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## Preliminary Plan 4-03113

Application	General Data
<b>Project Name:</b> <b>STEEPLECHASE BUSINESS PARK</b>  <b>Location:</b> Intersection of the Capital Beltway and Ritchie Marlboro Road.  <b>Applicant/Address:</b> Interchange Corporation 8901 Edgeworth Drive Capitol Heights, MD. 20743	Date Accepted: 11/18/03
	Planning Board Action Limit: 04/20/04
	Plan Acreage: 110.23
	Zone: I-1
	Lots: 28
	Parcels: 4
	Planning Area: 75
	Tier: Developed
	Council District: 06
	Municipality: N/A
200-Scale Base Map: 202SE08	

Purpose of Application	Notice Dates
<b>INDUSTRIAL SUBDIVISION</b>	Adjoining Property Owners: (CB-15-1998) N/A
	Previous Parties of Record: (CB-13-1997) N/A
	Sign(s) Posted on Site: 02/11/04

Staff Recommendation		Staff Reviewer: Del Balzo	
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 4-03113  
Steeplechase Business Park Lots 1-28, Parcels A thru D and Outparcel A

OVERVIEW

The subject property consists of approximately 110.23 acres of land in the I-1 Zone. It is currently vacant and undeveloped. The applicant proposes to subdivide the property into 28 lots, 4 parcels and 1 outparcel. Access is provided via a master plan road connection to Walker Mill Road. The applicant proposes to develop the property with light industrial and warehouse uses.

SETTING

The property is located in the northwest quadrant of the proposed Capital Beltway/Ritchie Marlboro Road interchange and north of Walker Mill Road. The property is surrounded by light industrial uses in the I-1 and I-3 Zones on the west side of the Capital Beltway. Residential uses are to the east across the Beltway.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	I-1	I-1
Uses	Vacant	Industrial/Business Park
Acreage	110.26	110.26
Lots	0	28
Parcels	2	4
Outparcels:	0	1

2. **Environmental**—The site is characterized by terrain sloping toward the north and south to the center of the subject property, and it drains into unnamed tributaries of the Southwest Branch watershed in the Patuxent River basin. The predominant soil types on the site are Adelphia, Shrewsbury, Monmouth, Collington and Donlonton. These soil series generally exhibit slight to moderate limitations to development due to steep slopes, high water table, poor and impeded drainage, and seasonally high water table. The site is largely undeveloped and partially wooded. Based on information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled, "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened or endangered species found to occur in the vicinity of this site. There are streams, floodplain, Waters of the U.S., and/or wetlands associated with the site. There are no Marlboro clays or scenic or historic roads located on or adjacent to the subject property. The subject property is located adjacent to the Capital

Beltway (I-95), a freeway and major noise generator. Due to the I-1 zoning, noise is not considered an issue on this site. This property is located in the Developed Tier as delineated on the adopted General Plan.

### **Woodland Conservation**

The revised Forest Stand Delineation (FSD) was found to generally address the requirements for an FSD with one exception. The FSD text and the plan reflect the correct acreage of existing woodland on-site as 19.81 acres; however, Forest Stand 4 on the plan is different from the text with 7.70 acres and 8.81 acres, respectively. This implies that either 1.11 acres or 0.81 acre of woodland is missing. Prior to signature approval of the Preliminary Plan, the FSD needs to be revised to reflect the correct acreages on-site in total and for each stand.

The property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. The revised Type I Tree Conservation Plan (TCPI/34/00) submitted requires revisions.

The minimum woodland requirement for the site is 14.67 acres of the net tract. An additional 8.07 acres are required due to the removal of woodlands for a total of 22.74 acres of woodland conservation. The plan shows the requirement being met with 4.51 acres of on-site woodland conservation, 4.90 acres of reforestation, and 13.33 acres of off-site mitigation for a total of 22.74 acres. The plan as submitted should reflect the correct acreage of existing woodland on-site, provide permission from DER for reforestation in stormwater management pond areas, increase the amount of on-site preservation, and the computation worksheet should be revised accordingly.

### **Patuxent River Primary Management Area**

The Subdivision Regulations require the protection of streams, 50-foot stream buffers, wetlands, 25-foot wetland buffers, 100-year floodplain, adjacent areas of slopes in excess of 25 percent, and adjacent areas of slopes between 15 and 25 percent with highly erodible soils. When a property is located within the Patuxent River watershed these features comprise the Patuxent River Primary Management Area (PMA).

The Subdivision Regulations require the preservation of the PMA in a natural state to the fullest extent possible. The preliminary plan as submitted proposes several impacts to the PMA. Essential development includes such features as public utility lines (including sewer and stormwater outfalls), streets, and so forth, which are mandated for public health and safety; non-essential disturbances are those, such as grading for lots, stormwater management ponds, parking areas, and so forth, which do not relate directly to public health, safety or welfare. Proposed impacts to the PMA require the submission of a Letter of Justification.

Many of the impacts proposed are for road crossings and required utilities; however, some of the impacts are excessive and result in areas being disturbed that are not essential to the overall development of the site. The Letter of Justification does not provide adequate justification for the impacts that are proposed for areas of additional buildings and parking and for the area of over one acre of PMA impact for an access road. The following is an evaluation of each of the proposed impacts as noted on the exhibits submitted.

**PMA Impact Area 1:** This impact area is considered necessary for the construction of the master-planned Hampton Park Boulevard and therefore meets the requirement as a necessity.

However, the design of this roadway as currently shown, results in an additional impact, #14. Staff recommends that the design of the roadway be re-evaluated and the impacts further reduced.

**PMA Impact Areas 2, 3, 4, 5, 7, 9, 10, 11, 13:** The disturbances as proposed are for stormwater management outfalls which require 4,196 square feet of PMA impacts. Disturbances to the PMA for the construction of stormwater management pond outfalls meet the requirement of necessity. Staff recommends approval of these impacts if in conformance with approved stormwater concept and technical plans.

**PMA Impact Area 6:** Impact Area 6 is for the disturbance of 10,758 square feet of PMA impact area, primarily wetlands and wetland buffers. The applicant's Letter of Justification states that these impacts are needed in order to maintain proper turning radius of large trucks. This is based on the current design, which could be altered to preserve this area of wetlands and buffers, without eliminating the allowed use of the property. It is, in fact, a convenience of the proposed design and not a necessity of development. The impact that is associated with this request should be eliminated and alternative design options should be explored. Staff does not recommend the approval of this impact.

**PMA Impact Areas 8 and 15:** These PMA impacts are for the construction of public water and sewer lines, which meet the requirement of necessity. Staff recommends approval of the proposed impacts in these areas.

**PMA Impact Area 12:** The impacts shown in this location are not necessary for the reasonable development of the overall site. The location of the proposed impacts is probably the most sensitive on the site: where all of the tributaries come together. The total impact of over an acre of PMA (44,634 square feet) for the extension of a road onto lot 4 is excessive and unnecessary. Access to this area for development is also limited by the presence of a stream to the north. Consideration should be given to using proposed Lot 4 for reforestation to keep more of the Woodland Conservation Ordinance requirements on-site. Staff recommends that the impact as proposed be eliminated and Lot 4 be reserved as an on-site woodland conservation area to reduce the amount of off-site mitigation required.

**PMA Impact Area 14:** This proposed impact is for a small area of wetland buffer, and while it might not seem to be significant, the impact is unnecessary and the close proximity of the road to the wetlands will have other impacts on the long-term survival of the wetland itself. As an alternative to the proposed impacts, the roadway could be arched to the east to avoid the impacts entirely. This redesign would also facilitate the reduction of impacts in the area of PMA Impact Area 1 by arching the road and allowing for the stream to be crossed at right angles.

### **Water and Sewer Categories**

The water and sewer service categories are W-4 and S-4 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003.

3. **Community Planning**—The subject property is located within the limits of the 1985 Approved Suitland-District Heights & Vicinity Master Plan, Planning Area 75B, in the Capitol Heights Community. The master plan land use recommendation for the property is employment. The 2002 General Plan locates the property 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 1985 SMA for the Suitland-District Heights & Vicinity Master Plan retained the property in the I-1 Zone. The proposed subdivision is consistent with the

recommendation of the master plan and is not inconsistent with the recommendations of the General Plan.

4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the proposed subdivision is exempt from the requirements of mandatory dedication of parkland because the proposed development is a nonresidential use.
5. **Trails**—The Adopted and Approved 1985 Equestrian Addendum to the Adopted and Approved Countywide Trails Plan and planning work for the update to the Master Plan of Transportation recommend a master plan trail facility along Ritchie Marlboro Road and Walker Mill Road Extended. Bicycle and pedestrian improvements have been incorporated into the recent Ritchie Marlboro Road and Capital Beltway interchange. These improvements have taken the form of wide and (in places of right-of-way constraints) standard sidewalks along the south side of Ritchie Marlboro Road.

It appears likely that these improvements will be continued along the south side of Ritchie-Marlboro Road and Walker Mill Road extended. Improvements to the north side of these roads may consist of standard DPW&T improvements, with the master plan trail facility going on the south. In staff's opinion, the best location for the master plan trail is along the south side of the roadway due to the location of existing improvements and the location of nearby Walker Mill Regional Park.

A master plan trail facility is also recommended within the PEPCO right-of-way. However, due to liability concerns, there are no recommendations regarding this proposal at this time.

Staff recommends that the master plan trail facility along Ritchie Marlboro Road be continued along the south side of the roadway in the vicinity of the subject site, in keeping with recent DPW&T road improvements in this area. This facility will not impact the subject application. Standard road frontage improvements to the subject site's frontage of Ritchie Marlboro Road (including a standard sidewalk) are recommended, per the concurrence of DPW&T.

6. **Transportation**—The subject property consists of approximately 110.23 acres of land in the I-1 Zone. The property is located on the northwest corner of the intersection of the Capital Beltway and Ritchie Marlboro Road, on both sides of the proposed extension of Hampton Park Boulevard. The applicant proposes a commercial and industrial subdivision consisting of approximately 850,000 square feet of space.

The applicant submitted a traffic study dated December 2003 that was referred for comment to the 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 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 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the guidelines.

**Unsignalized intersections:** The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

**Analysis of Traffic Impacts**

The traffic study for this site examined the site impact at four intersections:

- Ritchie Road/Walker Mill Road (signalized)
- Ritchie Marlboro Road/site access (planned/proposed signalized)
- I-95/I-495 SB Ramps/Ritchie Marlboro Road (unsignalized roundabout)
- I-95/I-495 NB Ramps/Ritchie Marlboro Road (unsignalized roundabout)

The existing conditions at the study intersections are summarized below:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	Ritchie Road and Walker Mill Road	729	898	A
Ritchie Marlboro Road and site access	Future			
I-95/I-495 SB Ramps and Ritchie Marlboro Road	16.0*	13.4*	--	--
I-95/I-495 NB Ramps and Ritchie Marlboro Road	13.6*	16.6*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy. This criterion is applicable to roundabouts as well as standard four-way or three-way intersections.				

The area of background development includes nine properties in the vicinity of the subject property. Background conditions also assume through traffic growth of 3.0 percent annually in the area. There are no programmed improvements in the County Capital Improvement Program (CIP) or the State Consolidation Transportation Program (CTP). Improvements to Ritchie Marlboro Road, coincident with the construction of the I-95/I-495/Ritchie Marlboro Road interchange, have recently been completed and were completely open to traffic for several months at the time that the traffic study was conducted. Background conditions are summarized below:

<b>BACKGROUND TRAFFIC CONDITIONS</b>			
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)
Ritchie Road and Walker Mill Road	874	1,080	A B
Ritchie Marlboro Road and site access	Future		
I-95/I-495 SB Ramps and Ritchie Marlboro Road	18.6*	13.8*	-- --
I-95/I-495 NB Ramps and Ritchie Marlboro Road	14.2*	19.3*	-- --
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy. This criterion is applicable to roundabouts as well as standard four-way or three-way intersections.			

The site is proposed for development as a commercial/industrial subdivision. The site is proposed to be developed with industrial/employment-related uses, but some commercial development is also proposed within the traffic study. The site trip generation of all proposed uses is summarized in the following table:

<b>Site Trip Generation</b>			
Use	Quantity	AM Trips	PM Trips
Industrial Park	200,000 sq feet	192	188
Warehouse	500,000 sq feet	255	248
Office Park	100,000 sq feet	219	228
High-Turnover Restaurant 4 @ 4500	18,000 sq feet	167	195
Fast Food Restaurant 2 @ 3500	7,000 sq feet	349	234
Conv Store with Gas Pumps	12 pumps	206	231
Drive-In Bank 4 @ 2	4 windows	95	253
Pharmacy with Drive-Thru	13,800 sq feet	37	144
HT Rest Pass-By Trips	33% AM/43% PM	-55	-86
FF Rest Pass-By Trips	49% AM/50% PM	-171	-117
Conv Store Pass-By Trips	66%	-130	-152
Bank Pass-By Trips	33% AM/47% PM	-32	-119
Pharmacy Pass-By Trips	33% AM/49% PM	-12	-70
<b>TOTAL TRIPS</b>		<b>1520</b>	<b>1721</b>
<b>LESS PASS-BY TRIPS</b>		<b>-400</b>	<b>-554</b>
<b>TOTAL NEW TRIPS</b>		<b>1120</b>	<b>1167</b>

The site trip distribution and assignment used in the traffic study has been reviewed in light of traffic conditions that exist in the area and in consideration that Hampton Park Boulevard will be

fully connected between MD 214 and Ritchie Marlboro Road. The underlying assumptions are acceptable. With the trip distribution and assignment as assumed, the following results are obtained under total traffic:

<b>TOTAL TRAFFIC CONDITIONS</b>				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	Ritchie Road and Walker Mill Road	1,050	1,151	B
Ritchie Marlboro Road and site access	1,050	959	B	A
I-95/I-495 SB Ramps and Ritchie Marlboro Road	22.9*	14.3*	--	--
I-95/I-495 NB Ramps and Ritchie Marlboro Road	38.6*	23.7*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy. This criterion is applicable to roundabouts as well as standard four-way or three-way intersections.				

Given these analyses, all intersections within the study area would operate acceptably during both peak hours.

DPW&T has reviewed the traffic study, and offered no comments.

SHA commented that the proposed site access would be within 600 feet of the existing roundabout within the I-95/I-495/Ritchie Marlboro interchange and requested that applicant be required to prepare further operational analyses. This information is important, but it should also be noted that this applicant is using a curb cut that was provided at the time that the recent improvements were constructed. Furthermore, it has long been apparent that this curb cut for proposed Hampton Park Boulevard would serve an extensive employment center on the subject property. Also, the Planning Board does not review operational analyses; traffic operations are within the purview of the operating agencies like DPW&T and SHA. For these reasons, there will be no requirement for further studies prior to a recommendation of approval for this subdivision. The applicant will be required to provide any studies needed to the responsible agency at the time that modifications to the existing curb cut are designed or needed frontage improvements are constructed; however, the operating agencies have the authority to request such information or studies and do not need additional conditions approved as part of the decision by the Planning Board to make such requests.

Approval of the plan should be made conditional upon the assumed improvements at Ritchie Marlboro Road/site access (aka Hampton Park Boulevard), as may be modified by SHA/DPW&T to provide the same or better service levels at that location.

Walker Mill Road and Ritchie Marlboro Road are master plan arterial facilities, and sufficient right-of-way exists along each facility. The master plan also includes Hampton Park Boulevard as an industrial roadway, and the plan reflects adequate right-of-way along this roadway.



Lot 26 is proposed with frontage only on Walker Mill Road, an arterial facility, and the applicant has filed a variation request regarding Section 24-121(a)(3), which limits individual lot access onto arterial facilities. In reviewing the subdivision plan as well as the justification, the following determinations are made in pursuant to the requirements of Section 24-113 of the Subdivision Regulations:

- a. Lot 26 is a creation of the applicant. The boundaries of the lot are not the apparent product of environmental or other constraints. The lot is less than 300 feet from an internal street. There appears to be nothing unique about the site that would necessitate the creation of a lot that must have access onto the arterial facility.
- b. To the credit of the applicant, only a right-in/right-out is being requested for access, and no median break along Walker Mill Road is envisioned. However, this access does not yet have the support of DPW&T, which appears to be the responsible operating agency for the adjacent section of Walker Mill Road.
- c. Nothing in the justification is clear about the proposed use of Lot 26. It is also not clear if internal driveways will be available to serve Lot 26, or if traffic must complete left turns into and out of Lot 26 by negotiating U-turns along Walker Mill Road.
- d. SHA has already raised concerns about traffic operations along the link of Ritchie Marlboro Road/Walker Mill Road. Given these concerns, it seems unwise to introduce yet another access point in the area.

For these reasons, the staff recommends denial of the variation from 24-121(a)(3) for Lot 26. The preliminary plan should be revised to provide an access easement serving Lot 26, pursuant to Section 24-128(b)(9), or the lot shall be deleted.

Lots 4 and Lots 14 through 20 shall have access directed toward the internal street system and shall not have access onto I-95/I-495, Ritchie Marlboro Road, and ramps connecting these two facilities. If Lot 26 is retained the final plat should indicated denied access to Walker Mill Road.

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.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded that the subdivision is exempt from APF test for schools because it is a nonresidential use.
8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue facilities and concluded the following:
  - a. The existing fire engine service at Ritchie Fire Station, Company 37, located at 1415 Ritchie Marlboro Road, has a service travel time of 2.27 minutes, which is within the 3.25-minute travel time guideline.
  - b. The existing ambulance service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service travel time of 5.80 minutes, which is beyond the 4.25-minute travel time guideline.

- c. The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service travel time of 5.80 minutes, which is within the 7.25-minute travel time guideline.
- d. The existing ladder truck service at District Heights Fire Station, Company 26, located at 6208 Marlboro Pike, has a service travel time of 7.40 minutes, which is beyond the 4.25-minute travel time guideline.

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

The existing ambulance service located at Kentland Fire Station, Company 46, is beyond the recommended travel time guideline. The nearest fire station Ritchie, Company 37, is located at 1515 Ritchie Marlboro Road, which is 2.27 minutes from the development. This facility would be within the recommended travel time for ambulance service if an operational decision to locate this service at Company 37 were made by the county.

The above findings are in conformance with the standards and guidelines contained in the *Adopted and Approved Public Safety Master Plan 1990* 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 III-Landover. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of June 30, 2002, the county had 874 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for additional 69 sworn personnel. Therefore, in accordance with Section 24-122.01(c) of the Subdivision Regulations, the staff concludes that the existing county police facilities will be adequate to serve the proposed Steeplechase Business Park development.
- 10. **Health Department**—The Health Department notes that all existing structures that are to be razed will require a raze permit prior to the removal. Any hazardous materials located in any structure on site must be removed and properly stored or discarded prior to the structures being razed. Any abandoned septic tank must be pumped out by a licensed scavenger and either removed or backfilled in place. Any abandoned well must be backfilled and sealed in accordance with COMAR by a licensed well driller or witnessed by a representative of the Health Department prior to release of grading permit.
- 11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, #8004290-2000-00, 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. **Cemeteries**—There are no known cemeteries on or adjoining the property; however, the applicant should be aware that if burials are discovered during any phase of the development process, all work must cease in accordance with state law.

13. **Public Utility Easement**—The proposed preliminary plan includes the required ten-foot-wide public utility easement. This easement will be shown on the final plat.

#### RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan:
  - a. The plan shall be revised as follows:
    - (1) To indicate the proposed ownership of Outparcel A.
    - (2) To remove “Proposed Sign” from Outparcel A.
    - (3) To revise General Note 1 to accurately reflect that the property is Parcels 26 and 27.
    - (4) To indicate the disposition of all of the existing structures and to provide a note that all structures to remain shall be in conformance with zoning regulations or relocated.
    - (5) To indicate denied access to Walker Mill Road for Lot 26 and demonstrate access to Hampton Park Boulevard via an easement pursuant to Section 24-128(b)(9), or delete the lot.
    - (6) Delete Lot 4.
  - b. The preliminary plan and the TCPI shall be revised to eliminate PMA Impact Areas 6, 12 and 14 and to reduce the impacts at PMA Impact Area 1. If PMA Impacts are required for the installation of utilities at Impact Area 12, these impacts shall be minimized and included in this approval. The proposed building layout shown on the TCPI for proposed Lots 21 and 22 shall be further evaluated to ensure that impacts to the PMA in this area do not occur.
  - c. The FSD shall be revised to reflect the correct acreages on-site in total and for each stand.
  - d. TCPI/34/00 shall be revised as follows:
    - (1) Provide the correct acreage of existing woodland on-site.
    - (2) Provide evidence of DER’s approval for reforestation areas in stormwater management ponds.
    - (3) Increase the amount of woodland preservation on-site.
    - (4) Revise the computation worksheet as necessary after the other revisions have been made.
    - (5) When all the revisions have been completed, have the plan signed and dated by the qualified professional who prepared the plan.

2. Prior to the issuance of permits a Type II Tree Conservation Plan shall be approved.
3. Development of this property shall be in conformance to the approved Stormwater Management Concept Plan # 8004290-2000-00.
4. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.
5. The master plan trail facility along Ritchie Marlboro Road should be continued along the south side of the roadway in the vicinity of the subject site, in keeping with recent DPW&T road improvements in this area. Standard road frontage improvements to the subject site's frontage of Ritchie Marlboro Road (including a standard sidewalk) are recommended at the time of street construction permits, per the concurrence of DPW&T.
6. Ritchie Marlboro Road at site access (aka. Hampton Park Boulevard): Prior to the issuance of any building permits within the subject property, the following road improvements shall have full financial assurances, have been permitted for construction, and have an agreed-upon timetable for construction with DPW&T/SHA:
  - a. Along Ritchie Marlboro Road/Walker Mill Road, provide a westbound right-turn lane and an eastbound left-turn lane.
  - b. Along Hampton Park Boulevard at the approach to Ritchie Marlboro Road/Walker Mill Road, provide an exclusive right-turn lane and dual left-turn lanes.
  - c. Provide the necessary traffic signal warrant studies and install a traffic signal at Ritchie Marlboro Road/Hampton Park Boulevard, if warranted, at the time it is deemed necessary by the responsible transportation agency.
7. At the time of final plat approval, the applicant shall dedicate a right-of-way of a minimum of 70 feet in width along proposed Hampton Park Boulevard, as shown on the submitted plan. DPW&T shall have the authority to determine the scope of improvements within the right-of-way and adjust the size of the right-of-way if necessary.
8. The final plat shall deny direct access from Lots 14 through 20 onto I-95/I-495, Ritchie Marlboro Road, and ramps connecting these two facilities.
9. Any abandoned well or septic system shall be pumped, backfilled and/or sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to final plat approval.

STAFF RECOMMENDS DISAPPROVAL OF A VARIATION TO SECTION 24-121 FOR LOT 26  
AND APPROVAL OF TCP I/34/00