PGCPB No. 6-117 File No. 4-05014

R E S O L U T I O N

WHEREAS, a 17.25-acre parcel of land known as Part of Parcel A, Inter City Industrial Center (WWW 28@97), Part of Parcel D, Inter City Industrial Center (NLP 121@99), Parcel One, Patrano's Addition to Ammendale (WWW 43@36), and Parcel A, O & S Industrial Center (WWW 91@82). Also included in the preliminary plan are five tax parcels that are currently known as Parcels 3, 31, 40, 137, and 192, Tax Map 13 in Grid C-3, said property being in the 1st Election District of Prince George's County, Maryland, and being zoned I-2; and

WHEREAS, on December 20, 2005, Orndorff & Spaid, Inc. filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 5 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-05014 for Inter-City Industrial Center 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 18, 2006, 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 18, 2006, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type I Tree Conservation Plan (TCPI/06/06), and further APPROVED Preliminary Plan of Subdivision 4-05014, Inter-City Industrial Center for Parcels J, K, L, M, and N with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:

    a. Correct general note 1 to remove the information regarding the Edmonston Road reservation area.

    b. Identify the pipe like structure at the rear of Parcel J, and label this as an existing structure.

    c. Demonstrate that the access for Parcels J, M, and N is via a private easement in accordance with Section 24-128(b)(1)(A)(9) of the Subdivision Regulations. This may also include cross parking easements if required.

d. Revise general note 8 to include the stormwater management concept approval number and date.

e. Demonstrate Old Baltimore Pike and Ammendale Road as having an 80-foot wide right-of-way width. Revise the plan to show dedication of 40-feet from the centerline.

f. Label the height of all existing buildings and structures, including sheds, shelters, fences and retaining walls.

g. A note shall be placed on the preliminary plan that states that prior to the approval of permits, all existing fences or structures shall meet the requirements of Subtitle 27, or obtain approval from the Board of Zoning Appeals for their locations.

h. Provide the year the existing buildings were constructed.

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 Stormwater Management Concept Plan 35609-2005-00 and any subsequent revisions.

4. Prior to the issuance of building permits, the applicant, his heirs, successors, and/or assignees shall provide a financial contribution of $210.00 to the Department of Public Works and Transportation for the placement of a bikeway sign along Old Baltimore Pike, a designated bicycle/trail corridor. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit. If the Department of Public Works and Transportation declines the signage, this condition shall be void.

5. The applicant shall provide standard sidewalks along the property's entire street frontage unless modified by the Department of Public Works and Transportation at the time of issuance of street construction permits.

6. 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.

7. 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.

8. Prior to signature approval of the preliminary plan, the TCPI shall be revised as follows:

a. Revise the woodlands conservation worksheet to show all woodland identified on the NRI as existing woodlands, indicate that all existing woodland has been cleared, correctly calculate the woodland conservation requirement for the site, and indicate how the woodland conservation requirement will be fulfilled.

b. Identify the easement area in the southwest portion of the site that bisects an existing woodland treatment area that has a pipe-like structure and add a label on the plan to identify the purpose of the area and the pipe-like structure.

c. On sheet 2 below the specimen tree table, provide a statement regarding how these trees were located (either field located or surveyed).

d. In the TCPI standard notes, add optional Note 6 regarding the concept stormwater management plan information and DER case number.

e. Remove reference to the supplemental planting areas as a woodland treatment and relabel these areas as afforestation/reforestation and adjust the worksheet according.

f. Label all the woodland treatment areas to the closest $1/100^{th}$ of an acre.

g. After all these revisions have been made, have the qualified professional who prepared the plan sign and date it.

9. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/06/06). 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/06/06), 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 Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005."

10. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain all 100-year floodplain and its expanded buffer and shall be reviewed by the Environmental Planning Section prior to certificate approval. The following note shall be placed on the final 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 permitted."

11. Muirkirk Road at Old Baltimore Pike/Cedarhurst Drive: Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances through either private money or full funding in the county's capital program, (b) have been permitted for construction with DPW&T, and (c) have an agreed-upon timetable for construction with DPW&T:

a. Provision of an exclusive southbound right-turn lane along Cedarhurst Drive

b. Provision of an exclusive eastbound left-turn lane along Muirkirk Road.

12. Total development within the subject property shall be limited 87,000 gross square feet of warehouse-related uses, or any other allowed uses which generate no more than 36 AM and 36 PM peak hour vehicle trips. The development on Parcel J and within the proposed A-56 Rights-of-Way, shall be limited to no more than 32,000 gross square feet of warehouse-related uses, or any other development that would not generate more than 14 AM and 14 PM peak hour trips of the total 36 AM and PM trips allowed for the entire site.

13. Except for the three existing access driveways serving Parcels K and L along Ammendale Road, access to all other parcels (J, N, and M) shall be limited to one common access driveway from Old Baltimore Pike, as per DPW&T standards.

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 property is located at the southeast corner of Ammendale Road and Old Baltimore Pike.

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

	EXISTING	**PROPOSED**
Zone	I-2	I-2
Use(s)	Warehousing, Contractors Services	Warehousing, Contractors Services
Acreage	17.25	17.25
Lots	0	0
Outlots	0	0
Parcels	9	5
Public Safety Mitigation Fee		No

4. **Environmental**—The Environmental Planning Section has reviewed revised plans for Preliminary Plan of Subdivision 4-05014 and a Type I Tree Conservation Plan (TCPI/06/06), stamped as received on February 2 and February 24, 2006, respectively. Subsequently, a revised TCPI was submitted and received on April 17, 2006, regarding woodland removal that recently occurred at the site. The Environmental Planning Section recommends approval of Preliminary Plan 4-05014 and TCPI/06/06 subject to conditions.

Background

The Environmental Planning Section previously reviewed an exemption request to the Woodland Conservation Ordinance for proposed Parcel N, also known as 11722 Old Baltimore Pike. A standard letter of exemption was issued in February 2005 only for this parcel, because the plan submitted proposed an expansion of an existing industrial use at this location and no woodland is located at Parcel N.

The proposal is two-fold—the redevelopment of the site where several parcels exist and were previously developed, and the reconfiguration of several existing parcels. The plan shows the creation of Parcels J, K, L, M and N.

Site Description

A review of year 2000 air photos indicates that the site is approximately four percent wooded. Based on available information, one significant regulated environmental feature, 100-year floodplain, is associated with the site, a portion of which is connected to steep slopes. Two other regulated environmental features including streams and wetlands are not found to occur at this location. Two soils series—Sassafras and Sunnyside (three types in this series)—are present at the site. Development constraints are associated with the Sunnyside soils due to the presence of steep slopes in relation to parking lots, streets, etc. Based on available information, Marlboro clays are not present at this location. Old Baltimore Pike is a designated historic road. According to Maryland Department of Natural Resources, Natural Heritage Program staff, rare, threatened and endangered species are not found at this location. According to the approved *Countywide Green Infrastructure Plan*, two network features, evaluation areas and gap areas, are located on the site. The property is in the Indian Creek watershed of the Anacostia River basin, the Subregion I and vicinity planning area, and the Developing Tier of the approved General Plan.

A staff-signed natural resources inventory (NRI/124/05) was submitted with the application. The NRI has a handwritten note beside the signature block that reads as follows:

> "The limits of 100-year floodplain will be further evaluated at preliminary plan review. Revision will be required if necessary."

A comparison of the signed NRI and the revised preliminary plan finds the latter plan identifies the areas of 100-year floodplain and the steep slopes as shown on the former plan. Supplemental floodplain information confirms the amount of area associated with this regulated feature totals 0.18 acre. As a result of these revisions, the preliminary plan correctly shows the expanded buffer as it is shown on the NRI.

As part of the NRI review requirements, a modified forest stand delineation (FSD) was prepared in October 2005. One forest stand was identified that contains 0.71 acre of existing woodland on-site (approximately 30,000 square feet). The stand is along the west property line and the

southwest corner where the 100-year floodplain is located. The stand contains mixed hardwoods dominated by black locust. A total of eight specimen trees were located at the site, of which only one is located in the forest stand. The stand has a low priority retention rating based on its relatively young age and the high percentage of invasive plant species.

No further information regarding showing the regulated environmental features within the expanded buffer on the preliminary plan or staff signed NRI/124/05 is necessary.

The site is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because there are more than 10,000 square feet of existing woodland on-site and more than 5,000 square feet of clearing is necessary for development. A Type I tree conservation plan (TCPI) has been submitted and reviewed. It should be noted that the standard letter of exemption issued for proposed Parcel N does not pertain to the entire 17.25 acres contained in the subject plan. The exemption letter enabled the property owner to obtain a building permit for the proposed expansion to an existing building.

On March 4, 2006, the property owner and others met with Environmental Planning staff to explain why in recent weeks all of the 0.88 acre of existing woodland had been cleared by employees of the former party. The TCPI worksheet must be revised to show there had been 0.71 acre of existing woodland on-site, as approved on the NRI, and that 0.71 acre of woodland has been cleared. This results in a slight increase to the site woodland conservation requirement due to the clearing activity. The following numbers reflect a higher woodland conservation requirement, and supersede a previous memorandum dated March 10, 2006.

This 17.25-acre site in the I-2 Zone has a woodland conservation threshold (WCT) of 15 percent. According to the NRI, the site had 0.89 acre of existing woodland prior to recent unauthorized clearing activities, with 0.18 acre being located in the floodplain. Removal of these woodlands will be mitigated under the current TCPI. As currently designed and because of the recent clearing of all of the existing woodland, the site has a woodland conservation requirement of 3.45 acres. The woodland conservation worksheet must be revised to reflect the correct woodland conservation requirement for the site and to indicate how the requirement will be met. The TCPI must be revised reflect that the requirement will be met with 0.70 acres of on-site afforestation/ reforestation and 2.75 acres of off-site mitigation on another property.

There appears to be an easement area in the southwest portion of the site that bisects an existing woodland area with a pipe-like structure in it. All existing and proposed easements must be labeled on a TCPI. This easement-like area is not labeled and must be identified for its purpose (i.e., stormdrain outfall, etc.). The area is also shown as not part of a proposed woodland preservation treatment area intended to count toward the site's requirements. The purpose of the pipe-like structure is in this area needs to be identified. Sheet 2 of the plan has a specimen tree table with information about the eight specimen trees. However, below the table a statement should be provided as to how these trees were located (either field located or surveyed). The TCPI standard notes need to have added an optional Note 6 regarding the concept stormwater management plan information and DER case number. The current plan shows three types of proposed woodland conservation treatments: woodland preservation, afforestation, and

supplemental planting areas. The latter treatment type is not recommended, however, it should be shown on the plan as an afforestation/ reforestation woodland treatment. The woodland treatment areas also have not been identified to the closest 1/100th of an acre. This information must be shown directly on the plan where these treatments are proposed. It appears that the supplemental planting areas are shown in the worksheet as counting toward the site's woodland requirement as afforestation/reforestation. The combination of on-site preservation of the existing woodland in relation to the floodplain and afforestation/ reforestation will improve the water quality of Indian Creek and bolster the forested floodplain.

This site contains expanded buffer in relation to the 100-year floodplain and connected steep slopes as shown on the NRI. These are regulated features that are required to be preserved and protected within a conservation easement established at the time of final plat.

Two network features from the *Countywide Green Infrastructure Plan* are associated with the site. Of particular concern is the evaluation area that contains the 100-year floodplain. The Indian Creek watershed is degraded and, in order to implement the Green Infrastructure Plan at this site, the required expanded buffer will protect this regulated environmental feature. Another general note on the NRI indicates that 0.13 acre of the floodplain is forested. The additional afforestation/reforestation proposed on the TCPI in relation to the floodplain area will implement the Green Infrastructure Plan at this site.

The segment of Old Baltimore Pike between Edmonston and Odell Roads is a designated historic road. Any improvements within the right-of-way of scenic/historic roads are subject to approval by the DPW&T under the "Design Guidelines and Standards for Scenic and Historic Roads." This historic road remains in its general historic alignment.

The roadway has been widened in places and much of the historic character has been removed. The provision of an inventory of viewsheds for this roadway would not result in a significant historic viewshed remaining. Instead, because the subject property has frontage on Old Baltimore Pike, the applicant should commit to the provision of a historical marker to denote the historic alignment of the road, its historic uses and place in the history of Prince George's County.

A proffer of a historical marker for Old Baltimore Pike would be appropriate.

It is anticipated the traffic noise from Old Baltimore Pike, after it has been improved, will not generate levels that exceed state standards for uses allowed on the subject property.

No further information regarding noise impacts from Old Baltimore Pike is necessary.

A stormwater management concept plan and a concept plan approval letter have been submitted. The concept plan has been reviewed in relation to the TCPI. As a result of this review, it appears there are no conflicts with proposed stormwater management areas in relation to proposed woodland conservation treatment areas on the TCPI.

No further information regarding stormwater management is necessary.

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 will therefore be served by public systems.

5. **Community Planning**—The subject property is located in Planning Area 62/Employment Area 6, and within the limits of the 1990 *Approved Master Plan and Sectional Map Amendment for Subregion I, Planning Areas 60, 61, and 62*. The master plan designates the site as "heavy industrial." The preliminary plan of subdivision conforms to the land use recommendations of the Master Plan for Subregion I.

   The 2002 *Prince George's County Approved General Plan* designates the subject property in the Developing Tier and a designated corridor (Baltimore Avenue/US1). 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. The vision for corridors is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor. The proposed development is consistent with the General Plan Development Pattern policies for the Developing Tier.

6. **Parks and Recreation**—According to Section 24-134(a) of the Prince George's County Subdivision Regulations, the above referenced subdivision is exempt from Mandatory Dedication of Parkland requirements because it consists of non-residential development.

7. **Trails**—The Master Plan for Subregion I designates Old Baltimore Pike as a master plan bicycle/trail corridor. Old Baltimore Pike is an industrial road with heavy truck traffic and limited bicycle movement. The designation of bike lanes may be appropriate to safely accommodate bicycle traffic along this road, and should be considered by DPW&T for the entire road corridor at the time of road resurfacing or improvement. Staff does recommend the provision of one "share the road with a bike" sign to alert motorists of the possibility of bicycle traffic. Facilities to accommodate cyclists will have to be comprehensively addressed by DPW&T for the entire road.

   An existing sidewalk is present along Old Baltimore Pike in the vicinity of the site's access driveway. However, the remainder of the site's frontage does not include a sidewalk. An existing sidewalk is also reflected along a portion of the site's frontage of Ammendale Road. Staff recommends that sidewalks be extended along the site's entire frontages of both Old Baltimore Pike and Ammendale Road.

8. **Transportation**— The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 17.3 acres of land in the I-2 Zone. The property is located east of the CSX Railroad tracks, on the south side of Ammendale

Road and the west side of Old Baltimore Pike. The applicant proposes five parcels to be developed with an additional an 87,000 square feet of warehouse-related uses consistent with the I-2 zone. This level of development is in addition to the existing 75,503 gross square feet of warehouse-related uses that exists on Parcels K, L and N.

The applicant has submitted an acceptable traffic count for the signalized intersection of Old Baltimore Pike/Cedarhurst Drive with Muirkirk Road, which was identified as the critical intersection at the Subdivision Review meeting held on January 13, 2006. The findings and recommendations outlined below are based upon a review of all materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the guidelines. The proposed plan and the submitted traffic count were referred to the county's Department of Public Works and Transportation (DPW&T) and the Maryland State Highway Administration (SHA), and the comments of these agencies are incorporated in this memorandum.

Growth Policy—Service Level Standards

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

> **Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.
>
> **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 generated by the proposed plan would impact the signalized intersection of Old Baltimore Pike/Cedarhurst Drive with Muirkirk Road. This intersection is reported to currently be operating at LOS B with the CLV of 1055 during the morning peak hour and LOS C with CLV of 1,156 during the afternoon peak hour.

A review of a traffic study submitted for the approved Preliminary Plan 4-04120 (The Brickyard) was used for assessing the background traffic situation. This study, which has been approved by staff, has determined that the operating conditions of this critical intersection with the additional of appropriate background traffic would change to LOS F with CLV of 2,934 during the AM peak hour and LOS F with CLV of 2,200 during the PM peak hour.

The proposed construction of 87,000 gross square feet of warehouse-related development would generate 36 AM peak-hour trips (28 in, 8out) and 36 PM peak-hour trips (28 in, 8 out). With the addition of traffic generated by the proposed development, assuming a 50/50 split north and south, the operating conditions would change to LOS F with CLV of 2,941 during the AM peak hour and LOS F with CLV of 2,205 during the PM peak hour.

In response to the inadequacy at the Muirkirk Road and Old Baltimore Pike/Cedarhurst Drive intersection, staff has determined that the improvements proffered by the Brickyard plan, consisting of an exclusive southbound right-turn lane along Cedarhurst Drive and an exclusive eastbound left-turn lane along Muirkirk Road, are still adequate to mitigate over 100 percent of site-generated trips during both peak hours, as required by Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance. It is important to note that these improvements originally were proposed as mitigation in accordance with the guidelines for mitigation action and the requirements of that portion of Section 24-124. With these improvements, the operating conditions under total traffic would change to LOS F with CLV of 1,672 during the AM peak hour and LOS E with CLV of 1,618 during the PM peak hour. The above calculation indicates that these improvements would mitigate more than the required 100 percent of site-generated trips during the AM peak hour and the PM peak hour. The resulting CLV in each peak hour would also be less than the required 1,813.

The mitigation plan at this location was reviewed by DPW&T and SHA, and neither agency had issue with the improvements. While it does not appear to be sufficient right-of-way to construct the recommended improvements, the Brickyard development applicant has indicated that sufficient right-of-way exists with proposed dedication by the applicant, a slight realignment of the roadway, and acquisition of right-of-way from parties on the southeast and northeast corners of the intersection.

Plan Comments

The subdivision plan is generally acceptable from the standpoint of access and circulation. Except for the three existing access driveways serving Parcels K and L, access to all other parcels will be limited to one common driveway from Old Baltimore Pike, as shown on the plan. Old Baltimore Pike is proposed to be a master plan collector facility. A dedication of 40 feet from the existing centerline is needed. The Subregion I master plan shows an arterial facility, designated as A-56, crossing the subject property from northwest to northeast. The originally submitted plan proposed a reservation for the needed rights-of-way for A-56. Section 24-139 requires that potential reservation be referred to any public agency concerned with the possible acquisition of the right-of-way. Section 24-139(b) further states that “the public agency's recommendation, if affirmative, shall include a map showing the boundaries and area of the parcel to be reserved, and an estimate of the time required to complete the acquisition.” Based on the comments received from SHA and DPW&T on the initial submission, at the Subdivision Review meeting, staff agreed with SHA and determined that reservation at this time is not desirable because it is not likely that either DPW&T or SHA would purchase the right-of-way within the reservation period.

The application proposes that the total development of Parcel J may be as high as 32,000 Gross Square Feet (GSF) of warehouse related uses, or approximately 16,000 GSF more than what was originally proposed for this parcel. In reviewing this modification, staff has concluded that the proposed changes would not have any additional impact on the nearby transportation network, since the overall development cap for the entire site would still be limited to 87,000 GSF of warehouse related uses. This action simply is re-allocation of proposed development among the proposed lots, which typically is not an issue reviewing a preliminary plan of subdivision. Consequently, from a transportation perspective, the modification of condition #12, would not change the findings of transportation adequacy for this preliminary plan of subdivision:

Transportation Staff Conclusions

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

9. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for school facilities in accordance with Section 24-122.02 of the Subdivision Regulations, CB-30-2003, and CR-23-2003 and concluded the following:

The above subdivision is exempt from a review for schools because it is an industrial use.

10. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of public facilities and concluded the following.

The existing fire engine service at Beltsville Fire Station, Company 31, located at 4911 Prince George's Avenue, has a service travel time of 4.21 minutes, which is beyond the 3.25-minute travel time guideline.

The existing ambulance service at Beltsville Fire Station, Company 31, located at 4911 Prince George's Avenue, has a service travel time of 4.21 minutes, which is within the 4.25-minutes travel time guideline.

The existing paramedic service at Laurel Rescue Squad, Company 49, located at 14910 Bowie Road, has a service travel time of 10.37 minutes, which is beyond the 7.25-minutes travel time guideline.

The existing ladder truck service at Laurel Fire Station, Company 10, located at 7411 Cherry Lane, has a service travel time of 8.39 minutes, which is beyond the 4.25-minutes travel time guideline.

The existing paramedic service located at Laurel Rescue, Squad 49, is beyond the recommended travel time guideline. The nearest fire station at Beltsville, Company 31, is located at 4911 Prince George's Avenue, which is 4.21 minutes from the development. This facility would be within the

recommended travel time for paramedic service if an operational decision to locate this service at that facility is made by the county.

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

The above findings are in conformance with the standards and guidelines contained in the 1990 *Approved Public Safety Master Plan* and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

11. **Police Facilities**—The proposed development is within the service area for Police District VI-Beltsville. The Police Chief has reported that the current staff complement of the Police Department is 1,302 sworn officers, which exceeds the standard of 1,278 officers

12. **Health Department**—The Environmental Engineering Program has reviewed the preliminary plan of subdivision for Inter City Industrial Center and has no comments to offer.

13. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. Stormwater Management Concept Plan 35609-2005-00 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.

14. **Historic**—Phase I (Identification) archeological survey is not recommended by the Planning Department on the above-referenced property. A search of current and historic photographs, topographic and historic maps, and locations of currently know archeological sites indicates no known archeological sites in the vicinity and no known historic structures within the vicinity of the subject property.

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

15. The subject property is zoned I-2. 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 a residential subdivision, a new preliminary plan should be required if residential development is to be considered.

16. **Request for Continuance -** This case was continued from the Planning Board hearing of May 4, 2006 to allow the applicant additional time to address transportation issues. Subsequent to that

hearing the applicant provided supplemental information that clarified the distribution of proposed gross floor area within the site. The total overall development on the site was the same as originally proposed. The Transportation Planning Staff reviewed the additional information and found that the clarification provided by the applicant did not alter the original findings of adequate transportation facilities.

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 Eley, seconded by Commissioner Clark, with Commissioners Eley, Clark, Vaughns and Parker voting in favor of the motion, and with Commissioner Squire temporarily absent at its regular meeting held on Thursday, May 18, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 8th day of June 2006.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:JF:bjs