



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 DSP-07043-01

3700 Forestville Road Warehouse (Jemal's Post)

REQUEST	STAFF RECOMMENDATION
The development of a warehouse containing 130,625 square feet within the Military Installation Overlay (M-I-O) Zone.	APPROVAL with conditions

Location: In the southwest quadrant of the interchange of MD 4 (Pennsylvania Avenue) and I-95/I-495 (Capital Beltway).	
Gross Acreage:	33.35
Zone:	I-1/M-I-O
Dwelling Units:	N/A
Gross Floor Area:	130,625 sq. ft.
Planning Area:	75A
Council District:	06
Election District:	06
Municipality:	None
200-Scale Base Map:	205SE07
Applicant/Address: 3700 Forestville Road, LLC 1800 Wazee Street, Suite 500 Denver, CO 80202	
Staff Reviewer: Tierre Butler Phone Number: 301-780-2458 Email: Tierre.Butler@ppd.mncppc.org	



Planning Board Date:	10/14/2021
Planning Board Action Limit:	11/09/2021
Staff Report Date:	09/28/2021
Date Accepted:	08/05/2021
Informational Mailing:	05/19/2021
Acceptance Mailing:	07/28/2021
Sign Posting Deadline:	09/14/2021

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/. 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-07043-01
Type II Tree Conservation Plan TCPII-026-08-02
3700 Forestville Road Warehouse (Jemal's Post)

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 Light Industrial (I-1) and Military Installation Overlay (M-I-O) Zones.
- b. The requirements of Preliminary Plan of Subdivision 4-06145.
- c. The requirements of Detailed Site Plan DSP-07040.
- d. The requirements of the 2010 *Prince George's County Landscape Manual*.
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- g. Referral comments.

FINDINGS

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

1. **Request:** This detailed site plan (DSP) requests the development of a warehouse containing 130,625 square feet within the Military Installation Overlay (M-I-O) Zone.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone(s)	I-1 /M-I-O	I-1 /M-I-O
Use(s)	Vacant	Industrial
Gross Acreage	33.35	33.35
Lots/Parcels*	2	2
Square Footage/Gross Floor Area (GFA)	0	130,625 sq. ft.

***Note:** A condition has been added to correct the site data table on the DSP to reflect two lots.

Parking and Loading

USE	NUMBER OF SPACES REQUIRED	NUMBER OF SPACES PROVIDED
130,625 sq. ft. Light Industrial Warehouse		
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	7	
Total	78	245 (9 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	3	
Total	4	9

- 3. Location:** The subject site is located in the southwest quadrant of the interchange of MD 4 (Pennsylvania Avenue) and I-95/I-495 (Capital Beltway), in Planning Area 75A and Council District 6. The site is zoned Light Industrial (I-1) and is within the M-I-O Zone and the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA).
- 4. Surrounding Uses:** The site is adjacent to I-95/I-495 to the northwest, and a property zoned Commercial Shopping Center beyond; to the east by properties in the Commercial Miscellaneous, Heavy Industrial, and I-1 Zones; and to the south by properties in the I-1 Zone.

5. **Previous Approvals:** The subject property is a legal acreage parcel known as Parcel 23, recorded in the Prince George's County Land Records in Liber 44440 folio 153 in November 2020. The development has an approved Stormwater Management (SWM) Concept Plan (7310-2021). The property is subject to Preliminary Plan of Subdivision (PPS) 4-06145 (PGCPB Resolution No. 07-96(A/2)), which was approved on May, 3 2007 and reconsidered twice, first on October 11, 2007 and then on July 8, 2021. The original Detailed Site Plan, DSP-07043-01, was approved by the Prince George's County Planning Board on September 11, 2008 and approved by the Prince George's County District Council on November 10, 2008.

6. **Design Features:** The subject application proposes to develop a 130,625-square-foot warehouse. The site will be served by two driveway connections along Forestville Road, one aligned with Stewart Road and the other aligned with Leona Street. A third driveway connection to the site will be provided along Penn Belt Place. A total of 254 parking spaces are provided on-site, which include nine handicap accessible spaces. Site layout and circulation is designed to allow van drivers to arrive at the site in their personal vehicles and drive to one of the van parking areas where they will park their vehicle, pick up a van, and then drive to the staging area on the west side of the building for loading. The van parking areas are located on the southwest corner, in the northeast and southeast quadrants of the site. The DSP proposes several transportation improvements to include a median at the northern driveway connection along Forestville Road, for right in/right out movement from the Stewart Road entrance, and a cul-de-sac at the terminus of Penn Belt Place.

Architecture

The proposed architecture is typical of a modern industrial building. The applicant is proposing the use of painted concrete tilt up panels with exterior colors that include sable and dark green. The northern and western facades will be visible from Forestville Road. The north façade contains an associate entry door with a 10-foot clearance, an aluminum storefront system, and a metal roofing panel. There will be a variety of materials, including metal panel accents, at the main entrance located on the north facade. The western façade includes a 20-foot-tall canopy that extends 80 feet from the building.

Signage

The site will include a combination of monument, freestanding, building-mounted, and wayfinding signages. The specific dimensions and number of signs are not clearly detailed on the DSP. Conditions have been included herein, for the applicant to provide a total quantity of signs and include the square footage in the signage table. An additional condition was made to provide wayfinding signage to indicating the location of the bicycle parking.

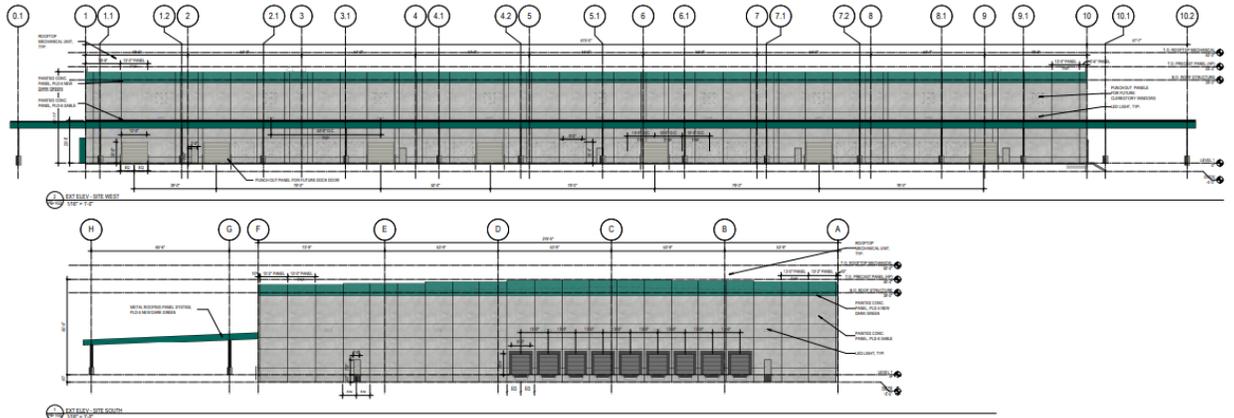


Figure 2: Architectural Elevations

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the I-1 Zone of the Zoning Ordinance:
 - a. The subject application is in general conformance with the requirements of Section 27-469 of the Zoning Ordinance, which governs development in the industrial zones. The proposed warehouse use is permitted in the I-1 Zone.
 - b. The DSP generally conforms with Sections 27-469 and 27-474 of the Zoning Ordinance, Regulations for the I-1 Zone.
 - c. **Military Installation Overlay (M-I-O) Zone:** The M-I-O Zone is based on three areas of constraint: noise, height, and accident potential. Under this zoning, the applicant must meet the requirement for height and noise. The site is required to meet the applicable requirements for properties located in the conical surface (20:1). The proposed building height is 45.33 feet and meets the height requirement. The project also falls within the Noise Intensity Contours in the M-I-O 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 Accident Potential Zone 1, which does not include the proposed warehouse use.
8. **Preliminary Plan of Subdivision 4-06145:** The Planning Board approved PPS 4-06145 on May 3, 2007, and was reconsidered twice, first on October 11, 2007, and then on July 8, 2021, to consider seven lots and one parcel to support development of 321,069 square feet of industrial/commercial use. (PGCPB Resolution No. 07-96(A)). A final plat was not recorded, but the PPS remains valid until December 31, 2021.

The PPS was recertified in accordance with the July 8, 2021 reconsideration on September 8, 2021, and a final plat should be submitted following approval of this DSP amendment. The plat must be submitted prior to December 31, 2021, when the PPS will expire. The PPS was approved, subject to 17 conditions. The relevant conditions are discussed, as follows:

2. **Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/11/07). 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/11/07), 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 Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

The applicant submitted revised Type I Tree Conservation Plan (TCPI-011-07-01) and revised Type II Tree Conservation Plan (TCPII-026-08-01) with the application. The revised TCPI was also submitted separately for recertification, and it was recertified on September 8, 2021. During recertification of the PPS and TCPI, it was found that a greater amount of right-of-way dedication is needed for the Penn Belt Place cul-de-sac than was shown on the plans as they were approved by the Planning Board. The greater dedication of right-of-way led to 2,541 additional square feet of primary management area (PMA) impacts, according to the redlined impact plates submitted with the DSP application. The Environmental Planning Section has reviewed the TCPII and has recommended approval with conditions.

5. **Development shall be in conformance with the approved Stormwater Management Concept Plan, 1837-2005-01 and any subsequent revisions.**

SWM Concept Plan 7310-2021-00 was submitted with the subject application. The concept plan has been approved and expires June 24, 2024.

7. **The applicant shall provide a standard sidewalk along the subject site's entire frontage of Forestville Road, unless modified by DPW&T.**

A five-foot-wide sidewalk is shown on the DSP along the frontage of Forestville Road. The Transportation Planning Section has reviewed and deemed it as acceptable.

8. **Provide a standard sidewalk along both sides of all internal roads, unless modified by DPW&T**

The proposed plan does not include internal roads, so this condition does not apply. The Transportation Planning Section has reviewed and deemed it as acceptable.

10. **Upon receipt of the report by the Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to Planning Board approval of any detailed site plan original plat, the applicant shall provide a plan for Evaluating the resource at the Phase II level, or ii.) Avoiding and preserving the resource in place.**

- 11. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated in a proper manner, prior to approval of any grading permits.**

The Phase I archeological evaluation was completed, as required, prior to signature approval of the PPS. As a result of the findings, a Phase II, and ultimately a Phase III evaluation were performed and completed.

- 12. 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 through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**

- b. Forestville Road/Stewart Road: At the time of submittal of the initial Detailed Site Plan within the subject property, the applicant shall submit an acceptable traffic signal warrant study and lane usage plan to the transportation planning staff and DPW&T for signalization at the intersection of Forestville Road and Stewart 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 DPW&T. If a signal or other traffic control improvements are deemed warranted at that time, the applicant shall bond the signal with DPW&T prior to the release of any building permits within the subject property, with installation to occur at the time directed by DPW&T. The recommended lane usage and traffic control shall be made a part of the recommendation for the initial Detailed Site Plan within the subject property.**
- c. Forestville Road/Leona Street: The existing Leona Street approach will be modified to serve right-in right-out movements. The site access opposite this street shall be designed for right-in right-out movements. Associated with these requirements, the applicant shall provide a short section of median along the centerline of Forestville Road in the vicinity of Leona Street as a means of preventing left-turns associated with Leona Street and the northern site entrance. Prior to the approval of the initial Detailed Site Plan within the subject property, the applicant must hold a community meeting to inform citizens along Leona Street about the proposed changes in the traffic patterns at Forestville Road and Leona Street, and the applicant must provide documentation of this meeting, with any results and/or changes, for the review of DPW&T and the Transportation Planning Section as a part of the Detailed Site Plan review.**

The Transportation Planning Section has reviewed this DSP and stated the applicant has indicated an intention to comply with the condition. A signal warrant study was submitted during review of the approved DSP-07043, and the study was updated in 2021. The most recent study found that a signal at Forestville Road/Stewart Road is warranted. The required signal is enforceable at the time of building permit. The DSP reflects two lanes

northbound and southbound along Forestville Road at this location, with opposing center left-turn lanes at the intersection. The DSP reflects the improvements as described in the condition, and the improvements should be provided and are enforceable at the time of building permit. The referenced community meeting was held virtually on September 8, 2021. Transportation staff observed the entire meeting, and documentation was provided.

- 13. Total development within the subject property shall be limited to uses which generate no more than 305 AM and 697 PM peak-hour vehicle trips, with trip generation determined in a consistent manner with the February 2007 traffic study. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The Transportation Planning Section has reviewed this DSP and has determined that proposed use will generate 52 AM and 52 PM peak-hour trips, which is within the trip cap.

- 14. Prior to the issuance of any building permit a Detailed Site Plan is required to examine the architecture, landscaping, traffic, pedestrian and vehicular circulation visibility and neighborhood compatibility of the proposed development.**

This condition will be satisfied with the review and approval of the current application, DSP-07043-01.

- 15. Prior to approval of the detailed site plan, the preliminary plan of subdivision, which was revised to reflect the floodplain and impacts to the primary management area, in accordance with the reconsideration approved by the Prince George's County Planning Board on July 8, 2021, shall be signature approved with revisions, as follows:**
 - a. Provide the gross tract areas, in addition to the net tract areas, for proposed lots.**
 - b. Provide the preliminary plan of subdivision and Type I tree conservation plan at the same scale.**

The Subdivision Section has reviewed this DSP and stated that the revised PPS was recertified on September 8, 2021, and the condition has been satisfied.

- 16. Prior to approval of the detailed site plan, the Type I Tree Conservation Plan (TCPI-011-07-01), which was revised to reflect the floodplain and impacts to the primary management area, in accordance with the reconsideration approved by the Prince George's County Planning Board on July 8, 2021, shall be signature approved with revisions to the TCPI, as follows:**
 - a. Have the revised plan signed and dated by the qualified professional who prepared the plan.**

The Environmental Planning Section has reviewed this DSP and indicates that the revised TCPI was recertified on September 8, 2021 and the condition has been satisfied.

17. **At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:**

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

The Subdivision Section has reviewed and stated that the plans show the location of the PMA. The final plat should show a conservation easement consistent with the delineated PMA and any approved impacts, to comply with this condition.

9. **Detailed Site Plan DSP-07043:** DSP-07043 was approved for the construction of a Lowe's Home Improvement Store on the eastern end of the subject property, subject to 12 conditions. The DSP remained valid, however, construction in accordance with the prior approval never occurred. The proposed DSP revision will supersede the previously approved plan.
10. **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 2010 *Prince George's County Landscape Manual*. The landscape and lighting plan provided with the subject DSP contains the required schedules demonstrating conformance to these requirements.
11. **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.

Type II Tree Conservation Plan TCPII-026-08-02 was submitted with this application. The site's gross tract area is 33.35 acres, containing 4.10 acres of floodplain and 0.37 acre of dedicated land, for a net tract area of 28.88 acres. This gross tract area will have a woodland conservation threshold of 4.33 acres (15 percent). The net tract area contains 28.88 acres of woodlands and 4.10 acres of wooded floodplain. The woodland conservation worksheet proposes the removal of 23.09 acres of woodland on the net tract area, 0.58 acre of woodland within the floodplain, and 1.17 acres of woodland off-site, resulting in a woodland conservation requirement of 10.68 acres. According to the TCPII worksheet, the requirement is proposed to be met with 5.79 acres of woodland preservation on-site, 0.65 acre of reforestation on-site, and 4.24 acres of off-site woodland conservation credits. The TCPII shows proposed infrastructure such as building location, interior road layout,

parking areas, water and sewer lines, SWM structures, outfall locations, woodland preservation areas, and reforestation areas.

12. **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.
13. **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 September 13, 2021 (Diaz-Campbell to Butler), the Subdivision Section noted that the DSP has been found to be in substantial conformance with the approved PPS.
 - b. **Transportation**—In a memorandum dated September 17, 2021 (Masog 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 13, 2021 (Jackson to Butler), the Transportation Planning Section noted that the plan is deemed acceptable from the standpoint of bicycle and pedestrian transportation, with conditions included herein.
 - d. **Environmental Planning**—In a memorandum dated September 15, 2021 (Schneider to Butler), the Environmental Planning Section noted comments of TCPII-026-08-02, as outlined in the conditions.
 - e. **Historic**—In a memorandum dated August 27, 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 September 13, 2021 (Jacob to Butler), it was noted that the plan was acceptable with the condition outlined below.
 - g. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated August 27, 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.
 - h. **Community Planning**—In a memorandum dated September 13, 2021 (Byrd to Butler), it was noted that the plan conforms to the Subregion 4 Master Plan and SMA.

14. 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.
15. 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. PMA impacts were recommended for approval with the PPS second reconsideration (4-06145) for eight impact areas, for a cul-de-sac entrance road of Penn Belt Place, a wall, three stormwater outfall structures, a sewer connection, one road crossing, and two lot fill areas. The total of the eight PMA impacts approved with the second reconsideration of the PPS were for 66,597 square feet, 46,534 square feet of stream buffer, 39,202 square feet of floodplain, 280 linear feet of stream bed, 1,439 square feet of wetlands, and 6,166 square feet of wetland buffer.

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-07043-01 and Type II Conservation Plan TCPII-026-08-02 for Forestville Road Warehouse/Jemal's Post, 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. Correct Note 16 of the site data table to state that the property will consist of two lots.
 - b. Provide wayfinding signage indicating bicycle parking, or separate bicycle parking signage at all three points of vehicle entry, providing directions to where the bicycle parking is located.
 - c. Provide the total quantity and total square footage of the proposed monument and freestanding signage in the table.
 - d. Provide additional landscaping to screen the loading spaces from the roadways.
2. Prior to signature approval of the detailed site plan, the Type II tree conservation plan shall be revised as follows:
 - a. Revise General Note 1 to read: "This plan is submitted to fulfill the woodland conservation requirement for a detailed site plan (DSP-07043-01), and stormwater management concept plan (7310-2021-00). If any of the..."

- b. Have the revised plan signed and dated by the qualified professional who prepared it.

3700 FORESTVILLE ROAD WAREHOUSE (JEMAL'S POST)

Detailed Site Plan
Parent Case DSP-07043

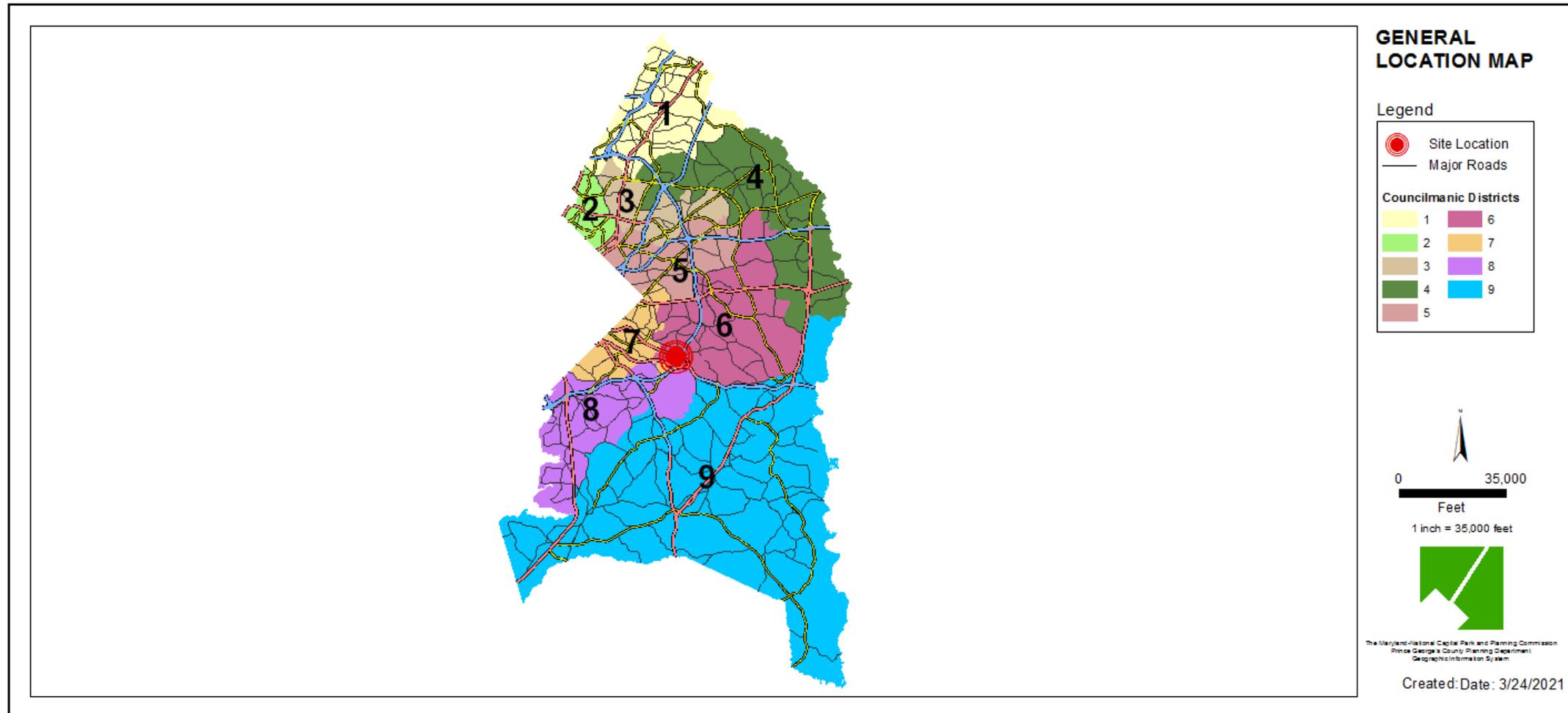
Staff Recommendation: APPROVAL with conditions



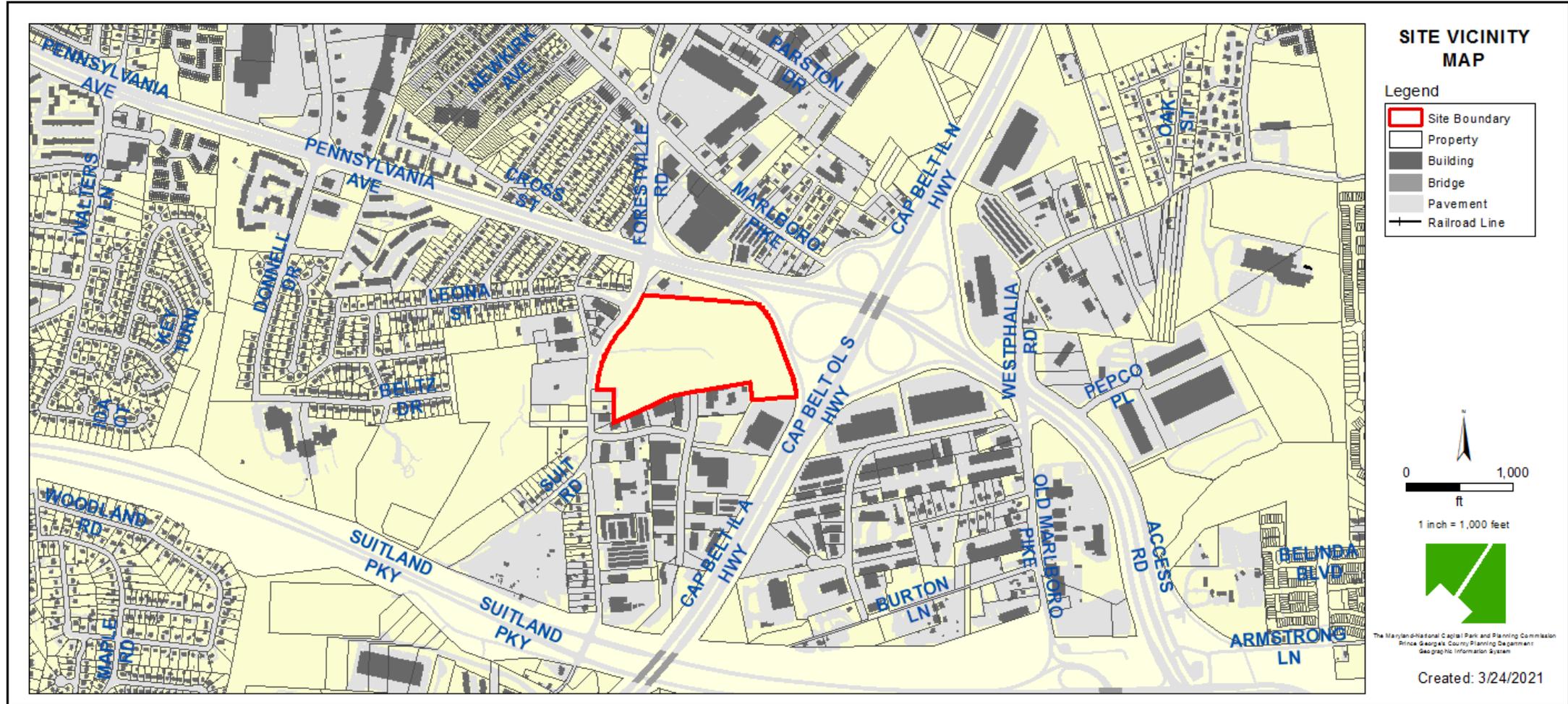
GENERAL LOCATION MAP

Council District: 06

Planning Area: 75A

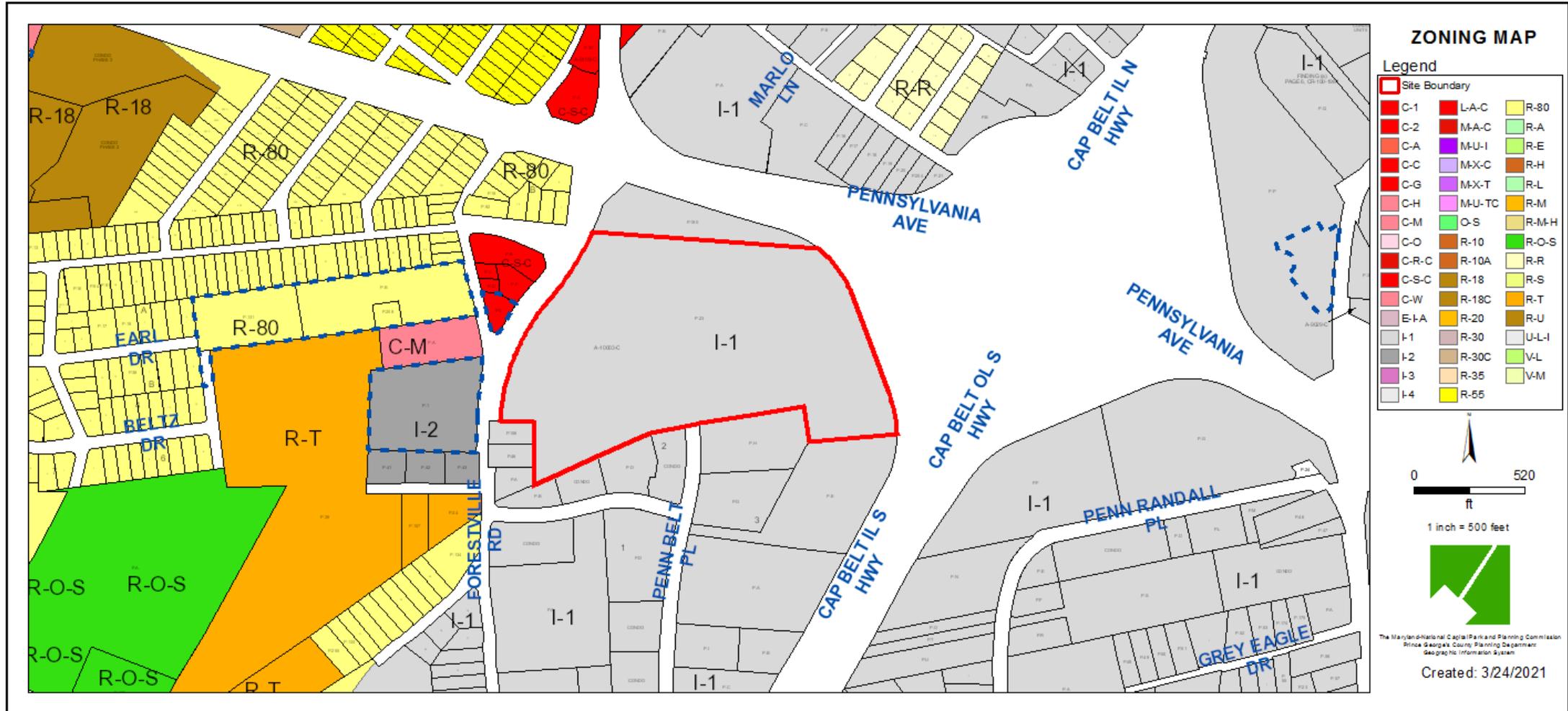


SITE VICINITY MAP

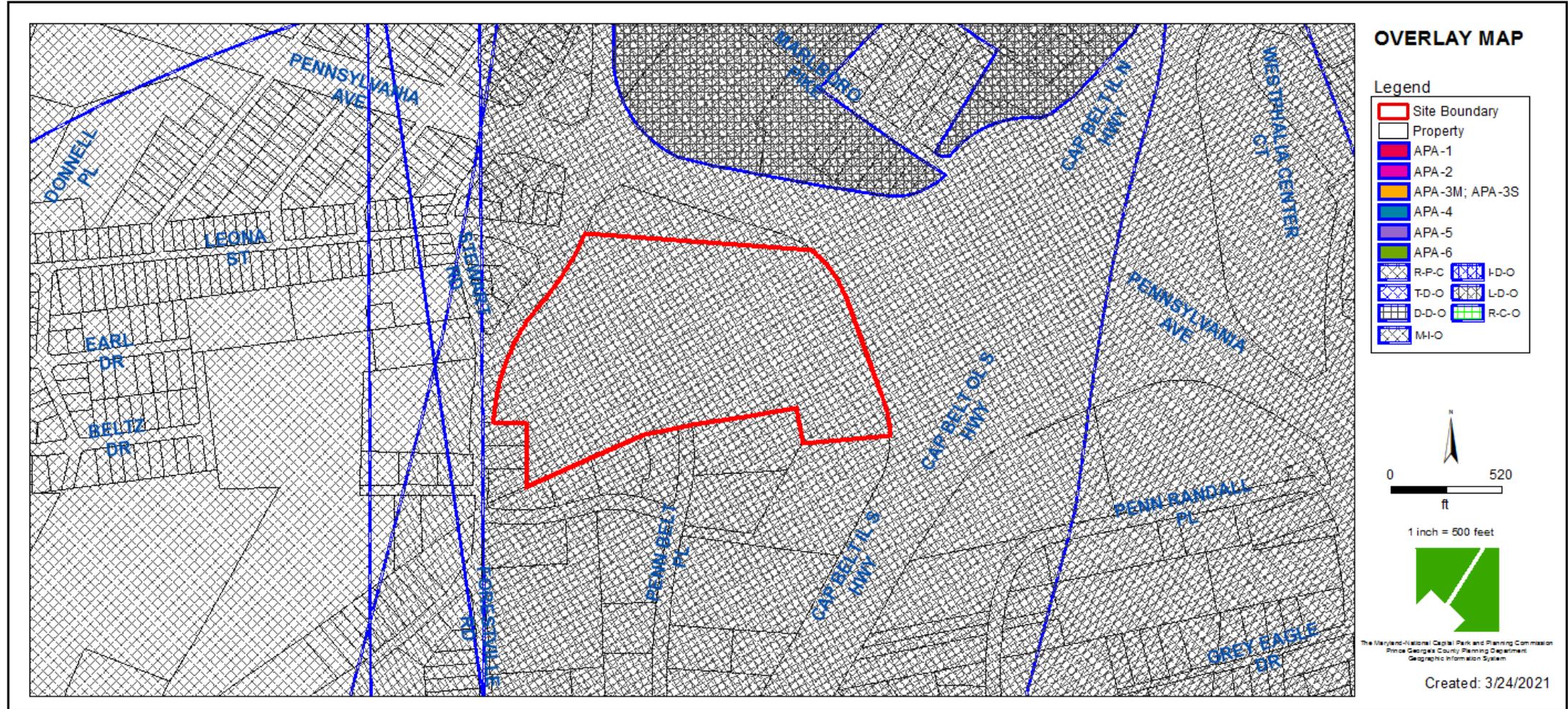


ZONING MAP

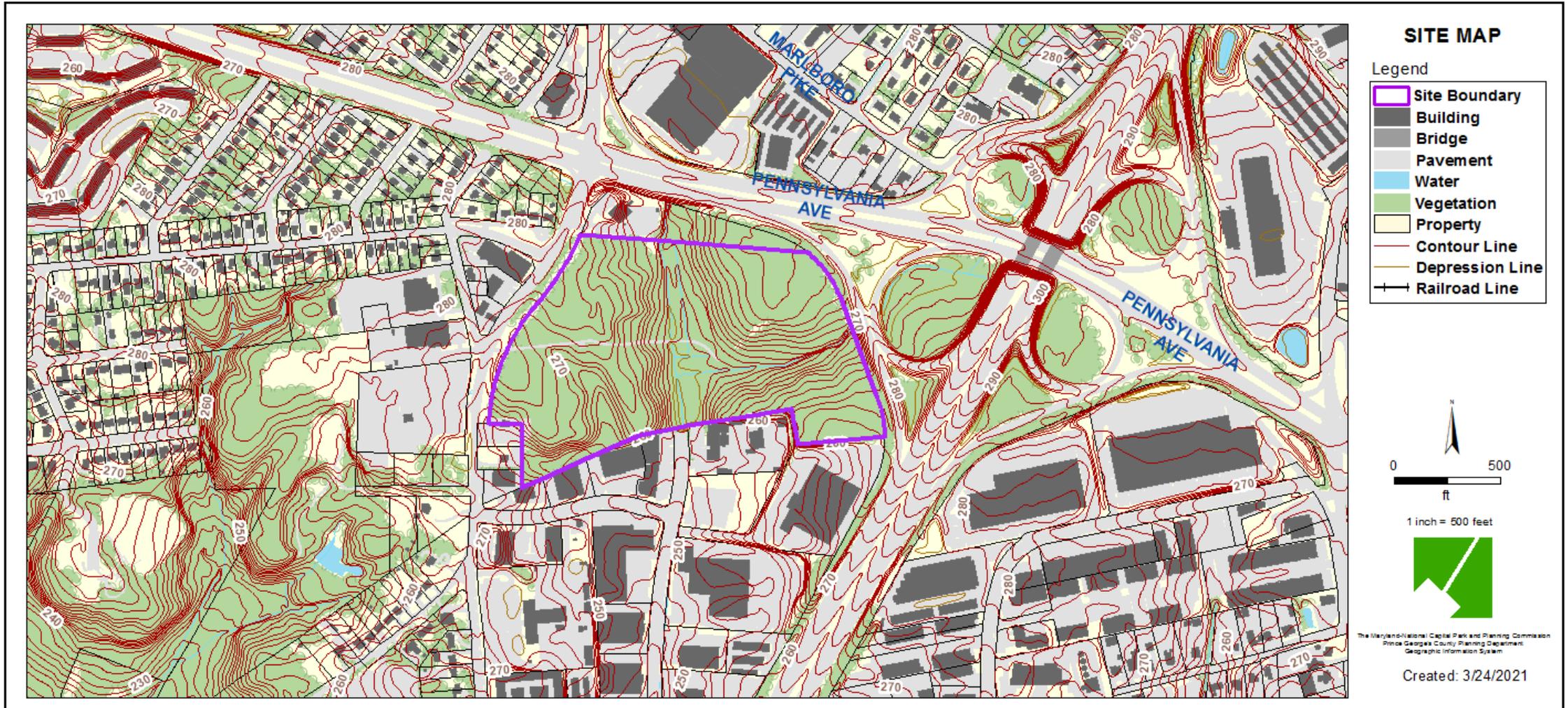
Property Zone: I-1



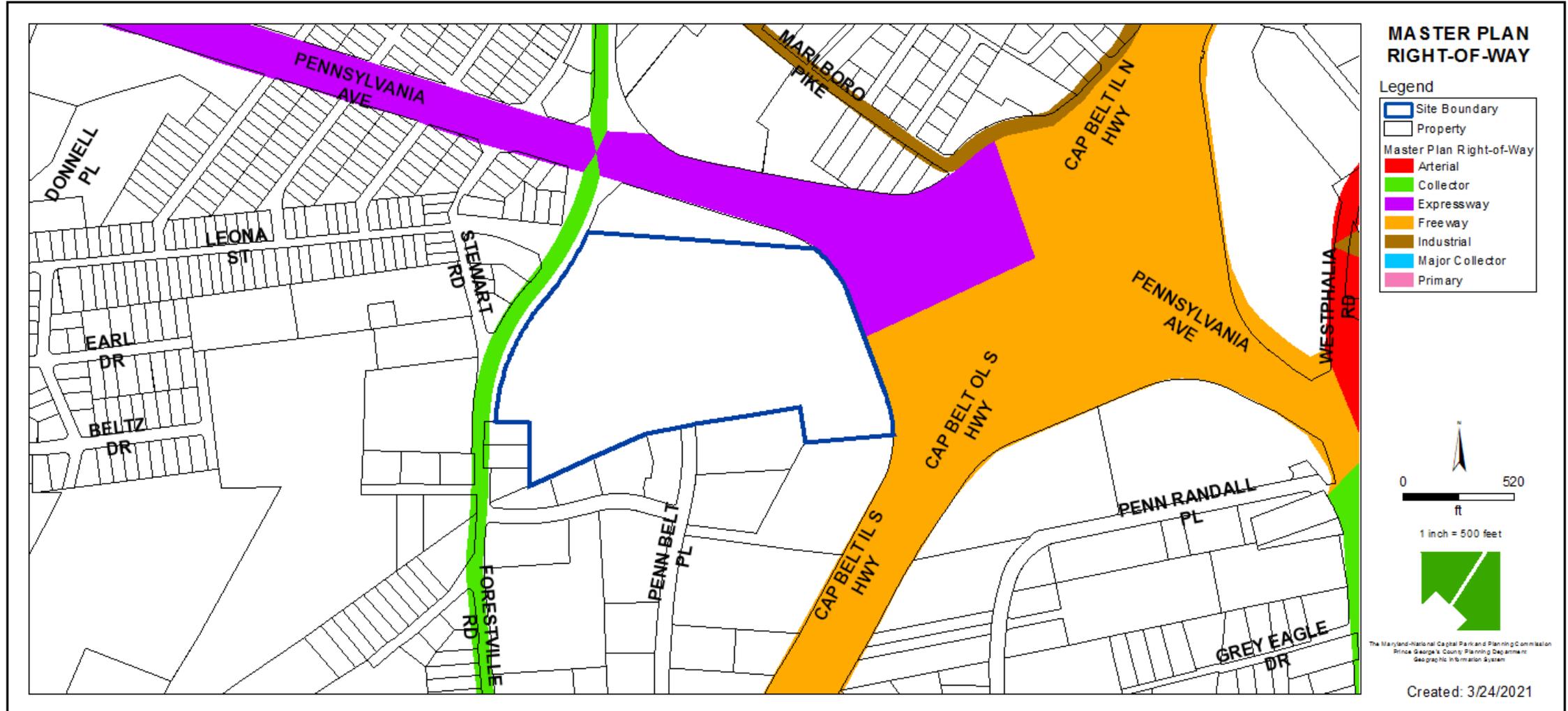
OVERLAY MAP



SITE MAP



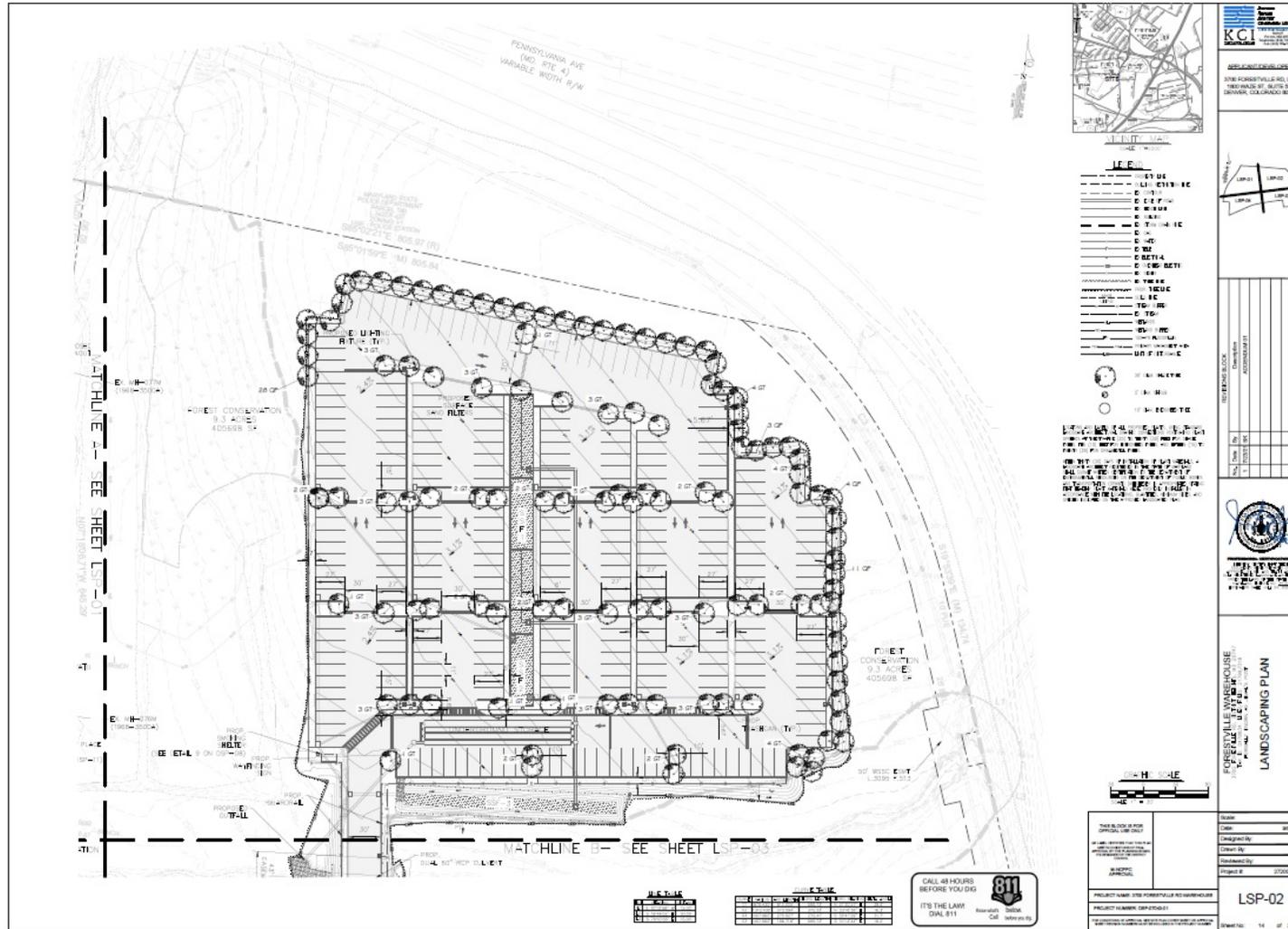
MASTER PLAN RIGHT-OF-WAY MAP



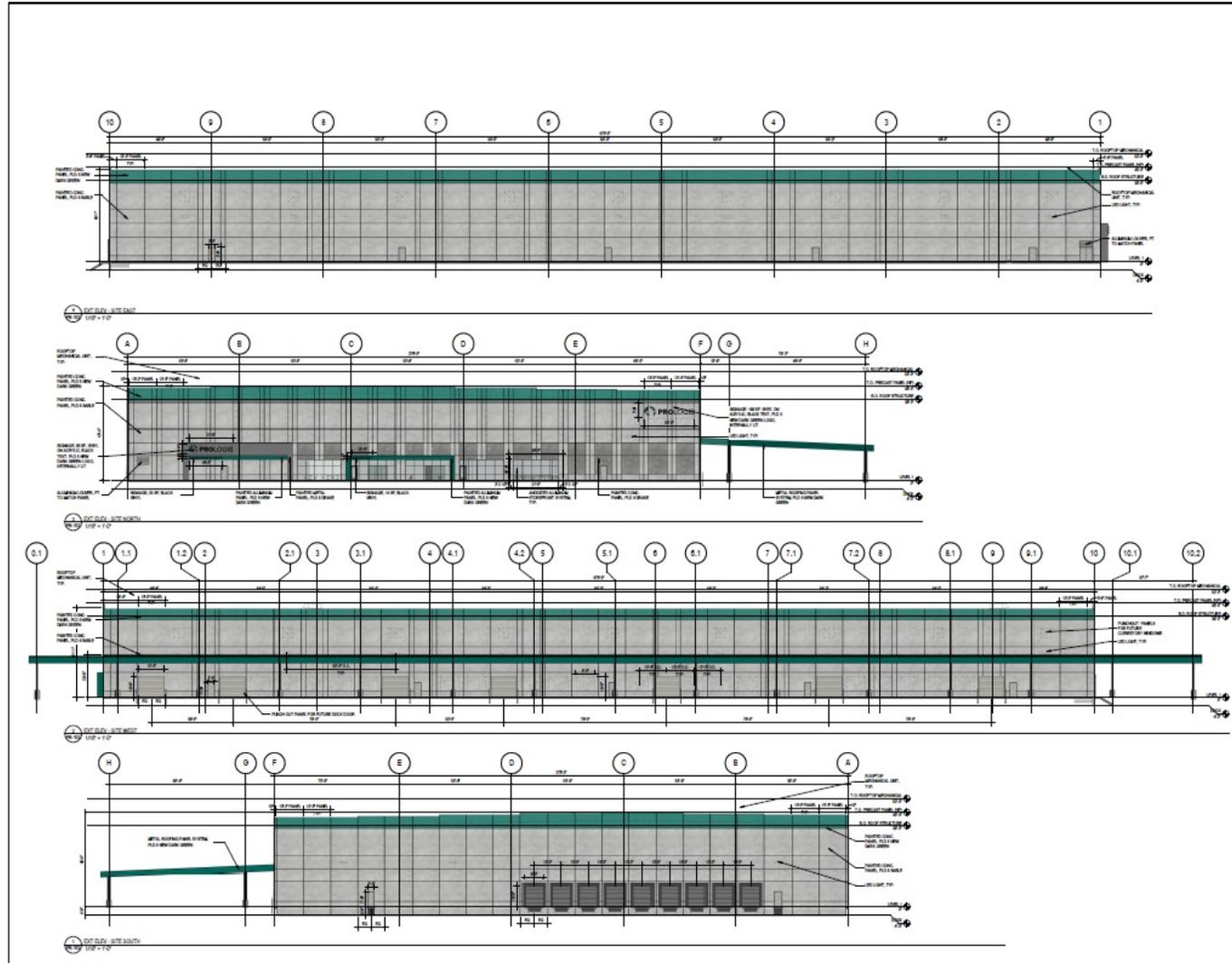
OVERALL SITE PLAN



SITE AND LANDSCAPE PLAN EAST



ELEVATIONS



KSS
 880 Chestnut Street, Suite 400
 Philadelphia, PA 19106
 P: 215.261.2000
 kssarch.com

DATE: 07-17-2018

Revision Record

Number	Revised	By	Date

Capital Beltway

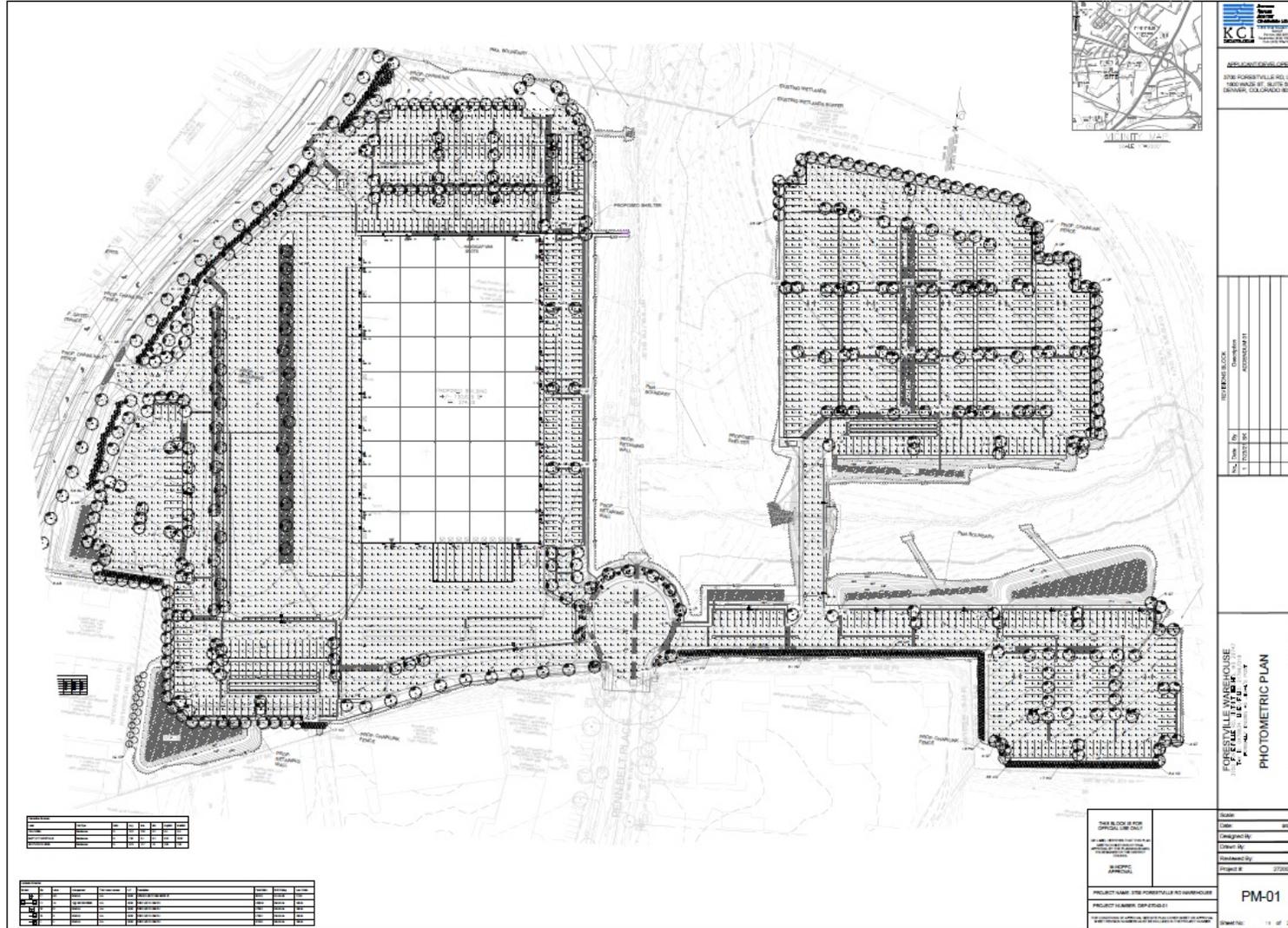
2700 FLEETVILLE
 DISTRICT HEIGHTS, MD 20747

PROLOGIS
 800 East Swedesville Road, Suite 400
 Myrtle, PA 19507
 www.prologis.com

Date: 2/21/2017
 Project No.: 2017-0073
 Sheet Title:
 ELEVATIONS - EXTERIOR

PB-102
 Request for Construction
 Not Released to Construction

PHOTOMETRIC PLAN



STAFF RECOMMENDATION

APPROVAL with 2 conditions

Applicant Community Engagement:

- September 8, 2021

STATEMENT OF JUSTIFICATION
FORESTVILLE WAREHOUSE-JEMAL'S POST
3700 FORESTVILLE ROAD LLC
DSP-07043-01
July 1, 2021

Applicant

3700 Forestville Road LLC
1800 Wase St., Suite 500
Denver, Colorado 80202
Contact: Ben O'Neil
(202) 263-1461

Attorney

Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
Contact: Thomas Haller
301-306-0033

Engineer

KCI Technologies, Inc
11830 West Market Place, Suite F
Fulton, Maryland 20759
Contact: Stephen A. Jerrick
(410) 792-8086

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1.0 INTRODUCTION/OVERVIEW

3700 Forestville Road LLC (the "Applicant") is the owner of 33.35 acres referenced as Parcel 23 on Tax Map 89 (the "Subject Property"). The Subject Property is zoned I-1/M-I-0. The purpose of this Detailed Site Plan application is to obtain approval to construct a warehouse containing 130,625 square feet on the Subject Property. The land to the north of the Subject Property, Parcel 190 on Tax Map 89 is zoned I-1, is owned by the Maryland State Police Department and is used as State Police Barrack L. Beyond the State Police Barrack is MD Route 4 (Pennsylvania Avenue). To the east is the interchange of the Capital Beltway and MD Route 4. To the south is developed land in the I-1 zone. Abutting the western boundary of the Subject Property is Forestville Road. Across Forestville Road is land in the C-S-C, C-M and I-2 zones. The Subject Property is currently unimproved.

2.0 RECENT ZONING HISTORY OF THE SUBJECT PROPERTY

The area of land bounded by the Beltway, Forestville Road, MD Route 4 and Suitland Parkway has been zoned industrial for many years. Prior to the mid-1960's the area was largely rural residential. After the construction of the Beltway, the area began to develop with industrial uses. The largest development was known as the Penn-Belt Industrial Park, which was subdivided in the late 1960's and early 1970's and was located between Forestville Road and the Beltway. By the mid-1980s, most the lots in the Penn-Belt Industrial Park had been developed, but the Subject Property was still zoned R-R and improved with a house. When the Suitland-District Heights and Vicinity Master Plan and Sectional Map Amendment were adopted pursuant to CR-25-1986, the Subject Property—as well as all other non-I-1 zoned land east of Forestville Road, was rezoned to the I-1 Zone. Today, all of this land area, with the exception of the Subject Property, is developed.

In 2006, preliminary plan of subdivision 4-06145 was submitted for the property to create seven lots and one parcel. On May 24, 2007 the Planning Board adopted Resolution of approval PGCPB No. 07-96 for the preliminary plan. The preliminary plan was approved subject to 15 conditions. Conformance with the applicable conditions will be evaluated below. The preliminary plan remains valid until December 31, 2021 unless an extension of the preliminary plan is approved.

On June 12, 2007, a request for reconsideration was filed related to environmental features impacting the property.

Specifically, a stream channel extended from north to south through the middle of the Subject Property. At the time the preliminary plan of subdivision was approved the applicant sought to pipe the entire stream system through the property. As noted in the resolution of approval, the Planning Board did not have sufficient information to evaluate the request. Thus, after the subdivision was approved, a request for reconsideration was filed. The reconsideration was ultimately approved on December 20, 2007 to allow the stream to be piped through the property.

In 2008, DSP-07043 was approved for the construction of a home improvement store containing 171,069 square feet on the eastern half of the Subject Property. Although still valid, development never occurred in accordance with the approved detailed site plan.

In 2009, Zoning Map Amendment A-10003 was filed requesting that the western 16.34 acres of the Subject Property be rezoned from the I-1 Zone to the C-S-C Zone. With the proposed development of a home improvement store (which was a permitted use in both the I-1 Zone and C-S-C Zone), it was anticipated that the remainder of Subject Property would be more suited to commercial uses. As a result, on March 23, 2010, Zoning Ordinance No. 2-2010 was adopted, rezoning 16.34 acres of the Subject Property to the C-S-C zone. This was the zoning of the Subject Property when the Subregion 4 Master Plan and Sectional Map Amendment was adopted in 2010, and the C-S-C zoning was retained.

Notwithstanding the approval of DSP-07043 and the change in zoning, no development occurred. In the period of time between 2007 and 2012, Prince George's County initiated the study and adoption of a Joint Land Use Study to evaluate the impact of the operations at Joint Base Andrews on properties within proximity to the Base. In 2012, the Prince George's County Council, sitting as the District Council ("District Council"), adopted Interim Land Use Controls which, in part, placed certain restrictions on the ability to locate commercial uses within the accident potential zones of Joint Base Andrews. The Subject Property is wholly located in Accident Potential Zone 1. In 2016, CR-97-2016 was adopted establishing the Military Installation Overlay Zone (MIOZ). The MIOZ authorized the District Council to rezone the underlying zoning of properties in the safety zones or high intensity noise areas in order to improve compatibility with the MIOZ. As such, the portion of the Subject Property previously zoned C-S-C was rezoned back to the I-1 zone with the adoption of CR-97-2016.

Finally, the Applicant recently purchased the Subject Property with the intent of developing a warehouse that is compatible not only with the I-1 zoning, but also the MIOZ. In evaluating the Subject Property, it was determined that there are floodplain impacts which were not known at the time the preliminary plan of subdivision was approved. In fact, a floodplain study approved in August 2020 revealed that the 4.16 acres of the Subject Property is impacted by the 100-year floodplain. This floodplain is primarily associated with the stream which flows from north to south through the property. Since the FEMA maps in 2006 and 2007 did not reflect the existence of floodplain, impacts to the floodplain were not taken into consideration. As a result, the Applicant has designed its proposed development to minimize the impacts on the floodplain, and has filed a request for reconsideration of the preliminary plan to have the impacts reevaluated given the fact that floodplain did exist on the site when the subdivision was approved. It is anticipated that the reconsideration will be approved prior to the hearing before the Planning Board on this detailed site plan. The detailed site plan has been designed based upon the impacts requested for approval in the request for reconsideration. Any modification of these impacts may impact the proposed detailed site plan.

3.0 SUMMARY OF DEVELOPMENT PROPOSAL

As noted above, the Subject Property is zoned I-1. The Applicant proposes to construct a warehouse containing 130,625 square feet. The property will have three points of access. There will be two entrances from Forestville Road, one aligned with Stewart Road and the other aligned with Leona Street. Per condition 12(b), a signal warrant study has been prepared and submitted to the Department of Permitting, Inspections and Enforcement ("DPIE") for the Stewart Road Intersection. Per Condition 12(c), a median will be installed to prevent require right-in/right-out only turning movements from this entrance. These conditions will be addressed in greater detail below. The third entrance to the Subject Property will be from Penn-Belt Place, which dead ends into the southern boundary. A cul-de-sac will be constructed completing this road. This entrance will be the primary entrance for large trucks into the site, and the loading docks for these trucks have been located on the southern end of the building to be accessible from this entrance. This also allows the loading docks to be oriented such that they are not visible from Forestville Road.

The northern façade of the building is the location of the main entrance. As a result, the employee parking is located on the northern and eastern building facades. A total of 255 parking spaces are provided, which include 7 handicap spaces. The parking provided exceeds the 78 parking spaces required in order to accommodate the building operation. In addition to the employee parking, a total of 520 parking spaces are provided on site for delivery vans. These parking spaces are larger than a standard parking space to accommodate the van sizes. Each space is 11' X 27' in size. The van parking is provided in three separate locations on the site, in the southwest corner of the site, the northeast quadrant of the site and the southeast quadrant of the site. Van drivers will arrive at the site in their personal vehicles and drive to one of the van parking areas. They will park their car, pick up a van, and then drive to the staging area on the west side of the building for loading.

Due to the regulated environmental features impacting the Subject Property, three separate development areas are created. The separate development areas will work well with the operation of the proposed building as described above. The main development area, located along Forestville Road, will be improved with the warehouse building and parking for employees of the facility. As noted above, large trucks will access the property from Penn-Belt Place to the south, separating them from customer traffic. There is also an area with 106 van parking spaces in the southwest corner of the site. The two parking areas in the northeast quadrant of the site and the southeast quadrant of the site are exclusively dedicated to delivery van parking and are separated by the preservation of natural features on-site. The delivery vans will be parked when not in use. As noted above, employees will enter the site, park in these parking lots, and then bring the delivery vehicles to the warehouse to be loaded before exiting the site onto Forestville Road from the driveway across from Stewart Road. As such, the site is well suited to this type of use, given that streams bisect the site. The remote parking areas will not be utilized by customers or patrons who will need to walk to the main building (although a pedestrian path is provided should anyone ever desire to walk). In addition, the location of parking along the eastern half of the site minimizes any visibility from the Beltway by preserving existing vegetation. Substantial landscaping is also provided on a berm which will be located along Forestville Road to create an attractive view from the street.

One site feature that should be pointed out is a water storage tank which is located along the northern property line adjacent to the property owned by the State of Maryland and used as the State Police Barrack. This tank is required to satisfy fire department requirements. The location of the tank is dictated by the site topography and the ability to provide sufficient water pressure to the building. The proposed location of the tank was selected because is outside of the PMA and is set back far enough from Forestville Road to allow it to be adequately screened. Existing vegetation associated with the stream channel and floodplain will screen views from the east. The large setback from Forestville Road, as well as on site landscaping will adequately reduce visibility from Forestville Road and allow it to blend in with the other site features.

As noted on the Detailed Site Plan, parking is provided that well exceeds the minimum requirements for the proposed use. Further, loading is provided which also exceeds the minimum requirements. The proposed building will be a single story approximately 45 feet in height to the top of the roof parapet. The building will be constructed of painted concrete panels, accented with anodized aluminum storefront system along the main entrance as well as storefront glass.

As designed, the Detailed Site Plan reflects that all requirements of the I-1 Zone have been satisfied, and all requirements of the Landscape Manual have been addressed and satisfied.

4.0 ANALYSIS OF CONFORMANCE WITH THE CONDITIONS OF PRELIMINARY PLAN OF SUBDIVISION 4-06145

As discussed in the zoning history of the Subject Property above, the Preliminary Plan of Subdivision governing development of the site was approved on December 20, 2007, subject to 15 conditions. There are several conditions which are required to be complied with prior to certification, prior to final plat or prior to the issuance of building permits. Those conditions are not relevant to the subject Detailed Site Plan. The conditions of approval which are relevant to the approval of the Detailed Site Plan are listed and addressed below.

- 5. Development shall be in conformance with the approved Stormwater Management Concept Plan, 1837-2005-01 and any subsequent revisions.**

COMMENT: A revision to the Stormwater Management Concept Plan, CSWM #7310-2021-0, has been approved reflecting the proposed layout and is included with the application.

6. **Any residential development of the subject property, other than one single-family dwelling, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits**

COMMENT: No residential development is proposed.

7. **The applicant shall provide a standard sidewalk along the subject site's entire frontage of Forestville Road, unless modified by DPW&T.**

COMMENT: A standard 5' sidewalk is shown along the site's entire frontage on Forestville Road.

8. **Provide a standard sidewalk along both sides of all internal roads, unless modified by DPW&T.**

COMMENT: The preliminary plan of subdivision was approved for seven lots, and at the time of its approval was assumed to have internal roads connecting the parcels to the public roadways. As now proposed, the Subject Property will be platted as a single lot, and internal driveways are provided connecting the development pods. Notwithstanding, a complete pedestrian circulation system is provided within the site to provide safe access to the building on concrete sidewalks. The sidewalk system is more specifically addressed below where the Site Design Guidelines in Section 27-274(a) (2) (C) are addressed.

9. **Prior to signature approval of the preliminary plan, a Phase I (Identification) archeological investigation, according to the Planning Board's *Guidelines for Archeological Review* (May 2005), is required on the subject property to determine if any cultural resources are present. The entire 33.35 acres shall be surveyed for archeological sites. A title search should be performed on the property tracing the title back as far as possible. A search shall be made of census records to determine if past owners held slaves. The applicant shall submit a Phase I Research Plan for approval by the staff archeologist prior to commencing Phase I work. Evidence of M-NCPPC concurrence with the final Phase I report and recommendations is required prior to signature approval.**

10. Upon receipt of the report by the Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to Planning Board approval of any detailed site plan or final plat, the applicant shall provide a plan for:
 - i.) Evaluating the resource at the Phase II level, or
 - ii.) Avoiding and preserving the resource in place.
11. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated in a proper manner, prior to approval of any grading permits.

COMMENT: The Phase I archeological evaluation was completed as required prior to signature approval of the preliminary plan. As a result of the findings, a Phase II and ultimately a Phase III evaluation were performed and completed. At the time that DSP-07043 was approved, Conditions 5-9 required that certain actions be taken prior to signature approval of the DSP and prior to the issuance of grading permit. Those actions have now been completed. By letter dated September 28, 2020, Jennifer Stabler, Archeology Planner Coordinator with the Historic Preservation Section concluded that the archeological investigations were completed and that no additional excavations on site are necessary. The final report was provided to Dr. Stabler and the items collected have been curated at the Maryland Archeological Conservation Laboratory in Calvert County, Maryland. Thus, all issues related to archeology have been addressed prior to the filing of this application.

12. 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 through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - A. MD 4/Forestville Road: Provide a third westbound through lane along MD 4 through the intersection,

and provide a second left-turn lane along the northbound Forestville Road approach. Modify signals, signage, and pavement markings as needed.

- B. Forestville Road/Stewart Road: At the time of submittal of the initial Detailed Site Plan within the subject property, the applicant shall submit an acceptable traffic signal warrant study and lane usage plan to the transportation planning staff and DPW&T for signalization at the intersection of Forestville Road and Stewart 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 DPW&T. If a signal or other traffic control improvements are deemed warranted at that time, the applicant shall bond the signal with DPW&T prior to the release of any building permits within the subject property, with installation to occur at the time directed by DPW&T. The recommended lane usage and traffic control shall be made a part of the recommendation for the initial Detailed Site Plan within the subject property.
- C. Forestville Road/Leona Street: The existing Leona Street approach will be modified to serve right-in right-out movements. The site access opposite this street shall be designed for right-in right-out movements. Associated with these requirements, the applicant shall provide a short section of median along the centerline of Forestville Road in the vicinity of Leona Street as a means of preventing left-turns associated with Leona Street and the northern site entrance. Prior to the approval of the initial Detailed Site Plan within the subject property, the applicant must hold a community meeting to inform citizens along Leona Street about the proposed changes in the traffic patterns at Forestville Road and Leona Street, and the applicant must provide documentation of this meeting, with any results and/or changes, for the review of DPW&T and the Transportation Planning Section as a part of the Detailed Site Plan review.

COMMENT: Three road improvements are specified in Condition 12. The road improvements specified in Condition 12(A) will be made as required. Condition 12(B) requires that a signal warrant study be submitted at the time of submittal of the initial Detailed Site Plan. A signal warrant study was submitted at the time DSP-07043 was filed and it was determined a signal was warranted. A revised signal warrant analysis reflecting the current development proposal has been submitted to DPIE and is currently under review. The signal warrant study indicates that three warrants are satisfied, suggesting that a signal continues to be warranted at Stewart Road and Forestville Road. Condition 12(C) requires that a median be constructed in Forestville Road at Leona Street. Constructing this median will alter the traffic pattern of the residential community on the west side of Forestville Road. As such, Condition 12(C) requires that the applicant hold a community meeting to inform citizens of Leona Street about the proposed changes in the traffic patterns at Forestville Road and Leona Street. The Applicant has engaged GS Proctor and Associates to conduct this community meeting and will provide documentation of the meeting prior to the Planning Board hearing.

- 13. Total development within the subject property shall be limited to uses which generate no more than 305 AM and 697 PM peak-hour vehicle trips, with trip generation determined in a consistent manner with the February 2007 traffic study. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

COMMENT: The proposed development does not generate traffic impact greater than reflected in Condition 13.

- 14. Prior to the issuance of any building permit a Detailed Site Plan is required to examine the architecture, landscaping, traffic, pedestrian and vehicular circulation visibility and neighborhood compatibility of the proposed development.**

COMMENT: This Detailed Site Plan is filed to conform to Condition 14. As is discussed more fully below, the architecture reflects a modern, one-story industrial building constructed of painted concrete panels with metal panel accents. The facades primarily visible from Forestville Road are the northern and western facades.

The northern façade exhibits a variety of colors and features, as this is where the main entrance to the building is located. The western façade is broken up by a canopy which is used to shelter employees as the place merchandise in delivery vehicles. The building is set back from all of the roads and ample landscaping is provided. The site is further defined by the retention of natural environmental features which exist on site, increasing the amount of green area provided well in excess of a typical industrial site. The access points are located to separate larger delivery trucks from customer or employee traffic, with the site designed for such trucks to access the property from Penn-Belt Place to the south. The retention of extensive natural features combined with the building setback, on site landscaping and design features all will ensure compatibility with other industrial uses in the neighborhood.

- 15. Prior to the approval of the detailed site plan, a conceptual stream restoration plan shall be submitted to M-NCPPC. The plan shall provide a scope of work for restoration of a site or sites on public property within the main stem of Henson Creek to be approved by the Planning Board or its designee. The scope of work shall be based on a completed stream corridor assessment, either prepared by the applicant, or by the Department of Environmental Resources. The plan shall show mitigation of a section of stream at least equivalent to the impacts on and adjacent to the subject property. A detailed stream restoration plan shall be submitted and approved by the Planning Board or designee and the Department of Public Works and Transportation or other appropriate agency and the work shall be bonded prior to the issuance of the first permit. The plan shall be implementation of the Plan shall commence prior to the issuance of the second building**

COMMENT: The Applicant has filed a request for reconsideration of the preliminary plan to delete this condition. This condition was adopted based upon the assumption that the stream extending through the Subject Property would be completely piped, thereby requiring any stream mitigation to occur off-site. Given the existing of floodplain associated with the stream, the Applicant now intends to preserve the streams on site except to the extent required to provide needed infrastructure and access. As such, there is no need to provide off site stream mitigation. On July 8, 2021, the

Planning Board approved the reconsideration and eliminated Condition 15. In lieu of that Condition, three additional conditions have been imposed, as follows:

15. Prior to approval of the detailed site plan, the preliminary plan of subdivision, which was revised to reflect the floodplain and impacts to the primary management area, in accordance with the reconsideration approved by the Prince George's County Planning Board on July 8, 2021, shall be signature approved with revisions, as follows:
 - a. Provide the gross tract areas, in addition to the net tract areas, for proposed lots.
 - b. Provide the preliminary plan of subdivision and Type 1 tree conservation plan at the same scale.
16. Prior to approval of the detailed site plan, the Type I Tree Conservation Plan (TCPI-011-07-01), which was revised to reflect the floodplain and impacts to the primary management area, in accordance with the reconsideration approved by the Prince George's County Planning Board on July 8, 2021, shall be signature approved with revisions to the TCPI, as follows:
 - a. Have the revised plan signed and dated by the qualified professional who prepared the plan.
 - b.
17. At time of final plat, a conservation easement shall be described by Bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

COMMENT: The Applicant is in the process of submitting the revised Preliminary Plan for signature approval and revising the Type 1

Tree Conservation Plan. These will be completed prior to approval of the DSP. The conservation easement will also be reflected on the final plat.

Based upon the above, the proposed DSP conforms to all applicable conditions adopted by the Planning Board as part of the Preliminary Plan of Subdivision.

5.0 CONDITIONS OF APPROVAL OF DSP-07043

Detailed Site Plan DSP-07043 was approved for the construction of a Lowe's Home Improvement Store on the eastern end of the Subject Property, subject to 12 conditions. Although the DSP remained valid, construction in accordance with the prior approval never proceeded. The proposed Detailed Site Plan revision will supersede the previously approved plan, and will be subject to conditions applicable to the proposed development. Few of the prior conditions of approval have any relevance to the current application. The conditions of the prior approval are referenced below, with a comment as to the relevance of the condition:

- Conditions 1, 2, 3, 4, and 11 all required revisions to the plans prior to signature approval of the DSP. The DSP was certified in 2013 and all of the required revisions were made. These conditions will not be relevant or applicable to the new DSP.
- Conditions 5-9 contain the steps for completion of the archeological studies required pursuant to the Preliminary Plan of Subdivision. Some of the requirements were to be satisfied prior to signature approval of the DSP and some prior to the issuance of a grading permit. As noted above, all of the archeological studies have now been completed, no additional work is required, and all items recovered have been curated as required.
- Condition 10 was required to satisfy Condition 15 of the Preliminary Plan, which required off site stream mitigation. As noted above, this condition has been eliminated and off site stream mitigation is no longer required.
- Condition 12 required that the required traffic signal at the intersection of Forestville Road and Stewart Road be bonded prior to the release of any building permit. A new signal warrant study reflecting the current proposal has been

submitted and is being reviewed by DPIE. In the event it is determined that a signal continues to be warranted, it will be appropriate for a similar condition to be imposed on this application.

Based upon the above, all of the applicable conditions of DSP-07043 have been addressed.

6.0 CONFORMANCE WITH REQUIREMENTS OF SUBTITLE 27, PART 10C

The Subject Property is located just to the north of Joint Base Andrews and is therefore subject to the requirements of Part 10C of the Zoning Ordinance. The impacts of Joint Base Andrews include height, noise and use restrictions. Each of these impacts are addressed below:

HEIGHT: The Subject Property is located within Surface B. Pursuant to Section 27-548.54(e)(2)(B), structures within this area shall not exceed a height (in feet) equivalent to the distance between Surface A and nearest boundary of the subject property, divided by 50. The nearest boundary of the Subject Property to Surface A is approximately 4550 feet, which would permit a building up to 91 feet in height. The proposed building is 45.33 feet in height, which conforms to the limitation.

NOISE: The Subject Property is subject to noise between 60-74 decibels. Condition 4 of Preliminary Plan 4-06145 states that "Prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 52 dBA (Ldn) or less." Thus, the issue of noise exposure has been addressed by prior conditions of approval.

SAFETY: The Subject Property is located in Accident Potential Zone 1 (APZ 1). Property within APZ 1 is subject to certain use restrictions in order to ensure that proposed uses are compatible with Joint Base Andrews operations. The proposed use of the Subject Property is as a warehouse, which is not listed as either a prohibited use or a limited permitted use in APZ 1. As noted above, the prior use proposed for the Subject Property was retail in nature, and there are restrictions on certain retail uses, such as eating and drinking establishments and office uses. The

proposed use will provide greater compatibility of land use than the prior proposed uses.

Based upon the above, the proposed development is in conformance with the requirements of Part 10C of the Zoning Ordinance.

7.0 CONFORMANCE WITH THE GENERAL PURPOSES OF DSP'S

The general purposes of Detailed Site Plan (DSP) are contained in §27-281(b) of the Zoning Ordinance, and are expressed as follows:

(b) General purposes.

(1) The general purposes of Detailed Site Plans are:

(A) To provide for development in accordance with the principles for the orderly, planned, efficient, and economical development contained in the General Plan, Master Plan or other approved plans;

COMMENT: As discussed above, the Subject Property is located within the MIOZ. Specifically, the property is located within Accident Potential Zone 1 and is subject to the impact of high noise exposure. During the approval of the MIOZ, the District Council rezoned the Subject Property to the I-1 zone. The development of the subject property is consistent with the impacts associated with MIOZ. The Subject Property is located within Subregion 4. As noted above, at the time the Subregion 4 Master Plan and Sectional Map Amendment were adopted, the western portion of the property was owned C-S-C. However, with the adoption of the MIOZ and the change in zoning, development is now proposed consistent with the existing zoning category and with the limitations set forth in MIOZ.

(B) To help fulfill the purposes of the zone in which the land is located;

COMMENT: The purposes of the I-1 Zone are set forth in Section 27-469 of the Zoning Ordinance. Those purposes are as follows:

(A) To attract a variety of labor-intensive light industrial uses;

- (B) To apply site development standards which will result in an attractive, conventional light industrial environment;**
- (C) To create a distinct light industrial character, setting it apart from both the more intense Industrial Zones and the high-traffic-generating Commercial Zones; and; and**
- (D) To provide for a land use mix which is designed to sustain a light industrial character.**

COMMENT: The proposed development conforms to the purposes of the I-1 zone. The proposed warehouse is a light industrial use. While not labor intensive, the location of the property in the MIOZ suggests that labor intensive uses are not appropriate at this location. The proposed orientation of the building to allow for the loading areas to be shielded from view of the abutting roadways will ensure that the site is developed in attractive, conventional, light industrial environment. The development will also extend the same character of development as the existing light industrial development to the south, which is distinct from areas with heavy industrial zoning. Finally, development of the Subject Property as proposed will ensure that the light industrial character of the area is sustained. In view of the above, the Applicant submits that the purposes of the I-1 Zone are met and satisfied in this instance.

- (C) To provide for development in accordance with the site design guidelines established in this Division; and**

COMMENT: The Site Design Guidelines, contained in Section 27-274, are addressed in detail below.

- (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.**

COMMENT: The Subject Property is zoned I-1 and is located within the MIOZ. The Detailed Site Plan is required as a condition of the approved preliminary plan of subdivision and will ensure that the issues required to be addressed are appropriately incorporated into the design.

8.0 CONFORMANCE WITH SPECIFIC PURPOSES OF THE DETAILED SITE PLAN

Sec. 27-281 (c) lists the specific purposes of a detailed site plan. There are four specific purposes listed, each of which is addressed below:

Sec. 27-281 (c) (1) (A): To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site.

COMMENT: The submitted Detailed Site Plan demonstrates the location of the existing and proposed buildings, parking facilities, streets and green areas, as required. All aspects of the property are easily accessible from the adjacent public roadways, and the parking lots are either located in close proximity to the building or located in developable pods separated by regulated environmental features. The location of the parking is appropriate given the proposed use.

Sec. 27-281 (c) (1) (B): To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site.

COMMENT: The submitted DSP included in this application shows the specific grading and landscape planting areas proposed for the site. There is also an approved stormwater management concept plan.

Sec. 27-281 (c) (1) (C): To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site.

COMMENT: The proposed development is industrial and character and no recreational facilities are proposed.

Sec. 27-281 (b) (1) (D): To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

COMMENT: No maintenance agreements, covenants or other contract

documents are necessary to ensure that the plan is implemented in accordance with the requirements of this Subtitle.

9.0 CONFORMANCE WITH CRITERIA OF APPROVAL--DETAILED SITE PLANS

The Planning Board must find that the Detailed Site Plan satisfies the criteria of approval set forth in Section 27-285(b) of the Zoning Ordinance. These criteria are set forth below.

(b) Required findings.

- (1) The Planning Board may approve a Detailed Site Plan if it finds that 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.**

Comment: The Applicant submits that the proposed DSP represents a reasonable alternative for satisfying the site design guidelines. The property is well suited for the proposed use, given the impact of the operations of Joint Base Andrews. The property has been historically zoned industrial and all of the land within the area bounded by Forestville Road, Suitland Parkway, the Capital Beltway and MD Route 4 is zoned I-1. As designed, the subject property will be oriented so that the views from Forestville Road are of an attractive industrial building, with ample landscaping along the road. The restrictions created by the environmental features on site ensure that views from the Beltway will be attractive. The property is being developed in accordance with the requirements of the I-1 zone, no variances from the requirements of the zone are requested and alternative compliance from the requirements of the Landscape Manual is not required in order to develop the property as proposed.

The design guidelines are set forth in Sections 27-283 and 27-274 of the Zoning Ordinance. Section 27-283 applies to Detailed Site Plans, and states that the site design guidelines are the same as those required for a Conceptual Site Plan. However, the guidelines shall only be used in keeping with the character and purpose of the proposed type of development. The

design guidelines themselves, set forth in Section 27-274, address parking, loading and circulation, lighting, views from public areas, green area, site and streetscape amenities, grading, service areas, public spaces and architecture. Each of these guidelines is addressed below:

Section 27-274(a)(1) General. The proposed plan should promote the purposes of the Conceptual Site Plan. The purposes of Conceptual Site Plans are listed in Section 27-272. The General Purposes include providing for development in accordance with the Master Plan and helping fulfill the purposes of the zone in which the land is located. Conformance with the Master Plan and General Plan are addressed above.

The Specific Purposes of Conceptual Site Plans include explaining the relationships between the proposed uses and illustrating approximate locations of building and parking. The proposed DSP fulfills these specific purposes. The proposed industrial building is well positioned on the property to allow for necessary truck access while still preserving attractive views from abutting roadways and preserving regulated environmental features.

Parking, Loading and circulation.

COMMENT: General guidance is given regarding the location of parking and loading facilities. In this instance, parking is provided for employees and visitors proximate to the building. The parking for vehicles required for the operation of the facility is located further from the building to avoid impacting the regulated environmental features. Ample circulation is provided on site. As designed, the primary loading docks are located along the southern façade of the building, where trucks can easily access the building from Penn-Belt Place. Landscaping is provided both along the perimeter of the site abutting roadways, but also internal to the site.

With regard to pedestrian facilities, the Site Design Guidelines state that "Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers." To accomplish this, "pedestrian access should be provided into the site and through parking lots to the major destinations on the site, pedestrian and vehicular circulation routes should generally be separated and clearly marked, 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 barrier-free pathways to accommodate the handicapped should be provided." The proposed detailed site plan addresses all of these guidelines.

The Applicant is providing a 5-foot wide sidewalk along the entire frontage of the property on Forestville Road. Continental style crosswalks are provided along the two driveways accessing the site. The sidewalks extend from Forestville Road to crosswalks over interior driveways. The northernmost entrance, across from Leona Street, connects pedestrians to a ridehare shelter where employees can wait for a ride under cover. This shelter connects to a sidewalk that encircles the building and provides access within the building. The employee parking lot is located on the north and east sides of the building. Pedestrian crosswalks are provided in the center of the parking area and along the eastern side to allow employees to safely access the building across the driveway aisles.

Separate parking areas are provided in the southwest, northeast and southeast quadrants of the property. The parking areas on the eastern side of the Subject Property are separated from the main building by the substantial floodplain area which extends through the Subject Property from north to south. These parking areas are not intended for employees working in the building, but rather for vehicles associated with the operation of the building. The delivery vehicles will be parked in the lots when not in use. Drivers will enter the site, park their personal vehicles in the lot and then drive the delivery vehicle from the lot to the building for loading. Notwithstanding, clear sidewalk connections and continental style crosswalks are provided should any drivers need to walk to the building.

In the lot on the west side of the site, a sidewalk is provided on the west side of the main driveway aisle that leads to a crosswalk to clearly connect to the sidewalk system connecting to the closest employee entrance. The Detailed Site Plan also depicts concrete areas along the end of the parking spaces, but these concrete areas are planned for future the placement of future charging stations when the delivery vehicles used are electric vehicles. The concrete areas intended as pedestrian connections are 7 feet in width to provide adequate passage.

Similarly, clear pedestrian pathways are provided from the parking areas on the east side of the site. In the lot in the northeast quadrant of the Subject Property, two sidewalks have been

provided, on east side of a bioretention area that bisects the lot and one of the west side. These sidewalks lead connect to the cul-de-sac of Penn Belt Place which will be constructed. Sidewalks are proposed around the cul-de-sac which will tie into existing sidewalks along Penn Belt Place and also tie into the sidewalk system leading to the nearest building entrance. The parking area in the southeast portion of the Subject Property also provides sidewalk connections to the driveway which leads to the building.

As a result, a complete pedestrian circulation system is provided along both the public roadways and along the private driveways within the site. The Applicant has prepared an exhibit which depicts the pedestrian circulation network to assist staff in its evaluation of the on-site circulation. In addition, inverted U-shaped bicycle racks are provided on site.

Lighting

COMMENT: A lighting plan is provided with the detailed site plan. The lighting plan demonstrates that the internal roadways and other public areas of the site are adequately lit, but that such light will not spill off site.

Views

COMMENT: The views from public areas have been adequately addressed by the site design. The building is setback from Forestville Road and adequate landscaping and buffering is provided. The layout of the site allows parking areas to be located proximate to the Beltway, where preserved vegetation will screen the use of the property.

Green Area

COMMENT: Substantial green area is created on site through the preservation of significant natural features, namely the floodplain and stream channels. In fact, 12.84 acres of green area are provided, or 38.5% of the site. This allows the site to far exceed the 10% green area required in the I-1 zone.

Site and Streetscape amenities

COMMENT: The development is industrial and there are no site amenities provided. The Detailed Site Plan does, however, depict

the location of a rideshare shelter near the entrance across from Leona Street and the details of that shelter are provided.

Grading

COMMENT: The site grading needed to develop the site as proposed is shown on the Detailed Site Plan.

Service Areas

COMMENT: The trash service area is located on the southern façade of the building such that it is not visible from public roadways. The service area is easily accessible.

Public Spaces

COMMENT: There are no public spaces designed into the proposed development.

Architecture

COMMENT: The proposed architecture is typical of modern industrial buildings, with the use of painted concrete tilt up panels. A variety of colors are proposed, including sable and licorice along with dark green near the roof line. Only the northern and western facades will be visible from Forestville Road. The north façade includes a variety of materials including metal panel accents at the main entrance. The western façade includes a canopy which is twenty feet high and extends 80 feet from the building, breaking up the mass of this façade. This canopy allows vehicles on site to be loaded with merchandise protected from the elements. The traditional loading docks for large trucks is located along the southern façade where it can be easily accessed from Penn-Belt Place.

Townhouses

COMMENT: There are no townhouses included in the proposed application. As such this provision is inapplicable to the Detailed Site Plan.

(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).

COMMENT: This criterion is inapplicable as no conceptual site plan was required for the Subject Property.

- (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, 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.

COMMENT: The proposed Detailed Site Plan is not an infrastructure site plan and therefore this criterion is not applicable to the subject Detailed Site Plan.

- (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).

COMMENT: In addition to this specific finding, Section 27-282(e)(10) requires that a Statement of Justification be submitted describing how the proposed design preserves and restores the regulated environmental features to the to the fullest extent possible. At the time the preliminary plan of subdivision was originally approved in 2007, the applicable FEMA maps did not reflect that the Subject Property is impacted by 100-year floodplain. In fact, the Subject Property has 4.11 acres of 100-year floodplain and 7.74 acres of PMA. Through a request for reconsideration, the Applicant has requested that the correct limits of the PMA be reflected and that revised impacts to the PMA can be evaluated. The proposed Detailed Site Plan preserves the regulated environmental features to the fullest extent possible, and a determination to this effect will be made by the Planning Board prior to consideration of this Detailed Site plan.

10.0. CONCLUSION

In conclusion, the Applicant submits that the proposed Detailed Site Plan represents a most 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. In addition, the Planning Board can find that regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible. For these reasons, the Applicant respectfully requests approval of the Detailed Site Plan.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'T. Haller', with a long horizontal flourish extending to the right.

Thomas H. Haller, Esq.
1300 Caraway Court, Suite 102
Largo, Maryland 20774
301-306-0033 (O)
301-306-0037 (F)
thaller@gibbshaller.com

SECOND AMENDED RESOLUTION

WHEREAS, Jemal's Post, LLC. is the owner of a 33.35-acre parcel of land known as Parcel 23, Tax Map 90 in Grid A-1, said property being in the 6th Election District of Prince George's County, Maryland, and being zoned I-1; and

WHEREAS, on *~~May 3~~, February 22, 2007, Jemal's Post, LLC. filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 7 lots and 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-06145 for Jemal's Post 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 May 3, 2007, 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 *May 3, 2007, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

WHEREAS, on May 24, 2007 the Planning Board adopted its resolution of approval PGCPB No. 07-96; and

WHEREAS, by a letter dated June 12, 2007, the applicant requested a reconsideration of the preliminary plan for review of Conditions 1, 2, 3, 5, 7 and Findings 5 and 10.

WHEREAS, on July 12, 2007, the Planning Board granted this request.

WHEREAS, on July 12, 2007 the Planning Board approved the applicant's request for reconsideration based on the good cause associated with variation requests to pipe the stream and providing adequate circulation for emergency vehicles, pedestrian and truck traffic; and

WHEREAS, the applicant submitted revised variation requests pursuant to §24-130; and

WHEREAS, on October 11, 2007, the Prince George's County Planning Board heard testimony regarding the reconsideration.

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**WHEREAS, by a letter dated March 15, 2021, the applicant requested a reconsideration of the preliminary plan for review of Condition 15.

**WHEREAS, on April 8, 2021, the Planning Board granted this request.

**WHEREAS, on April 8, 2021, the Planning Board approved the applicant's request for reconsideration based on the good cause and substantial public interest; and

**WHEREAS, the applicant submitted revised variation request pursuant to §24-130 and new variation request pursuant to §24-129(b); and

**WHEREAS, on July 8, 2021, the Prince George's County Planning Board heard testimony regarding the reconsideration.

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/11/07)]~~ (TCPI-011-07-01), and further APPROVED Preliminary Plan of Subdivision 4-06145, Jemal's Post, including a Variation from Section 24-130 ~~**and Section 24-129(b)~~ for Lots 1-7 with the following conditions:

- *[1]. ~~Prior to signature approval of the preliminary plan, the preliminary plan and the TCPI shall be revised to eliminate impacts C, D and F.~~
- *[2]. ~~At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the expanded stream buffer, except for the areas of approved impacts, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:~~

~~“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”~~

- *1[3]. Prior to signature approval of the preliminary plan, the Type I Tree Conservation Plan shall be revised as follows:
- a. Revise the plan and the legend to include symbols for: stream centerline, stream buffer, wetlands, wetland buffer, expanded buffer and any other symbols used on the plan.

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- b. Remove tree protection devices from the legend.
 - c. Provide detailed sheets at a scale of 1"=50' in addition to the overall cover sheet.
 - d. Revise the plan and the legend to show one continuous limit of disturbance with the same symbol in the legend and on the plan.
 - *e. ~~Revise the TCPI worksheet to include the preservation on site of the woodlands within the stream system that are to be preserved and adjust all plan notes accordingly.~~
 - *e[f]. Add the Standard TCPI Notes and insert the appropriate plan numbers as required.
 - *f[g]. Have the revised plan signed and dated by the qualified professional who prepared the plan.
- *2[4]. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/11/07). 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/11/07), 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 Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."
- *3[5]. Prior to signature approval of the preliminary plan, the stormwater management plan shall be revised to reflect both the TCPI and as necessary the preliminary plan.
- *4[6]. Prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 52 dBA (Ldn) or less.
- *5[7]. Development shall be in conformance with the approved Stormwater Management Concept Plan, 1837-2005-01 and any subsequent revisions.

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- *6[~~8~~]. Any residential development of the subject property, other than one single-family dwelling, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
- *7[~~9~~]. The applicant shall provide a standard sidewalk along the subject site's entire frontage of Forestville Road, unless modified by DPW&T.
- *8[~~10~~]. Provide a standard sidewalk along both sides of all internal roads, unless modified by DPW&T.
- *9[~~11~~]. Prior to signature approval of the preliminary plan, a Phase I (Identification) archeological investigation, according to the Planning Board's *Guidelines for Archeological Review* (May 2005), is required on the subject property to determine if any cultural resources are present. The entire 33.35 acres shall be surveyed for archeological sites. A title search should be performed on the property tracing the title back as far as possible. A search shall be made of census records to determine if past owners held slaves. The applicant shall submit a Phase I Research Plan for approval by the staff archeologist prior to commencing Phase I work. Evidence of M-NCPPC concurrence with the final Phase I report and recommendations is required prior to signature approval.
- *10[~~12~~]. Upon receipt of the report by the Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to Planning Board approval of any detailed site plan or final plat, the applicant shall provide a plan for:
 - i.) Evaluating the resource at the Phase II level, or
 - ii.) Avoiding and preserving the resource in place.
- *11[~~13~~]. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated in a proper manner, prior to approval of any grading permits.
- *12[~~14~~]. 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 through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

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- A. MD 4/Forestville Road: Provide a third westbound through lane along MD 4 through the intersection, and provide a second left-turn lane along the northbound Forestville Road approach. Modify signals, signage, and pavement markings as needed.
- B. Forestville Road/Stewart Road: At the time of submittal of the initial Detailed Site Plan within the subject property, the applicant shall submit an acceptable traffic signal warrant study and lane usage plan to the transportation planning staff and DPW&T for signalization at the intersection of Forestville Road and Stewart 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 DPW&T. If a signal or other traffic control improvements are deemed warranted at that time, the applicant shall bond the signal with DPW&T prior to the release of any building permits within the subject property, with installation to occur at the time directed by DPW&T. The recommended lane usage and traffic control shall be made a part of the recommendation for the initial Detailed Site Plan within the subject property.
- C. Forestville Road/Leona Street: The existing Leona Street approach will be modified to serve right-in right-out movements. The site access opposite this street shall be designed for right-in right-out movements. Associated with these requirements, the applicant shall provide a short section of median along the centerline of Forestville Road in the vicinity of Leona Street as a means of preventing left-turns associated with Leona Street and the northern site entrance. Prior to the approval of the initial Detailed Site Plan within the subject property, the applicant must hold a community meeting to inform citizens along Leona Street about the proposed changes in the traffic patterns at Forestville Road and Leona Street, and the applicant must provide documentation of this meeting, with any results and/or changes, for the review of DPW&T and the Transportation Planning Section as a part of the Detailed Site Plan review.

*13~~[15]~~. Total development within the subject property shall be limited to uses which generate no more than 305 AM and 697 PM peak-hour vehicle trips, with trip generation determined in a consistent manner with the February 2007 traffic study. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

*14~~[16]~~. Prior to the issuance of any building permit a Detailed Site Plan is required to examine the architecture, landscaping, traffic, pedestrian and vehicular circulation visibility and neighborhood compatibility of the proposed development.

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- ~~**[*15. Prior to the approval of the detailed site plan, a conceptual stream restoration plan shall be submitted to M NCPPC. The plan shall provide a scope of work for restoration of a site or sites on public property within the main stem of Henson Creek to be approved by the Planning Board or its designee. The scope of work shall be based on a completed stream corridor assessment, either prepared by the applicant, or by the Department of Environmental Resources. The plan shall show mitigation of a section of stream at least equivalent to the impacts on and adjacent to the subject property. A detailed stream restoration plan shall be submitted and approved by the Planning Board or designee and the Department of Public Works and Transportation or other appropriate agency and the work shall be bonded prior to the issuance of the first permit. The plan shall be implementation of the Plan shall commence prior to the issuance of the second building permit on the overall subject property. In no event shall the non-issuance of a stream restoration permit or other approval preclude the issuance of the first building permit on site provided a bond is posted and the plan approved.]~~
- **15. Prior to approval of the detailed site plan, the preliminary plan of subdivision, which was revised to reflect the floodplain and impacts to the primary management area, in accordance with the reconsideration approved by the Prince George's County Planning Board on July 8, 2021, shall be signature approved with revisions, as follows:
- a. Provide the gross tract areas, in addition to the net tract areas, for proposed lots.
 - b. Provide the preliminary plan of subdivision and Type I tree conservation plan at the same scale.
- **16. Prior to approval of the detailed site plan, the Type I Tree Conservation Plan (TCPI-011-07-01), which was revised to reflect the floodplain and impacts to the primary management area, in accordance with the reconsideration approved by the Prince George's County Planning Board on July 8, 2021, shall be signature approved with revisions to the TCPI, as follows:
- a. Have the revised plan signed and dated by the qualified professional who prepared the plan.
- **17. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

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"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."

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 east on Forestville Road, south of Pennsylvania Avenue and west of the Capital Beltway.
3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

Zone Use(s)	EXISTING	PROPOSED
	I-1 Wooded/Undeveloped	I-1 Industrial / Commercial (321,069 square feet)
Acreage	33.35	33.35
Lots	0	7
Outparcel	0	0
Parcels	1	1
Public Safety Mitigation Fee		No

4. **Subdivision**—The subject property is zoned I-1. The subject application is not proposing any residential development; however, because different adequate public facility tests exist, and there are considerations for recreational components for residential subdivision, any future consideration for residential development beyond one single-family dwelling should require the approval of a new preliminary plan of subdivision.
5. **Environmental**—A review of the available information indicates that streams, wetlands, **100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are found to occur on this property. The site is vacant and predominantly wooded. ~~**[There is no 100-year floodplain that is associated with the site.]~~ The predominant soil types found to occur on this site according to the Prince George's County Soil Survey are Adelphia, Croom, Christiana Matapeake and Beltsville. These soil types have moderate limitations with respect to steep slopes, impeded drainage, slow permeability and perched water table but will not affect the

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site layout. According to available information, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic or historic roads in the vicinity of this application. The subject property is located south of Pennsylvania Avenue (MD 4), an arterial, and along the entrance ramp to the Capital Beltway (I-95), a freeway, both noise generators and generally regulated for noise. The site is also located in the AICUZ study area of Andrews Air Force Base within the 70-80 dBA (Ldn) noise contour. This property is located in the Henson Creek watershed of the Potomac River basin and in the Developed Tier as reflected in the 2002 General Plan.

****Summary of 2021 Reconsideration**

**By letter dated March 15, 2021, Thomas H. Haller, representing 3700 Forestville Road, LLC, requested a waiver of the Prince George's County Planning Board's Rules of Procedure (Section 12(a)), which requires that a reconsideration request be submitted no less than 14 calendar days after the date of notice of the final decision (Section 10(a)). In this case, the resolution of approval (PGCPB Resolution No. 07-96(A)) was adopted by the Planning Board on May 24, 2007 and mailed out on May 29, 2007. On April 8, 2021, the Planning Board granted a waiver of the Planning Board's Rules of Procedure to admit a reconsideration request submitted more than 14 days after the adoption of the resolution. The Planning Board also granted the applicant's request for a reconsideration, in accordance with Section 10(e) of the Rules of Procedure. The Planning Board granted the request for reconsideration based on good cause, in furtherance of substantial public interest. The applicant's specific request was for reconsideration of Condition 15 of the resolution, which pertains to requirements related to offsite stream mitigation.

**At the time of the initial preliminary plan of subdivision (PPS) approval, the available information determined that no floodplain existed on the site and the application was approved without any 100-year floodplain limits approved by the Prince George's County Department of Public Works and Transportation. With the first reconsideration of the PPS, significant impacts to the stream valley were approved and a condition (Condition 15) was generated to address off-site mitigation for those approved impacts to regulated environmental features.

**The proposed site design has changed significantly with this reconsideration request, and the extensive stream valley impacts that were previously approved will be significantly reduced. Based on the significant reduction of impacts, mitigation and stream restoration plans are no longer required off-site. As a result, Condition 15 is no longer needed.

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**The applicant provided, in support of the reconsideration request, a revised Natural Resources Inventory (NRI-168-06-01), PPS, and a Type I tree conservation plan (TCPI). Also submitted was an updated statement of justification (SOJ) to request a variation to Section 24-129(b) and Section 24-130(b)(5) of the Prince George’s County Subdivision Regulations to address the minor impacts to regulated environmental features that remain necessary. Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, the requested variations were accepted on May 7, 2021 and were heard at the Subdivision and Development Review Committee meeting on May 28, 2021, as required by Section 24-113(b) of the Subdivision Regulations. The analysis of the updated variation request is presented further below in this finding under the Summary of the Variation Requests.

****Woodland Conservation (2021 Reconsideration)**

**This Light Industrial-zoned property is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance because it has previously approved TCPs. TCPI-011-07-01 was submitted with the PPS reconsideration application.

**Based on the TCPI submitted with this application, the site’s gross tract area is 33.35 acres, containing 4.11 acres of floodplain and 0.36 acre of dedicated land, for a net tract area of 28.88 acres. The net tract area contains 22.88 acres of woodlands and 4.11 acres of wooded floodplain for a woodland conservation threshold of 4.33 acres (15 percent). The woodland conservation worksheet proposes the removal of 23.08 acres of woodland on the net tract area, 0.55 acre of woodland within the floodplain, and 1.16 acres of woodland off-site, resulting in a woodland conservation requirement of 10.65 acres. According to the TCPI worksheet, the requirement is proposed to be met with 5.80 acres of woodland preservation on-site, 0.64 acre of reforestation on-site, and 4.21 acres of off-site woodland conservation credits.

**Currently, the TCPI shows proposed infrastructure such as building location, interior road layout, parking areas, water and sewer lines, stormwater management (SWM) structures, outfall locations, woodland preservation areas, and reforestation areas,

**No technical revisions are required to the TCPI, as submitted with the reconsideration; however, it should be noted that the -01 revision to the TCP is associated with this reconsideration and must be certified as part of the PPS signature approval. This requirement has been conditioned with the reconsideration approval.

Suitland District Heights and Vicinity Master Plan Conformance

The subject property is located within Analysis Area 3 (Employment Area) of the Suitland District Heights and Vicinity Master Plan. There are no specific environmental recommendations

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or design standards that require review for conformance. The environmental requirements for woodland preservation, stormwater management and noise are addressed in the Environmental Review section below

Countywide Green Infrastructure Plan

The site is not within the designated network of the Countywide Green Infrastructure Plan.

Environmental Review

An approved Natural Resources Inventory, NRI/168/06, dated February 15, 2007, was submitted with the application. The preliminary plan and the TCP show all the required information correctly. The streams, isolated wetlands and steep slopes have been correctly located on the plans and verified to be correct as reflected on the NRI. The site is traversed by a stream which separates it into two halves, east and west. The stream is piped on both ends off the subject property which are substantially developed. The site is predominantly wooded and contains two wetlands in close proximity to the stream. The conservation of woodlands on-site is highly desirable in areas along the Capital Beltway and Pennsylvania Avenue to provide some buffering from the roadways; however, due to the proximity of the subject site to two major roadways, this industrially-zoned site should be efficiently developed.

The site contains significant environmental features that are required to be protected by Section 24-130 of the Subdivision Regulations. All disturbances not essential to the development of the site as a whole are prohibited within stream and wetland buffers. Essential development includes such features as stormwater pond outfalls, public utility lines, road crossings, and so forth, which are mandated for public health and safety.

The ~~*[revised]~~ TCPI as submitted shows major permanent impacts to the stream and stream buffer in conjunction with the development. The impacts and grading include three stream crossings and the elimination of two wetlands. *A revised TCPI was submitted as part of the reconsideration which addresses the piping of the stream.

The Subdivision Ordinance requires the preservation of streams and wetlands and their associated buffers in their entirety, unless the Planning Board approves a variation and can make the required findings of Section 24-113. Variation requests for proposed impacts were submitted with the review package and show impacts to waters of the US and its associated stream buffer, and elimination of the two wetland areas.

Variation requests are generally supported for impacts that are essential to developments, such as road crossings to isolated portions of a parcel or impacts for the construction and installation of

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necessary public utilities, if the impacts are minimized. The plan as submitted shows proposed impacts for two stream crossings and for the construction of a cul-de-sac. In addition, impacts are proposed to two wetlands for the construction of parking.

The cul-de-sac will be required by the County Code at the end of Penn Belt Place if this roadway is to be used as one of the entrances. The only other impact that is necessary for the proposed development is one of the two stream crossings proposed. Because Impact B is shown at an existing crossing this is the place where the stream should be crossed. It should also be noted that the storm drainage system shown on the Tree Conservation Plan and the justification exhibits are different from those shown on the approved Stormwater Management Concept Plan. This discrepancy should be resolved prior to signature approval of the preliminary plan.

~~*[A previous submission showed the entire stream to be piped because the stream is piped on both ends. It is not clear whether or not this alternative would be a better fit for the subject property because insufficient time was provided for evaluation of this alternative. If the applicant seeks to implement this alternative in the future, a revised preliminary plan with a Variation request and a Letter of Justification would be required.]~~

***[Review] Summary of the Variation Requests**

**The 2021 reconsideration includes a request for variations from Section 24-129(b) and Section 24-130(b)(5) of the Subdivision Regulations (2007), which are requested to allow for revised impacts to environmental features. The revised PPS and TCPI submitted with this reconsideration show the revised environmental features, including floodplain, and overall reduced impact areas. A variation is not required from Section 24-130(b)(5), however, because the property is located in the Henson Creek watershed of the Potomac River basin and, prior to adoption of Prince George's County Council Bill CB-26-2010 on September 1, 2010, only properties partially or totally within the Patuxent River Watershed were required to demonstrate adequate protection to assure that the primary management area (PMA) preservation area is preserved. For properties located outside the Patuxent River Watershed and the Chesapeake Bay Critical Areas Overlay Zones, only adequate buffers were required for perennial streams and wetlands to protect the PMA, under **Sections 24-130(b)(6), 24-130(b)(7), and 24-130(b)(8). The project is not subject to the environmental regulations contained in Subtitles 24, 25, and 27 of the Prince George's County Code that came into effect on September 1, 2010 and February 1, 2012, because the PPS was not approved under these regulations. The current reconsideration request does not affect the grandfathering status of the project. Findings previously made for approval of Variation to Section 24-130 are still applicable, but the findings are updated to reflect the reduction of total PMA impacts, which no longer require off-site stream restoration.

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**Section 24-129(b) addresses the floodplain, which was not included in the original application because the available information at that time did not determine floodplain existed. The floodplain location shall be correctly shown on the PPS and final plat of subdivision.

**This section of the Code states:

****Section 24-129. - One hundred (100) year floodplain.**

******(b)** In the case of a proposed subdivision which includes a one hundred (100) year floodplain area along a stream, unless such area is to become a public park or recreation area maintained by a designated responsible public authority, the area shall be denoted upon the final plat as a floodplain easement. Such easement shall include provisions for ingress and egress, where practicable. The floodplain easement area may be used, if necessary, for utility lines and/or storm drainage facilities, open-type fencing, or passive recreation, provided that no structures are built that would interfere with the flood conveyance capacity of such easement area.**

**The original PPS and TCPI did not show a floodplain boundary. The only regulated environmental features that were shown were streams, stream buffer, wetlands, and wetland buffers. With the reconsideration approved in October 2007, a variation was approved to allow impacts to disturb entire on-site regulated environmental features and to pipe the stream system for a total regulated environmental features disturbance area of 127,704 square feet or 2.93 acres. Almost all of the site was proposed to be disturbed with woodland clearing and regulated environmental features impacts on the amended PPS.

**The current application has the approved Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) floodplain boundary and the reevaluated stream and wetland areas shown on the PPS, TCPI, and recently approved NRI. The current overall PMA is 336,985 square feet or 7.74 acres, and the requested impacts will disturb 66,597 square feet or 1.52 acres. This is a reduction of 61,107 square feet or 1.40 acres from the original PMA impact, which now includes floodplain.

**The applicant submitted an SOJ to support the impacts to regulated environmental features resulting from the revised layout. The proposed impacts are considered necessary to the orderly development of the subject property. These impacts cannot be avoided because they are required by other provisions

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of the County and State codes. In contrast to the prior approvals, this revised plan shows the preservation, restoration, and enhancement of the remaining PMA.

**IMPACT 1–This impact is for the construction of the cul-de-sac entrance road of Penn Belt Place. The design of the cul-de-sac at this location was required by DPIE. There will be a total of 38,230 square feet of PMA impacts, which consist of 19,874 square feet of stream buffers, 27,024 square feet of floodplain, 175 linear feet of streams, 1,439 square feet of wetlands, and 6,152 square feet of wetland buffer impacts, requested as Impact 1.

**IMPACT 2–The previous plan showed the entire stream impacted and as part of the former Impact 2. The current application proposes a wall constructed to protect the environmental features and to prevent stream impacts. As part of this proposed wall construction, the total impacts to the PMA will be 4,769 square feet, which consists of 3,360 square feet of stream buffer and 2,870 square feet of floodplain.

**IMPACT 3–This impact is for a SWM outfall (Outfall 1). There will be a total of 1,659 square feet of PMA impact, which consists of 1,376 square feet of stream buffer and 283 square feet of floodplain.

**IMPACT 4–This impact is for a sewer connection across the on-site stream. The sewer impacts will disturb 479 square feet of PMA, which consists of 479 square feet of stream buffer.

**IMPACT 5–Road Crossing 1 is needed to access the northeast portion of the site. The stream crossing impacts requested are for a total of 11,707 square feet of PMA, consisting of 11,707 square feet of stream buffer that includes 9,003 square feet of floodplain, and 105 linear feet of stream bed impacts.

**IMPACT 6–This impact is requested to square off the proposed parking lot and to tie into existing contours. After construction, the graded area will be replanted. The impacts associated with this parking and grading area will disturb a total of 7,081 square feet of PMA, consisting of 7,066 square feet of stream buffer, 22 square feet of floodplain, and 14 square feet of wetland buffer.

**IMPACT 7–Two SWM outfalls (Outfalls 2 and 3) are needed. The total requested impacts for the outfalls will disturb 971 square feet of PMA, which consists of 971 square feet of stream buffer.

**IMPACT 8–This impact area is similar to Impact 6 and is associated with a parking area that is squared off and tied into existing contours. This requested impact will disturb 1,701 square feet of PMA consisting of 1,701 square feet of stream buffer.

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**The applicant requests eight PMA impact areas for the proposed development. These impacts total 66,597 square feet of PMA, 46,534 square feet of stream buffer, 39,202 square feet of floodplain, 280 linear feet of stream bed, 1,439 square feet of wetlands, and 6,166 square feet of wetland buffer.

**The proposed development will require minor off-site PMA impacts. These impacts total 2,842 square feet of stream buffer, 3,163 square feet of floodplain, 23 linear feet of stream bed, and 27 square feet of wetland buffer.

~~**[A revised variation request, stamped as received by the Environmental Planning Section on September 19, 2007, illustrates impacts to the entire on-site stream system and its associated stream buffer, as well as, impacts to the two adjacent wetland areas. The submitted exhibits do not show the proposed grading or desired development. The only infrastructure shown on the exhibits is a storm drain pipe.]~~

~~**[The submitted variation requests include a total of two impacts. Impact A (located at Penn Belt Place) totals 100,970 square feet and results in the filling and grading of the entire stream and its associated buffer. According to the text, the proposed impact is to pipe the entire stream for the construction of a cul-de-sac and completion of a storm drain system to provide adequate access to the land on the east side of the stream, and water and sewer connections. The preliminary plan application was approved for two access points, one associated with an existing road crossing, and one on the central south portion of the site where Penn Belt Place intersects. The TCPI now proposes to show the entire area to be paved for additional parking areas.]~~

~~**[Impacts B and C total 24,223 square feet and are located in the north section of the property on the east side of the on-site stream. The impacts are for the permanent fill of the adjacent wetland and wetland buffers for the construction of parking areas.]~~

~~**[The variation request did not discuss any provisions for controlling and treating the increased run-off that would result from the proposed impacts, or reducing the physical downstream impacts on an already severely degraded stream.]~~

~~**[Section VI (b) of the applicant's letter (page 7) proposes a payment of \$310,880 in lieu of providing on-site mitigation in conjunction with a revised approved stormwater management concept plan. The applicant proffers that this money should be used for the mitigation of the stream impacts. It should be noted that these are two distinctly different issues. The fee in lieu is paid because the plan proposes no on-site water quality features. The fee in lieu monies are to be used to mitigate the impacts of not providing water quality controls on-site.]~~

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~~**[*If the stream is piped, mitigation will be required as part of the applicant's permit review from the Corps. The mitigation for piping the stream should be provided in the Henson Creek watershed, so that there is a rational nexus between the impact and the remedy. The length of the stream to receive mitigation as compensation for piping the stream as part of this development should be no shorter than the length of stream impacted, which is approximately 750 feet (in length). In order to ensure that maintenance problems are not created by the piping of the stream on-site, the portion of the stream north of the site should be piped to connect with the outfall under MD 4 (an additional 140 feet of piping). This will ensure a closed system that will not be undermined by small portions of open ditches or cause "patches" of areas where maintenance is an issue.]~~

~~**[*When a stream system is evaluated as a whole, and there are opportunities for stream restoration that might provide greater benefits in one area than the effect of impacts in another, it may be appropriate to allow impacts to regulated features that might otherwise be preserved in place. As such, the Planning Board has the option to find that the impacts to pipe the entire stream and impact the wetlands are appropriate given the mitigation to be provided within the watershed.]~~

~~**[***Impact Area "A" (Penn Belt Place Impact)***][***Stream Area***]~~

~~*[This variation request is for the construction of a cul-de-sac and the installation of a storm drainage system. This includes permanent impacts of 2,599 square feet to the stream for construction of the cul-de-sac and the installation of 160 linear feet of storm drain pipe, and 14,526 square feet of disturbance to the expanded stream buffer. Staff supports impact area "A" because the site could not be developed without the improvements to the public roadway and required stormwater management piping.]~~

~~**[*The proposed permanent impacts to the stream and stream buffer in conjunction with the development of Jemal's Post site are associated with the piping of the on-site stream that bisects the property from the north to the south. These include permanent disturbance of 10,689 square feet ± to Waters of the US and 90,281 square feet ±, to its associated stream buffer.]~~

~~**[*Permanent disturbance is due to the construction of the cul-de-sac and storm drain completion for the system on Penn Belt Place, for providing adequate access to the land on the east of the stream, and required water and sewer connections and utilities. The Waters of the US are not in a natural state to the north or to the south of the subject property.]~~

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~~**[*The applicant proposes to pipe the stream through Property. To the south, the stream is piped from the property line under Penn Belt Place and beyond. To the north, the stream is open through the State Police Barracks site, but is piped under Pennsylvania Avenue and exists in a concrete channel around dense commercial and industrial development to the north.]~~

~~**[Impact Area "B" *Isolated Wetland and Buffer Area B]~~

~~*[This variation request is for the crossing of the stream to provide vehicular access to proposed Lot 3. Because this impact was not calculated separately as required, the total amounts of the impact cannot be provided. Impact area "B" is located at an existing stream crossing. As such this is the appropriate place to cross the stream. This impact is supported.]~~

~~**[*Impacts to Wetland and Wetland buffers for construction of the parking compound to serve the proposed development include a permanent disturbance of Wetlands totaling 8,189 square feet and a permanent disturbance of Wetland Buffer totaling 8,234 square feet.]~~

~~**[*Impact Area "C" Isolated Wetland and Buffer Area "C"]~~

~~[This impact is for another crossing of the stream. There are already two entrances to proposed Lot 3, one at Penn Belt Place and another proposed as Impact B. This would be a third access point and as such, is not necessary. Because this impact was not calculated separately as required, the total amounts of the impact cannot be provided. Impact Area "C" is not supported because it is not necessary for the development of proposed Lot 3].~~

~~**[*Impacts to Wetland and Wetland buffers for construction of the parking compound to serve the proposed development include a permanent disturbance of Wetlands totaling 1,454 square feet and a permanent disturbance of Wetland Buffer totaling 6,346 square feet.]~~

~~*[Impact Area "D"]~~

~~*[This variation request is for impacts to a wetland and wetland buffers for the construction of parking to serve the proposed development; it includes the disturbance of 8,189 square feet of wetlands and 8,435 square feet of wetland buffer areas. Impact "D" is not supported because it is not necessary for the reasonable use of proposed Lot 3. The parking area can be designed to avoid this impact.]~~

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**[Impact Areas “E-1” and “E-2”]*

~~*[This variation request is for impacts to the expanded buffer for future sanitary sewer connections. Impact areas E-1 and E-2 are supported because they are essential to the development.]~~

**[Impact Area “F”]*

~~*[This variation request is for impacts to a wetland and wetland buffers for the construction of parking to serve the proposed development; it includes the permanent disturbance of 1,454 square feet of wetlands and 6,346 square feet of wetland buffer. Impact “F” is not supported because it is not necessary for the reasonable use of proposed Lot 3. The parking area can be designed to avoid this impact.]~~

**[Summary] Review of Proposed Impacts*

Staff supports the variation requests ~~**from Section 24-129(b) and Section 24-130 for impact areas **1 through 8 [A, B, *[E-1] and *[E-2]C]~~ and recommends that the Planning Board approve these requests. ~~[The remaining impacts are considered by staff to be not essential for the reasonable development of proposed Lot 3 and as such are not supported.]~~

The following is an analysis of the required findings of Section 24-113 with regard to ~~**the~~ variation requests ~~**[A, B, *[E-1] and *[E-2]C]~~:

- (a) **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 the 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;**

~~*[The variations are required to address the regulations associated with the construction of the cul-de-sac, reasonable access for safety, storm drainage and the connection to the sanitary sewer system. All of these activities are required to meet the requirements for public safety and health and are not injurious to other properties.]~~

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*The granting of this variation request will not be detrimental to the public safety, health and welfare. Currently, Penn Belt Place dead-ends at the Property, allowing no room for turn around traffic, including trucks and emergency vehicles. The applicant proposes to extend Penn Belt Place to the north end of the Property, ending in a cul-de-sac. Provision of a cul-de-sac in this location will provide adequate turn-around room for these vehicles; enabling them to turn safely, without the need to back up on a trafficked road. In addition, providing access from Penn Belt Place will allow truck traffic to be separate from passenger car traffic. Keeping trucks and cars separate is a major benefit of the proposed design. While there will be some crossover traffic, it is expected that most trucks, including delivery trucks and customers who are contractors, will access the Property from Penn Belt Place, while most residential customers will use access from Forestville Drive. Allowing adequate access enhances public safety by providing additional opportunities to help separate truck and passenger vehicle traffic.

In addition to providing adequate traffic flow and access, **partially *piping the stream will allow for the provision of required water and sewer connections and utilities to the uses on the Property. They are required improvements and as such will not pose a threat to public safety, health or welfare. In fact, the provision of these connections and utilities is a public necessity.

With regard to the impact to the wetlands and wetland buffers, these areas are near where the stream will be piped; therefore, maintaining the wetlands and buffers near it will have little environmental benefit. Eliminating this wetland will have no impact on public safety, health or welfare.

(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;

~~*[The conditions of the property are unique with respect to the existing stream that bisects the property and limits the access to a substantial portion of the developable portions of the property. The location of the stream and associated wetlands provide unique challenges to the design of the development.]~~

*The stream impacted by this variation is piped to the south, starting at the Property. The piped stream is actually under Penn Belt Place. Additionally, the isolated wetland serves little purpose. The Water Quality Report notes that water leaving the Property is the same quality as that entering the site just north of this isolated wetland. This is unique in the area; no other properties have a similar situation.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation;

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~~*[All the proposed impacts are necessary to address a provision of the County Code. Because the applicant will have to obtain permits from other local, state and federal agencies as required by their regulations, the approval of this variation request would not constitute a violation of other applicable laws.]~~

*State, Federal and County permits will be required before any work done to the stream **, wetlands, and their buffers. *No other applicable law, ordinance or regulation is violated by this approval. The applicant is aware, however, that if these approvals are not granted, the stream can not be piped and the wetlands disturbed.

- (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 the strict letter of these regulations is carried out;**

~~*[The location of the stream isolates a large portion of the developable area of the subject property. Without the proposed impacts that portion of the property could not be developed for any reasonable use for which it is zoned.]~~

*At a minimum, the Department of Public Works and Transportation (DPW&T) will require a cul-de-sac be located on the property at the existing terminus of Penn Belt Place. Because this cul-de-sac is necessary to provide turn around capabilities, denying it would disallow development of a portion of the property, creating a practical hardship to the owner, as opposed to a mere inconvenience. Extending the street into the Property and providing the cul-de-sac at the north end of the Property will allow for better circulation.

*With regard to the rest of this impact **needed for access and parking, if **partial piping **of the stream *is not approved, a particular hardship to the owner would result. The property is virtually bisected by the stream. This creates a natural division of the land, which in turn drives the potential uses. The portion of the Property to the east of the stream is a large lot, suitable for a large user, creating the need for large parking facilities and multiple points of access. The proposed use requires both adequate access and parking. Access is a safety and circulation issue. The type of use, a large home improvement store, requires multiple access points to allow for the opportunity to separate large truck access from passenger car access. **Partially piping [Piping] *the stream allows the flexibility to provide multiple access points. If these multiple points of access and the parking were not permitted, the owner could not move forward with the proposed use. This presents an economic hardship to the owner as well as a practical difficulty. When weighed against the relatively small potential harm of the environmental impacts, denying the access and parking would presents a hardship and a practical difficulty.

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*With regard to the impact to the wetlands and wetland buffers, the property as noted is virtually bisected by the stream. This creates a natural division of the land, which in turn drives the potential uses. The portion of the Property to the east of the stream is a large lot, suitable for a large user, creating the need for large parking facilities. This Property is in the Developed Tier and is in a very urban setting, with industrial, public and commercial uses surrounding it. Denying this variation to disturb a small wetland in this setting would place this property at a distinct disadvantage in the area, creating a hardship on the owner, rather than a mere inconvenience.

~~*[Prior to signature approval of the preliminary plan, the preliminary plan and the TCPI should be revised to eliminate impacts C, D and F. At the time of final plat, a conservation easement should be described by bearings and distances. The conservation easement should contain the expanded stream buffer, except for the areas of approved impacts, and should be reviewed by the Environmental Planning Section prior to approval of the final plat. A note should be placed on the plat noting the conservation easements.]~~

** Based on the preceding findings, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. The proposed impacts are considered necessary to the orderly development of the subject property, and cannot be avoided because they are required by other provisions of the County and State codes. Staff recommends approval of the requested variations from Section 24-129(b) and Section 24-130 for impacts to PMA.

The property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site is greater than 40,000 square feet in area and contains more than 10,000 square feet of woodland. A Type I Tree Conservation Plan, TCPI/011/07, has been submitted. The woodland conservation threshold for the site is 5.00 acres based on a net tract area of 33.35 acres. An additional 10.42 acres of woodland conservation are required due to the removal of woodlands, for a total woodland conservation requirement of 15.42 acres. The plan proposes to meet the entire woodland conservation requirement with 15.42 acres of off-site mitigation on another property.

The site plan as submitted shows extensive grading with no woodland preservation on-site proposed. A notation on the TCPI reflects woodland conservation on-site in the amount of 2.03 acres that is not shown on the plan or the worksheet. Another notation has the amount of cleared woodlands as 24.65 acres, which is incorrect (woodland cleared is shown to be 26.68 acres). This number will need to be adjusted when the plans are revised to show the actual amount of disturbance for the single stream crossing. There are other minor revisions required for the plan to be in compliance with the Woodland Conservation Ordinance. Prior to signature approval of the preliminary plan, the Type I Tree Conservation Plan should be revised.

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Development of this subdivision should be in compliance with an approved Type I Tree Conservation Plan (TCPI/11/07). Notes detailing the restrictions of the Tree Conservation Plans should be placed on the Final Plat of Subdivision.

Copies of the approved stormwater management concept letter and associated plan were submitted with this application. The approved stormwater management concept plan submitted with this application shows a different lot layout from the preliminary plan and the TCPI. The concept plan also shows the expanded buffer incorrectly and labels it "PMA." The TCPI does not show the proposed underground facilities that are to be used as the method to meet stormwater management requirements on this site. A revised Stormwater Management Concept Plan is needed that reflects the proposed lot configuration as shown on both the preliminary plan and the TCPI and associated concept.

Prior to signature approval of the preliminary plan, the TCPI and as necessary the preliminary plan, should be revised to reflect the currently approved stormwater management plan or a revised concept plan shall be obtained and that approval should be shown on the TCPI and as necessary the preliminary plan.

Noise impacts have been identified on this site, which should be addressed because of the high levels and because this will be an employment center. Based on the most recent AICUZ Study for Andrews Air Force Base released in 1998, it was noted that this property is located within the 70-80 dBA (Ldn) noise contour. A noise level reduction of 28 decibels at the minimum should be incorporated into the shells of buildings, in order to maintain an interior noise level of 52 dBA (Ldn) for employment uses. Furthermore, this site is in close proximity to I-95, a freeway and a major noise generator which adds to the need for interior noise mitigation. Certification by a professional engineer with competency in acoustical analysis should be placed on the building permits prior to their approval stating that the building shells of structures have been designed to reduce interior noise levels to 52 dBA (Ldn) or less.

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 and the property will, therefore, be served by public systems

6. **Community Planning**—This application is not inconsistent with the 2002 General Plan Development Pattern policies for Developed Tier Centers. The applicant is proposing seven lots ranging in size from 35,870 to 703,666 square feet for Industrial development, which is in conformance with the Employment Land Use recommended in the *1985 Approved Master Plan and 1986 Sectional Map Amendment for Suitland – District Heights and Vicinity (Planning Areas 75A and 75B)*, which retained this property in the I-1 Zone.

The property is located in the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. The vision for Centers is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development.

7. **Parks**—In accordance to Section 24-134(a) of the Prince George’s County Subdivision Regulations, the subject subdivision is exempt from mandatory dedication of parkland requirements because it consists of non-residential development.
8. **Trails**—There are no master plan trails issues in either the Adopted and Approved Suitland-District Heights Master Plan or the 1985 Equestrian Addendum to the Adopted and Approved Countywide Trails Plan that impact the subject site. The existing portion of the industrial park immediately to the south of the subject site includes standard sidewalks along both sides of all internal roads including Penn-Belt Drive and Penn-Drive, which is proposed to be extended onto the subject site.

Existing Forestville Road is open section with no sidewalks for most of its length in the vicinity of the subject site. However, where frontage improvements have been made (such as along the east side of Forestville Road just south of MD 4), a standard sidewalk has been provided.

9. **Transportation**—The transportation staff determined that a traffic study detailing weekday analyses was needed. In response, the applicant submitted a traffic study dated February 2007. The study was referred to the County Department of Public Works and Transportation (DPW&T) and the Maryland State Highway Administration (SHA), and the comments from both DPW&T and SHA have been incorporated into the transportation staff findings. Therefore, the findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the 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 developed 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) E, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

Unsignalized intersections: The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed 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 traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections:

- Forestville Road and Marlboro Pike (signalized)
- MD 4 and Forestville Road (signalized)
- Forestville Road and Leona Street (unsignalized)
- Forestville Road and Stewart Road (unsignalized/future signalized)
- Forestville Road and Penn-Belt Drive (unsignalized)
- Suitland Parkway WB and Forestville Road (signalized)
- Suitland Parkway EB and Forestville Road (signalized)

Existing traffic conditions were based on traffic counts taken in February 2004. Existing conditions within the study area are summarized as follows:

EXISTING TRAFFIC CONDITIONS			
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)
Forestville Road and Marlboro Pike	901	913	A A
MD 4 and Forestville Road	1,624	1,536	F E
Forestville Road and Leona Street	24.2*	33.2*	-- --
Forestville Road and Stewart Road	14.1*	24.8*	-- --
Forestville Road and Penn-Belt Drive	16.3*	24.7*	-- --
Suitland Parkway WB and Forestville Road	1,449	794	D A
Suitland Parkway EB and Forestville Road	646	1,508	A E
<p>*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 <i>Guidelines</i>, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.</p>			

There are no funded capital projects at these intersections in either the County Capital Improvement Program or the State Consolidated Transportation Program that would affect the traffic operations. A large approved development was identified in the traffic study; however, that development is actually an existing apartment complex that was being certified as a nonconforming use, and therefore should not have been included. Staff has identified several other developments in the area, which are listed below:

- Beth Shalom AME Zion Church, 17,000 square foot church, 4-06137
- Forestville Center, 329,325 square feet light industrial, 4-86026
- Forestville Business Park, 79,100 square feet light industrial, 4-02046
- Forestville Comm Center, 34,000 square feet warehouse, 4-04054
- Children of Promise, 84 student private school, DSP-05081

The analyses for MD 4/Forestville and the two Suitland Parkway intersections are corrected to remove the impact of the single development that should not have been included and to add the impact of the developments that are relevant. Also, it is noted that background traffic was misassigned to the Suitland Parkway WB/Forestville Road intersection, and any discrepancies have been corrected. Growth of two percent per year in through traffic along MD 4 was assumed. Under the background scenario with the changes noted above, the critical intersections would operate as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Forestville Road and Marlboro Pike	910	923	A	A
MD 4 and Forestville Road	1,797	1,657	F	F
Forestville Road and Leona Street	28.1*	40.6*	--	--
Forestville Road and Stewart Road	15.4*	28.6*	--	--
Forestville Road and Penn-Belt Drive	17.7*	30.4*	--	--
Suitland Parkway WB ramps and Forestville Road	1,477	803	E	A
Suitland Parkway EB ramps and Forestville Road	656	1,514	A	E
*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 <i>Guidelines</i> , delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

In the traffic study, the site is proposed for development with general retail development and with a home improvement superstore. It is fully appropriate to analyze the home improvement superstore separately because it has very different trip generation characteristics. It is not as trip intensive as general retail on weekdays, but it has a fairly higher trip generation during the AM peak hour in comparison to general retail. Site trip generation is summarized below:

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
General Retail	150,000 Square feet					
Total Trips	122	78	200	480	480	960
Pass-By (50%)	-61	-39	-100	-240	-240	-480
New Trips	61	39	100	240	240	480
Home Improvement	171,069 Square feet					
Total Trips	111	94	205	197	222	419
Pass-By (48% PM only)	-0	-0	-0	-95	-107	-202
New Trips	111	94	205	102	115	217
TOTAL SITE	172	133	305	342	355	697

Total traffic is summarized below:

TOTAL TRAFFIC CONDITIONS			
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)
Forestville Road and Marlboro Pike	938	1,002	A B
MD 4 and Forestville Road	1,827	1,710	F F
Forestville Road and Leona Street	42.1*	48.9*	-- --
Forestville Road and Stewart Road	+999*	+999*	-- --
Forestville Road and Penn-Belt Drive	19.2*	40.5*	-- --
Suitland Parkway WB ramps and Forestville Road	1,511	872	E A
Suitland Parkway EB ramps and Forestville Road	690	1,585	A E
*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 <i>Guidelines</i> , delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.			

Traffic Impacts: The following improvements are determined to be required for the development of the subject property in the traffic study:

- A. Forestville Road/Stewart Road: Revise the lane use to add exclusive left-turn and right-turn lanes on southbound and northbound Forestville Road respectively. Provide an exclusive left-turn lane and shared through/left-turn lane on eastbound Stewart Road. Provide an exclusive left-turn lane and shared through/left-turn lane on the egress driveway from the site. Provide signalization.
- B. Forestville Road/Leona Street: Provide exclusive left-turn lane on the southbound Forestville Road approach. Provide exclusive right-turn lanes on the northbound and westbound approaches. Modify Leona Street approach to allow right-in right-out movements only.

In response to the inadequacy at the MD 4/Forestville Road intersection, the applicant has proffered mitigation. This intersection is eligible for mitigation under the first criterion in the *Guidelines for Mitigation Action* (approved as CR-29-1994). The applicant proposes to add a third westbound through lane along MD 4, and also to provide a second northbound left-turn lane along Forestville Road. The impact of the mitigation actions at this intersection is summarized as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 4/Forestville Road				
Background Conditions	F/1797	E/1657		
Total Traffic Conditions	F/1827	E/1710	+30	+53
Total Traffic Conditions w/Mitigation	E/1468	F/1623	-359	-87

The options for improving this intersection to LOS E, the policy level of service at this location, are somewhat limited due to available right-of-way. As the CLV at MD 4/Forestville is above 1,813 during the AM peak hour, the proposed mitigation actions must mitigate at least 100 percent of the trips generated by the subject property, and the actions must reduce the CLV to no worse than 1,813 during either peak hour, according to the Guidelines. The above table indicates that the proposed mitigation action would bring the intersection to the LOS E policy standard during the AM peak hour. As the CLV at MD 4/Forestville is between 1,450 and 1,813 during the PM peak hour, the proposed mitigation must mitigate at least 150 percent of the trips generated by the subject property. The table indicates that the proposed mitigation action would mitigate 164 percent of the trips generated by the subject property. **Therefore, the applicant’s proposed mitigation at MD 4 and Forestville Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.**

DPW&T has expressed a couple of concerns with the study and the proposal, and these are discussed in more detail below:

- DPW&T notes that a signal warrant study must be submitted for Forestville Road at Stewart Road. This will be required prior to Detailed Site Plan approval.
- Due to the short distance between MD 4 and the northern site entrance at Leona Street, no left turns will be allowed into the site at that location. The left turns can be accommodated at the main access point opposite Stewart Road. In association with that requirement, DPW&T indicates that a short section of median will be required along the centerline of Forestville Road in the vicinity of Leona Street as a means of preventing left-turns associated with Leona Street and the northern site entrance.
- DPW&T indicates that the applicant must hold a community meeting to inform citizens along Leona Street about the proposed change in the traffic pattern. Current left-turn movements at Leona can be fully supported by the signal at Stewart Road; nonetheless, this meeting must occur prior to approval of the Detailed Site Plan.

SHA has expressed several comments about the study. However, SHA does indicate support for the proposed mitigation improvements at MD 4 and Forestville Road. Likewise, DWP&T has indicated support for these improvements in their memorandum.

I-95/I-495 is a master plan freeway facility, and Forestville Road is a master plan collector facility. In both cases, adequate right-of-way consistent with master plan recommendations exists along the property's frontage. Therefore, no further dedication is required of this plan along these facilities.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with conditions.

10. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the commercial subdivision plan for proposed retail and industrial facilities for adequacy of public facilities. The existing engine service at Forestville Fire Station, Company 23, located at 8321 Old Marlboro Pike, has a service travel time of 2.27 minutes, which is within the 3.25-minute travel time guideline. The existing paramedic service at Silver Hill Fire Station, Company 29, located at 3900 Old Silver Hill Road, has a service travel time of 6.27 minutes, which is within the 7.25-minute travel time guideline. The existing ladder truck service at District Heights Fire Station, Company 26, located at 6208 Marlboro Pike has a service travel time of 3.41 minutes, which is within the 4.25-minute travel time guideline. The above findings are in conformance with the *Approved Public Safety Master Plan* and the “Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.”

11. **Police**—The proposed development is within the service area for Police District V, Clinton. The approved 2002 General Plan addresses the provision of public facilities that will be needed to serve existing and future county residents. The Plan includes planning guidelines for police facilities and they are:

Station space per capita: 141 square feet per 1,000 county residents

The police facilities test is performed on a countywide basis in accordance with the policies of the Planning Board. There are 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department and the latest population estimate is 825,520. Using the standard of 141 square feet per 1,000 residents, 116,398 square feet of space for police facilities are needed. The current amount of space available, 267,660 square feet, is above the guideline.

12. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for school facilities in accordance with Section 24-122.02 of the Subdivision Regulations, CB-30-2003, and CR-23-2003 and concluded the above subdivision is exempt from a schools review because it is a commercial use.
13. **Health Department**—The Health Department reviewed the subject application and has no comments to offer.
14. **Stormwater Management**—Stormwater Management Concept Plan 12636-2006-00 was approved with conditions. Development of the site must be in accordance with this approved plan, or any revisions.
15. **Public Utilities Easement**—The applicant has shown the ten-foot public utilities easement on the preliminary plan as requested. However, prior to signature approval of the preliminary plan, revised plans should be sent to each of the utilities for conformance review.
16. **Archeology**—The proposed development includes several industrial buildings. A small tributary runs through the center of the property and prehistoric archeological sites have been found in similar settings. There are two currently known archeological sites, 18PR447 (Belle Chance Plantation) and 18PR448, a 20th century ruin, within a one-mile radius of the property. Epiphany Church and Cemetery (PG:75A-6), Forestville M.E. Church and Cemetery (PG:75A-8), and Forestville School (PG:75A-7), all County Historic Resources, are also located within a one-mile radius of the subject property.

A residence belonging to T. Ryon (no longer standing) is identified on the 1861 Martenet map and the 1878 Hopkins Map, within the subject property. An examination of aerial photographs shows a house on the property from 1938 until about 1988. This house was probably demolished around 1988, shortly after the tract was purchased by Penn Forrest Associates Limited Partnership, as it is no longer visible in the 1993 aerial photograph. A Thomas Ryon of the Marlborough District of Prince George's County is listed in the 1850 Slave Schedules as holding 6 slaves and in 1860 as holding 13 slaves. Phase I (Identification) archeological investigations,

according to the Planning Board's *Guidelines for Archeological Review* (May 2005), are recommended on the subject property.

17. **Historic Preservation**—The subject application for preliminary plan of subdivision has no effect on historic resources.
18. **Detailed Site Plan** – The subject property has a prominent location along the Capital Beltway. As such, a Detailed Site Plan is being recommended for each lot to assess the visual impact of the proposed development from the Capital Beltway. While the existing Master Plan, the *1985 Approved Master Plan and 1986 Sectional Map Amendment for Suitland – District Heights and Vicinity*, does not comment on the aesthetics of the area, it should be noted that more recent Master Plans for locations and areas that border the Capital Beltway have discussed the use of Detailed Site Plans for properties that have a viewshed of the Capital Beltway. Of notable concern is the neighborhood compatibility of the proposed development, visibility of the proposed development from the Capital Beltway, landscaping and traffic impacts for the adjacent communities.

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 Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Cavitt and Parker voting in favor of the motion, and with Commissioner Vaughns absent at its regular meeting held on Thursday, October 11, 2007, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 20th day of December 2007.

**This is to certify that the foregoing is a true and correct copy of the reconsideration action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, July 8, 2021, in Upper Marlboro, Maryland. The adoption of this amended resolution based on the reconsideration action taken does not extend the validity period.

**Adopted by the Prince George's County Planning Board this 29th day of July 2021.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:MG:nz

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: July 20, 2021

*Denotes (2007) Amendment

**Denotes (2021) Amendment

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

September 13, 2021

MEMORANDUM

TO: Tierre Butler, Senior Planner, Urban Design Section

VIA: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*

FROM: Eddie Diaz-Campbell, Senior Planner, Subdivision Section *EDC*

SUBJECT: DSP-07043-01, 3700 Forestville Road Warehouse (Jemal's Post)

The subject property is a legal acreage parcel known as Parcel 23, recorded in the Prince George's County Land Records in Liber 44440 folio 153 in November 2020. The property is a total of 33.35 acres in area. The property is in the I-1 (Light Industrial) Zone, and it is subject to the M-I-O (Military Installation Overlay) Zone for height, noise, and safety. The property is also subject to the *2010 Approved Subregion 4 Master Plan and Sectional Map Amendment*.

Detailed Site Plan DSP-07043-01 is the first amendment to DSP-07043, which was approved by the Planning Board in September 2004 (PGCPB Resolution No. 08-132). DSP-07043 approved a 171,069 square foot building supply store on the east side of the property, which never proceeded to construction. This first amendment will entirely supersede the previous approval, as it removes the store from the plans and instead proposes a 130,625 square foot warehouse building which, together with its parking areas, will use the whole property.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-06145 (PGCPB Resolution No. 07-96(A/2)). This PPS was originally approved by the Planning Board in May 2007 and reconsidered twice, first in October 2007 and then in July 2021. The Planning Board approved seven lots and one parcel to support development of 321,069 square feet of industrial/commercial use, though ultimately only the seven lots were shown on the certified PPS. A final plat was not recorded, but the PPS remains valid until December 31, 2021. The PPS was re-certified in accordance with the July 2021 reconsideration on September 8, 2021, and a final plat may be submitted following approval of this DSP amendment. The plat must be submitted prior to December 31, 2021, the date the PPS expires.

DSP-07043-01 proposes a maximum of two lots and 130,635 square feet of industrial development, compared to the 7 lots and 321,069 square feet of development approved with the PPS. The proposed development is therefore within the PPS entitlement. A new PPS is not required at this time.

Preliminary Plan of Subdivision 4-06145 is approved subject to 17 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. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/11/07). 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/11/07), 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 Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

A revised TCP1 (TCPI-011-07-01) and revised TCP2 (TCP2-026-08-01) were submitted with the application. The revised TCP1 was also submitted separately for re-certification, and it was re-certified on September 8, 2021. During re-certification of the PPS and TCP1, it was found that a greater amount of right-of-way dedication is needed for the Penn Belt Place cul-de-sac than was shown on the plans as they were approved by the Planning Board. The greater dedication of right-of-way led to 2,541 additional square feet of primary management area (PMA) impacts, according to the redlined impact plates submitted with the DSP application. The Environmental Planning Section should review the additional impact and determine whether it may be approved. The Environmental Planning Section should also provide approval of the revised TCP2.

- 5. Development shall be in conformance with the approved Stormwater Management Concept Plan, 1837-2005-01 and any subsequent revisions.**

A stormwater management (SWM) Concept Plan and approval letter (7310-2021-0) approved June 24, 2021, were submitted with the application. This plan would be considered a revision of the plan named in the above condition. The proposed development shown on the SWM Concept Plan is consistent with that shown on the DSP. The Environmental Planning Section should provide further review to ensure conformance of the DSP and TCP2 to this condition.

- 7. The applicant shall provide a standard sidewalk along the subject site's entire frontage of Forestville Road, unless modified by DPW&T.**

This sidewalk is shown along the Forestville Road frontage. Conformance to this requirement should be further analyzed by the Transportation Planning Section.

- 8. Provide a standard sidewalk along both sides of all internal roads, unless modified by DPW&T.**

This condition is no longer applicable, as the proposed plan no longer includes internal roads. The applicant submitted an exhibit showing locations of internal sidewalks, which are provided along many of the drive aisles serving the site. The Transportation Planning Section should analyze the proposed sidewalk network to determine if it is acceptable. It is also noted that a sidewalk is provided around the Penn Belt Place cul-de-sac.

12. 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 through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

- B. Forestville Road/Stewart Road: At the time of submittal of the initial Detailed Site Plan within the subject property, the applicant shall submit an acceptable traffic signal warrant study and lane usage plan to the transportation planning staff and DPW&T for signalization at the intersection of Forestville Road and Stewart 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 DPW&T. If a signal or other traffic control improvements are deemed warranted at that time, the applicant shall bond the signal with DPW&T prior to the release of any building permits within the subject property, with installation to occur at the time directed by DPW&T. The recommended lane usage and traffic control shall be made a part of the recommendation for the initial Detailed Site Plan within the subject property.**

With DSP-07043, a traffic signal warrant study was completed, and it was determined that a signal was warranted. The applicant submitted a revised traffic signal warrant study to the Department of Public Works and Transportation with this DSP amendment, and the study concludes that a signal was still warranted despite the change in use. Transportation Planning Section staff stated at the SDRC meeting for this case that they would not request a copy of the revised signal warrant study. Transportation Planning Section should confirm whether this study is still not required.

- C. Forestville Road/Leona Street: The existing Leona Street approach will be modified to serve right-in right-out movements. The site access opposite this street shall be designed for right-in right-out movements. Associated with these requirements, the applicant shall provide a short section of median along the centerline of Forestville Road in the vicinity of Leona Street as a means of preventing left-turns associated with Leona Street and the northern site entrance. Prior to the approval of the initial Detailed Site Plan within the subject property, the applicant must hold a community meeting to inform citizens along Leona Street about the proposed changes in the traffic patterns at Forestville Road and Leona Street, and the applicant must provide documentation of this meeting, with any results and/or changes, for the review of DPW&T and the Transportation Planning Section as a part of the Detailed Site Plan review.**

The median at the intersection of Leona Street and Forestville Road is shown on the DSP. The applicant submitted documentation of the required community meeting,

which occurred on September 8, 2021. The Transportation Planning Section should review the submitted documentation and make any pertinent recommendations based on the community feedback received.

- 13. Total development within the subject property shall be limited to uses which generate no more than 305 AM and 697 PM peak-hour vehicle trips, with trip generation determined in a consistent manner with the February 2007 traffic study. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

This DSP amendment proposes a 130,625 square foot warehouse building, which is far less than the 321,069 square feet of industrial/commercial use approved with the PPS. The Transportation Planning Section should determine if the trip cap for the development has been met.

- 14. Prior to the issuance of any building permit a Detailed Site Plan is required to examine the architecture, landscaping, traffic, pedestrian and vehicular circulation visibility and neighborhood compatibility of the proposed development.**

This condition will be fulfilled with the review and approval of DSP-07043-01.

- 15. Prior to approval of the detailed site plan, the preliminary plan of subdivision, which was revised to reflect the floodplain and impacts to the primary management area, in accordance with the reconsideration approved by the Prince George's County Planning Board on July 8, 2021, shall be signature approved with revisions, as follows:**

- a. Provide the gross tract areas, in addition to the net tract areas, for proposed lots.**
- b. Provide the preliminary plan of subdivision and Type I tree conservation plan at the same scale.**

The revised PPS was re-certified on September 8, 2021. This condition has been met.

- 16. Prior to approval of the detailed site plan, the Type I Tree Conservation Plan (TCPI-011-07-01), which was revised to reflect the floodplain and impacts to the primary management area, in accordance with the reconsideration approved by the Prince George's County Planning Board on July 8, 2021, shall be signature approved with revisions to the TCPI, as follows:**

- a. Have the revised plan signed and dated by the qualified professional who prepared the plan.**

The revised TCP1 was re-certified on September 8, 2021. This condition has been met.

- 17. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts and shall be reviewed by the**

Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

The submitted plans show the location of the PMA, and the submitted impact plates describe the impacts to the PMA the applicant is requesting approval for. The final plat should show a conservation easement consistent with the delineated PMA and any approved impacts, in order to comply with this condition.

Plan Comments:

1. During re-certification of the PPS and TCP1, it was found that a greater amount of ROW dedication is needed for the Penn Belt Place cul-de-sac than was shown on the plans as they were approved by the Planning Board. Dedication of ROW is exempt from PPS approval under Section 24-107(c)(5) of the Subdivision Regulations, therefore, a new reconsideration is not required to expand the ROW dedication area. The DSP appears to show the expanded dedication area. The required final plat should show the expanded ROW dedication area as well.
2. Subdivision staff previously requested that the applicant clarify whether the project proposed one or two lots. The applicant verbally clarified during the SDRC meeting on August 20, 2021, that two lots are proposed. However, this has not yet been fully clarified on the plans, as the plan notes indicate only one proposed lot.

Recommended Conditions:

1. Prior to certification, the detailed site plan shall be modified as follows:
 - a. Correct note 16 of the site data table to state that the property will consist of two lots.

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 to be in substantial conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and must be consistent with the property's legal description 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

301-952-3680

September 17, 2021

MEMORANDUM

TO: Tierre Butler, Urban Design Review Section, Development Review Division
FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division
SUBJECT: **DSP-07043-01: Forestville Warehouse - Jemals Post**

Proposal

The applicant proposes the development of a warehouse facility and associated circulation and parking.

Background

This detailed site plan (DSP) proposes the development of a warehouse facility. This site is subject to conditions on prior plans; the only plan is Preliminary Plan of Subdivision (PPS) 4-06145.

The site plan is required to address issues related to architecture, building siting, and relationships between the development and any open space. The site plan is also required to address general detailed site plan requirements such as access and circulation. There are no traffic-related findings generally required with a detailed site plan review.

The DSP is required pursuant to Condition 14 in the resolution for PPS 4-06145. The condition states that "architecture, landscaping, traffic, pedestrian and vehicular circulation, visibility and neighborhood compatibility" are to be examined during DSP review. As such, traffic-related conditions will be reviewed and the plan will be reviewed for vehicular circulation. However, by law adequacy is tested at the time of PPS, and it will not be retested in connection with this application.

Prior application DSP-07043 proposed a retail use for this site. That use was never constructed; no part of that use is being reflected on the subject plan. From the standpoint of transportation, the prior DSP is not relevant to the review of the current plan; any conditions on that prior plan will not be reviewed herein. It is also noted that a portion of the property was rezoned to the C-S-C Zone by Zoning Map Amendment (ZMA) A-10003. Upon approval of the sectional map amendment associated with the Military Installation Overlay Zone, that same property was rezoned back to the I-1 Zone. Therefore, that prior ZMA has no bearing on this review.

Review Comments

The table below summarizes trip generation in each peak hour that will be used in reviewing conformance with the trip cap for the site:

Trip Generation Summary: DSP-07043-01: Forestville Warehouse – Jemals Post								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Development: DSP-07043-01								
Warehouse	130,625	Square feet	42	10	52	10	42	52
Trip Cap – 4-06145					305			697

The site utilizes two access points: one from Forestville Road opposite existing Stewart Road and one from the existing industrial roadway Penn Belt Place (which connects to Forestville Road via Penn Belt Drive). This access is generally consistent with what was reviewed on the approved preliminary plan of subdivision. Access and circulation are acceptable.

Forestville Road is a Master Plan collector roadway with a proposed width of 80 feet. The plan reflects this right-of-way correctly.

The subject property was the subject of a 2007 traffic study, and was given subdivision approval pursuant to a finding of adequate transportation facilities made in 2007 for Preliminary Plan of Subdivision 4-06145. Furthermore, the basis for the preliminary plan findings is still valid, and in consideration of the materials discussed earlier in this memorandum, transportation staff finds that the subject property complies with the necessary findings for a detailed site plan as those findings may relate to transportation. This finding is conditional upon a condition requiring the installation of a traffic signal at the intersection of Forestville Road and Stewart Road, with the timing of the installation to be determined by the County, and with modifications to the Forestville Road/Leona Street intersection to eliminate left turn movements. The preliminary plan conditions are discussed further below.

Prior Approvals

PPS 4-06145 was approved by the Planning Board on May 3, 2007 (PGCPB No. 07-96(A/2)) and reconsidered on October 11, 2007 and July 8, 2021. The Planning Board approved the PPS with three traffic-related conditions which are applicable to the review of this DSP and warrant discussion, as follows:

- 12. 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 through the operating agency’s access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**
 - A. MD 4/Forestville Road: Provide a third westbound through lane along MD 4 through the intersection and provide a second left-turn lane along the northbound Forestville Road approach. Modify signals, signage, and pavement markings as needed.**
 - B. Forestville Road/Stewart Road: At the time of submittal of the initial Detailed Site Plan within the subject property, the applicant shall submit an acceptable traffic signal warrant study and lane usage plan**

to the transportation planning staff and DPW&T for signalization at the intersection of Forestville Road and Stewart 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 DPW&T. If a signal or other traffic control improvements are deemed warranted at that time, the applicant shall bond the signal with DPW&T prior to the release of any building permits within the subject property, with installation to occur at the time directed by DPW&T. The recommended lane usage and traffic control shall be made a part of the recommendation for the initial Detailed Site Plan within the subject property.

- C. Forestville Road/Leona Street: The existing Leona Street approach will be modified to serve right-in right-out movements. The site access opposite this street shall be designed for right-in right-out movements. Associated with these requirements, the applicant shall provide a short section of median along the centerline of Forestville Road in the vicinity of Leona Street as a means of preventing left-turns associated with Leona Street and the northern site entrance. Prior to the approval of the initial Detailed Site Plan within the subject property, the applicant must hold a community meeting to inform citizens along Leona Street about the proposed changes in the traffic patterns at Forestville Road and Leona Street, and the applicant must provide documentation of this meeting, with any results and/or changes, for the review of DPW&T and the Transportation Planning Section as a part of the Detailed Site Plan review**

This condition establishes off-site improvements for the site. Regarding A, this condition is enforceable at the time of building permit; regardless, the applicant has indicated an intention to comply with the condition. Regarding B, a signal warrant study was submitted during review of the original DSP-07043, and this study was updated in 2021. The most recent study found that a signal at Forestville Road/Stewart Road is warranted; any required actions are enforceable at the time of building permit. It is noted that the site plan reflects two lanes northbound and southbound along Forestville Road at this location with opposing center left-turn lanes at the intersection. Regarding C, the site plan reflects the improvements as described in the condition, and these improvements are enforceable at the time of building permit. The referenced community meeting was held virtually on September 8, 2021; staff observed the entire meeting, and documentation was provided.

This condition establishes an overall trip cap for the subject property of 73 AM and 83 PM peak-hour trips. The proposed residential use would generate 73 AM and 83 PM peak-hour trips as noted in the table above; therefore, the proposal is within the trip cap.

- 13. Total development within the subject property shall be limited to uses which generate no more than 305 AM and 697 PM peak-hour vehicle trips, with trip generation determined in a consistent manner with the February 2007 traffic study. Any development generating an impact greater than that identified**

herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

This condition establishes an overall trip cap for the subject property of 305 AM and 697 PM peak-hour trips. The proposed use would generate 52 AM and 52 PM peak-hour trips as noted in the table above; therefore, the proposal is within the trip cap.

- 14. Prior to the issuance of any building permit a Detailed Site Plan is required to examine the architecture, landscaping, traffic, pedestrian and vehicular circulation visibility and neighborhood compatibility of the proposed development.**

This condition is met by virtue of the subject application. Traffic and vehicular circulation has been re-examined as a part of this review.

It is therefore determined that all prior conditions are met or will otherwise be addressed with future applications.

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 13, 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 *2010 Approved Subregion 4 Master Plan and Sectional Map Amendment* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP-07043-01

Development Case Name: 3700 Forestville Road Warehouse (Jemal's Post)

Type of Master Plan Bikeway or Trail

Municipal R.O.W.	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.	<u> X </u>	M-NCPPC - Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

Detailed Site Plan Background	
Building Square Footage (non-residential)	130,625 Square Feet
Number of Units (residential)	N/A
Abutting Roadways	Forestville Road, Pennsylvania Avenue, I-95/I-495, Penn-Belt Place
Abutting or Nearby Master Plan Roadways	Forestville Road (C-426), Pennsylvania Avenue (MD-4 / E-3), I-95/I-495 (F-5)
Abutting or Nearby Master Plan Trails	Planned Shared Roadway: Forestville Road Planned Side Path: Pennsylvania Avenue
Proposed Use(s)	Warehouse
Zoning	I-1
Centers and/or Corridors	2002 General Plan Pennsylvania Avenue Corridor

Prior Approvals on Subject Site	4-06145, DSP-07043
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Previous Conditions of Approval

Approved Preliminary Plan of Subdivision 4-06145 includes the following conditions of approval related to on-site sidewalks. Conditions 7 and 8 from 4-06145 are copied below:

- 7. The applicant shall provide a standard sidewalk along the subject site's entire frontage of Forestville Road, unless modified by DPW&T.
- 8. Provide a standard sidewalk along both sides of all internal roads, unless modified by DPW&T.

Comment: The submitted plans include sidewalks along the subject site's entire frontage of Forestville Road and along internal roads.

Proposed Pedestrian and Bicycle Infrastructure

The subject application is for the construction of a warehouse totaling 130,625 square-feet. The site is unimproved and is located approximately 0.05 miles south of the intersection of Forestville Road and Pennsylvania Avenue. Access to the site will be provided by two locations along Forestville Road and one at the northern bounds of Penn-Belt Place. The submitted plans include sidewalks along all frontages and throughout the development. Internal sidewalks and crosswalks provide pedestrian movement through the site. A covered bicycle shelter providing parking for six bicycles has been provided.

Review of Master Plan Compliance

Planned Shared Roadway: Forestville Road

Planned Side Path: Pennsylvania Avenue

Comment: Forestville Road and a portion of Pennsylvania Avenue (MD-4) front the subject site. No additional right-of-way is being sought with this application. The Prince George's County Department of Permits, Inspections, and Enforcement can require the construction of the master plan recommended shared-roadway along Forestville Road as appropriate, or the shared-roadway may be installed by the Department of Public Works & Transportation (DPW&T) as part of a future roadway repaving or capital improvement project. The Maryland State Highway Administration (SHA) can require the construction of the master plan recommended side path along Pennsylvania Avenue 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.

The Transportation Recommendations Section of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* makes the following recommendations:

Identify priority sidewalk corridors to parks, schools, Metro stations, and other activity centers where sidewalk construction is necessary to meet existing pedestrian needs. (p.233)

Provide sidewalks, neighborhood trail connections, and bicycle-friendly roadways to accommodate nonmotorized transportation (bicycling and walking) as the preferred mode for some short trips, particularly to transit stops and stations, schools, and within neighborhoods and centers (p.233)

Improve bicycle facilities around Metro stations in Subregion 4. Facilities needed include bicycle racks, lockers, and striping for designated bike lanes. (p.233)

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 subject application features sidewalks along the subject property's frontage of Forestville Road and an internal network of sidewalks and crosswalks providing pedestrian movement throughout the site. Bicycle parking within a bicycle shelter has been provided.

The applicant's response to Subdivision and Development Review Committee (SDRC) comments (Leonard to Butler, September 9, 2021) indicates that the applicant will provide wayfinding signage to the bicycle parking area at all three points of vehicle entry. It is not clear on the submitted detail sheets if these facilities are provided. Staff recommend the wayfinding signage be updated to indicate bicycle parking or separate signage (D4-3 Bicycle Signage) be provided. Staff recommend that the submitted plans be revised prior to the certification to include these improvements.

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. Wayfinding signage indicating bicycle parking or separate bicycle parking signage (D4-3 Bicycle Signage) be provided at all three points of vehicle entry providing directions to the bicycle parking area



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division
 Environmental Planning Section

301-952-3650

September 15, 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: **Jemal's Post; DSP-07043-01 and TCPII-026-08-02**

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 August 5, 2021. Comments were provided in a Subdivision Development Review Committee meeting on August 20, 2021. Revised plans and information were submitted on September 10, 2021. The Environmental Planning Section recommends approval of DSP-07043-01 and TCPII-026-08-02 subject to conditions listed at the end of this memorandum.

Background

Review Case	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
NRI-168-06	N/A	Staff	Approved	2/15/2007	N/A
4-06145	TCPI-011-07	Planning Board	Approved	5/3/2007	07-96
4-06145 Reconsideration	TCPI-011-07	Planning Board	Approved	10/11/2007	07-96(A)
DSP-07043	TCPII-026-08	Planning Board	Approved	9/11/2008	08-132
DSDS-648	N/A	Planning Board	Approved	9/11/2008	08-133
NRI-168-06-01	N/A	Staff	Approved	4/21/2021	N/A
4-06145 Reconsideration	TCPI-011-07-01	Planning Board	Approved	7/8/2021	07-96(A/2)
N/A	TCPII-026-08-01	Staff	Pending	Pending	Pending
DSP-07043-01	TCPII-026-08-02	Planning Board	Pending	Pending	Pending

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 site is subject to Preliminary Plan of Subdivision, 4-06145.

Review of Previous Cases

Review of Previously Approved Conditions

The following text addresses previously approved applicable environmental conditions that need to be addressed 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.

Preliminary Plan of Subdivision (4-06145) a reconsideration to revise several conditions was requested by the applicant and approved on October 11, 2007, by the Planning Board. A second reconsideration to revise additional conditions was requested by the applicant and approved on July 8, 2021 by the Planning Board. The conditions of the second reconsideration approval can be found in PGCPB No. 07-96(A/2). The "***" denotes an amendment, "Underlining" indicates new language, and "[Brackets]" and "~~strikethrough~~" indicates deleted language.

****~~[*15. Prior to the approval of the detailed site plan, a conceptual stream restoration plan shall be submitted to M-NCPPC. The plan shall provide a scope of work for restoration of a site or sites on public property within the main stem of Henson Creek to be approved by the Planning Board or its designee. The scope of work shall be based on a completed stream corridor assessment, either prepared by the applicant, or by the Department of Environmental Resources. The plan shall show mitigation of a section of stream at least equivalent to the impacts on and adjacent to the subject property. A detailed stream restoration plan shall be submitted and approved by the Planning Board or designee and the Department of Public Works and Transportation or other appropriate agency and the work shall be bonded prior to the issuance of the first permit. The plan shall be implementation of the Plan shall commence prior to the issuance of the second building permit on the overall subject property. In no event shall the non-issuance of a stream restoration permit or other approval preclude the issuance of the first building permit on-site provided a bond is posted and the plan approved.]~~**

****15. Prior to approval of the detailed site plan, the preliminary plan of subdivision, which was revised to reflect the floodplain and impacts to the primary management area, in accordance with the reconsideration approved by the Prince George's County Planning Board on July 8, 2021, shall be signature approved with revisions, as follows:**

- a. Provide the gross tract areas, in addition to the net tract areas, for proposed lots.**

- b. Provide the preliminary plan of subdivision and Type I tree conservation plan at the same scale.**

The preliminary plan and TCPI are awaiting signature approval.

- **16. Prior to approval of the detailed site plan, the Type I Tree Conservation Plan (TCPI-011-07-01), which was revised to reflect the floodplain and impacts to the primary management area, in accordance with the reconsideration approved by the Prince George's County Planning Board on July 8, 2021, shall be signature approved with revisions to the TCPI, as follows:**

- a. Have the revised plan signed and dated by the qualified professional who prepared the plan.**

The preliminary plan and TCPI are awaiting signature approval. The TCPI is required to have signature approval prior to the certification of the TCPII.

- **17. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:**

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

This condition will be met at the time of final plat.

Environmental Review

Natural Resource Inventory Plan/Existing Features

A Natural Resource Inventory, NRI-168-2006, was approved on February 15, 2007, for the site with the earlier PPS and DSP applications. The plan showed several stream systems impacting the site in an east-west and north-south direction with adjacent wetlands. No 100-year floodplain was identified as being associated with these streams or on-site. The site was entirely wooded with no structures. Three specimen trees were identified along the southern boundary line. The previous PPS and DSP used this NRI for showing the on-site wetlands and stream systems for development purposes.

After the original PPS and DSP were approved, the Department of Permitting, Inspections, and Enforcement (DPIE) determined that subject site contains a floodplain. In response to DPIE's floodplain comments, the applicant conducted a floodplain study which was approved by DPIE.

A revised NRI, NRI-168-06-01, showing the approved DPIE floodplain and an updated investigation of the stream and wetland limits was recently approved. This revised NRI also updated the specimen tree list to add more specimen trees. The submitted TCPII and the Detailed Site Plan show all the required NRI information.

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-026-08-02) was submitted with the detailed site plan application.

Based on the TCPII submitted with this application, the site's gross tract area is 33.35 acres, containing 4.10 acres of floodplain and 0.37 of dedicated land, for a net tract area of 28.88 acres. This gross tract area will have a woodland conservation threshold of 4.33 acres (15 percent). The net tract area contains 28.88 acres of woodlands and 4.10 acres of wooded floodplain. The Woodland Conservation Worksheet proposes the removal of 23.09 acres of woodland on the net tract area, 0.58 acres of woodland within the floodplain, and 1.17 acres of woodland off-site, resulting in a woodland conservation requirement of 10.68 acres. According to the TCPII worksheet, the requirement is proposed to be met with 5.79 acres of woodland preservation on-site, 0.65 acres of reforestation on-site, and 4.24 acres of off-site woodland conservation credits.

Currently, the TCPII shows proposed infrastructure such as building location, interior road layout, parking areas, water and sewer lines, stormwater management structures, outfall locations, woodland preservation areas, and reforestation areas.

Specimen Trees

According to the 2007 Natural Resources Inventory Plan (NRI), the site contains three specimen trees over 30 inches at breast height that were identified on-site. These specimen trees were never shown on earlier PPS and DSP plans, because specimen tree variances were not required at that time. The recently approved revision to the NRI shows an updated specimen tree list with three additional trees, for a total of six specimen trees on-site. These three new trees are in the same area as the previously located trees. All of these trees were in an area previously shown as disturbed. All the on-site specimen trees are grandfathered from the Subtitle 25 Variance process for their proposed removal.

Specimen Tree Table (2021)

ST #	COMMON NAME	DIAMETER (In inches) DBH	RATING	APPLICANT'S PROPOSED DISPOSITION	STAFF'S RECOMMENDATION
1	White Oak	38	Poor	To be removed	Grandfathered Subtitle 25
2	White Oak	37	Good	To be removed	Grandfathered Subtitle 25
3	Red Maple	46	Fair	To be removed	Grandfathered Subtitle 25
4	Northern Red Oak	33	Fair	To be removed	Grandfathered Subtitle 25
5	Chestnut Oak	39	Good	To be removed	Grandfathered Subtitle 25

6	Chestnut Oak	32	Excellent	To be removed	Grandfathered Subtitle 25
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Preservation of Regulated Environmental Features/Primary Management Area

Primary Management Area (PMA) impacts were recommended for approval with the preliminary plan of subdivision second reconsideration (4-06145) for eight impact areas for a cul-de-sac entrance road of Penn Belt Place, a wall, three stormwater outfall structures, a sewer connection, one road crossing, and two lot fill areas. The total of the eight PMA impacts approved with the second reconsideration of the PPS were for 66,597 square feet , 46,534 square feet of stream buffer, 39,202 square feet of floodplain, 280 linear feet of stream bed, 1,439 square feet of wetlands, and 6,166 square feet of wetland buffer. These original impacts included:

IMPACT 1- This impact is for the construction of the cul-de-sac entrance road of Penn Belt Place. The design of the cul-de-sac at this location was required by the Department of Permitting, Inspection and Enforcement (DPIE). There will be a total of 38,230 square feet of PMA impacts, which consist of 19,874 square feet of stream buffer, 27,024 square feet of floodplain, 175 linear feet of stream, 1,439 square feet of wetlands, and 6,152 square feet of wetland buffer impact.

IMPACT 2 – The previous plan showed the entire stream impacted and as part of the former Impact 2. The current application proposes a wall constructed to protect the environmental features and to prevent stream impacts. As part of this proposed wall construction, the total impacts to the PMA will be 4,769 square feet, which consists of, 3,360 square feet of stream buffer, and 2,870 square feet of floodplain.

IMPACT 3 – This impact is for a stormwater management outfall (Outfall #1). There will be a total of 1,659 square feet of PMA impact, which consists of 1,376 square feet of stream buffer and 283 square feet of floodplain.

IMPACT 4 – This impact is for a sewer connection across the on-site stream. The sewer impacts will disturb 479 square feet of PMA, which consists of 479 square feet of stream buffer.

IMPACT 5 - Road Crossing #1 is needed to access the northeast portion of the site. The stream crossing impacts requested are for a total of 11,707 square feet of PMA, consisting of 11,707 square feet of stream buffer that includes 9,003 square feet of floodplain and 105 linear feet of stream bed impacts.

IMPACT 6 – This impact is requested to square off the proposed parking lot and to tie into existing contours. After construction, the graded area will be replanted. The impacts associated with this parking and grading area will disturb a total of 7,081 square feet of PMA, consisting of 7,066 square feet of stream buffer, 22 square feet of floodplain, and 14 square feet of wetland buffer.

IMPACT 7 -Two stormwater management (SWM) outfalls (Outfalls #2 and #3) are needed. The total requested impacts for the outfalls will disturb 971 square feet of PMA which consists of 971 square feet of stream buffer.

IMPACT 8 – This impact area is similar to Impact 6 and associated with a parking area squared off and to tie into existing contours. This requested impact will disturb 1,701 square feet of PMA consisting of 1,701 square feet of stream buffer.

A revised set of impact exhibits were submitted with this detailed site plan dated August 31, 2021, with the September 9, 2021, submission. Impact Areas 2, 3, 4, 5, 6, 7, and 8 are still the same impact areas as reviewed with the second reconsideration of PPS 4-06145, with no changes; however, impact area 1 has been modified from the PPS approval.

The revised Impact Area 1 still shows the construction of the cul-de-sac entrance road of Penn Belt Place, but the previously approved impact area has been updated to show a larger impact area to perform the required construction. The revised impact numbers will a total of 40,771 square feet of PMA impacts, which consist of 21,981 square feet of stream buffer, 28,550 square feet of floodplain, 180 linear feet of stream, 1,453 square feet of wetlands, and 8,012 square feet of wetland buffer. This is an increase in PMA by 2,541 square feet, stream buffer by 2,107 square feet, floodplain by 1,526 square feet, 5 linear feet of stream, 14 square feet of wetlands, and 1,860 square feet of wetland buffer. These revised impact numbers for Area 1 reflect the are required by the Department of Permitting, Inspection and Enforcement (DPIE) for installation of the cul-de-sac.

The revised overall impact totals are now 69,138 square feet of PMA, 48,641 square feet of stream buffer, 40,728 square feet of floodplain, 285 linear feet of stream bed, 1,453 square feet of wetlands, and 8,012 square feet of wetland buffer. This slight increase in PMA impact 1 is triggered by other code requirements for the installation of the cul-de-sac and is considered to be in substantial conformance with the previous approval.

Stormwater Management

A Stormwater Management Concept plan and approval letter was submitted with the subject application (Concept approval #7310-2021-00). Proposed SWM features include seven surface sand filters, four micro-bioretenion facilities, one bioretention, and two underground sand filters. The concept approval expires June 24, 2024. The concept letter indicates no SWM fee-in-lieu for on-site attenuation/quality control measures. 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-07043-01 and TCPII-026-08-02 subject to the following findings and conditions:

Recommended Findings:

1. The site contains six specimen trees that are grandfathered from the Subtitle 25 variance process for their removal.
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 Preliminary Plan 4-06145 and TCPI-011-07-01 under the second reconsideration, for eight impact areas.

Recommended Conditions:

1. Prior to signature approval of the Detailed Site Plan, the TCPII shall be revised as follows:
 - a. Revise General Note 1 to read: "This plan is submitted to fulfill the woodland conservation requirement for a detailed site plan (DSP-07043-01), and stormwater concept plan (7310-2021-00). If any of the..."
 - b. 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

301-952-3680

August 27, 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-07043-01 3700 Forestville Road Warehouse (Jemal's Post)

The subject property comprises 33.35-acres and is located in the southwest quadrant of the interchange of Pennsylvania Avenue (MD 4) and The Capital Beltway (I-495). The subject application proposes the construction of a warehouse containing 130,625 square-feet. The subject property is Zoned I-1 and M-I-O.

The developing property is subject to a number of conditions associated with previous approvals by the Planning Board. Among those, conditions approved by the Planning Board in its review of DSP-07043 are applicable to the subject detailed site plan application. These include conditions 5, 6, 7, 8, and 9 Prince George's County Planning Board Resolution No. 08-132:

5. The applicant shall submit four copies of the final Phase I archeological report and a draft Phase II report for review by Historic Preservation staff prior to Planning Board approval of this detailed site plan.
6. Prior to signature approval of this detailed site plan, the applicant shall submit the final Phase II report.

Comment: The final Phase I archeological reports were submitted to Historic Preservation staff on September 18, 2008 and the final Phase II reports were submitted on February 12, 2015. Conditions 5 and 6 of PGCPB No. 08-132 have been satisfied.

7. If a Phase III archeological mitigation is necessary the applicant shall provide a plan for avoiding and preserving the site in place prior to final plat. The site shall be marked in the field with orange snow fencing prior to the approval of any grading permits and the applicant shall contract an archeologist to monitor any ground disturbance around the site.

8. If staff agrees that the site cannot be preserved in place, the applicant shall provide a final report detailing the Phase III investigations and ensure that all artifacts are curated in a proper manner, prior to approval of any grading permits.

Comment: Historic Preservation Staff determined that the archeological site (18PR934) could not be preserved in place. Phase III data recovery investigations were conducted on the subject property in 2020. The final Phase III archeological reports were accepted on January 27, 2021. All artifacts were curated at the Maryland Archaeological Conservation Laboratory in Calvert County, Maryland on January 15, 2021.

9. Depending upon the significance of findings (at Phase I, II, or III level), the applicant shall provide interpretive signage. The location and wording shall be subject to approval by the staff archeologist prior to the approval of any grading permits.

Comment: This condition is still outstanding and should be addressed prior to the issuance of a grading permit.

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 or historic resources. Historic Preservation staff recommend approval of DSP-07043-01 3700 Forestville Road Warehouse with no additional conditions.

September 13, 2021

MEMORANDUM

TO: Tierre Butler, Senior Planner, Urban Design Section

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

SUBJECT: DSP-07043-01 – 3700 Forestville Road Warehouse (Jemal's Post)

1. How many monument signs are proposed on site? There are 2 shown on Sheet DSP-04 but only one appears to be accounted for on DSP-10 in the Monument Sign Table. The phrase "per side" would imply a doubled-sided sign, not 2 separate signs. The total quantity and total square footage of proposed monument or freestanding signage should be noted in the table.
2. The Permit Review Section offers no further comments on this development application.

301-952-3972

September 13, 2021

MEMORANDUM

TO: Tierre Butler, Senior Planner, Development Review Division

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

FROM: Brian Byrd, Planner Coordinator, Long Range Planning Section, Community Planning Division 

SUBJECT: DSP-07043-01, 3700 FORESTVILLE ROAD WAREHOUSE

FINDINGS

Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: DSP

Location: Southwest quadrant of the interchange of Pennsylvania Avenue (MD 4) and the Capital Beltway (I-495)

Size: 33.35 acres

Existing Uses: I-1 (Light Industrial)

Proposal: To construct a warehouse containing 130,625 square feet

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the Established Communities. The vision for "Established Communities is most appropriate for context-sensitive infill and low-to-medium density development," (p. 20).

Master Plan: The *2010 Approved Subregion 4 Master Plan* recommends light industrial land use on the subject property.

In addition, the Sector Plan also recommends the following strategies for the subject property:

Sec. 27-469.

(A) To attract a variety of labor-intensive light industrial uses.

(B) To apply site development standards which will result in an attractive, conventional light industrial environment.

(C) To create a distinct light industrial character, setting it apart from both the more intense Industrial Zones and the high-traffic-generating Commercial Zones; and

(D) To provide for a land use mix which is designed to sustain a light industrial character

Planning Area: 75A

Community: District Heights, MD

Aviation/MIOZ: The subject property is in the Height This application is located within the Military Installation Overlay Zone (MIOZ) for Height, Noise and Accident Potential Zone 1. Pursuant to Section 27-548.54 – Requirements for Height, the applicant must meet the applicable requirements for properties located in Conical Surface (20:1) - Right Runway Area Label: E

Pursuant to Section 27-548.55 – Requirements for Noise. The applicant must meet the applicable requirements for Noise Intensity Zone Area Label: Decibel Range 60 db – 74 db

SMA/Zoning: The *2010 Approved Subregion 4 Master Sector Plan* and Sectional Map Amendment retained the subject property in the I-1 zone.

MASTER PLAN CONFORMANCE ISSUES:

None

c: Long-range Agenda Notebook

Scott Rowe, AICP- CNU A, Planning Supervisor, Long Range Planning Section, Community Planning Division



Angela D. Alsobrooks
County Executive

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



MEMORANDUM

September 23, 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: 3700 Forestville Road Warehouse (Jemal's Post)
DSP-07043-01

CR: Forestville Road, Penn- Belt Place

This is in response to the Detailed Site Plan -07043-01 referral. The Department of Permitting Inspections and Enforcement (DPIE) offers the following:

- The subject property parcel 23 is zoned I-1 (Light Industrial) and located at 3700 Forestville Road.
- DSP-07043-01 proposes the construction of a 130,625 square-foot warehouse shell building and related parking.
- The access to the site is via Forestville Road and Penn Belt Place which are County maintained. The applicant will be required to provide Right-of way dedication/extension at the time of a fine grading application, mill and overlay along property frontage may be required.
- The entrance at the cul-de-sac of Penn Belt Place is shown as 24 ft. The width at the right of way line needs to be 30 ft. This needs to be addressed during permitting stage.
- There is a lane shift proposed to the left turn lane to Stewart Lane. Please confirm in the grading permit, whether there is enough transition.
- The existing bus stop near Stewart Road needs to be improved during the grading permit stage as a part of the frontage improvement.

- The applicant needs to show the proposed improvement under the development (TDB Subdivision) located near the intersection of Stewart Road and Forestville Road.
- The truck turning exhibit is not clear and limited to one access point. It should be shown for both accesses on Forestville Road with each turn shown separately.
- Other appropriate frontage improvements will be required as per the County standards and master plan.
- Conformance with DPIE street lighting and street trees specifications and standards are required in accordance with Section 23-140 of the Prince George's Road Ordinance.
- All improvements within the public right-of-way, as dedicated to the County, are to be in accordance with the County Road Ordinance, Department of Public Works, and Transportation (DPW&T) Specifications and Standards and the Americans with Disabilities Act (ADA).
- Sidewalks and ADA ramps are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance.
- Floodplain, Wetlands, Streams and PMA are present on the site. The floodplain was approved under flood Case 107320-2020; Mitigation of impacts to all environmental features are required. A floodplain easement is required.
- The proposed Detailed Site Plan meets the intent of the approved Stormwater Management Concept Plan No. 7310-2021 with an expiration date on June 24, 2024. Applicant is to comply with all required conditions of approval.
- All proposed development will require applicable DPIE approvals and permits.
- DPIE has no objection to DSP-07043-1.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans.
 - b) Exact acreage of impervious areas has been provided.
 - c) Proposed grading is not shown on plans.

Tierre Butler
September 23, 2021
Page 3

- d) Stormwater volume computations have not been provided.
- e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
- f) A narrative in accordance with the code has not been provided.
- g) Applicant shall provide items (a-g) at the time of filing final site permits.

If you have any questions or need additional information, please contact Mr. Nanji Formukong, District Engineer for the area, at 301.636.2060.

MCG:Nf:ag

cc: Mary Giles, P.E., Associate Director, S/RPRD, DPIE
Rey de Guzman, P.E., Chief, S/RPRD, DPIE
Rene Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE
Nanji Formukong, District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Michael Mitiku, Engineer, S/RPRD, DPIE
KCI Technologies Inc. 11830 West Market Place Suite F Fulton MD 20750
3700 Forestville Road, LLC 1800 Wazee Street, Suite 500 Denver Co 80202

Additional Back-up

For

**Detailed Site Plan DSP-07043-01
3700 Forestville Road Warehouse
(Jemal's Post)**

APPLICANT'S PROPOSED REVISIONS TO CONDITIONS
JEMAL'S POST
DETAILED SITE PLAN DSP-07043-01
OCTOBER 14, 2021

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-07043-01 and Type II Conservation Plan TCPII-026-08-02 for Forestville Road Warehouse/Jemal's Post, subject to the following conditions:

- 15.** Prior to certification, the detailed site plan shall be revised, or additional information shall be provided, as follows:
 - Correct Note 16 of the site data table to state that the property will consist of two lots.
 - Provide wayfinding signage indicating bicycle parking, or separate bicycle parking signage at all three points of vehicle entry, providing directions to where the bicycle parking is located.
 - Provide the total quantity and total square footage of the proposed monument and freestanding signage in the table.
 - Provide additional landscaping or fencing to screen the loading spaces from the roadways.

- 16.** Prior to signature approval of the detailed site plan, the Type II tree conservation plan shall be revised as follows:
 - Revise General Note 1 to read: "This plan is submitted to fulfill the woodland conservation requirement for a detailed site plan (DSP-07043-01), and stormwater management concept plan (7310-2021-00). If any of the..."
 - Have the revised plan signed and dated by the qualified professional who prepared it.

**SUMMARY OF CONFORMANCE WITH THE REQUIREMENTS OF
CONDITION 15 OF PRELIMINARY PLAN 4-06145; JEMAL'S POST**

The property which the subject of Detailed Site Plan DSP-07043-01 is subject to the conditions of Preliminary Plan of Subdivision 4-06145. The preliminary plan requires the construction of several off site road improvements, which are listed in Conditions 12(A)-(C). Included in the list of conditions is a requirement that the intersection of Forestville Road and Leona Street be modified by the addition of a median, which will restrict the ability of residents on Leona Street to make a left hand turn onto Forestville Road. As a result of this change in traffic pattern, the condition also requires that the Applicant hold a community meeting to inform citizens of Leona Street about the proposed changes and to provide documentation of this meeting. As approved, Condition 12(C) provides as follows:

- 12C Forestville Road/Leona Street: The existing Leona Street approach will be modified to serve right-in right-out movements. The site access opposite this street shall be designed for right-in right-out movements. Associated with these requirements, the applicant shall provide a short section of median along the centerline of Forestville Road in the vicinity of Leona Street as a means of preventing left-turns associated with Leona Street and the northern site entrance. Prior to the approval of the initial Detailed Site Plan within the subject property, the applicant must hold a community meeting to inform citizens along Leona Street about the proposed changes in the traffic patterns at Forestville Road and Leona Street, and the applicant must provide documentation of this meeting, with any results and/or changes, for the review of DPW&T and the Transportation Planning Section as a part of the Detailed Site Plan review.**

This report summarizes the Applicant's compliance with the requirements of Condition 12(C).

The Applicant retained G.S. Proctor & Associates, Inc. ("Proctor") to coordinate the community outreach efforts. Attached is a summary of the outreach efforts by Proctor, which includes seven attachments. As noted in the summary, Proctor compiled a list of 54 residents on Leona Street. Since they did not have phone numbers or e-mail addresses for the residents, copies of a notice of a "Virtual" Community Meeting were hand delivered by Proctor to the homes by taping the notice to the front door of each home. The list of residents notified of the meeting and a copy of the notice is included in the attachments. The meeting was conducted on September 9, 2021. A presentation regarding the proposed building and the road improvements associated with the project was provided, a copy of which is attached hereto. Two residents of Leona Street, Morris and Ann Thomas, participated in the meeting. They reside at 7313 Leona Street. Mr. and Mrs. Thomas had questions regarding traffic, truck access, the need for a traffic signal and the timing of the development. They noted that left turning movements from Leona Street onto northbound Forestville Road can be difficult and that a traffic signal would be needed at Stewart Road should the median be installed at Leona Street.

Although not required by Condition 12(C), the Applicant also requested that Proctor reach out to Community Leaders in the Forestville and District Heights vicinity to inform them

of the project. The summary provided by Proctor also details the outreach to the Community Leaders. Proctor worked with Delegate Nicholas Charles, II to identify 14 community groups to contact about the community meeting. Proctor contacted each of the Community Leaders during the week of August 23 to inform them of the project, solicit any feedback or concerns and invite them to the community meeting. On September 1, 2021, a notice of community meeting was sent. Two subsequent reminders of the community meeting were also sent. The community meeting was held on September 8, 2021 at 7:30 pm. The same presentation provided to the residents of Leona Street was provided to the Community Leaders. A total of 38 Community Leaders participated in the meeting. Most of the questions related to traffic and traffic patterns in the area. Some Community Leaders expressed concern about the widening of Ritchie Road north of Marlboro Pike, which they have been requesting the County to improve for some time. There were also questions raised about the improvements being made for this project in conformance with the conditions of the subdivision and whether the scope of the projects extended far enough. There were also suggestions that traffic associated with this facility take a different route when existing the Beltway to utilize Marlboro Pike to Suitland Parkway instead of Pennsylvania Avenue to Forestville Road. A request was also made to form a small group to include Community Leaders and the Applicant to continue to work on traffic concerns and job placement opportunities to residents of the area.

At the conclusion of each of the meetings, Proctor thanks those that participated and agreed to follow up them to keep them informed of any developments related to the project.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read 'T. Haller', with a long horizontal flourish extending to the right.

Thomas H. Haller
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
301-306-0033

Upper Marlboro Office:

14408 Old Mill Road, Suite 201
Upper Marlboro, MD 20772
Phone: 301-952-8885
Fax: 301-952-0290

Gregory "Steve" Proctor, Jr
President & Chief Executive Officer



Annapolis Office:

29 Francis Street
Annapolis, MD 21401
Phone: 410-280-5088
Fax: 410-280-1618

Gregory "Trey" Proctor, III
Vice President

OUTREACH & ENGAGEMENT EFFORTS FOR PROLOGIS FORESTVILLE PROJECT

Wednesday | September 9, 2021

G.S. Proctor & Associates is pleased to provide documentation regarding its efforts to engage citizens along Leona Street, as well as community leaders, about the proposed Prologis Project in Forestville, Maryland; inclusive of changes in the traffic patterns at Forestville Road and Leona Street.

Outreach to Leona Street Residents

- A list of 54 Leona Street residents was compiled (**Attachment No. 1**); inclusive of name, address, city, state, zip code. Unfortunately, G.S. Proctor & Associates did not have access to email addresses or phone numbers.
- On September 2, 2021, a "Virtual" Community Meeting Notice (**Attachment No. 2**) was hand-delivered by G.S. Proctor & Associates (Cheryl Landis and Monroe Harrison) to the homes on Leona Street. The meeting notice was taped on the front door of all the homes.
- The virtual meeting was convened on Wednesday, September 8, 2021, beginning at 6:00 p.m. and ending at 6:45 p.m.
- Leona Street residents in attendance were Morris & Ann M. Thomas, 7313 Leona Street, Forestville, Maryland. G.S. Proctor & Associates were able to secure from Mr. & Mrs. Thomas an email address and phone number.
- G.S. Proctor & Associates will continue its outreach with Mr. & Mrs. Thomas with the intent to: (a) keep them informed about the project; and (b) hopefully secure additional email addresses and phone numbers for their Leona Street neighbors.

Outreach to Forestville Community Leaders

- A list of 14 Forestville Community Leaders (**Attachment No. 3**) was provided to G.S. Proctor & Associates by Maryland State Delegate Nicholas P. "Nick" Charles, II (D-25). In addition to the names and addresses, email addresses and phone numbers were also provided.
- During the week of August 23, 2021, G.S. Proctor & Associates reached out to the Forestville Community Leaders via phone. The purpose of the calls was to: (1) give them a heads-up about the upcoming community meeting; (2) ascertain any concerns they may have in advance of the community meeting; and (3) respectfully asked that they participate in the community meeting with an open mind. A summary of the phone calls is provided (**Attachment No. 4**).
- On September 1, 2021, the meeting notice and zoom link (**Attachment No. 5**) was initially emailed (**Attachment No. 6**) to the Forestville Community Leaders. A "Gentle Reminder No. 1" email (**Attachment No. 7**) was sent on September 3, 2021, and a "Gentle Reminder No. 2" email (**Attachment No. 8**) was sent on September 7, 2021.
- The virtual meeting was convened on Wednesday, September 8, 2021, beginning at 7:30 p.m. and ended at 8:45 p.m.
- There was a total of 38 participants; inclusive of elected leaders: Delegate Darryl Barnes (D-25), School Board Member Belinda Queen, and Mayor Jonathan Medlock (District Heights).

**PROLOGIS - FORESTVILLE, MARYLAND PROJECT - LEONA STREET RESIDENTS
ATTACHMENT NO. 1**

NAME	ADDRESS	CITY	STATE	ZIP
WARD DORIS E	7106 LEONA STREET	FORESTVILLE	MD	20747
CRUZ ERIKA Y L ETAL	7108 LEONA STREET	FORESTVILLE	MD	20747
JOHNSON LOUIS	7200 LEONA STREET	DISTRICT HEIGHTS	MD	20747
HEFLEY PAUL A	7202 LEONA STREET	FORESTVILLE	MD	20747
DEL CID JIMENEZ JOSE L	7204 LEONA STREET	FORESTVILLE	MD	20747
FUNK DAVID F	7205 LEONA STREET	FORESTVILLE	MD	20747
DEAVERS PAULINE A (LEW/P)	7206 LEONA STREET	FORESTVILLE	MD	20747
SIBERT DELORES S	7207 LEONA STREET	FORESTVILLE	MD	20747
ORTEZ OLGA M	7208 LEONA STREET	DISTRICT HEIGHTS	MD	20747
TOLSON STEPHANIE A	7209 LEONA STREET	DISTRICT HEIGHTS	MD	20747
JOHNSON CARRIE L	7210 LEONA STREET	FORESTVILLE	MD	20747
ORELLANA ANA & PAZ	7213 LEONA STREET	FORESTVILLE	MD	20747
TOLSON MICHAEL R	7214 LEONA STREET	FORESTVILLE	MD	20747
ASCENCIO ELIAS A ETAL	7215 LEONA STREET	DISTRICT HEIGHTS	MD	20747
CRUZ HIDANIA ETAL	7216 LEONA STREET	DISTRICT HEIGHTS	MD	20747
BUFORD KAREN K	7217 LEONA STREET	DISTRICT HEIGHTS	MD	20747
DAY IVY N ETAL	7301 LEONA STREET	DISTRICT HEIGHTS	MD	20747
MACDOUGALL ROBERT W & DIANE	7302 LEONA STREET	FORESTVILLE	MD	20747
JENKINS JESSE	7303 LEONA STREET	FORESTVILLE	MD	20747
ROSS OTIS JR	7305 LEONA STREET	DISTRICT HEIGHTS	MD	20747
HENRIQUEZ HECTOR A	7310 LEONA STREET	DISTRICT HEIGHTS	MD	20747
BUTLERSMITH KAREN	7312 LEONA STREET	DISTRICT HEIGHTS	MD	20747

**PROLOGIS - FORESTVILLE, MARYLAND PROJECT - LEONA STREET RESIDENTS
ATTACHMENT NO. 1**

NAME	ADDRESS	CITY	STATE	ZIP
THOMAS MORRIS E & ANN M	7313 LEONA STREET	FORESTVILLE	MD	20747
ADAMS CHERYLN	7314 LEONA STREET	DISTRICT HEIGHTS	MD	20747
TATE EBONY NICOLE	7315 LEONA STREET	FORESTVILLE	MD	20747
GUTIERREZ RONALDO	7316 LEONA STREET	DISTRICT HEIGHTS	MD	20747
ALTEMA WILGUENS ETAL	7317 LEONA STREET	DISTRICT HEIGHTS	MD	20747
LEECH GLENN C	7318 LEONA STREET	DISTRICT HEIGHTS	MD	20747
PROCTOR ANGEL	7319 LEONA STREET	DISTRICT HEIGHTS	MD	20747
LOPEZ CARLOS E	7321 LEONA STREET	FORESTVILLE	MD	20747
REMBERT NORMAN JR & PEARL	7400 LEONA STREET	FORESTVILLE	MD	20747
REDMOND NATASHA M	7401 LEONA STREET	DISTRICT HEIGHTS	MD	20747
GARCIA ESMERALDA ETAL	7402 LEONA STREET	DISTRICT HEIGHTS	MD	20747
STUTSON DENISE E	7403 LEONA STREET	FORESTVILLE	MD	20747
DOY TAMICA	7406 LEONA STREET	DISTRICT HEIGHTS	MD	20747
SANCHEZ CARLOS G ETAL	7407 LEONA STREET	DISTRICT HEIGHTS	MD	20747
PACARIEM JOSE F II & MONSERRATT	7409 LEONA STREET	FORESTVILLE	MD	20747
D AND L ELECTRICAL SERVICE LLC	7410 LEONA STREET	DISTRICT HEIGHTS	MD	20747
D AND L ELECTRICAL SERVICE LLC	7410 LEONA STREET	DISTRICT HEIGHTS	MD	20747
KING REGINA W	7412 LEONA STREET	FORESTVILLE	MD	20747
KARRAS STEVE ETAL	7415 LEONA STREET	DISTRICT HEIGHTS	MD	20747
LORD SHERRY	7500 LEONA STREET	DISTRICT HEIGHTS	MD	20747
HARLEY INDICA M & MAURICE A	7501 LEONA STREET	DISTRICT HEIGHTS	MD	20747
JENKINS LENA A & LENA R	7502 LEONA STREET	FORESTVILLE	MD	20747

**PROLOGIS - FORESTVILLE, MARYLAND PROJECT - LEONA STREET RESIDENTS
ATTACHMENT NO. 1**

NAME	ADDRESS	CITY	STATE	ZIP
FARMER LONTISHA ETAL	7503 LEONA STREET	DISTRICT HEIGHTS	MD	20747
JACKSON RACHELE	7504 LEONA STREET	FORESTVILLE	MD	20747
THOMPSON CORNELIUS V	7505 LEONA STREET	DISTRICT HEIGHTS	MD	20747
GATLING CLARENCE	7506 LEONA STREET	DISTRICH HEIGHTS	MD	20747
RODRIGUEZ JULIO CESAR	7507 LEONA STREET	DISTRICT HEIGHTS	MD	20747
MOORE KIMMIE S	7508 LEONA STREET	DISTRICT HEIGHTS	MD	20747
MOORE KIMMIE S	7508 LEONA STREET	DISTRICT HEIGHTS	MD	20747
RONE KATHLEEN D	7509 LEONA STREET	DISTRICT HEIGHTS	MD	20747
PEREZ GEMBER ISAI	7614 LEONA STREET	DISTRICT HEIGHTS	MD	20747
FLEANCE M	7616 LEONA STREET	DISTRICT HEIGHTS	MD	20747

Upper Marlboro Office:

14408 Old Mill Road, Suite 201
Upper Marlboro, MD 20772
Phone: 301-952-8885
Fax: 301-952-0290

Gregory "Steve" Proctor, Jr
President & Chief Executive Officer



Annapolis Office:

29 Francis Street
Annapolis, MD 21401
Phone: 410-280-5088
Fax: 410-280-1618

Gregory "Trey" Proctor, III
Vice President

ATTACHMENT NO. 2

"VIRTUAL" COMMUNITY MEETING NOTICE RE: PROLOGIS FORESTVILLE, MARYLAND PROJECT

JOIN ZOOM MEETING USING THE FOLLOWING LINK:

<https://us02web.zoom.us/j/88454618533?pwd=QW40UEJuS2plUUtvTmM1N3NBOGZEQT09>

DIAL BY YOUR LOCATION USING THE FOLLOWING NUMBERS:

+1 301 715 8592 (Washington DC)	+1 929 205 6099 US (New York)	+1 312 626 6799 US (Chicago)
+1 669 900 6833 US (San Jose)	+1 253 215 8782 US (Tacoma)	+1 346 248 7799 US (Houston)

Meeting ID: 884 5461 8533 | Passcode: 143121

WHO:

RESIDENTS RESIDING ON LEONA STREET IN FORESTVILLE, MARYLAND

WHAT:

Briefing on a project located at 3700 Forestville Road in District Heights, Maryland. The project totals 33.35 acres.

WHEN:

WEDNESDAY – SEPTEMBER 8, 2021 – 6:00 P.M. TO 7:00 P.M.

BACKGROUND:

The project developer is Prologis – (<https://www.prologis.com>). The proposal is to develop a modern logistics center with a fleet management lot next to the Beltway. This project will provide up to 150 jobs for the local community. The value of the project is over \$50 million dollars. Improvements to the roads in the immediate vicinity to help improve traffic conditions will be made by Prologis.

CONTACT INFORMATION FOR QUESTIONS OR TO SUBMIT A WRITTEN STATEMENT:

Steve Proctor
President & CEO
G.S. Proctor & Associates
14408 Old Mill Road, Suite 201
Upper Marlboro, MD 20772
Email: gsp@gsproctor.com
Phone: (301) 952-8885

Thomas H. Haller
Partner
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Md 20774
Email: thaller@gibbshaller.com
Phone: (301) 306-0033

Prologis Forestville Project

ATTACHMENT NO. 4

STATUS OF PHONE CALLS TO FORESTVILLE COMMUNITY LEADERS

Updated Wednesday, August 25, 2021

NAME	ORG / PHONE	NOTES
Warren Bagby	Berkshire Civic Assoc 301-712-0270	No issues expressed, will definitely have an open mind. He knew who I was as he worked with my husband at WSSC – wdbagby@gmail.com
Mocile Trotter	Crown Meadows HOA 301-420-2768	Spoke w/Ms. Trotter on 08/23/2021; she was absolutely very pleasant during the conversation and promised to listen with an open mind during the pending community meeting. Her questions/concerns were: what types of jobs will be created as a result of the project and what specific changes will be made to the traffic patterns? – mociletrotter@gmail.com
Marina Charles	Crown Meadows HOA 301-957-1519	Was adamantly opposed at first – <u>almost to the point of being a bit rude</u> – but then she calmed down and committed to listen during the community meeting with an open mind – very concerned about over development in the area and its impact on the traffic patterns where she and her family live marina.r.charles@gmail.com
Walter & Linda Redmond	Forestville Estates Civic Assoc 301-535-3570	Definitely appreciated receiving a heads-up on the Prologis Forestville Project. Spoke with both Walter and Linda Redmond and they confirmed that they would listen with an open mind to the project presentation during the community meeting. The impact of traffic patterns is their concern. They also knew who I was as they asked if I am the same Cheryl Landis who Chairs the PGCDCC and use to work for PGCPs. They thanked me for my service to the community – wjred2@verizon.net
Mallory Johnson	Ritchie Heights & Ritchie Manor Community Assoc 301-336-0244	Very pleasant and will have an open mind; she asked that we do not schedule community meetings during the 1 st or 2 nd Wednesday of any month as that is when her community meetings are held - joh8196@msn.com
Gretchen Jones	Forestville Knolls Civic 301-922-5561	matucrafts@verizon.net Very pleasant and appreciative of the phone call. Definitely wants to be included in the community meeting. Her concern: traffic flow congestion.
Richard White	Forestville Knolls Civic Assoc - 301-499-2612	CALLED TWICE, TEXT TWICE - NO RETURN CALL TO DATE – NO EMAIL ADDRESS
Maurice Harris, Jr.	Forestville Park HOA 301-336-8858	CALLED TWICE, TEXT TWICE - NO RETURN CALL TO DATE – NO EMAIL ADDRESS
Kelvin Drew Davall	Regency Meadows HOA - 202-423-6102	Very pleasant, glad jobs will be created, awesome conversation – will participate in the community meeting with an open mind. Issue: traffic congestion - kelvindavall@gmail.com
John Richardson	Colony Square Community 202-258-2852	Very pleasant, will listen with open mind – friendsofjohnrichardson@yahoo.com
Onita Mae Terrell	Forest Spring Condo Assoc 240-350-8244	Spoke briefly with Ms. Terrell today (08.25.2021); said she was in a zoom meeting and asked if information about the community meeting could be email to her; she already knew about the project – terrello@cisnet.org
Andrea D. Theodora Edwards	Regency Meadows HOA 240-630-9913	PHONE SERVICE IS RESTRICTED OR IS UNAVAILABLE UNABLE TO REACH NO EMAIL ADDRESS
Billie Nobles	Forestville Knolls Civic Assoc 301-350-1525	CALLED TWICE, TEXT TWICE - NO RETURN CALL TO DATE – NO EMAIL ADDRESS

NOTE: Per my conversation with Maryland State Delegate Nick Charles, some of the community leaders also expresses to him concerns about SMOG

Upper Marlboro Office:

14408 Old Mill Road, Suite 201
Upper Marlboro, MD 20772
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Fax: 301-952-0290

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Annapolis Office:

29 Francis Street
Annapolis, MD 21401
Phone: 410-280-5088
Fax: 410-280-1618

Gregory "Trey" Proctor, III
Vice President

ATTACHMENT NO. 5

**"VIRTUAL"
COMMUNITY MEETING NOTICE
RE: PROLOGIS FORESTVILLE, MARYLAND PROJECT**

JOIN ZOOM MEETING USING THE FOLLOWING LINK:

<https://us06web.zoom.us/j/87222650477?pwd=dzlicThRbkk0MmN1eDUwV3pBdENydz09>

DIAL BY YOUR LOCATION USING THE FOLLOWING NUMBERS

+1 301 715 8592 (Washington DC)	+1 646 876 9923 US (New York)	+1 312 626 6799 US (Chicago)
+1 669 900 6833 US (San Jose)	+1 253 215 8782 US (Tacoma)	+1 346 248 7799 US (Houston)
	+1 408 638 0968 US (San Jose)	

Meeting ID: 872 2265 0477 | Passcode: 500534

WHO:

COMMUNITY LEADERS IN FORESTVILLE, MARYLAND

WHAT:

Briefing on a project located at 3700 Forestville Road in District Heights, Maryland. The project totals 33.35 acres.

WHEN:

WEDNESDAY – SEPTEMBER 8, 2021 – 7:30 P.M. TO 8:30 P.M.

BACKGROUND:

The project developer is Prologis – (<https://www.prologis.com>). The proposal is to develop a modern logistics center with a fleet management lot next to the Beltway. This project will provide up to 150 jobs for the local community. The value of the project is over \$50 million dollars. Improvements to the roads in the immediate vicinity to help improve traffic conditions will be made by Prologis.

CONTACT INFORMATION FOR QUESTIONS OR SUBMIT A WRITTEN STATEMENT:

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Email: thaller@gibbshaller.com
Phone: (301) 306-0033

ATTACHMENT NO. 8

GENTLE REMINDER NO. 2: YOU ARE INVITED - Community Meeting for Forestville Community Leaders - September 8, 2021 - 7:30 pm to 8:30 pm - RE: Prologis Forestville Project

External

G.S. Proctor & Associates/Forestville PROLOGIS

Cheryl Landis <clandis@gsproctor.com>

Tue, Sep 7,
3:17 PM (2R
days ago)e

to Gregory, bcc: wdbagby, bcc: mociletrotter, bcc: marina.r.charles, bcc: wjred2, p
bcc: joh8196, bcc: matucrafts, bcc: friendsofjohnrichardson, bcc: terrello, l
bcc: belindaq9, bcc: Tom, bcc: Monroe, bcc: Erica, bcc: Trey, bcc: terre.butler, y
bcc: Nick, bcc: Jonathan, bcc: stephen.jerrick, bcc: jennifer.leonard, bcc: boneil,
bcc: bballew

SENT ON BEHALF OF GREGORY "STEVE" PROCTOR, JR., PRESIDENT & CEO, G.S. PROCTOR & ASSOCIATES, INC.

Dear Community Leader:

Please accept this as "Gentle Reminder No. 2" about the Zoom Meeting for Forestville Community Leaders tomorrow evening (Wednesday, Sept 8th @ 7:30 p.m. to 8:30 p.m.). The zoom link is below and details are attached.

We sincerely hope you will join us.

Join Zoom Meeting

<https://us06web.zoom.us/j/87222650477?pwd=dzlicThRbkk0MmN1eDUwV3pBdENydz09>

Dial by your location

- +1 301 715 8592 US (Washington DC)
- +1 646 876 9923 US (New York)
- +1 312 626 6799 US (Chicago)
- +1 669 900 6833 US (San Jose)
- +1 253 215 8782 US (Tacoma)
- +1 346 248 7799 US (Houston)
- +1 408 638 0968 US (San Jose)

Meeting ID: 872 2265 0477

Passcode: 500534

ATTACHMENT NO. 6

YOU ARE INVITED - Community Meeting for Forestville
Community Leaders - September 8, 2021 - 7:30 pm to 8:30
pm - RE: Prologis Forestville Project

External

G.S. Proctor & Associates/Forestville PROLOGIS

Cheryl Landis <clandis@gsproctor.com>

Wed, Sep 1,
12:21 PM (8
days ago)

to me, bcc: Tom, bcc: Gregory, bcc: Monroe, bcc: Erica, bcc: terre.butler, bcc: Nick,
bcc: Jonathan, bcc: stephen.jerrick, bcc: jennifer.leonard, bcc: boneil, bcc: bba1lew,
bcc: wdbagby, bcc: mociletrotter, bcc: marina.r.charles, bcc: wjred2, bcc: joh8196,
bcc: matucrafts, bcc: friendsofjohnrichardson, bcc: belindaq9

**Community Meeting for Forestville Community Leaders - September
8, 2021 - 7:30 pm to 8:30 pm**

Join Zoom Meeting

<https://us06web.zoom.us/j/87222650477?pwd=dzlicThRbkk0MmN1eDUwV3pBdENydz09>

Dial by your location

- +1 301 715 8592 US (Washington DC)
- +1 646 876 9923 US (New York)
- +1 312 626 6799 US (Chicago)
- +1 669 900 6833 US (San Jose)
- +1 253 215 8782 US (Tacoma)
- +1 346 248 7799 US (Houston)
- +1 408 638 0968 US (San Jose)

Meeting ID: 872 2265 0477

Passcode: 500534

Cheryl Landis

Associate

G.S. Proctor & Associates, Inc.

clandis@gsproctor.com (301) 646-0831

ATTACHMENT NO. 7

GENTLE REMINDER NO. 1: YOU ARE INVITED - Community Meeting for Forestville Community Leaders - September 8, 2021 - 7:30 pm to 8:30 pm - RE: Prologis Forestville Project

External

G.S. Proctor & Associates/Forestville PROLOGIS

Cheryl Landis <clandis@gsproctor.com>

Sep 3, 2021,
6:19 PM (6
days ago)

to Gregory, bcc: wdbagby, bcc: mociletrotter, bcc: marina.r.charles, bcc: wjred2, bcc: joh8196, bcc: matucrafts, bcc: fr

SENT ON BEHALF OF GREGORY "STEVE" PROCTOR, PRESIDENT & CEO, G.S. PROCTOR & ASSOCIATES, INC.

Dear Community Leader:

Please accept this as a "gentle reminder" about the Zoom Meeting for Forestville Community Leaders on Wednesday, September 8th - 7:30 p.m. to 8:30 p.m. See details below.

Cheryl Landis

Associate

G.S. Proctor & Associates, Inc.

clandis@gsproctor.com (301) 646-0831

----- Forwarded message -----

From: Cheryl Landis <clandis@gsproctor.com>

Date: Wed, Sep 1, 2021 at 12:21 PM

Subject: YOU ARE INVITED - Community Meeting for Forestville Community Leaders - September 8, 2021 - 7:30 pm to 8:30 pm - RE: Prologis Forestville Project

To: Cheryl Landis <clandis@gsproctor.com>

SENT ON BEHALF OF GREGORY "STEVE" PROCTOR, PRESIDENT & CEO, G.S. PROCTOR & ASSOCIATES, INC.

Community Meeting for Forestville Community Leaders - September 8, 2021 - 7:30 pm to 8:30 pm

Join Zoom Meeting

<https://us06web.zoom.us/j/87222650477?pwd=dzlicThRbkk0MmN1eDUwV3pBdENydz09>

Dial by your location

+1 301 715 8592 US (Washington DC)

+1 646 876 9923 US (New York)

+1 312 626 6799 US (Chicago)

+1 669 900 6833 US (San Jose)

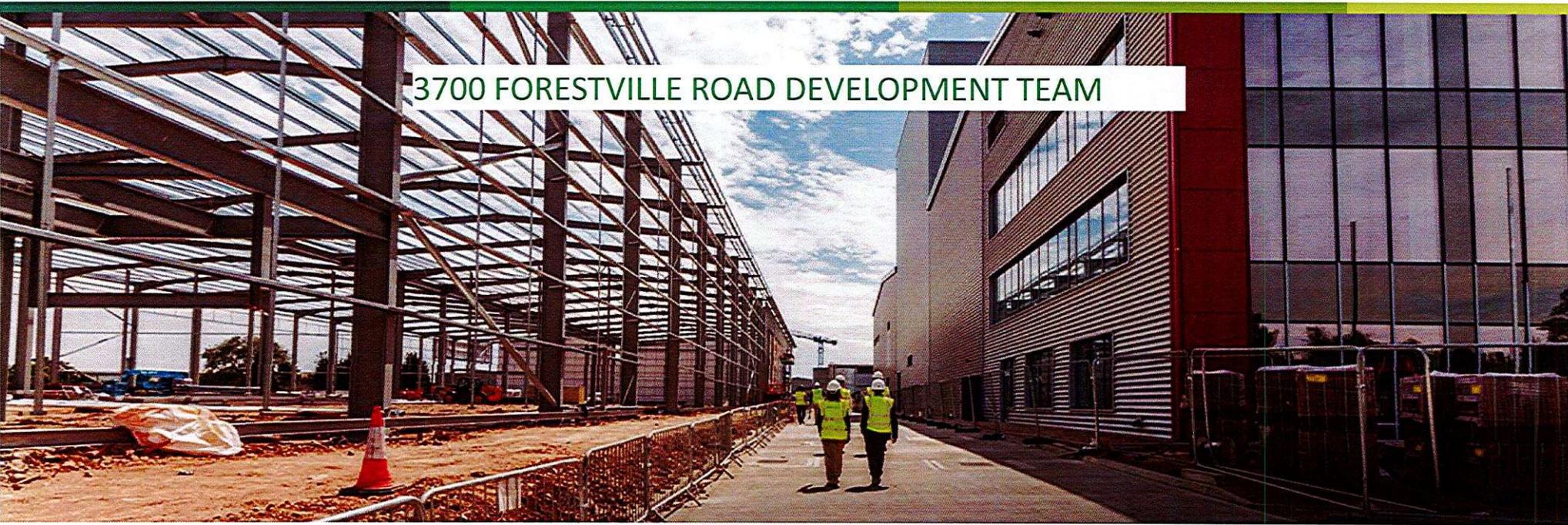
+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 408 638 0968 US (San Jose)

Meeting ID: 872 2265 0477

Passcode: 500534



3700 FORESTVILLE ROAD DEVELOPMENT TEAM

Prologis Team Members

Bertha Ballew

Jonathan Payne

Megan Royer

Ben O'Neil

Project Team Members

Tom Haller – Gibbs & Haller

Steve Proctor – GS Proctor & Associates

KCI Engineers

Lenhart Traffic Consultants



Prologis Globally

1983

Founded

\$169B

Assets under management

Top 100

Global most sustainable corporations

995MSF

On four continents

PLD

NYSE, S&P 500 member

4,715

Buildings

A-/A3

Credit rating

5,500

Customers

Prologis In Prince Georges County

2001

20+ Year Legacy

\$385M

Assets under management

1.75 MSF

Existing Buildings

383K SF

Under Construction

\$105 M

Construction Investment

275

Estimated Full Time Local Jobs Created

Note: A securities rating is not a recommendation to buy, sell or hold securities and may be subject to revision or withdrawal at any time.
Data as of June 30, 2020 unless otherwise noted.



WHAT IS PROLOGIS?



Prologis is a critical waypoint
for the global economy

\$2.2 Trillion

Is the economic value of goods
flowing through our distribution
centers each year, representing

3.5%

of GDP for the 19 countries
where we do business, and

2.5%

of the World's GDP

850K

Employees under Prologis' roofs

Source: Oxford Economics, IMF, Prologis Research as of December 31, 2020. Includes LPT and IPT.



Community Workforce Initiative (CWI)

Bridging customer and community needs

INDUSTRY OVERVIEW

- The Transportation, Distribution, and Logistics industry is the intersection of manufactures and consumers and involves moving people and products by road, air, rail and water.
- With the rise in eCommerce combined with supply chain disruption due to labor shortage, there is a vital need for a stronger TDL workforce to meet the growing business demands.
- No matter an individual's educational background and experience, the TDL industry offers multiple career pathway opportunities with huge potential for promotion and advancement.

CURRENT CHALLENGES

1.5 million
The number of jobs industry needs to fill through 2022¹

6 to 1
Demand for supply chain talent vs. supply

71%
Respondents that rated finding talent as extremely challenging²

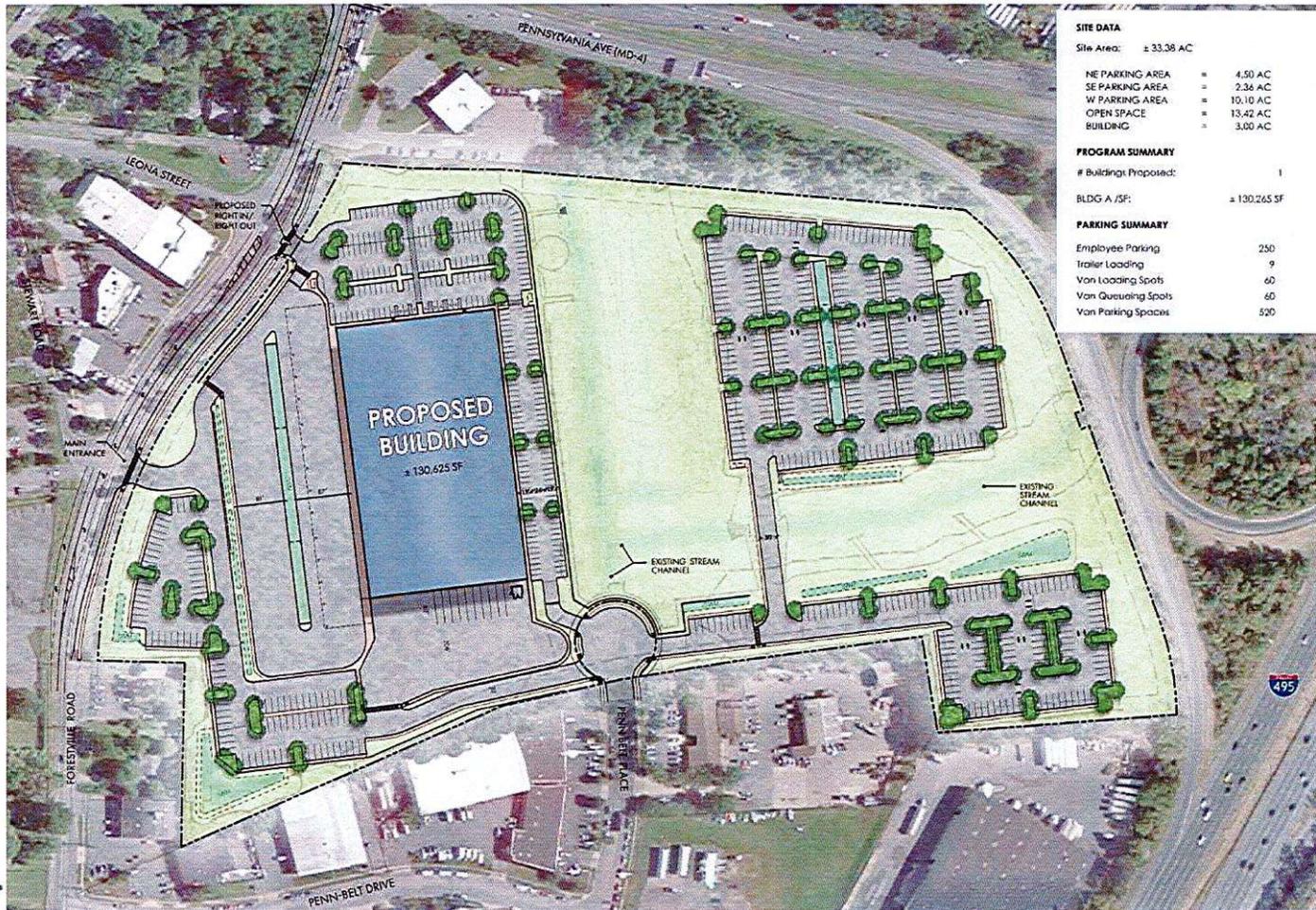


1. US Bureau of Labor Statistics.
2. Deloitte survey.

CWI program at Miami Springs Senior High School, Miami, Florida.

3700 Forestville Road

Site Plan



3700 Forestville Road

Northern Façade Elevation



3700 Forestville Road

Forestville Road from Leona Street



PERSPECTIVE RENDERING - FORESTVILLE ROAD FROM LEONA STREET



3700 Forestville Road

Forestville Road from Stewart Road

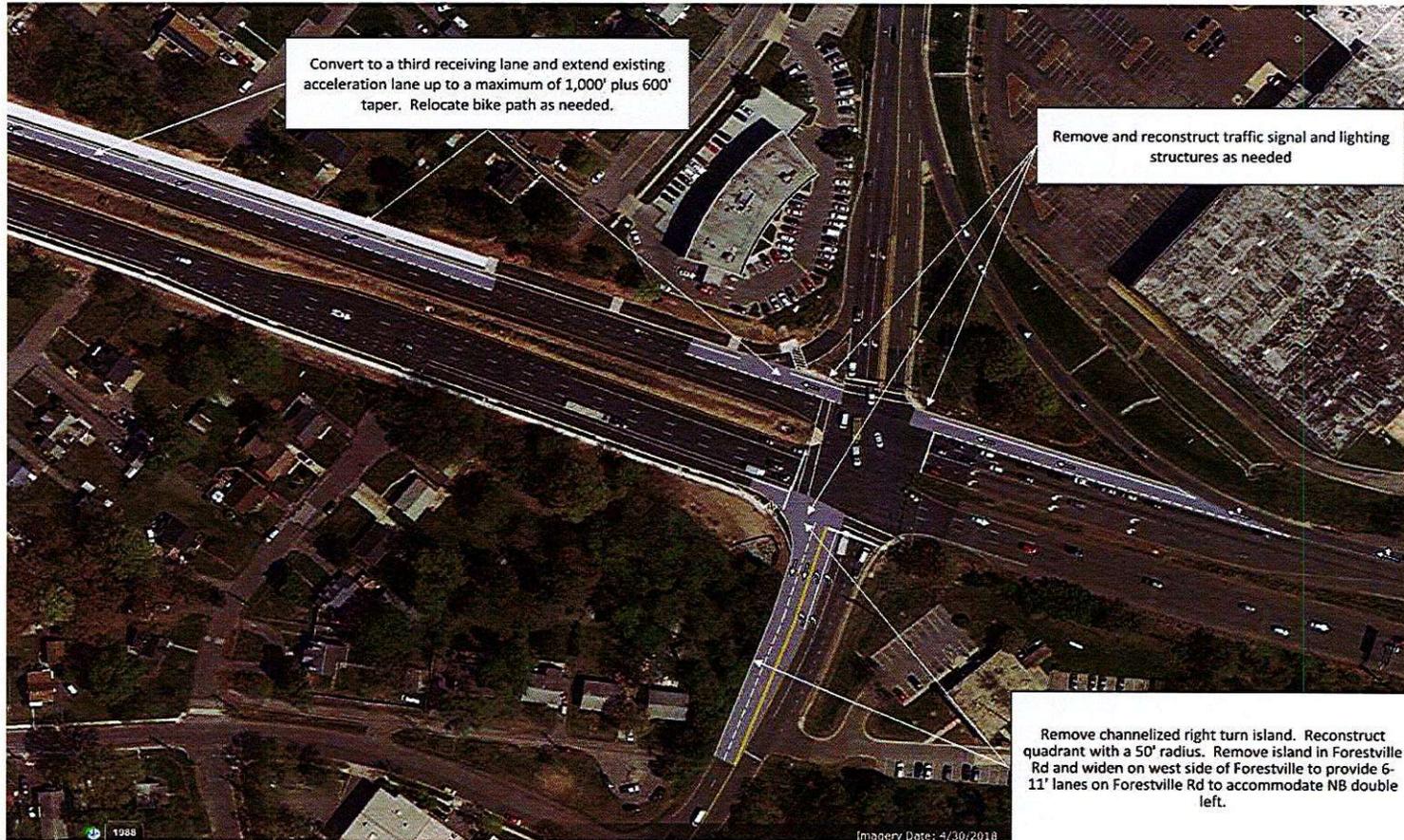


PERSPECTIVE RENDERING - FORESTVILLE ROAD FROM STEWART ROAD



3700 Forestville Road

MD-4 and Forestville Road Improvements



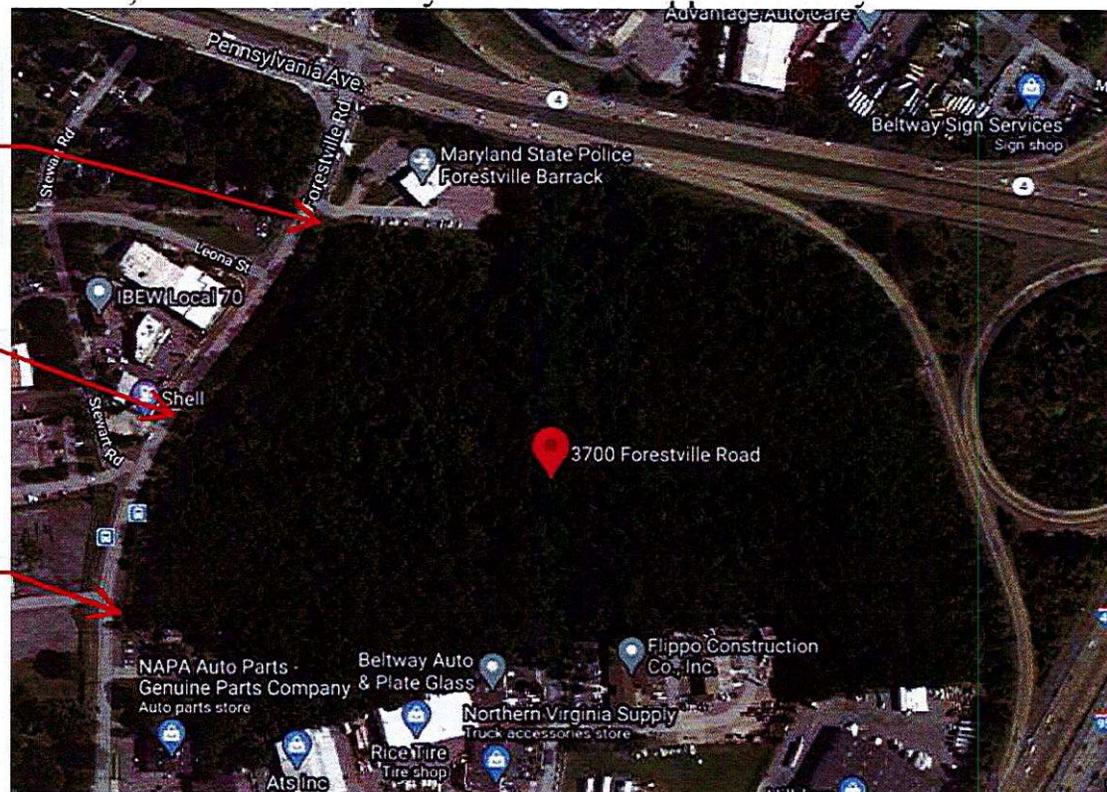
3700 Forestville Road

Forestville Road Improvements

Begin sidewalk,
curb & gutter,
storm drain
improvements

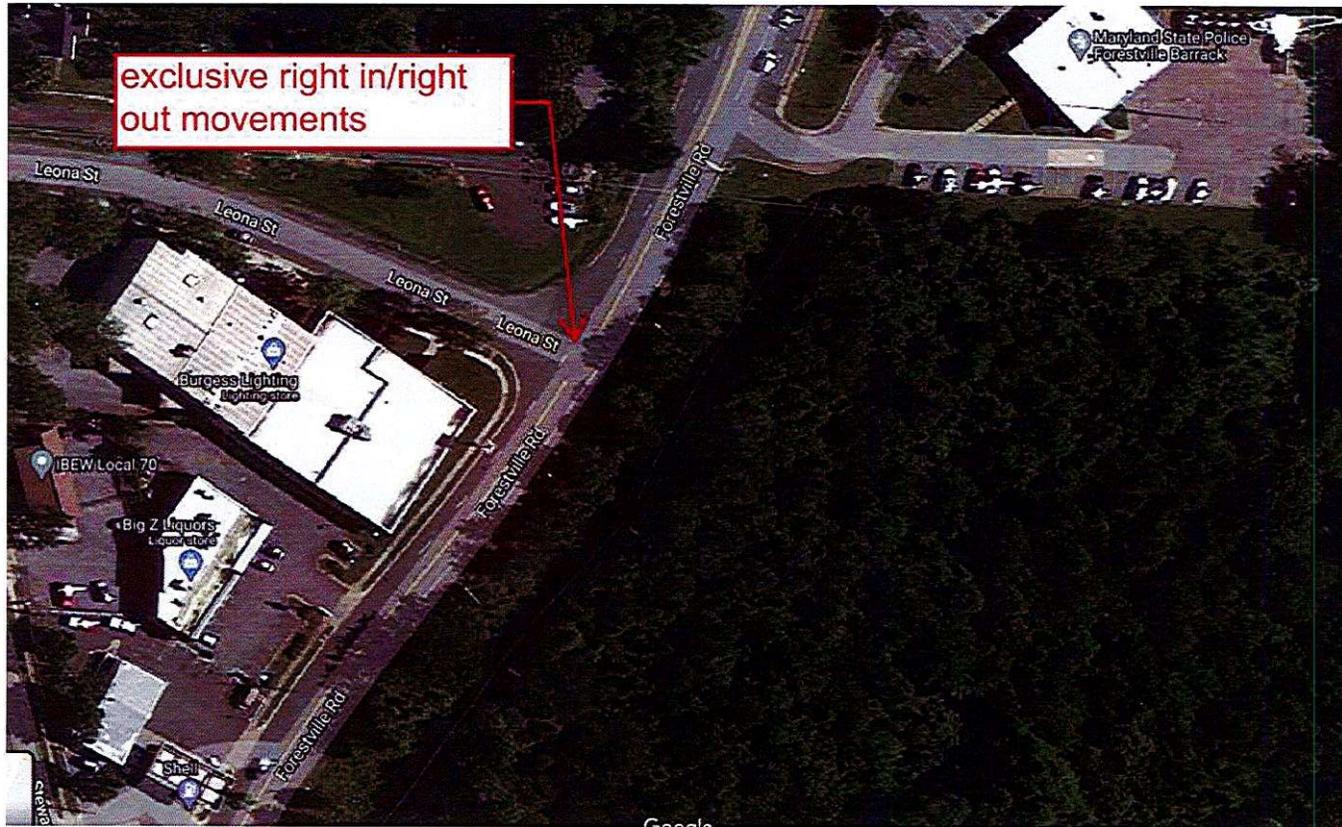
Approx. 930'

End road
improvements



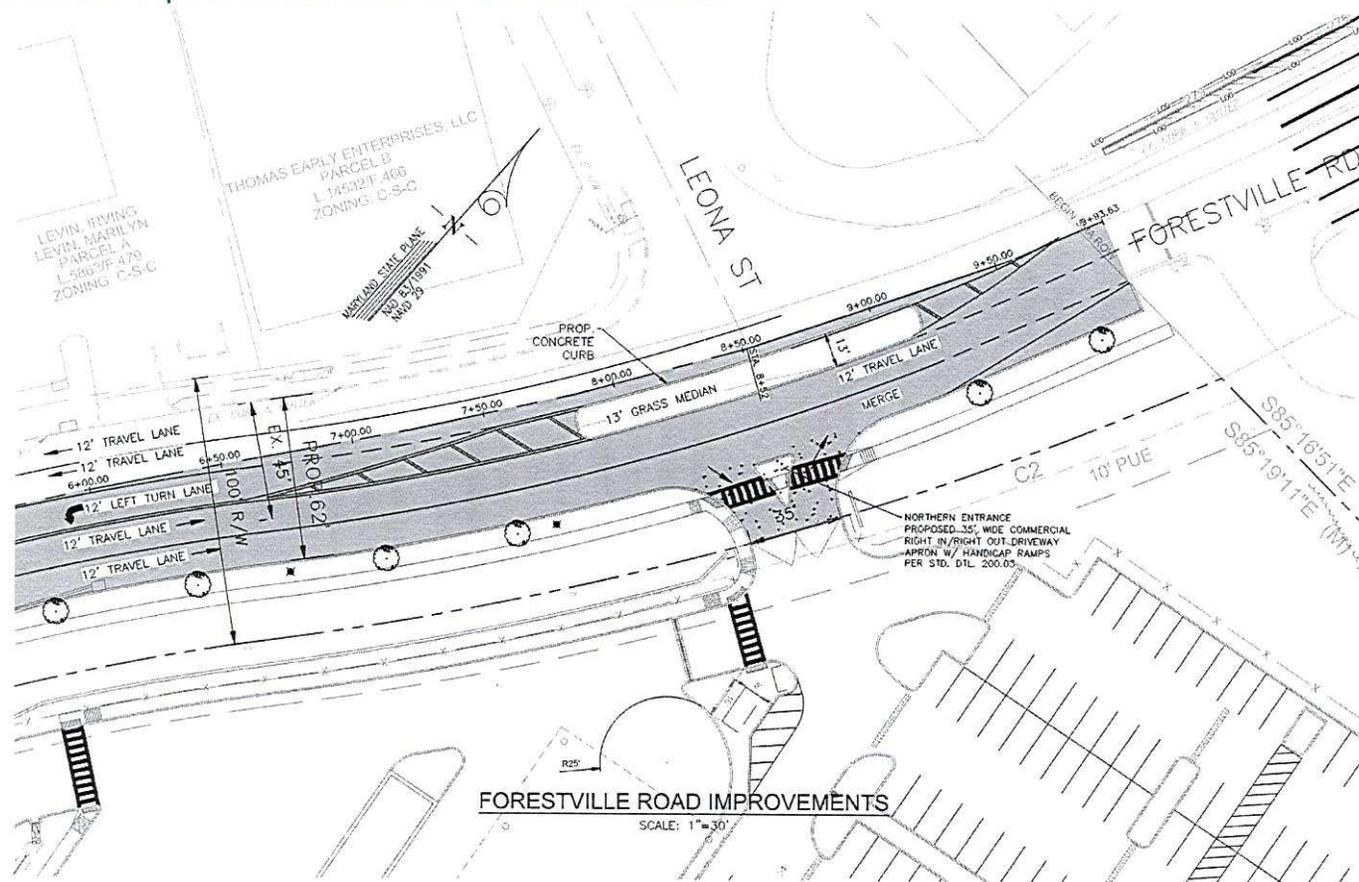
3700 Forestville Road

Forestville Road Improvements at Leona Street



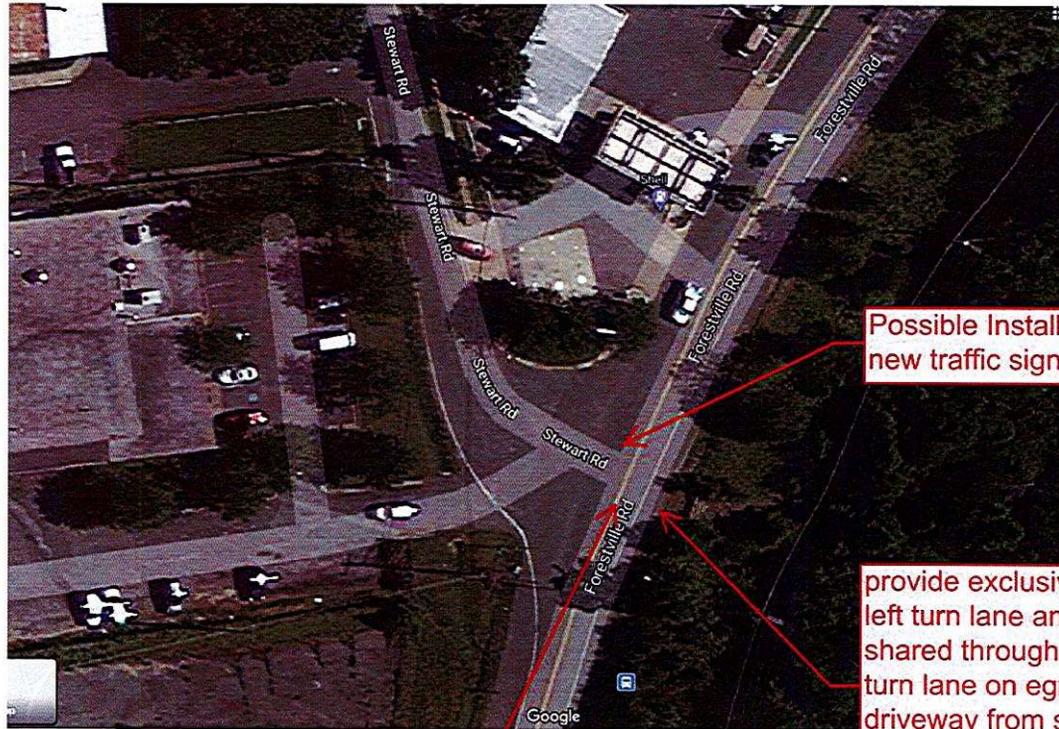
3700 Forestville Road

Forestville Road Improvements at Leona Street



3700 Forestville Road

Forestville Road Improvements at Stewart Road



Possible Installation of new traffic signalization

provide exclusive left turn lane and shared through/left turn lane on egress driveway from site.

Provide exclusive left turn lane and shared through/left turn lane





ILLUSTRATIVE SITE PLAN

3700 FORESTVILLE ROAD PRINCE GEORGES COUNTY, MARYLAND
 PREPARED FOR: PROLOGIS

SCALE 1"=100'-0"
 0' 50' 100' 200'

KCI Project No. 27208802
 Date: October 11, 2021



PERSPECTIVE RENDERING - FORESTVILLE ROAD FROM LEONA STREET

3700 FORESTVILLE ROAD PRINCE GEORGES COUNTY, MARYLAND
PREPARED FOR: PROLOGIS

KCI
Project No. 272028820
Date: August 19, 2021



PERSPECTIVE RENDERING - FORESTVILLE ROAD FROM STEWART ROAD

3700 FORESTVILLE ROAD PRINCE GEORGES COUNTY, MARYLAND
PREPARED FOR: PROLOGIS

KCI PROJECT NO. 272028820
DATE: AUGUST 19, 2021
KCI
TECHNOLOGIES