

RESOLUTION

WHEREAS, the Prince George's County Planning Board has reviewed SE-4515 requesting to construct a concrete batching plant in the I-2 zone in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on January 26, 2006, the Prince George's County Planning Board finds:

A. Location and Field Inspection: The subject property consists of approximately 9.74 acres and is located in an industrial area on D'Arcy Road at the Capital Beltway. The property abuts the beltway and is adjacent to an asphalt plant.

B. Development Data Summary:

	EXISTING	PROPOSED
Zone(s)	I-2	I-2
Use(s)	Site is currently unimproved	Concrete batching plant
Acreage	9.74 acres	9.74 acres

Other Development Data: The site is legally described as Parcels 173, 174, 305 and 324, Prince George's County Tax Map 82 (Grid C2). The site is exempt from the subdivision requirements because the plan is proposing a building that consists of less than 5,000 square feet.

C. History: The 1986 adopted Sectional Map Amendment for Suitland-District Heights and Vicinity, Planning Areas 75A and 75B, retained the I-2 Zone for this property. The proposed use has been permitted by right in the I-2 Zone for many years. Special exceptions were required for cement manufacturing starting in 1978, and concrete batching plants have required a special exception since 1986.

D. Master Plan Recommendation: The site is located in the Developed Tier of the 2002 General Plan. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods.

The 1986 approved master plan and adopted sectional map amendment for Suitland-District Heights and vicinity, Planning Areas 75A and 75B, recommended industrial land use for this site.

E. Request: The applicant seeks permission to construct a concrete batching plant in the I-2 Zone. The nature of the construction of the new concrete batching plant will require compliance with

the specific requirements of § 27-343.02 of the Zoning Ordinance. The subject site is currently unimproved.

The site is to be developed with a concrete batching structure, several cinderblock storage bins, an office area, a small network of roadways and drives, and a retention pond for effluent. Undeveloped portions of the site in the north and the east will contain preserved woodland that will serve as a buffer and help screen the site.

F. Neighborhood and Surrounding Uses: The neighborhood boundaries identified for this application are:

North—Ritchie Marlboro Road

East—Capital Beltway

South—D’Arcy Road

West—Ritchie Branch

The uses surrounding the subject property are:

North—Primarily undeveloped I-3-zoned property. This property was recently the subject of a preliminary plan of subdivision, the Ritchie Hill Center (4-04184), in anticipation of a future shopping center. A very small portion of the site abuts R-T-zoned land which is open space owned by The Maryland-National Capital Park and Planning Commission.

West—An asphalt plant in the I-2 Zone.

South—A warehouse/service commercial complex is located in the I-2 Zone across D’Arcy Road from the property.

East—The Capital Beltway runs along the eastern boundary of the property.

G. Specific Special Exception Requirements:

Section 27-343.02 Concrete batching or mixing plant.

- (a) **A concrete batching or mixing plant (including the batching and mixing of cement with sand, aggregates, and water; the storage of natural materials; and the mixing of materials in trucks) may be permitted, subject to the criteria, below.**
 - (1) **Mixing plant components and other parts of the operation having the potential for generating adverse impacts (including conveying systems, concrete mixers, weighing hoppers, batching equipment, aggregate bins, truck mixing areas, truck wash-out facilities, and truck parking areas) shall**

be located at least three hundred (300) feet from the boundary lines of the subject property adjoining any land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes in a Comprehensive Design, Mixed Use, or Planned Community Zone), and one hundred (100) feet from the boundaries of the subject property adjoining any land in any Industrial Zone (or land proposed to be used for industrial purposes in a Comprehensive Design, Mixed Use, or Planned Community Zone). Other fixed installations (including automobile parking, settling ponds, and office uses) shall be located at least one hundred (100) feet from the boundaries of the subject property adjoining any land in any Residential Zone (or land proposed to be used for residential purposes in a Comprehensive Design, Mixed Use, or Planned Community Zone).

All applicable setbacks have been met by the applicant and are shown on the site plan. Since the northern portion of the site abuts residentially zoned property, a 300-foot setback has been provided which has been almost totally designated for woodland preservation.

- (2) The site plan and information accompanying the application for Special Exception shall be reproducible, or twelve (12) copies shall be submitted. In addition to the requirements of Section 27-296(c), the site plan and accompanying information shall show:**

(A) The components of the mixing plant;

The schedule of mixing plant components indicated on the applicant's site plan is as follows:

1. Building (60 feet x 82 feet, 25 feet high)
2. Vehicle parking
3. Gravel and sand stockpile (115 feet x 260 feet, max. height 12 feet)
4. Storage Bins (32 feet x 93 feet, max. height 12 feet)
5. Gravel paved mixing area
6. Truck parking
7. Water rack
8. Dumpster

9. Washout pit and collection tank
10. Collection tank
11. Conveyor belt
12. Storage tank

(B) The daily capacity of the plant;

The daily capacity of the mixing plant is approximately 200 cubic yards per day.

(C) The location of all natural material stockpiles;

The location of natural stockpiles is indicated on the site plan. It is setback over 300 feet from the D'Arcy road right-of-way and over 200 feet from the Capital Beltway.

(D) The settling ponds, if any;

There are no settling ponds.

(E) The source of water to be used in the operation;

The proposed operation will use public water supplied by WSSC. The water used for truck wash down will be recycled.

(F) Truck wash-out facilities, if any;

Truck wash-down facilities are provided in a washout pit in the middle of the lot.

(G) The methods of disposing of waste materials;

The applicant intends to dispose of waste materials in a dumpster or by hauling unsuitable material to an approved landfill, as needed. The dumpster will be screened from view from adjacent properties and the public street.

(H) The internal traffic circulation system;

Directional arrows on the plan indicate the truck and heavy vehicle circulation pattern. Visitor and employee parking have been separated from this circulation system.

(I) The truck mixing areas;

The truck mixing area will be located inside the main batching plant building.

(J) The parking and storage areas for all vehicles and equipment; and

The parking and storage for all vehicles and equipment is shown on the site plan.

(K) The identification of the trucks and heavy equipment to be used in the plant operation.

Heavy equipment utilized will include front end rubber tire loaders and concrete delivery trucks.

- (3) At least thirty (30) calendar days prior to the hearing before the Zoning Hearing Examiner, the applicant shall file a traffic analysis with the Zoning Hearing Examiner for inclusion with the original application, and send a copy to the Planning Board. The traffic analysis shall include the volume of traffic expected to be generated by the operation and shall identify the streets to be used between the site and the nearest other street (to be used) that has a minimum paved width of twenty-four (24) feet for its predominant length.**

- (4) Driveways for ingress and egress shall be identified on the site plan, and shall be located so as to not endanger pedestrians or create traffic hazards. The applicant shall identify the dust-control measures to be used on the driveways and the interior traffic circulation system. Any ingress or egress driveway shall have a minimum width of twenty-two (22) feet, and shall be paved for a distance of at least two hundred (200) feet from the boundary line of the Special Exception.**

The site plan shows driveways that are greater than 22 feet for ingress and egress. The proposed driveway shall be paved for more than 200 feet from the boundary line of the special exception. A washout pit is located in the interior of the site where the trucks will be cleaned before they leave the site to assist in controlling dust from the operation.

The applicant submitted a traffic study dated June 2005. 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*.

Review Comments – Traffic

The *Guidelines for the Analysis of the Traffic Impact of Development Proposals* and the Institute of Transportation Engineers’ *Trip Generation Manual* do not contain trip generation rates for concrete batching plants, which is a very specialized use that is extremely truck-oriented.

Existing traffic conditions were based on traffic counts done in June 2005 (prior to the end of the school year). Existing conditions within the study area are summarized as follows:

EXISTING TRAFFIC CONDITIONS			
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)
Ritchie Road and D’Arcy Road	985	1,040	A B
D’Arcy Road and Sansbury Road	10.1*	10.5*	-- --
D’Arcy Road and site entrance	future		-- --
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.			

The submitted traffic study provides an analysis for assessing the background traffic situation. This study considered the following:

- A 1.2 percent annual growth factor for through traffic along the study area roadways was used.
- Background development in the area, including over 300 approved but unbuilt residences and over 3.6 million square feet of industrial, office, and commercial development within the area, was included in the analysis. It should be noted that the Ritchie Station site is reported in the traffic study as 100,000 square feet, but is actually analyzed at 1,000,000 square feet—the latter is the correct number.

- The impact of the Smith Home Farm has not been included in the analysis. That development, which would contain over 3,000 residences plus a commercial component, has no approvals at this time.
- There are no funded roadway projects in either the county Capital Improvement Program (CIP) or the State Consolidated Transportation Program (CTP) within the study area.

Background conditions are summarized as follows:

BACKGROUND TRAFFIC CONDITIONS			
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)
Ritchie Road and D'Arcy Road	1,210	1,369	C D
D'Arcy Road and Sansbury Road	11.9*	13.1*	-- --
D'Arcy Road and site entrance	future		-- --
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.			

The applicant proposes the operation of a concrete batching plant with a capacity of 75 truckloads per day. The traffic study states that the site would generate 20 AM peak-hour trips and 10 PM peak-hour trips, with even inbound and outbound trips. These would be entirely truck trips. Another batching plant was recently reviewed (SE-4502 for Marvaco) that was much larger. During that review, staff obtained a traffic count taken during the PM peak hour on Thursday, August 4, 2005, at the main entrance to a concrete batching plant near Springfield, Virginia. It was noted that a portion of the trips at this site were passenger vehicle trips (likely by employees), and it was further noted that most truck trips were inbound while most outbound trips were automobiles. It was also observed that no passenger car equivalent (PCE) factor was applied to the actual trip generation. A PCE factor is routinely applied to large or heavy vehicles to account for their relative impact versus automobiles.

Nonetheless, even if trips are doubled during each peak hour as a means of adding employee traffic, and even if a PCE factor of 1.5 is applied, there would be no significant difference in the service levels at the critical intersections in the study area. Given that observation, the trip generation is accepted as being a reasonable estimate.

As noted above, the site is projected to generate 20 AM (10 in, 10 out) and 10 PM (5 in, 5 out) peak-hour truck trips. The staff analysis incorporates a PCE factor of 2.0 consistent with the guidelines and with published literature.

Haul routes are always important to analyses of truck-oriented uses. The trip distribution assumed for this site is as follows:

1. An estimated 20 percent of traffic would enter and leave the site from the west. Approximately 15 percent of traffic would be oriented to the north along Ritchie Road; the remaining five percent would be oriented to the south along Ritchie Road.
2. An estimated 80 percent of traffic would enter and leave the site from the east. Approximately 35 percent of traffic would be oriented to the north along Sansbury Road; the remaining 45 percent would be oriented to the south along D'Arcy Road and continue along Westphalia Road

The resulting traffic conditions with the development of the site are summarized as follows:

TOTAL TRAFFIC CONDITIONS			
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)
Ritchie Road and D'Arcy Road	1,227	1,377	C D
D'Arcy Road and Sansbury Road	13.2*	15.1*	-- --
D'Arcy Road and site entrance	Future		-- --
*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, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.			

The critical intersections providing immediate access to the subject site would operate well within the Planning Board's evaluation standards.

The traffic study also addresses Lincoln Avenue by stating that "there is currently no significant intrusion of truck traffic into the Little Washington Community, particularly along Lincoln Avenue." Nonetheless, Lincoln Avenue is shown on the assignment sheets in the traffic study as though it were intended to be utilized. Given that Lincoln Avenue and parallel Washington Avenue are primarily residential streets, neither should be used by truck traffic to or from this use. Neither DPW&T nor the State Highway Administration (SHA) had further comment on the traffic study.

The traffic study addresses safety by noting the number of accidents at the study area intersections over a three-year period covering 2001 to 2003 and computing an accident rate. At the Ritchie Road/D'Arcy Road intersection the rate is 0.2 accidents per million entering vehicles, while at the Sansbury Road/D'Arcy Road intersection the rate is 0.9 accidents per million entering vehicles. The traffic study states that rates of 2.0 and greater warrant further evaluation to determine remedial safety measures. It is agreed that the observed accident rates do not currently warrant further remedial safety measures.

Review Comments—Site Plan

Access to and circulation within the site is acceptable. A significant issue relates to a planned future extension of Hampton Park Boulevard. While the published master plan shows the future right-of-way to the west of the subject property, a change in the alignment of this roadway was made by the Planning Board during review of preliminary plan of subdivision 4-04184 for Ritchie Hill Center.

As a result of consideration of all information presented, it was determined by the Planning Board that the Ritchie Hill Center plan would be revised to show a parcel extending from the end of Ritchie Station Court to the southern end of the subject property. The parcel would be a minimum 70 feet in width to allow the future construction of the master plan road to DPW&T standards and would be dedicated upon request by DPW&T. It was also determined that the applicant shall dedicate all needed slope and drainage easements associated with the master plan road extension on the site, provided that a construction schedule is established to ensure its extension to D'Arcy Road. Finally, it was stated that the easement would be extinguished if the master plan road were removed by a future master plan document.

The above-mentioned easement originally was designed to enter the subject property from the north adjacent to the right-of-way for the Capital Beltway. However, it has been determined that this alignment along the right-of-way cannot be built because it would access D'Arcy Road too close to the Capital Beltway overpass and create an unsafe situation. After discussions with the Department of Public Works and Transportation, a new alignment was recommended to ensure that the master-planned right-of-way can be implemented. It is recommended that the applicant make provision for this roadway by showing a 70-foot easement across the rear of the property to connect through to the asphalt plant property to the west. This new alignment will allow for the roadway connection originally envisioned by the master plan to connect to Hampton Park Boulevard. The requirements regarding this easement should be similar to the requirements placed upon the easement within the Ritchie Hill site.

D'Arcy Road is a master plan collector facility. The proposed site plan makes adequate provision for the dedication of 40 feet from centerline along this roadway.

Conclusion

The Transportation Planning Section finds that the proposal for a concrete batching plant would not pose unanticipated capacity or safety issues on adjacent roadways. In order to minimize impacts on the master plan and on existing communities in the area, however, the implementation of the conditions listed below is recommended:

- a. Truck traffic associated with the proposed use shall be prohibited from utilizing Lincoln Avenue and/or Washington Avenue as a route of travel between D'Arcy Road and Sansbury Road.
 - b. The plan shall be revised to show an easement with a minimum width of 70 feet to allow the future construction of Hampton Park Boulevard to DPW&T standards.
- (5) In addition to the requirements of Section 27-296(c), all applications shall be accompanied by the following:**

- (A) A stormwater concept plan approved pursuant to Section 4-322 of this Code;**

A Stormwater Management Concept Plan has been approved for this project.

- (B) A preliminary noise assessment;**

The subject property is located partially within the Airport Installation Compatible Use Zone (AICUZ) Study for Andrews Air Force Base and abuts the Capital Beltway (I-95), a freeway, both of which are noise generators. Furthermore, the proposed activity is considered a noise source and therefore was evaluated for noise impacts on adjacent residentially zoned properties.

A noise study for the proposed development was submitted with the review package upon request and reviewed by the staff of the M-NCPPC Environmental Planning Section. The study evaluated potential noise impacts from the batching plant activities on nearby residential uses. Staff agrees with the methodology and conclusions of the study, which state that the noise levels at the property line will be 50-62 dBA. A "day-night" level was not used in this calculation because the use will not be active at night.

Results from the analysis reflect no adverse noise impact on any nearby residential developments. Although the operation is considered a noise source, it is located quite some distance away from designated residential areas. Currently, there are no existing residential uses within 1,200 feet of the proposed concrete batching plant. The noise study recommends that the backing of trucks be

minimized. The site plan has been designed to create a circulation pattern that minimizes the backing of trucks.

(D) A horizontal profile illustrating all structures and stockpiles; and

A horizontal profile has been submitted showing the elevations of the structures on the property. Views of the proposed development are shown from D'Arcy Road to the M-NCPPC property (Section A) and from the Francis O'Day Company property to the Capital Beltway (Section B). Some materials are proposed to be stored in an aggregate material storage compound in which will be placed in the middle of the site.

(E) A grading plan that illustrates existing and proposed topography.

The special exception site plan includes a grading plan that indicates the limits of disturbance. Tree preservation areas are shown at the rear of the site on its northern property line and along most of the site's frontage along the Capital Beltway on the eastern portion of the site.

- (b) All information required as part of the Special Exception application shall be referred to the Prince George's County Department of Public Works and Transportation, Prince George's County Soil Conservation District, Washington Suburban Sanitary Commission, Prince George's County Department of Environmental Resources, Maryland State Highway Administration, Maryland State Department of Health and Mental Hygiene, and Maryland State Water Resources Administration for comment. These agencies shall be given forty-five (45) calendar days to reply. A copy of the same information shall also be submitted to the Prince George's County Sand and Gravel Advisory Committee.**

All referrals relative to this case have been included with the technical staff report. The following agencies have not responded to this application: Prince George's County Department of Environmental Resources, WSSC, Maryland Department of Human Resources, Maryland State Department of Health and Mental Hygiene, and Maryland State Water Resources Administration.

- (c) On land which is located within a Chesapeake Bay Critical Area Overlay Zone, wash plants, including ponds, spoil sites, and equipment are prohibited within the Buffer, as defined in the Conservation Manual. No new concrete batching or mixing plant shall be approved, and no such operation presently in existence or previously approved shall be permitted to continue or commence where any of the following circumstances are present:**
- (1) Habitat protection areas have been or may be designated on the subject property, in accordance with criteria set forth in the Conservation Manual;**

- (2) **The use is located within the Buffer, as defined in the Conservation Manual;**
- (3) **The use would result in the substantial loss of long-range (twenty-five (25) years or more) productivity of forest and agriculture, or would result in a degrading of water quality; or**
- (4) **The subject property contains highly erodible soils.**

The site is not located within the Chesapeake Bay Critical Area Overlay Zone.

- H. Parking Regulations:** The proposed industrial use requires 10 parking spaces and 1 loading space. The site plan shows 19 parking spaces, which includes 1 handicapped parking space. The site plan is in conformance with the requirements of Part 11 of the Zoning Ordinance.
- I. Landscape Manual Requirements:** Sections 4.2 Commercial and Industrial Landscaped Strip Requirements, 4.3 Parking Lot Requirements, and 4.7 Buffering Incompatible Uses of the *Landscape Manual* are applicable to the subject property. The applicant has included schedules regarding 4.2, for the landscape strips required for both D'Arcy Road and the Capital Beltway, 4.3 and 4.7 of the *Landscape Manual*, and has demonstrated compliance with all of these sections. Urban Design Section has also recommended that additional Leyland Cypress be added to Bufferyard B to ensure that the site is adequately screened from the Capital Beltway.
- J. Architecture:** A review of the provided materials indicates that elevation drawings indicating architectural design and materials to be utilized for the proposed building on the property have not been submitted. Although a commercial and industrial landscape strip is provided along D'Arcy Road per Section 4.2 of the *Landscape Manual*, it would appear that the proposed building will be somewhat visible from the street frontage. Therefore, the Urban Design Section recommends that the applicant be required to submit elevation drawings for the proposed project and that they be deemed acceptable by the Urban Design Section as designee for the Planning Board prior to the issuance of any building permits.
- K. Sign Regulations:** No signs have been proposed for this development.
- L. Required Findings:**

Section 27-317(a) of the Zoning Ordinance provides that a special exception may be approved if:

- (1) **The proposed use and site plan are in harmony with the purposes of this Subtitle.**

The primary purposes of the Zoning Ordinance are to protect the public health, safety and welfare; to promote the most beneficial relationship between the uses of land and buildings; and to protect landowners from adverse impacts of adjoining development. This site is located in the middle of an existing industrial area. The development is

concentrated in the western portion of the site that is adjacent to another heavy industrial use, an asphalt plant, and includes tree save areas abutting the residentially zoned property to the north and the Capital Beltway to the east. The development with the recommended modifications will result in a use and site plan that will be in harmony with the purposes of Subtitle 27.

(2) The proposed use is in conformance with all the applicable requirements and regulations of this Subtitle.

With recommended conditions, the proposed use and accompanying site and landscape plan are in conformance with all applicable requirements and regulations of the Zoning Ordinance. The applicant has submitted a revised plan that adequately addresses all the comments included in the July 20th memorandum from the Permit Review staff concerning compliance with zoning requirements.

(3) The proposed use will not substantially impair the integrity of any validly approved Master Plan or Functional Master Plan, or in the absence of a Master Plan or Functional Map Plan, the General Plan.

The 1985 approved master plan and 1986 adopted sectional map amendment for Suitland-District Heights and vicinity, Planning Areas 75A and 75B, recommended industrial land use for this site, which is consistent with the concrete batching operation. The site is part of a cluster of I-2-zoned properties in the middle of a concentration of industrially zoned properties (I-1, I-3, and I-4, which abut the Capital Beltway from Central Avenue south to the Suitland Parkway). The development of this project on the subject property is consistent with this planned land use pattern and will not substantially impair the integrity of the approved Master Plan for the area.

(4) The proposed use will not adversely affect the health, safety or welfare of residents or workers in the area.

The proposed use will not adversely affect the health, safety or welfare of residents or workers in the area. The development is in compliance with all development standards and actually exceeds the Landscape Manual requirements because plants have been added to screen the development from the Capital Beltway in addition to the requirements of Section 4.2. This landscaping is in addition to the woodland preservation areas on the site. To minimize truck traffic and its possible impact on residents in the area, the plant will limit its production to weekdays. In addition, staff is recommending that truck traffic associated with the proposed use be prohibited from utilizing Lincoln Avenue and/or Washington Avenue as a route of travel between D'Arcy Road and Sansbury Road.

(5) The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood.

The concrete batching plant is to be built in an industrial area that abuts the Capital Beltway. This property is part of a cluster of I-2 (Heavy Industrial) zoned properties. The I-2 zone is the only zone in the county that is intended to allow for highly intensive industrial and manufacturing uses such as this one. The development will be built to modern standards and will actually enhance this industrial area where landscaping and attractive site design are largely lacking since much of the development was built before current landscaping standards were imposed. In addition, the development is preserving an excess of .77 acre (for a total of 2.69 acres) of on-site woodland in two concentrated areas that will result in even further screening of the proposed industrial use.

(6) The proposed site plan is in conformance with an approved Tree Conservation Plan.

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 Type I Tree Conservation Plan (TCPI/24/05) as submitted was reviewed and was found to require additional information and revisions to meet the technical requirements of the Woodland Conservation Ordinance.

The woodland conservation threshold for the site is 1.19 acres of the net tract. An additional 0.60 acre is required due to the removal of woodlands for a total requirement of 1.79 acres of woodland conservation. The plan shows the requirement being met with 2.56 acres of on-site woodland conservation, which is 0.77 acre in excess of the required amount of woodland. The plan as submitted, however, is without the required standard Type I tree conservation plan notes; slopes are not shown as required and previously dedicated land is not identified. The expanded buffer should be renamed primary management area. The computation worksheet needs to be revised to reflect all required changes including the master plan right-of-way road easement. It is recommended that these technical changes be made to the Type I Tree Conservation Plan (TCPI/24/05) prior to the issuance any building permits for the special exception.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and recommends to the District Council for Prince George's County, Maryland that the above-noted application be APPROVED, subject to the following conditions:

1. Truck traffic associated with the proposed use shall be prohibited from utilizing Lincoln Avenue and/or Washington Avenue as a route of travel between D'Arcy Road and Sansbury Road.

2. Prior to the issuance of any building permits, the following revisions shall be made and/or additional information submitted for approval by staff:
 - a. The plan shall be revised to show an easement with a minimum width of 70 feet to allow the future construction of Hampton Park Boulevard to DPW&T standards. This easement shall extend from the western property line through the site to the Francis O'Day Company's site per DPW&T's revised recommendations. This easement shall be recorded prior to building permit for this use and shall be publicly dedicated upon request by DPW&T. The applicant shall also dedicate all needed slope and drainage easements associated with the master plan road extension on the site upon request of DPW&T, provided a construction schedule is established to ensure the completion of the master plan road south to D'Arcy Road. This easement shall be extinguished if the master plan road is removed by a subsequent master plan document.
 - b. The forest stand delineation shall be revised to reflect the correct acreage for the subject property, consistent with the special exception application.
 - c. The Type I Tree Conservation Plan (TCPI/24/05) shall be revised as follows:
 - (1) Include standard notes required exclusively for Type I tree conservation plans.
 - (2) Correctly show and account for the disposition of all specimen trees on-site in a table format.
 - (3) Remove from the plan all soils information.
 - (4) Show limit of disturbance on the plan and include in the legend.
 - (5) Remove the right-of-way easement area from the calculation computation worksheet. Revise worksheet accordingly.
 - (6) Show proposed contours for the stockpiles.
 - (7) Show all required slopes on the TCPI.
 - (8) Show the location and acreage of previously dedicated land or delete it from the worksheet if it was not previously dedicated.
 - (9) Re-label the expanded buffer as a primary management area and show it on the TCPI.
 - (10) Show conceptual grading and all building locations.

- (11) Revise the computation worksheet as necessary after the other revisions have been made.
 - (12) Correct the site acreage to be consistent with the rest of the plans.
 - (13) When all the revisions have been completed, the plan shall be reviewed, sealed, signed, and dated by the qualified professional who prepared the plan.
 - d. Elevation drawings for the proposed building shall be reviewed and approved by the Urban Design Section as designee of the Planning Board prior to issuance of building permits.
3. The applicant in conjunction with the Prince George's County Department of Public Works and Transportation will study truck traffic from D'Arcy Road through Sansbury Road to determine if there are any techniques that could be used to "calm" truck traffic so that any potential impact on the nearby residential areas, including the community of Little Washington is minimized. The applicant shall coordinate with the Prince George's County Department of Public Works and Transportation and representatives of Little Washington Civic Association and provide the necessary traffic data for specified "traffic calming devices" to be installed at those appropriate points on Lincoln Avenue and Washington Avenue as well as other roads, including those relevant portions of D'Arcy and Sansbury Roads, which have been identified as principal routes to be utilized by the applicant in the operation of his business. Any "traffic calming devices" required to be paid for by the applicant, shall be authorized by the Prince George's County Department of Public Works and Transportation, or its designee.

* * * * *

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 Vaughns, seconded by Commissioner Eley, with Commissioners Vaughns, Eley Squire, and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, January 26, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of February 2006.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:TB:bjs

(Revised 8/9/01)