land disturbance more than 5,000 square feet.
- All stormwater management facilities and drainage systems, including their recreational features and visual amenities (if applicable), are to be designed and constructed in accordance to the standards and specifications set forth by DPIE and DPW&T. Approval of all facilities are required prior to permit issuance.
- All easements are to be approved by DPIE and recorded prior to technical approval.
- A maintenance agreement is to be approved by DPIE and recorded prior to technical approval.
- A soils investigation report which includes subsurface exploration and geotechnical engineering evaluation for all proposed roadways and Marlboro Clay is required.

If you have any questions or require additional information, please contact Mr. Mariwan Abdullah, District Engineer for the area, at 301.883.5710.


MA:TJ:AG


cc: Rene' Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE
Mariwan Abdullah, P.E., District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
MJ Labban, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Ted Jeong, E.I.T, Engineer, S/RPRD, DPIE
Matan Inc, 4600 Wedgewood Boulevard, Suite A, Frederick, MD 21703
Bohler Engineering, 16701 Melford Boulevard, Suite 310, Bowie, MD 20715

September 10, 2021

MEMORANDUM

TO: Tierre Butler, Senior Planner, Development Review Division

VIA: David A. Green, Master Planner, Community Planning Division 

FROM: Maha Tariq, Senior Planner, Neighborhood Revitalization Section, Community Planning Division 

SUBJECT: **DSP-04054-03 Bellefonte**

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.24, this application conforms to Plan Prince Georges 2035 and conforms to the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*.

BACKGROUND

Application Type: Detailed Site Plan outside of an overlay zone where conformance to a master plan is required by Section 27-548.24

Location: 8801,8151,8201 and 8241 Louie Pepper Drive, Clinton, MD 20735

Size: 12.88 acres

Existing Uses: Vacant

Proposal: Four warehouse buildings and a stand-alone office structure with associated parking and loading facility.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the established communities. General Plan Generalized Future Land Use is Employment/Industrial. The vision for the Established Communities is to create the most appropriate for context-sensitive infill and low- to medium-density development. (Pg. 20)

Sector Plan: The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* recommends future land use as Industrial (Map-43 Corridor wide Future Land Use, page112)

Planning Area: 81A

Community: Clinton & Vicinity

Aviation/MIOZ: This application is located within the Military Installation Overlay Zone and pursuant to Section 27-548.54 must meet height requirements for height. The applicant shall meet the applicable requirements below:

MIOZ-Height

App/Dep Clearance (50:1) – South End

Area Label: B.

SMA/Zoning: The 2013 *Approved Central Branch Avenue and Revitalization Sector and Sectional Map Amendment* classifies the subject property into the I-4 (Limited Intensity Industrial) zone.

MASTER PLAN CONFORMANCE ISSUES:

None

ADDITIONAL INFORMATION

None

cc: Long-range Agenda Notebook

Frederick Stachura, Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division.

Additional Back-up

For

Detailed Site Plan DSP-04054-03 Bellefonte

Phillip A. Hummel
phummel@milesstockbridge.com
301.517.4814

Casey L. Cirner
ccirner@milesstockbridge.com
301.517.4817

VIA ELECTRONIC MAIL

September 28, 2021

Hon. Elizabeth M. Hewlett
Chairperson, Prince George's County Planning Board
Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

**Re: DSP-04054-03 – Bellefonte (“Application”)
Building Height**

Dear Chair Hewlett:

We are writing on behalf of the Applicant, Matan Acquisitions II, LLC (the “Applicant”), to provide additional information regarding the building height proposed in the above-referenced Application. Applicant has identified a minor inconsistency between the building height listed on the Detailed Site Plan sheets and the architectural drawings. Applicant seeks to address this by listing a proposed building height of up to 41 feet on all relevant Detailed Site Plan sheets and architectural drawings. This change will be included in the revisions made during the plan certification process. Applicant has proposed a minor addition to proposed Condition 1f (provided under separate cover) to accomplish this.

September 28, 2021
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Applicant has confirmed that a building height of up to 41 feet will comply with the I-4 Zone's setback regulations, as well as the requirements for height within the Military Installation Overlay (M-I-O) Zone. See §§ 27-474(b) & 27-548.54 of the Prince George's County Zoning Ordinance. Furthermore, this request will not increase the amount of gross floor area proposed in the Application.

We appreciate your attention to this matter.

Very truly yours,



Phillip A. Hummel



Casey L. Cirner

Attorneys for the Applicant

cc: Brian Morris, The Matan Companies
Tierre Butler, Prince George's County Planning Department

Phillip A. Hummel
phummel@milesstockbridge.com
301.517.4814

Casey L. Cirner
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VIA ELECTRONIC MAIL

September 28, 2021

Hon. Elizabeth M. Hewlett
Chairperson, Prince George's County Planning Board
Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

**Re: DSP-04054-03 – Bellefonte (“Application”)
Proposed Modification to Condition 1**

Dear Chair Hewlett:

We are writing on behalf of the Applicant, Matan Acquisitions II, LLC (the “Applicant”), to request a minor modification to proposed Condition 1 for the above-referenced Application by adding a new subsection f. As noted in a letter sent under separate cover on the same date, Applicant proposes to ensure consistency through the Detailed Site Plan and architectural drawings by listing a building height of up to 41 feet on all relevant sheets. Applicant requests to address this as part of the plan certification process and memorialize the provision of this revision by adding a new Condition 1f as follows (new language shown in **bold underline**):

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Page 2

1. Prior to certification, the detailed site plan shall be revised, or additional information shall be provided, as follows:
 - a. Clearly label the 10-foot-wide public utility easement along Louie Pepper Drive.
 - b. Label remainder of Parcel C as a new Parcel D.
 - c. Provide a detail indicating the type of bicycle rack as an inverted U-style rack, or a similar style that provides two points of contact to support and secure a parked bicycle.
 - d. Identify specific locations of signage and provide the setback distance from the street.
 - e. Revise the retail sign dimensions and notes so that they are clearer to read.
 - f. Revise the detailed site plan and architectural drawings to identify a building height of up to 41 feet.**

We appreciate your attention to this matter.

Very truly yours,



Phillip A. Hummel



Casey L. Cirner

Attorneys for the Applicant

cc: Brian Morris, The Matan Companies
Tierre Butler, Prince George's County Planning Department