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Preliminary Plan 4-07102

Application	General Data
<p>Project Name: West New Bridge Subdivision</p> <p>Location: Located along the south side of Old Annapolis Road, approximately 300-feet east of its intersection with Woodcliff Lane.</p> <p>Applicant/Address: West New Bridge, LLC. 3220 17th Street, N.W., Ste. No. T-30 Washington D.C. 20010</p> <p>Property Owner: West New Bridge, LLC. 3220 17th Street, N.W., Ste No. T-30 Washington D.C. 20010</p>	Date Accepted: 07/29/08
	Planning Board Action Limit: 01/28/09
	Plan Acreage: 2.76
	Zone: C-M
	Gross Floor Area: 14,482
	Lot: 0
	Parcels: 1
	Planning Area: 74B
	Tier: Developing
	Council District: 06
	Municipality: N/A
	200-Scale Base Map: 208NE12

Purpose of Application	Notice Dates
Commercial Subdivision proposing the new development of a 14,482-square-foot commercial building.	Informational Mailing: 05/13/08
	Acceptance Mailing: 07/28/08
	Sign Posting Deadline: 12/16/08

Staff Recommendation		Staff Reviewer: John Ferrante	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision, 4-07102
West New Bridge Subdivision, Parcel "A"

OVERVIEW

The subject property is located on Tax Map 46, Grid E-2 and is known as Parcel 62. The property consists of approximately 2.76 acres in the C-M Zone, and is currently improved with a two-story commercial building (2,600 square feet) and a shed (960 square feet) along the northern portion of the site, and a miniature golf course along the southern portion of the site. The two-story commercial structure fronting along Old Annapolis Road is proposed to remain, while the existing shed and miniature golf course are proposed to be razed to make way for new development. The property is an acreage parcel that has never been the subject of a previous preliminary plan of subdivision application.

The applicant is now proposing the new development of a 14,482-square-foot commercial building for a catering service, which includes banquet facilities for a maximum of 225 seats. The existing parking compound will be expanded in order to provide room to contain the additional parking and loading spaces required by Part 11 of the Zoning Ordinance. The site is approximately 40 percent wooded, and no sensitive environmental features such as streams, wetlands, or floodplain were found to occur on the property.

The submitted plans indicate that the proposed building will be a "multipurpose room". The Zoning Ordinance does not contain a definition for "banquet hall". Because these types of facilities operate differently from one another, including the events and functions they host, staff requested the applicant to submit a written statement which provides further clarity on the uses proposed.

The applicant submitted a written statement on October 27, 2008, which states that the banquet hall will be used primarily on Friday evenings and weekends for weddings and wedding receptions in an upscale contemporary environment. This preliminary plan application is for the purposes of testing adequate public facilities for the new development proposed, and does not include the review for any specific use. If approved by the Planning Board, the preliminary plan application would allow any permitted use in the C-M Zone which does not exceed the established number of transportation trips evaluated within the submitted traffic study. The proposed uses on the site will be reviewed by the Permit Review Section at the time of building permit. On July 5, 2006, the Permit Review Section approved building Permit Application 45511-2005-CGU for this property. This building permit included the approval of a use and occupancy permit, and further authorized the construction of an eight-foot by 20-foot building addition for a catering service.

SETTING

The property is situated along the south side of Old Annapolis Road, approximately 300-feet east of its intersection with Woodcliff Lane. Directly abutting the site to the east is the Popes Creek Branch Railroad that is owned and operated by the Consolidated Rail Corporation. To the west is an undeveloped

acreage parcel, and a consolidated storage facility (mini-warehouses) located in the C-M Zone. The consolidated storage facility is situated on three recorded lots within the Collington Park Subdivision (WWW 73@56). To the north the site abuts the right-of-way (ROW) of Old Annapolis Road. To the south is an undeveloped lot within the Collington Park Subdivision (VJ 161@38) that is located within the C-M Zone.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

Zone Use(s)	EXISTING	PROPOSED
	C-M Commercial Building & Miniature Golf Course	C-M Commercial Building & Catering Establishment with Banquet Facilities
Acreage	2.76	2.76
Lots	0	0
Parcels	1	1
Public Safety Mitigation Fee		N/A

2. **Environmental**—The Environmental Planning Section has reviewed Preliminary Plan of Subdivision 4-07102 and TCPI/024/08, stamped as received by the Environmental Planning Section on December 2, 2008. The Environmental Planning Section recommends approval of 4-07102 and TCPI/024/08 subject to the conditions.

Background

The Environmental Planning Section issued a numbered exemption, E-029-06, for the clearing of zero square feet of woodland related to a previous permit. A signed Natural Resources Inventory, NRI/086/07, was also reviewed by the Environmental Planning Section. The current proposal is for a multipurpose banquet hall and associated parking.

Site Description

The site contains an existing two-story structure, shed and other auxiliary structures, as well as a miniature golf course. The site is approximately 40 percent wooded and there are no streams, wetlands, or floodplain on the property. The site is located within the Collington Branch watershed of the Patuxent River basin. According to the *Prince George’s County Soils Survey*, the principal soils on this site are in the Collington series. Marlboro clay does not occur in this area. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened, or endangered species do not occur on this property or on adjacent properties. No designated scenic or historic roads will be affected by the proposed development. The proposed commercial use is located far enough from possible nearby traffic-related noise sources, (approximately 1,000 feet from Collington Road (MD 197), a designated arterial roadway), and because a nonresidential use is proposed, traffic related noise is not an issue with this application. The site abuts railroad tracks owned by Consolidated Rail Corp; however, due to the commercial use being proposed on the property, and the lack of nearby residential uses within the proximity of the site, noise generated by the railroad is not a concern with this application. Noise emanating from the subject property is not a concern because residential structures are several hundred feet away. The site is located almost entirely within the Evaluation Area of the *Approved Countywide Green Infrastructure Plan*. This property is located

in the Developing Tier as reflected within the adopted General Plan.

MASTER PLAN CONFORMANCE

The master plan for this area is the *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B* (February 2006). In the Approved Master Plan and Sectional Map Amendment, the Environmental Infrastructure Section contains goals, policies and strategies. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is derived from the master plan. Additional staff comments have been provided as necessary.

Policy 1: Protect, preserve and enhance the identified green infrastructure network within the master plan area.

Strategies:

- 1. Use the designated green infrastructure network to identify opportunities for environmental preservation and restoration during the review of land development proposals.**

The preliminary plan and TCPI have been reviewed for conformance with the Green Infrastructure Plan. Additional information regarding the site's conformance with the Green Infrastructure Plan is provided within the Environmental Review Section below.

- 2. Protect primary corridors (Patuxent River and Collington Branch) during the review of development review process to ensure the highest level of preservation and restoration possible, with limited impacts for essential development elements. Protect secondary corridors to restore and enhance environmental features and habitat. Protect secondary corridors (Horsepen Branch, Northeast Branch, Black Branch, Mill Branch, and District Branch), to restore and enhance environmental features and habitat.**

The site contains woodland that is adjacent to the stream valley of the Collington Branch, a designated primary corridor; however, the stormwater run-off will not discharge directly into the stream system. The stormwater management best management practices to be employed will protect the stream system as much as possible given the proposed development.

- 3. Evaluate carefully land development proposals in the vicinity of identified Special Conservation Areas (SCA) to ensure that the SCAs are not impacted and that connections are either maintained or restored.**

This site is not located within the vicinity of any identified Special Conservation Area.

- 4. Target public land acquisition programs within the designated green infrastructure network in order to preserve, enhance or restore essential features and special habitat areas.**

No public land acquisition is proposed as a part of this application.

Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

Strategies:

- 1. Implement the strategies contained in the Western Branch Watershed Restoration Action Strategy (WRAS).**
- 2. Add identified mitigation sties from the WRAS to the countywide database of mitigation sites.**
- 3. Encourage the location of necessary off-site mitigation for wetlands, streams and woodland within sites identified in the WRAS and within sensitive areas that are not currently wooded.**

This site is not located in the Western Branch Watershed Restoration Action Strategy area.

- 4. Ensure the use of low impact development techniques to the extent possible during the development process.**

Preservation of water quality in this area will be provided through the application of best stormwater management practices. It is recommended that low-impact development stormwater management methods be applied on this site, to the fullest extent possible. The plan shows the use of underground facilities that result in less woodland clearing than other methods. This is considered a low-impact development technique.

- 5. During the development review process evaluate streams that are to receive stormwater discharge for water quality and stream stability. Unstable streams and streams with degraded water quality should be restored, and this mitigation should be considered as part of the stormwater management requirements.**

Because this project is not discharging stormwater directly into Collington Branch, a stream evaluation is not necessary. Preservation of water quality and stream stability in this area will be provided through the application of best stormwater management practices.

- 6. Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.**

The use of native species for on-site planting should be encouraged to reduce water consumption and the need for fertilizers or chemical applications.

Policy 3: Protect and enhance tree cover within the master plan area.

Strategies

- 1. Encourage the planting of trees in developed areas and established communities to increase the overall tree cover.**

This is a proposed redevelopment of a site located within the Developing Tier. Because of the parking requirements and other County Code required elements, such as stormwater management, and because the site is not fully wooded at this time, preservation of existing vegetation is limited. It should be noted that the specimen trees on-site are tulip poplars, which do not tolerate construction activity well. Specimen trees numbered one and four are shown to be preserved. No tree planting is proposed on the submitted TCPI.

2. **Provide a minimum of ten percent tree cover on all development projects. This can be met through the provision of preserved areas or landscape trees.**
3. **Establish street trees in planting strips designed to promote long-term growth and increase tree cover.**
4. **Establish tree planting adjacent to and within areas of impervious surfaces. Ensure an even distribution of tree planting to provide shade to the maximum amount of impervious areas possible.**

The TCPI, as currently submitted, provides 0.12 acres (5,227 square feet) of on-site preservation. Ten percent of the gross tract area is 12,023 square feet. There are additional areas of vegetation that are to remain that cannot count toward meeting the Woodland Conservation and Tree Preservation Ordinance requirements, but could count toward meeting the tree cover calculations if they are wooded. In addition, there are ten parking lot islands that could be planted and several areas around the parking lot itself that could be planted with shade and ornamental trees. The ten percent tree canopy coverage can easily be met on this site with existing vegetation which is proposed to remain. Additional planting will be required to be demonstrated at the time of building permit in order for the site to comply with the requirements of the *Prince George's County Landscape Manual*.

Policy 4: Reduce overall energy consumption and implement more environmentally sensitive building techniques.

Strategies:

1. **Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.**
2. **Encourage the use of alternative energy sources such as solar, wind, and hydrogen power. Provide public examples of uses of alternative energy sources.**

The use of green building techniques and energy conservation techniques should be encouraged as appropriate.

Policy 5: Reduce light pollution and intrusion into rural and environmentally sensitive areas.

Strategies:

1. **Encourage the use of alternative lighting technologies for athletic fields, shopping centers, gas stations and car lots so that light intrusion on adjacent properties is minimized. Limit the total amount of light output from these uses.**
2. **Require the use of full cut-off optic light fixtures should be used for all proposed uses.**

- 3. Discourage the use of streetlights and entrance lighting except where warranted by safety concerns.**

The minimization of light intrusion from this site onto the adjacent Collington Branch Primary Corridor area is a special concern. At time of TCPII, the use of alternative lighting technologies and the limiting of total light output should be demonstrated. Full cut-off optic light fixtures should be used.

Policy 6: Reduce adverse noise impacts to meet of State of Maryland noise standards.

Strategies:

- 1. Evaluate development proposals using Phase I noise studies and noise models.**
- 2. Provide for adequate set backs for projects located adjacent to existing and proposed noise generators.**
- 3. Provide for the use of approved attenuation measures when noise issues are identified.**

The proposed commercial use is located far enough from possible nearby traffic-related noise sources, (approximately 1,000 ± feet from Collington Road, (MD 197)), therefore, traffic related noise is not an issue with this application. The site abuts railroad tracks owned by Consolidated Rail Corp. Due to the commercial use being proposed, and the lack of any residential uses or similar sensitive uses, such as day care centers, noise generated by the railroad is not a concern with this application. No additional information is required with respect to noise.

Policy 7: Protect wellhead areas of public wells.

Strategies:

- 1. Retain land uses that currently exist within the wellhead areas of existing public wells.**
- 2. Continue monitoring water quality.**
- 3. Consider the development of alternative public water provision strategies such as public water connections, to eventually eliminate public wells.**

The site is not in a wellhead protection area and does not propose any public wells.

Approved Countywide Green Infrastructure Plan Conformance

The site is within an Evaluation Area of the designated green infrastructure network. No regulated features are found on the site; the Evaluation Area is associated with the stream system on the opposite side of the railroad tracks. Conformance with the ten percent tree canopy coverage recommendation within the master plan will also help in demonstrating conformance to the requirements of the *Approved Countywide Green Infrastructure Plan*.

Environmental Review

An approved Natural Resources Inventory, NRI/086/07, was submitted with the application. The NRI notes there are no streams, wetlands or 100-year floodplain on the subject property. The TCPI and the preliminary plan are in conformance with the NRI.

The NRI indicates a total of 1.14 acres of woodland and the presence of seven tulip poplar specimen trees on-site, ranging from fair to good condition. According to the NRI, the on-site woodlands are considered priority structure value; however, it should be noted that mature tulip poplars are difficult to preserve during the construction process because of their sensitivity to soil compaction. No revisions are required to the NRI.

The property is subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation 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/024/08) was submitted with the review package.

The Woodland Conservation Threshold (WCT) for this 2.76-acre property is 15 percent of the net tract area, or 0.41 acres. The total woodland conservation requirement, based on the amount of clearing proposed, is 0.72 acres. This requirement is proposed to be satisfied 0.12 acres of on-site preservation and 0.60 acres of fee-in-lieu.

The plan shows the use of on-site woodlands which are less than the required 35-foot width. A note should be added to the plan to clarify why these areas are being counted. The following note should be added to the plan "On-site woodlands adjacent to the railroad right-of-way that are at least 30-feet wide have been counted toward meeting the requirements per approval from the Environmental Planning Section."

The plan requires some technical changes to be in conformance with the Woodland Conservation Ordinance. Two specimen trees are proposed to be preserved (one and four). Both are large tulip poplars—a species that does not survive construction well. The trees should be surveyed and their location shown on the TCPII to ensure that the location shown on the plans is correct, and then the critical root zones (CRZ) of the trees should be protected to the fullest extent possible. It appears that the entire CRZ of Tree one and a majority of the CRZ for Tree four will be preserved. After the locations of the trees have been verified, the limits of disturbance need to be revised to protect the root zones as fully as possible. The note above the specimen tree table should be revised to clearly indicate the method used for locating each of the specimen trees, ("survey located" or "field located") and the following note should be added to the plan: "Specimen Trees one and four shall be surveyed on the TCPII and their critical root zones shall remain undisturbed to the fullest extent possible." Also at the time of TCPII, an evaluation by a certified arborist may be necessary to determine preservation treatment methods (root pruning, fertilization etc.).

Some other technical changes are needed. The TCPI tree conservation notes should be revised to include standard notes two and five, and the submitted plan has not been signed by a qualified professional. All tree conservation plans submitted for review should be signed and dated by a qualified professional.

An approved Stormwater Management Concept Plan, 46013-2007-00, was submitted with the subject application along with the associated concept approval letter. The plan shows the use of underground storage areas, and plunge pools. These structures are properly reflected on the submitted TCPI. No further information pertaining to stormwater management is required.

According to the *Prince George's County Soil Survey*, the principal soils on the site are in the Collington series. This information is provided for the applicant's benefit. The Prince George's County Department of the Environment may require a soils report in conformance with CB-94-2004 during the building permit process review.

Recommendation

The Environmental Planning Section recommends APPROVAL of Preliminary Plan of Subdivision 4-07102 and Tree Conservation Plan TCPI/024/08 subject to conditions.

Water and Sewer Categories

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

The 2001 Water and Sewer Plan, as amended, designates this property in Water and Sewer Category 3 (W-3 and S-3) according to water and sewer maps obtained from the Department of Environmental Resources (DER), and the site will therefore be served by public systems.

3. **Community Planning**—The property is located in Planning Area 74B within the Bowie Community (but not within the municipal limits), and is located within the limits of the 2006 Bowie and vicinity master plan. The master plan recommends mixed-use development in the West Bowie Village with commercial, residential, office, and institutional uses integrated with open space in a pedestrian-friendly village setting. This application proposes a commercial land use that is consistent with the land use recommendation within the 2006 Bowie and vicinity master plan.

The 2002 General Plan locates the subject property within the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial Centers, and employment areas that are increasingly transit serviceable. This application proposes a distinct commercial Center and employment area that is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier.

The 2006 Bowie and vicinity sectional map amendment retained the subject property within the C-M Zone.

PLANNING ISSUES

The following strategies excerpted from the 2006 approved Bowie and vicinity master plan (page 26) apply to this application:

“Create a pedestrian-friendly community environment enhanced by a mix of residential, commercial, recreational, employment, and institutional uses, closely integrated with open space.

Create a consistent build-to line along old MD450 and future internal streets to frame the street and provide a pedestrian-friendly environment.

Use high-quality, durable and attractive materials and appropriate pedestrian-scaled

architecture detailing in the design of all buildings.”

4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Prince George’s County Subdivision Regulations, this application is exempt from Mandatory Dedication of Parkland requirements because it consists of non-residential development.
5. **Trails**—The site is located within the West Bowie Village planning area (Collington). The plan recommends a new trail in front of the subject property along Old Annapolis Road that will extend from Annapolis Road (MD 450), to Laurel Bowie Road (MD 197). The plan contains a recommendation to develop “trails and/or wide sidewalks and designated bike lanes along old MD 450 from Bowie Main Street to West Bowie Village” (page 52).

Analysis

Old Annapolis Road has undergone reconstruction, which included a new bridge over the railroad tracks abutting the subject property to the east. Existing trails in the area include an east-west side path trail along Annapolis Road (MD 450), and a north/south side path trail along Laurel Bowie Road.

The existing sidewalks on Old Annapolis Road are not continuous among the developments that are sited along the roadway. The existing trail along the road is broken due to a lack of sidewalks, or incomplete sidewalk systems. An 8-foot wide sidewalk should be provided along the entire street frontage of the subject property. This new sidewalk section will connect to the bridge over the railroad tracks where pedestrians and bicyclists can cross eastward via a wide shoulder. Signage should be placed along the frontage of the subject property to indicate that the road is shared with bikes and pedestrians. The installation of an 8-foot wide sidewalk across the entire street frontage of the subject property will implement the trail/sidepath recommendation within the Approved Bowie and Vicinity Master Plan.

6. **Transportation**—The Transportation Planning Section has reviewed Preliminary Plan of Subdivision. 4-07102 (West New Bridge Subdivision). The subject application proposes the construction of a multipurpose building totaling 14,482 square feet of gross floor area. The building will be used primarily as a banquet hall. The applicant submitted a traffic study that was prepared in November 2008.

Traffic Study Analyses:

The study identified the following intersections as the ones on which the proposed development would have the most impact:

EXISTING CONDITIONS		
INTERSECTION	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 450 (relocated) @ Grenville Lane	A/987	A/946
MD 450 (relocated) @ MD 197	B/1074	C/1234
MD 450 @ Church Road	A/431	A/592
MD 450 @ MD 197	A/813	B/1116

The traffic study, in collaboration with the Transportation Planning Section identified one (1) background development that would impact some or all of the study intersections. Additionally, a growth rate of 2 percent was applied to the existing traffic counts at the subject intersections. A second analysis was done to evaluate the impact of the background development on existing infrastructure. The analysis revealed the following results:

BACKGROUND CONDITIONS		
INTERSECTION	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 450 (relocated) @ Grenville Lane	B/1059	B/1020
MD 450 (relocated) @ MD 197	B/1119	C/1289
MD 450 @ Church Road	A/497	A/661
MD 450 @ MD 197	A/859	B/1175

While neither the “Guidelines for the Analysis of the Traffic Impact of Development Proposals”, nor the Institute of Transportation Engineer’s (ITE) *Trip Generation Manual, 7th Edition*, provided trip generation rates for this proposed use, the traffic consultant, in concert with the Transportation Planning Section, recommended a trip generation of 22 AM trips and 83 PM trips. These rates were in part evaluated on the premise that the reception hall will seat 225 guests, and most of the proposed activities will be evening/night-time oriented. The study also assumed that approximately 95 percent of the guests attending an evening function will arrive between 5:00 PM and 7:00 PM, thereby having a limited impact on the normal evening rush hour traffic flow.

A third analysis was done, whereby the impact of the proposed development was evaluated. The results of that analysis are as follows:

TOTAL CONDITIONS		
INTERSECTION	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 450 (relocated) @ Grenville Lane	B/1061	B/1024
MD 450 (relocated) @ MD 197	B/1121	C/1305
MD 450 @ Church Road	A/499	A/676
MD 450 @ Site Access **	B/11.7 seconds	B/15.0 seconds
MD 450 @ MD 197	A/868	B/1212
** Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the level-of-service and the intersection delay measured in seconds/vehicle. A level-of-service "E" which is deemed acceptable corresponds to a maximum delay of 50 seconds/car. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the <i>Guidelines</i> .		

The proceeding results revealed that all of the study intersections would operate adequately.

Staff review and comments

The traffic study was reviewed by two other agencies, the Maryland State Highway Administration (SHA) and the Department of Public and Transportation (DPW&T). Since all of the studied intersections are under the control of SHA, DPW&T acknowledged that the final decisions on how to improve those facilities rest with the SHA. However, at the time of the writing of the staff report, no written comments had been received from the SHA on the submitted traffic study. It is worth noting however, that while one copy of the traffic study was submitted in a timely manner, a total of eight copies were required in order to properly route the study to the operating agencies for their review and comment. Due to the late submission of the eight copies of the required traffic study (December 5, 2008), the study was sent out on referral to SHA on December 9, 2008, with a requested response date of January 10, 2009 or sooner. Notwithstanding a lack of input from the SHA, the Transportation Planning Section is in general agreement with the study's conclusions that the intersections within the study area will operate adequately under total traffic conditions.

Transportation Findings

The application is a preliminary plan of subdivision for a commercial subdivision consisting of 14,482 square-feet of gross floor area. The proposed banquet hall development would generate 22 AM and 83 PM weekday peak-hour vehicle trips as determined using trip rates from comparable facilities.

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

- MD 450 (relocated) @ Grenville Lane
- MD 450 (relocated) @ MD 197
- MD 450 @ Church Road

- MD 450 @ Site Access
- MD 450 @ MD 197

The application is supported by a traffic study that was prepared on November 26, 2008. The study was referred to the Maryland State Highway Administration (SHA) and the County Department of Public Works and Transportation (DPW&T). The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the Transportation Planning Section, consistent with the *Guidelines*.

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

- a. Links and signalized intersections: Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.
- b. Unsignalized intersections: The *Highway Capacity Manual* (Transportation Research Board) 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.

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

All of the intersections when analyzed with background traffic and under total traffic conditions were found to be operating at, or better than, the policy service level defined above.

It is noted that all findings contained herein are based upon the use described within the submitted traffic study. Although adequacy has been determined for the use described, the plan should be approved with a trip cap consistent with the development quantity and type that has been assumed in the adequacy finding.

Transportation Conclusions

The Transportation Planning Section concludes that adequate access roads will exist as required by Section 24-124 of the Prince George's County Code.

7. **Schools**—The Special Projects Section has concluded that the review of this preliminary plan for school facilities in accordance with Section 24-122.02 of the Subdivision Regulations, CB-30-2003 and CR-23-2003 is not necessary because the development is a commercial use.
8. **Fire and Rescue**—The Special Projects Section has reviewed the preliminary plan for fire and rescue services in accordance with Section 24-122.01(d), and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Regulations.

The existing engine service at Bowie Fire/EMS Station, Company 39, located at 15454 Annapolis

Road, has a service travel time of 3.2 minutes, which is within the 3.25-minute travel time guideline.

The existing ambulance service at Bowie Fire/EMS Station, Company 39, located at 15454 Annapolis Road, has a service travel time of 3.2 minutes, which is within the 4.25-minute travel time guideline.

The existing paramedic service at Glenn Dale Fire/EMS Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 4.95 minutes, which is within the 7.25-minute travel time guideline.

The existing ladder truck service at Bowie Fire/EMS Station, Company 39, located at 15454 Annapolis Road, has a service travel time of 3.2 minutes, which is within the 4.25-minute travel time guideline.

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

9. **Police Facilities**—The proposed development is within the service area for Police District II, Bowie. The police facilities test is done on a countywide basis in accordance with the policies of the Planning Board. There is 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 141 square feet per 1000 residents, it calculates to 116,398 square feet of space needed for police facilities. The current amount of space, 267,660 square feet, is above the guideline.
10. **Health Department**—The Environmental Engineering Program reviewed the preliminary plan of subdivision for the West New Bridge Subdivision and have the following comments to offer:

Prior to the removal of any of the existing structures, a raze permit must be obtained through the Department of Environmental Resources, Office of Licenses and Permits. Any hazardous materials located in the structures must be removed and properly stored or discarded prior to the structures being razed.
11. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 46013-2007-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.
12. **Historic**—A Phase-I archeological survey is not recommended on the 2.76-acre, West New Bridge Subdivision Property, located at 14207 Annapolis Road in Bowie, Maryland. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. Aerial photographs and topographic data indicate that the existing buildings on the property were constructed in approximately 1957. A majority of the property has been previously impacted by the construction of the existing two-story building and miniature golf course, and the remainder of the property contains steep slopes. However, the applicant should be aware that two historic sites that are listed in the National Register of Historic Places, Belair Mansion and Cemetery (71B-004), and Belair Stables (71B-005), are located within a one-mile radius of the subject property. One historic resource, Bowie Cemetery Site (71A-011), is also located within a one-mile radius of the subject property. In addition, there are twelve previously identified

prehistoric and historic archeological sites within a one-mile radius of the subject property.

Moreover, Section 106 review may require an archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal funds or federal permits are required for a project.

13. **City of Bowie**—Although the property is not located within the municipal limits of the City of Bowie, the site is within one mile of the city limits. As such, the Planning Department referred the preliminary plan application to the City of Bowie on July 29, 2008, for their review and comment. Within their staff report, the city has stated that they expect to annex the property in the near future as part of the adjacent Spring Meadows development planned annexation.

The city held a Stakeholders Meeting on Tuesday, December 16, 2008 to review the preliminary plan proposal. The applicant's representatives attended the meeting and discussed some of the features of the project along with the City's Planning Staff. No residents attended the Stakeholder's Meeting.

The City's Planning Department has reviewed the submitted plans, and the referral comments that were prepared by the various county agencies and M-NCPPC staff. The City's Planning Department has found the preliminary plan application to be in general conformance with the Subdivision Regulations, and no additional approval conditions were recommended to the Bowie City Council.

The Bowie City Council is scheduled to hear the case on January 5, 2009. A letter stating the council's position on the preliminary plan application will be forwarded to the Prince George's County Planning Board prior to the January 15, 2009 public hearing. A copy of the city's staff report has been included within the Planning Board's back-up for this case.

14. **Residential Disclaimer**—The subject property is zoned C-M. While the subject application is not proposing any residential development, if legislation would permit such a land use, a new preliminary plan should be approved. Because there exist different adequate public facility tests, and there are considerations for recreational components for residential subdivisions, a new preliminary plan should be required if residential development is to be considered.

RECOMMENDATION

Based upon the foregoing evaluation, analysis and findings, the Subdivision staff recommends APPROVAL of Preliminary Plan of Subdivision 4-07102 (West New Bridge Division), subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:
 - a. Revise General Note 30 to indicate that this application is exempt from Mandatory Dedication of Parkland requirements because it consists of non-residential development.
 - b. Provide a front setback dimension for the existing commercial building from the Old Annapolis Road right-of-way (ROW).
 - c. Provide dimensions for the existing commercial building on the preliminary plan, and provide dimensions for the proposed building on the TCPI.

- d. Contain all the utilities within easements in accordance with Washington Suburban Sanitary Commission (WSSC) and DPW&T requirements.
 - e. Remove the proposed tree line along the eastern portion of the site and show only the existing tree line.
 - f. Remove General Note 21 from the preliminary plan and the TCPI.
 - g. Revise General Note 24 to remove the reference to “Lot 1”, and revise the parcel designation to Parcel “A”.
 - h. Revise General Note 25 to indicate that one parcel is proposed.
 - i. Revise General Note 3 to indicate that the proposed use is a catering service with banquet facilities with a maximum of 225 seats.
2. Prior to the issuance of permits, a Type II tree conservation plan shall be approved.
 3. Development of this site shall be in conformance with the Stormwater Management Concept Plan, 46013-2007-00, and any subsequent revisions.
 4. All plans for this project shall, to the extent practical, reflect the use of native plants for any vegetation planting.
 5. Prior to signature approval of the preliminary plan, the TCPI shall be revised to show how ten percent tree canopy coverage is being provided. Credits for existing wooded areas, the entire tree canopies of trees to be preserved and any trees to be planted shall be shown. The standard worksheet and a plant schedule shall be added to the TCPI.
 6. To the extent practical, the new multipurpose building shall be designed and constructed using green building and energy efficient techniques.
 7. Prior to signature approval of the preliminary plan, the following note shall be placed on the preliminary plan and TCPI and all future tree conservation and building plans: “All lighting shall use full cut-off optics and be directed downward to reduce glare and light spill-over.”
 8. Prior to signature approval of the preliminary plan, the Type I tree conservation plan shall be revised as follows:
 - a. Provide the following note on the plan: “Woodlands abutting the railroad right-of-way that are at least 30 feet wide on-site have been counted toward meeting the requirements per approval by the Environmental Planning Section.”
 - b. Above the specimen tree table, revise the statement regarding the method of location to clearly indicate whether the specimen trees were “field located” or “survey located”.
 - c. Provide the following note on the plan: “Specimen trees 1 and 4 shall be surveyed on the TCPII and their critical root zones shall remain undisturbed to the fullest extent possible.”
 - d. Revise the TCPI notes to include standard notes 2 and 5.

- e. After all these revisions have been made, have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
9. As part of the TCPII, an evaluation prepared and signed by a certified arborist for the specimen trees to remain shall be submitted and the findings incorporated onto the TCPII plan in the form of notes and/ or details (root pruning, fertilization etc.). If any of the recommendations result in changes to the TCPII that affect the woodland conservation or tree canopy coverage calculations, the plan shall be revised to remain in conformance with the TCPI.
10. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/024/08). The following notes shall be placed on the Final Plat of Subdivision:

“This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/024/08), 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.”
11. Prior to the removal of any of the existing structures, a raze permit must be obtained through the Department of Environmental Resources (DER), Office of Licenses and Permits. Any hazardous materials located in the structures must be removed and properly stored or discarded prior to the structures being razed.
12. The applicant and the applicant’s heirs, successors and or assignees shall provide a wide sidewalk, a minimum of eight feet in width, along the property’s entire street frontage of Old Annapolis Road unless modified by the State Highway Administration (SHA) at the time of issuance of street construction permits.
13. Prior to the issuance of any building permits, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the installation of one “Share the Road with a Bike” sign in accordance with State requirements, and upon State approval, along Old Annapolis Road. If the State declines the signage, this condition shall be void. A note shall be placed on the final plat that installation will take place prior to the issuance of the first building permit.
14. Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
15. Total development within the subject property shall be limited to a 14,482-square-foot banquet hall or equivalent development which generates no more than 22 AM peak hour and 83 PM peak-hour-vehicle trips. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

STAFF RECOMMENDS APPROVAL OF TYPE-I TREE CONSERVATION PLAN, TCPI/024/08.