

A M E N D E D   R E S O L U T I O N

WHEREAS, Manokeek is the owner of a 25.04-acre parcel of land known as Parcel 137, Tax Map 161, Grid D-2, said property being in the 5th Election District of Prince George's County, Maryland, and being zoned M-X-T; and

WHEREAS, on January 31, 2001, Manekin, LLC filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 10 lots; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-01012, Manokeek 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 April 5, 2001, 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 April 5, 2001, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application; and

\*WHEREAS, on June 6, 2002, the Planning Board approved a reconsideration of Condition 6 of the original approval on the basis of good cause; and

\*WHEREAS, in approving the reconsideration request, the Planning Board found that the trip cap generated from the original traffic analysis was low and that there was reason to believe that additional development would not create unacceptable traffic conditions, and the condition was unnecessarily burdensome; and

\*WHEREAS, staff analyzed the traffic data presented by the applicant, found it to be acceptable and found that traffic generated by additional development on site would still fall within acceptable levels; and

\*WHEREAS, the Planning Board, on September 11, 2002, approved a modification to Condition 6 to allow up to 297 AM peak hour and 760 PM peak hour trips.

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

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Conservation Plan (TCPI/52/97), and further APPROVED Preliminary Plan of Subdivision 4-01012, Manokeek for Lots 1-10 and Parcel A with the following conditions:

1. During the review of each Detailed Site Plan the applicant, his heirs, successors and/or assignees shall provide the Environmental Planning Section with the proposed uses for the lot, identify the location of all noise generators on the lot, and show the location of all existing dwellings and dwellings under construction within 500 feet of the proposed noise generator. If dwellings are located within 500 feet of the proposed noise generator, a noise study shall be prepared and submitted for review. The noise study shall reflect the location on the 65 dBA noise contour generated from the proposed development, with respect to all dwellings in the study area and proposed noise attenuation measures that will be provided if needed.
2. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCPI/52/97). 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/52/97), 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/Tree Preservation Policy.”
3. A Type II Tree Conservation Plan shall be approved at the time of Detailed Site Plan.
4. The following note shall be placed on the final plat:

“An automatic fire suppression system shall be provided in all proposed buildings in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.”
5. Development of this site shall be in conformance with the approved Stormwater Concept Plan, Concept #8001460-1998-00, or any revisions thereto.
6. [Total development within the subject property shall be limited to 220,000 square feet of mixed retail and office space, or to different uses allowed under the governing Conceptual Site Plan which generate no more than the number of peak hour trips (185 AM peak hour trips and 760 PM peak hour trips) generated by the above development. Any development other than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.]

\*Total development within the subject property shall be limited to 220,000 square feet of

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mixed retail and office space; or to different uses allowed under the governing Conceptual Site Plan which generate no more than the number of peak hour trips (297 AM peak hour trips and 760 PM peak hour trips) generated by the above development. \*  
Any retail uses (except for gas stations and related uses) should be considered to be part of the overall retail gross floor area for purposes of determining trip cap conformance.  
Any development other than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

7. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, or (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:

MD 228 at Manning Road:

- a. Prior to the approval of the Detailed Site Plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to the State Highway Administration (SHA) and the county Department of Public Works and Transportation (DPW&T) for the intersection of MD 228 and Manning Road. If deemed warranted by the SHA and the DPW&T, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit, and install the signal if directed prior to the release of the bonding for the signal.
- b. Provide the following lane configuration at MD 228 and Manning Road:
  - (1) Along the eastbound approach, two through lanes and an exclusive right-turn lane (exclusive left-turn lanes are being built along eastbound and westbound MD 228 as part of the project which is being completed).
  - (2) Along the northbound Manning Road approach, an exclusive through lane, dual left-turn lanes and an exclusive right-turn lane. Per direction of the SHA, the right-turn lane should be designed as a free-flow channelized lane.
8. At the time of Detailed Site Plan, the transportation staff will ensure that each exit from Pod 1 onto Manning Road allows for a two-lane exit. The transportation staff will also ensure that appropriate acceleration and deceleration lanes are provided to serve Pod 1 as a part of frontage improvements along Manning Road.
9. At the time of final plat approval, the applicant shall dedicate a right-of-way along Manning Road as shown on the submitted preliminary plan. Improvements within the dedicated right-of-way shall be determined by DPW&T.

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10. No permits for residential uses shall be issued without approval of a new preliminary plan, at which time an adequacy test for public schools can be performed.

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 on the southwest side of Berry Road (MD 228), southeast of Indian Head Highway (MD 210).
3. Environmental Issues - This 26.04-acre property in the M-X-T Zone is a portion of a larger property that was last reviewed by the Environmental Planning Section in conjunction with CSP-99050. A review of the available information indicates that the site is not encumbered with streams, wetlands, wetland buffers, 100-year floodplain, severe slopes, and steep slopes with highly erodible soils. A 100-foot-wide PEPCO power line easement bisects the site generally along the property lines between proposed Lots 4 and 5. No adverse noise impacts from off-site properties have been identified which would limit development of this site for commercial purposes. The soils found to occur, according to the Prince George's County Soil Survey, include Beltsville sandy loams which have limitations with respect to slow permeability but would not adversely affect the development of this site. The site is in Water and Sewer Category 3 and will be served by public systems. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened or endangered species found to occur in the immediate vicinity of this property. There are no scenic or historic roads in the vicinity.

A Forest Stand Delineation (FSD) as submitted and reviewed in conjunction with the previous reviews for this site was found to meet the requirements for an FSD. No further information is required.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because there is a previously approved Type I Tree Conservation Plan (TCPI/52/97), which was approved in conjunction with Preliminary Plan 4-97091 and subsequently revised in conjunction with CSP-99050. TCPI/52/97 has been revised to address requirements previously identified by the Environmental Planning Section. TCPI/52/97, as revised on February 20, 2001 and as received by the Subdivision Section on February 23, 2001, satisfies the requirements of the Prince George's County Woodland Conservation Ordinance and is approved.

No adverse noise impacts have been identified which would impact this site. However,

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future uses proposed for this subdivision could be noise generators that would impact the nearby residential neighborhoods. The appropriate time to address this issue is during the review of the Detailed Site Plan for each lot or combination of lots. At that time the applicant will be able to identify each of the proposed uses on each lot and identify if that use would generate noise which could adversely impact dwellings in the vicinity.

No other significant environmental constraints have been identified for this property.

4. Community Planning - The 1993 *Subregion V Master Plan* included this 26-acre property as part of a larger 96-acre tract that is recommended for mixed-use development on both sides of MD 228 east of MD 210. The 1993 *Subregion V Sectional Map Amendment (SMA)* classified this property in the M-X-T Zone via Amendment 12 in Council Resolution CR-60-1993, which approved the master plan and SMA. The proposed preliminary subdivision is consistent with the land use recommendations of the 1993 *Master Plan for Subregion V* for mixed-use development and the M-X-T Zone as approved in the 1993 *Subregion V Sectional Map Amendment*.
5. Parks and Recreation - The proposal is exempt from the mandatory park dedication requirements of Section 24-134 of the Subdivision Regulations because no residences are proposed.
6. Trails - There are no master plan trails issues associated with this application.
7. Transportation - The applicant prepared a traffic impact study dated May 2000 that was prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals (Guidelines)*. Inasmuch as that previous study, which was prepared in support of Conceptual Site Plan SP-99050, is less than one year old and there has been no significant change in background development or other underlying assumptions since its preparation, it has been deemed acceptable for use in developing findings for the subject application. Therefore, the Transportation Planning Section has reviewed the application and the study, and the findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff which are consistent with the *Guidelines*.

The applicant prepared a traffic impact study in support of the Conceptual Site Plan application, SP-99050, using new counts taken in April 2000, and this study, being less than one year old, has been deemed acceptable for use in developing findings for the subject application. The traffic impact study analyzed the following intersections:

MD 210/MD 228 - signalized now and in the future

MD 228 WB left/MD 210 SB left - under construction now; signalized in the future

MD 228/Manning Road - unsignalized now; signalized in the future

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Manning Road/Sr. Living Ent. - future; unsignalized - not relevant to subject application

Manning Road/Retail North Ent. - future; unsignalized

Manning Road/Retail South Ent. - future; unsignalized

With the development of the subject property, the traffic consultant determined that adequate transportation facilities in the area can be attained with four improvements in place:

- a. The widening of MD 228 to four lanes, which is currently operational.
- b. The reconfiguration of the MD 210/MD 228 intersection, which is currently operational.
- c. The signalization of the MD 228/Manning Road intersection, along with needed upgrades to the Manning Road approaches to the intersection.
- d. The installation of a roundabout along Manning Road just north of MD 228 to serve the uses planned for the site on the north side of MD 228.

The applicant proposed to construct the improvements proposed above which are not currently under construction.

#### Staff Analysis of Traffic Study

Existing conditions in the vicinity of the subject property are summarized as follows:

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EXISTING CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210/MD 228	992	1,335	A	D
MD 228 WB left/MD 210 SB left	planned			
MD 228/Manning Road	39.9_	51.2_	--	--
Manning Road/Retail North Entrance	planned			
Manning Road/Retail South Entrance	planned			
<p>_In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i>, an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.</p>				

A review of background development in the area was conducted by the applicant. The traffic study also includes a growth rate of 1.5 percent per year along MD 210 and MD 228 to account for growth in through traffic. The widening of MD 228 to a four-lane divided highway between MD 210 and the Mattawoman Creek is currently funded for construction in the State Consolidated Transportation Program (CTP). This project, which includes a major reconfiguration of the MD 210/MD 228 intersection, is currently operational but was considered to be a part of the background traffic situation in the traffic study. Background traffic conditions (existing plus growth in through traffic plus traffic generated by background developments) are summarized below:

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BACKGROUND CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210/MD 228	928	1,001	A	B
MD 228 WB left/MD 210 SB left	341	912	A	A
MD 228/Manning Road	46.4_	70.0_	--	--
Manning Road/Retail North Entrance	planned			
Manning Road/Retail South Entrance	planned			
<u>In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i>, an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures and should be interpreted as excessive.</u>				

The original Conceptual Site Plan presumed the development of three “pods,” with two pods north of MD 228 and one to the south. The subject application is limited to Pod 1, which is the one south of MD 228. Relevant staff assumptions regarding site trip generation are listed below:

- a. Pod 1, the portion south of MD 228, is proposed to contain up to 220,000 square feet of commercial space, with a minimum of 15,000 square feet of office space. The traffic study assumes 220,000 square feet of retail space. In the staff’s analysis, we will utilize 205,000 square feet of retail space and 15,000 square feet of office space, and consider the numbers in the traffic study as a maximum. Also, the staff’s analysis will consider retail uses which generate AM peak hour traffic.
- b. The *Guidelines* allow a percentage of retail trips to be considered as pass-by trips, i.e., trips which are already on the roadway. With a potential for as much as 422,500 square feet of retail space on the site, the *Guidelines* would suggest a 40 percent pass-by rate. Given that the property straddles a major highway, however, we do not believe that the property will function as a single large retail center but rather as two smaller centers, suggesting that a slightly higher pass-by rate would apply. The traffic study assumed pass-by rates of 46 percent and 48 percent for the south and north sides of MD 228. The staff agrees with the assumption, but prefers to use a single rate of 47 percent for both sides of the

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highway.

The table below shows the site trip generation, as assumed by the transportation staff and incorporated in the transportation staff's recommendations:

<b>SITE TRIP GENERATION - MANOKEEK M-X-T</b>				
Area/Use	Pass-By Trips - in/out (AM & PM)		Net New Trips (AM & PM)	
Pod 1 - Retail - 205,000 square feet	45/45	308/308	104/51	348/348
Pod 1 - Office - 15,000 square feet	0/0	0/0	27/3	5/23
Pod 1 - Total Net Trips	----	----	131/54	380/380
Pod 2 - Total Net Trips - NOT PART OF THIS APPLICATION	----	----	198/46	159/207
Pod 3 - Total Net Trips - NOT PART OF THIS APPLICATION	----	----	104/43	262/262

Total traffic under future conditions without improvements, as analyzed by the transportation staff, is summarized below:

<b>TOTAL TRAFFIC CONDITIONS W/O IMPROVEMENTS</b>				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210/MD 228	934	1,014	A	B
MD 228 WB left/MD 210 SB left	367	1,000	A	A
MD 228/Manning Road	82.3_	245.5_	--	--
Manning Road/Retail North Entrance	9.7_	34.1_	--	--
Manning Road/Retail South Entrance	9.6*	12.4*	--	--
_In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i> , an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures and should be interpreted as excessive.				

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With improvements to the northbound leg of Manning Road at the MD 228 intersection which were conditions of approval for the Conceptual Site Plan, total traffic would be as summarized below:

<b>TOTAL TRAFFIC CONDITIONS WITH IMPROVEMENTS</b>				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 210/MD 228	958	1,053	A	B
MD 228 WB left/MD 210 SB left	412	1,110	A	B
MD 228/Manning Road	902	1,285	A	C
Manning Road/Retail North Entrance	9.7_	34.1_	--	--
Manning Road/Retail South Entrance	9.6*	12.4*	--	--
_In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i> , an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures and should be interpreted as excessive.				

With the planned development and the improvements to the northbound leg of Manning Road at the MD 228 intersection which have been made a condition of the Conceptual Site Plan approval, all intersections within the study area for this application operate acceptably in both weekday peak hours. The applicant will be required to construct all improvements needed to relieve any inadequacies identified under the Total Traffic condition.

\*The development quantity was shown in the traffic study provided by the applicant dated May 2000. The PM trip generation potential was shown; the traffic study did not assume any AM trip generation, but staff's review did consider AM trip generation consistent with the *Institute of Transportation Engineers' Trip Generation Manual*. Subsequently, the applicant submitted detailed site plan SP-01036, which showed a number of uses, particularly upon planned pad sites, which would normally generate vehicle travel in both peak hours. In order to proceed forward with development as suggested by that site plan, the applicant desires to modify the AM portion of the trip cap.

\*In reviewing the record for the subdivision case, the transportation staff includes the

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summary table of services levels that was developed by staff and presented to the Planning Board in the technical staff report:

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<b><u>TOTAL TRAFFIC CONDITIONS WITH IMPROVEMENTS</u></b>				
<u>Intersection</u>	<u>Critical Lane Volume (AM &amp; PM)</u>		<u>Level of Service (LOS, AM &amp; PM)</u>	
<u>MD 210/MD 228</u>	<u>958</u>	<u>1053</u>	<u>A</u>	<u>B</u>
<u>MD 228 WB left/MD 210 SB left</u>	<u>412</u>	<u>1110</u>	<u>A</u>	<u>B</u>
<u>MD 228/Manning Road</u>	<u>902</u>	<u>1285</u>	<u>A</u>	<u>C</u>
<u>Manning Road/Retail North Entrance</u>	<u>9.7</u>	<u>34.1</u>	<u>--</u>	<u>--</u>
<u>Manning Road/Retail South Entrance</u>	<u>9.6</u>	<u>12.4</u>	<u>--</u>	<u>--</u>
<u>In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i>, an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.</u>				

\*The AM peak hour clearly was not critical to the development of the site; service levels during the AM peak hour are Level-of-service (LOS) A in all cases. When SP-01036 was reviewed, the transportation staff developed the following table in consideration of the uses shown on the site plan:

<b><u>Trip Generation of Subject Plan</u></b>			
<u>Use</u>	<u>Quantity</u>	<u>AM Trips</u>	<u>PM Trips</u>
<u>Retail (assuming 50 percent pass-by)</u>	<u>142,390 square feet</u>	<u>99</u>	<u>456</u>
<u>Fast Food (assuming 50 percent pass-by)</u>	<u>2,800 square feet</u>	<u>70</u>	<u>47</u>
<u>Gas Station (assuming 12 fueling positions/car wash and 60 percent pass-by)</u>	<u>4,000 square feet</u>	<u>51</u>	<u>63</u>
<u>Bank (assuming 50 percent pass-by)</u>	<u>2,400 square feet</u>	<u>15</u>	<u>66</u>
<u>Day Care (assuming 65 percent pass-by)</u>	<u>8,852 square feet</u>	<u>14</u>	<u>15</u>
<b><u>Total - As proposed on SP-01036</u></b>		<b><u>249</u></b>	<b><u>647</u></b>

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**Total - Trip Cap for 4-01012****185****760**

\*The above table indicates that the proposed development was well within the PM peak hour trip cap, but exceeded the AM peak hour trip cap. Although a fast food restaurant and a bank are certainly uses that would be anticipated within a retail center, a gas station/car wash and a day care facility are atypical, and the trip impacts of such uses should be not be considered as general retail space.

\*Intersections in the vicinity of the site will operate at LOS A during the AM peak hour with the development of the subject property. Staff would have recommended approval of a higher trip cap on the site during the AM peak hour; the applicant simply had not asked for it when the subdivision was originally reviewed. Therefore, the transportation staff suggests that Condition 6 be revised as follows:

\*1. The AM trip cap should be revised to 297 trips. This will allow for separate consideration of the day care facility and the gas station/car wash as trip generators, while allowing further expansion of more typical retail uses on the site.

\*2. Add the following sentence to the condition so that the condition will be applied fairly in the future: "Any retail uses (except for gas stations and related uses) should be considered to be part of the overall retail gross floor area for purposes of determining trip cap conformance." This is very consistent with the approach used for other retail centers in the county.

Plan Comments

MD 210 is a Master Plan freeway (F-11 in the *Subregion V Master Plan*) and MD 228 is a planned expressway facility (E-7 in the same plan). The conceptual plan makes provision for these facilities. The *Subregion V Master Plan* also recommends a future grade-separated interchange at the MD 228/Manning Road intersection. It was not immediately clear that the plan, when submitted, made adequate provision for this future interchange. The transportation staff initially believed additional frontage along MD 228 and a larger area adjacent to the MD 228/Manning Road intersection was needed to accommodate the interchange. During review of this plan, however, the State Highway Administration determined that the existing right-of-way plus any right-of-way planned for dedication by the applicant would be sufficient to accommodate future improvements at this location. Therefore, the transportation staff has determined that no additional right-of-way for the MD 228/Manning Road interchange must be provided by this plan. The transportation staff does advise that similar discussions occur with planning staff and the State Highway Administration when other portions of the Manokeek Conceptual Site Plan which are north of MD 228 are proposed for subdivision.

Manning Road is a master plan collector (C-526 in the *Subregion V Master Plan*). The

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alignment shown on the submitted plan generally conforms to the Master Plan concept.

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 if the application is approved with several transportation-related conditions included in the staff recommendation.

8. Schools - The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.01 and 24-122.02 of the Subdivision Regulations and the *Regulations to Analyze the Development Impact on Public School Facilities* (revised January 2001) (CR-4-1998). The proposed subdivision is exempt from the Adequate Public Facilities test for schools because it proposes commercial uses. However, residential uses are permitted in the M-X-T Zone. If such uses are proposed, a new preliminary plan will be required to address adequacy issues.
9. Fire and Rescue - The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities.
  - a. The existing fire engine service at Accokeek Fire Station, Company 24, located at 16111 Livingston Road, has a service response time of 2.25 minutes, which is within the 3.25-minute response time guideline.
  - b. The existing ambulance service at Accokeek Fire Station, Company 24, has a service response time of 2.25 minutes, which is within the 4.25-minute response time guideline.
  - c. The existing paramedic service at Allentown Road Fire Station, Company 47, located at 10900 Fort Washington Road, has a service response time of 8.83 minutes, which is beyond the 7.25-minute response time guideline. The nearest fire station, Accokeek, Company 24, is 2.25 minutes from the development. This facility would be within the recommended response time for paramedic service.
  - d. The existing ladder truck service at Oxon Hill Fire Station, Company 21, located at 7600 Livingston Road, has a service response time of 13.80 minutes, which is beyond the 4.25-minute response time guideline.

These above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*. To alleviate the negative impact on fire and rescue services due to the inadequate service discussed above, the Fire Department recommends that all commercial structures be fully sprinklered in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County Laws.

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10. Police Facilities - The proposed development is within the service area for District IV-Oxon Hill. In accordance with Section 24-122.1(c)(1)(A) and (B) of the Subdivision Regulations of Prince George's County, staff concludes that the existing county police facilities will be adequate to serve the proposed Manokeek development.
11. Health Department - The Health Department reviewed the application and offered no comments.
12. 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, # 8001460-1998-00, was approved with conditions on November 17, 2000, to ensure that development of this site does not result in on-site or downstream flooding. This approval is valid through June 8, 2003. Development must be in accordance with this approved plan.
13. Public Utility Easement - The preliminary plan includes the required 10-foot-wide Public Utility Easement. This easement will be included on the final plat.

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.

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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 Brown, seconded by Commissioner Scott, with Commissioners Brown, Scott, Lowe, Eley, and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, September 12, 2002, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 10th day of October 2002.

Trudye Morgan Johnson  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:JD:rmk

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