



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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PGCPB No. 16-127

File No. DSP-87048-50

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on November 10, 2016 regarding Detailed Site Plan DSP-87048-50 for Six Flags America, the Planning Board finds:

1. **Request:** This application was filed to obtain approval of a revision to Detailed Site Plan DSP-87048 to add and construct a new attraction within the amusement park. The new ride is known as the "Starflyer," which consists of a 242-foot-high attraction in the form of a star, in which swings are attached. The ride twirls as it moves upward and downward. The "Starflyer" will be located in the northeastern area of the amusement park and replaces a previous ride known as the "Iron Eagle."

2. **Development Data Summary:**

Zone(s):	R-A and R-S
Use:	Commercial Recreational Attraction
Acreage:	265.62
Area of Disturbance:	15,105 square feet

Parking: The parking requirements for a commercial recreational attraction are set by the approved special exception and the associated concept plan. Special Exception applications SE-2635 and SE-3400 found that the parking which was approved at the time of those applications was sufficient for the needs of the Six Flags America Commercial Recreational attraction, as it was then shown on the concept plan, although a provision was made for additional parking to be provided if the park's operating experience showed it to be necessary. Twenty-four-hundred additional parking spaces were added during the 1999 season. The applicant has stated that ample parking was available during the 2016 season. The addition of the "Starflyer" is not expected to necessitate more parking than is currently available on-site. The plan demonstrates four parking compounds, three of which are for patrons and one of which is for employee only. The parking for the patrons total 4,493 spaces. The plan does not identify the number of spaces for the employee parking compound. In addition, there are 57 bus parking spaces for the facility.

3. **Location:** The Six Flags America Amusement Park is located north of Central Avenue (MD 214), with the main entrance approximately one mile east of Church Road. The site is in Planning Area 74A, Council District 6.

4. **Surrounding Uses:** To the north, the park adjoins an existing residential neighborhood, Woodmore Meadows. To the west, the park adjoins Potomac Electric Power Company (PEPCO) transmission right-of-way and the existing Kettering residential neighborhood. To the east, the park is adjacent to the Belt Woods, an area of historic and undisturbed old-growth forest.

The proposed "Starflyer" ride will be located approximately 675 feet west of the Partnership Historic Site, which is in ruinous condition.

5. **Previous Approvals:** The site is the subject of the approved special exception plans for the commercial recreational attraction use, SE-2635 and SE-3400. Special Exception SE-2635 was first approved in 1972, while Special Exception SE-3400 was first approved in 1983 by District Council Order 11-1999. As required by Section 27-342 of the Zoning Ordinance, a conceptual site plan was approved as part of SE-2635 and SE-3400 generally establishing the park layout. On June 24, 1985, the District Council approved an amendment to the conceptual site plan for SE-2635 and SE-3400. Following the original approval of Special Exception applications SE-2635 and SE-3400, the applicant filed a Detailed Site Plan (DSP-87048) for the park, which has been revised numerous times, to approve in detailed form the rides that were approved on the conceptual site plan, as well as to adjust other aspects of the park over the course of its operations. On June 11, 1987, the Planning Board approved the first Detailed Site Plan, DSP-87048, for the property, then known as "Wild World."

When Six Flags America assumed ownership of the property in January 1992, it filed a revision to the DSP to obtain permission to add certain new rides for the 1992 season. Similarly, in anticipation of the 1993 and 1994 seasons, as noted above, Six Flags filed conceptual site plan revision applications and DSP revisions. Approximately 49 revisions to the DSP have been filed since 1987 and approved to allow for further improvements and enhancements to the commercial recreational attraction.

Detailed Site Plan DSP-87048-43 was reviewed by the Planning Board and was approved on February 19, 2009 to permit two new rides, the "Tony Hawk Half Pipe" and the "Speed Slide."

Detailed Site Plan DSP-87048-44 was approved at the Planning Director level on November 16, 2009 to add a warehouse and revise the handicap parking in the west overflow lot.

Detailed Site Plan DSP-87048-45 was reviewed by the Planning Board and was approved on April 22, 2010 to construct "Thomas Town," which includes Thomas the Train, Knapford Station, a gift shop and concession stand, a "meet and greet" gazebo, benches, a children's play structure, the Tidmouth Hault, Balloon Ferris Wheel, Convoy Ride, Bertie Bus Ride, Pop-Jet Fountain, Cranky Tower Ride, and Harold the Helicopter Ride. Thomas Town will be located within Gotham City, on the interior of the subject property.

Detailed Site Plan DSP-87048-46 was approved at the Planning Director level on November 17, 2011 to add the "Iron Wolf" (AKA Apocalypse Standup Roller coaster) to the amusement park.

Detailed Site Plan DSP-87048-47 was approved at the Planning Director level on April 19, 2012 to add a freestanding sign.

Detailed Site Plan DSP-87048-48 was approved at the Planning Director level on August 12, 2015 to add the Torrid paintball facility.

Detailed Site Plan DSP-87048-49 was approved at the Planning Director level on May 11, 2015 to add the "Bourbon Street Fireball" ride.

6. **Design Features:** The proposed ride is located in the northeastern portion of the project. The plan will add the "Starflyer" ride within the General Activity Area. Smaller mobile rides and attractions may be constructed and distributed throughout the designated General Activity Area, while larger rides and attractions with substantial foundations require DSP approval by the Planning Board and are limited to those approved on the conceptual site plan. This ride is proposed to be erected in a location slightly north of the Iron Eagle ride, which has been removed. The applicant provides the following description of the ride in the statement of justification for the property:

"This application relates to Six Flags' desire to continue to improve and upgrade both the image and operation of Six Flags America. For the 2017 season, Six Flags desires to construct a new attraction within the park. It will be a suspended swing ride which will be called "Starflyer". The Starflyer is proposed to be located in the northeastern area of the park on a site slightly north of a former attraction known as the Iron Eagle. The Iron Eagle has been removed and the Starflyer will take its place as an attraction within the park. The location for the Starflyer is east of the Superman roller coaster and north of the entrance to the Gotham City section of the park.

"Each attraction shown on the Concept Site Plan has an approximate length, width and height. As noted above, the Starflyer will be taking the place of the Iron Eagle which was another substantial attraction. The Starflyer will actually utilize less land area than the Iron Eagle. The Starflyer consists of a steel pole structure which is anchored into the ground with a substantial concrete foundation. There will be circular concrete pad surrounding the steel structure and a safety fence will surround the concrete pad. A structural device in the shape of a star is attached to and surrounds the steel structure. Individual swings are suspended from each tip of the star with wires. Each swing can accommodate two riders. The steel structure for the ride extends 242 feet in height. The width of the structure at the base is 78 feet in diameter. There will be a queuing area for the ride. Patrons will enter into the fenced area encircling the ride and will take their seats in the swings. The "star" will then slowly elevate to the top of the steel structure. Once at the top, the star will begin rotating in a circular fashion providing a simulation for riders as if they were "flying". Once the rotational cycle is complete, the "star" descends down the steel structure to the concrete pad where riders are discharged and exit the ride area.

“The Starflyer ride is currently operating in certain other Six Flags parks in the United States including Six Flags Great Adventure located in New Jersey. Detail Sheets have been filed providing location and dimensions for the ride. One of the Detail Sheets includes two photographs of an existing Starflyer at another Six Flags park. A DSP also depicting the Starflyer in plan view has been filed with this application.”

The application proposes to disturb approximately 15,000 square feet of area to install the ride. The DSP provides for the location and the surrounding improvements associated with the ride. Those improvements include sidewalk access, an operator’s booth, landscaping, signage, fencing, retaining wall and a shade structure. No grading is provided for on the site plan and many of the details of the fencing, retaining wall, shade structure and so forth are not provided on the plans either. Therefore, the Planning Board found that those details should be provided prior to certificate approval of the DSP.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The Six Flags America Amusement Park is a commercial recreational attraction as provided for in Section 27-342 of the Zoning Ordinance. The plan is in conformance with the applicable requirements of the Zoning Ordinance and the underlying special exception governing the use of the property.

The DSP and TCPII, if revised in accordance with the conditions, satisfy site design guidelines as contained in Section 27-274, prevents off-site property damage, and prevents environmental degradation to safeguard the public’s health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

8. **Prior Approvals:** The most recent revision of the Special Exceptions, SE-2635 and SE-3400, District Council Order 7-2013, was approved on June 18, 2013 with 34 conditions of approval, most of which are related to the approval of DSPs. The following conditions of approval warrant discussion at this time:

1. **In general, no structure, including any observation tower, shall be constructed higher than 200 feet in height measured from grade. However, roller coasters and other attractions may exceed 200 feet in height. The exact height of such an attraction shall be determined based upon the review and approval of the appropriate Site Plan.**

The subject structure is 242 feet in height. This DSP has been filed to satisfy this condition.

2. **A noise study shall be submitted with the Detailed Site Plan for each new ride or activity that will demonstrate that noise levels from any sounds (including any crowd noise) will not exceed 55 dBA at all property lines, except as permitted in Condition 19 herein.**

A noise impact analysis dated April 11, 2016 and revised with a supplemental report dated October 19, 2016, prepared by Phoenix Noise & Vibration, LLC, was submitted with the current application to address the requirement that the instantaneous noise levels from Six Flags attractions to be below 65 dBA as measured at any adjacent property line. The analysis was done based on a 400-foot-tall tower.

Since the ride itself is relatively quiet, the analysis was conducted using an assumed maximum noise level of 90 dBA at three feet, representing a typical scream as measured at that distance. Noise levels were for several screaming passengers for different altitudes ranging from five to 400 feet high.

The noise analysis concluded that the Starflyer noise levels will not exceed 65 dBA when measured at any property line adjacent to Six Flags, and will be compliance with this condition of approval. The Planning Board found no further analysis of the noise impacts related to the Starflyer is required.

3. **Prior to the approval of any Detailed Site Plans, the Applicant shall provide a updated conceptual landscaping, planting, and screening plan to be approved by the Planning Board or designee that includes the area of the proposed attractions. The Conceptual Site Plan shall demonstrate the relationship and function of plantings (such as screening of parking or rides); compliance with Conditions 14 and 15 below; and existing vegetation to be preserved.**

The original DSP provided for the conceptual landscaping for the screening for the park. This ride is tall enough that any proposed screening could not achieve full coverage of the ride, however, its location within the park is such that it should not impact adjacent residential development. Further, the revised tree conservation plan (TCPII) demonstrates the location of existing vegetation to be preserved in relation to the proposed new attraction. The location of the attraction should also be shown and labeled on the TCPII plan.

4. **All activities which will charge a separate admission to the park will include a traffic analysis showing compliance with Sections 27-342 (b)(1)(B) of the Zoning Ordinance at the time of Detailed Site Plan submission.**

No separate admissions charge is proposed for the Starflyer ride.

5. **The Six Flags management shall have discretion within the area defined in Condition 5 (General Activity Area) to freely locate movable rides, rides without substantial foundations, food stands, concession and/or ticket stands, or similar facilities, but not rides or structures with substantial foundations.**

The determination of Six Flags to install rides or improvements authorized by this Condition shall not require the filing of a Conceptual Site Plan revision or Detailed Site Plan of any nature.

This condition requires DSP review, as the subject ride has a substantial foundation. This DSP has been filed to satisfy this condition.

- 12. All green areas and landscape strips within the existing parking compound and landscape buffers along the property lines approved by the general Conceptual Landscape Plan on December 7, 1982, shall be preserved and maintained.**

The original conceptual landscape plan dated December 7, 1982 does not appear to be available, as the current owner of the park did not acquire title until 1992 and the existing records of SE-2635 and SE-3400 do not appear to contain a document titled Conceptual Landscape Plan. However, copies of the general concept plan dating from 1984 show general landscape areas within the parking compound. The applicant has supplemented this with aerial photography of the original parking compound dating from 1981 to 2016. A review of the aerial photography indicates that the landscaping within the original parking compound has appeared to remain intact as it originally existed.

- 13. The Applicant shall provide information on the adequacy of on-site drainage, sewage and water for all new improvements along with the Detailed Site Plan application for the new improvements.**

The subject application proposes to disturb approximately 15,000 square feet of land area to construct the new ride. A new storm water management concept plan is required for the subject application. The applicant submitted the approved Stormwater Management Concept Plan (54901-2016-00) at the Planning Board hearing. The DSP should be updated accordingly, if it is necessary.

- 14. Each Detailed Site Plan shall provide information indicating the type of glare and light that can be expected to be generated by the proposed use(s), and that such lighting will have no adverse impact on adjoining properties.**

The applicant's statement of justification states that "the lighting associated with this ride will be minimal and limited to downward-directed lights, which will only be needed during the period after sunset and just before the park closes for the night."

As the "Starflyer" ride is located at a great distance from all adjoining properties, more than 1,000 feet, it is not anticipated that there will be any off-site adverse impact. However, the site plan submitted with this application does not provide sufficient information relating to ground-mounted lighting to be installed with the attraction, or lighting of the ride itself. Because the attraction will rise to a height of 242 feet, it is anticipated to be visible above existing vegetation both during daylight and evening hours. Compliance with this condition cannot be

found without the submittal of additional information by the applicant. The Planning Board adopted the following conditions prior to certification of the DSP:

- a. Provide a lighting plan to show location, details and specifications for the lighting associated with ground level lighting and on the tower structure; including lumens and foot-candles readings;
 - b. Demonstrate that ground-mounted light fixtures higher than eight feet above grade shall use full cut-off optics to minimize light spillover and night glare.
- 15. The facility, where feasible, shall incorporate barrier-free design to provide accessibility for handicapped patrons.**

The plans provide for barrier free design to provide accessibility for handicapped patrons.

- 16. Traffic to and from the subject property shall be monitored for a reasonable time after each new attraction opens, to determine if Level of Service "D" is exceeded in the vicinity of the site entrance. If such a traffic level is exceeded, the Applicant shall bear the cost of improving the design of the entranceway, by adding or widening lanes or making other modifications. All such modifications shall be reviewed and approved by the appropriate County or State authority.**

The above condition is an ongoing monitoring condition. No access or level of service issues have been reported over the past year. Given that the condition requires monitoring after a new ride is opened, it is determined that the applicant should continue to monitor conditions as needed, and report any such results to the Transportation Planning Section.

- 17. There shall be no development other than that in existence, in operation, or shown on either an approved Detailed or Conceptual Site Plan as of the effective date of this Ordinance within 100 feet of the Special Exception property line (as revised pursuant to Sections 27-319(f) and 27-320 of the Zoning Ordinance), once such line is legally established. Notwithstanding the above, for the purposes of new additional development, if, after the Special Exception property line has been revised pursuant to Sections 27-319 (f) and 27-320 of the Zoning Ordinance, the property owner(s) of property contiguous to the said revised Special Exception property line establishes, on its property, through a legally enforceable agreement, a non-disturbance setback area contiguous to the said revised Special Exception property line, then the 100 foot restriction line shall be measured from the outer boundary of the non-disturbance setback area and not from the revised Special Exception property line.**

The "Starflyer" ride is approximately one thousand linear feet from the closest property line. The addition of this ride will not result in any development within 100 feet of the special exception property line.

- 18. The Applicant's Detailed Site Plans shall include a safety plan for patrons, employees, surrounding property residents and animals.**

The applicant has not addressed this issue in the submittal package. However, this condition appears to have been added when wild animals were part of the attractions at the park. Therefore, the condition is no longer relevant. The safety of rides and attractions is monitored by the State of Maryland, as an agency with the state government reviews and approves all attractions for compliance with state regulations.

- 21. All permits shall be reviewed and approved by the Maryland-National Capital Park and Planning Commission (designated staff) prior to issuance.**

All grading permits are reviewed by The Maryland-National Capital Park and Planning Commission (M-NCPPC) for compliance with the Zoning Ordinance and conditions of approval related to zoning map amendments.

- 29. The Applicant shall establish a citizen's advisory committee, to advise it about how to operate the Special Exception use in a manner compatible with the surrounding community. The following shall apply to this committee:**

- (a) At a minimum, the committees' membership shall include members of the Kettering Civic Federation, the Kingsford Civic Association, the Enterprise Estates Civic Association, and the Kettering Townhouse Condominium Association, and representatives of the City of Bowie, the Planning Commission, and the County's Department of Environmental Resources.**
- (b) On a finding, by majority vote of the full committee, that any condition stated herein has been violated, the committee may petition the Director of Environmental Resources for Modification of Conditions, revocation, or other appropriate action.**

The citizen's advisory committee has been established and the applicant has an annual meeting. Evidence of the most recent annual meeting was provided by the applicant into the record.

- 30. All lights shall be focused on the parking areas and access road areas. Access road lighting shall be of low intensity and shall conform in height to existing entrance road lighting.**

Compliance with these conditions of approval is assumed to have been evaluated with earlier DSP application. The current application does not affect the parking areas or access road.

- 31. Except for parking, access and appropriate signage, no rides, attractions, or other development shall be placed within 800 feet of the current right-of-way line of Central Avenue.**

The "Starflyer" ride is not within 800 feet of the current right-of-way line of Central Avenue.

33. **The Applicant shall submit Detailed Site Plans for each of the new attractions shown on the Conceptual Site Plan.**

The revision to the DSP is fulfilling the requirement on the condition above.

34. **Information regarding compliance with Condition 1 to 33 of this approval as applicable shall be provided at the Detailed Site Plan stage for each of the new attractions shown on the Conceptual Site Plan. The Detailed Site Plan application for each new Attraction shall reference the Attraction Number on the Conceptual Site Plan. The location of Attractions #36 and #40 shall be reviewed by DER at the Detailed Site Plan stage to insure no interference with the stormwater management ponds. During the Detailed Site Plan stage, Attraction #43 may be relocated to the water ride area if it is determined that it is appropriate to locate all water-related attractions in one area.**

The coversheet of the plan submittal provides for the general location of the new ride. However, the plan does not identify the attraction number for the ride as listed on the general concept plan for the park. Therefore, the Planning Board found it appropriate that the plan coversheet be revised to provide the attraction number for this ride, as shown on the general concept plan.

Based on the above analysis, the Planning Board found that the DSP, as amended with conditions, is in conformance with the underlying special exception, specifically, District Council Order 7-2013.

No conditions of prior approvals attached to DSP-87048 and its revisions are applicable to the review of this DSP.

9. **2010 Prince George's County Landscape Manual:** The ride does not generate any additional landscaping requirements under the 2010 *Prince George's County Landscape Manual*.
10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is more than 40,000 square feet; there are more than 10,000 square feet of existing woodland on-site; and there are prior tree conservation plan approvals for this site.

As a result of further discussion with the Environmental Planning Section, it has been determined that this application has been evaluated for consistency with the prior TCPII approval, TCPII-045-98-03, and was found to be in conformance with the approved limit of disturbance. This application does not propose any additional woodland clearing or impacts to woodland conservation areas.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Since the property on which the new attraction is to be constructed is zoned R-A, this DSP is exempt from the provisions of the Tree Canopy Coverage Ordinance.
12. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and departments. The following findings are adopted by the Planning Board in their review.

- a. **Historic Preservation**—The subject property includes the Partnership Ruins and Cemetery Historic Site (74A-015). The DSP does not show the correct location of the historic site and its environmental setting. Note 16 on the DSP incorrectly identifies the historic site. The location and description of the historic site and its environmental setting should also be correctly depicted on Sheet 3 of the tree conservation plan. These errors should be corrected on all of the final plans.

The proposed "Starflyer" ride will be located approximately 675 feet west of the Partnership Ruins Historic Site, which is in ruinous condition. The proposed ride will be built on the same location as the "Iron Eagle" ride, which has been removed. Since the historic site is in ruinous condition and has not been occupied for many years, the construction of the "Starflyer" ride will not impact the Partnership Ruins and Cemetery. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources, or known archeological sites.

The applicant should show the correct location of the Partnership Ruins and Cemetery Historic Site (74A-015) and its environmental setting on the plans. Note 16 on the DSP should be corrected to read: "The Partnership Ruins and Cemetery Historic Site, 74A-015, is located within the subject property."

- b. **Transportation Planning**—The Planning Board has reviewed the DSP and notes that the new ride would replace another ride within the site that has been dismantled, and determined that the traffic impact of the new ride would be minimal. The underlying special exceptions contain several conditions that require consideration. The following are noted for the record:

- (1) Condition 4 is not applicable; the new ride will not involve a separate admission to the park.
- (2) Conditions 7, 8, 25, 26, 27, and 30 are not applicable; the ride is not expected to significantly increase attendance and will not alter access to or egress from the site.

It is therefore determined that the proposal is not in conflict with the underlying special exceptions from the standpoint of transportation.

The site is adjacent to Central Avenue (MD 214), which is a master plan expressway facility. The ride is not near MD 214, and all needed right-of-way has been previously dedicated or otherwise obtained.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP as described in the Zoning Ordinance.

- c. **Environmental Planning**—The Planning Board found that the site was previously reviewed in conjunction with Special Exceptions SE-2635 and SE-3400; Preliminary Plan of Subdivision 4-99062; Detailed Site Plan DSP-87048 and its subsequent revisions; Type I Tree Conservation Plan TCPI-008-00; and Type II Tree Conservation Plan TCPII-045-98-03 was the most recent revision.

A review of the available information indicates that this 214.68-acre site includes streams, wetlands, 100-year floodplain, and expanded buffers occur on the property but are not located in proximity to the proposed facilities. Transportation-related noise impacts have not been found to be an issue on this site. According to the *Prince George's County Soil Survey*, the soil found to occur near the proposed ride location is Collington fine sandy loam which has no significant limitations with respect to the proposed development. According to available information, Marlboro clay is not found to occur on this property. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are rare, threatened, or endangered species found to occur near this property. There are no designated scenic and historic roads in the vicinity of this property. This property is in the Northeast Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the adopted General Plan. The subject property contains regulated areas, evaluation areas and network gaps within the designated network identified in the 2005 *Approved Countywide Green Infrastructure Plan*.

A natural resources inventory is not required with this application because it is a revision to a previously approved DSP. A detailed forest stand delineation was submitted and approved during the review and approval of Type I Tree Conservation Plan TCPI-008-00. The site was issued an NRI Equivalency Letter NRI-063-13-04 for purposes of stormwater management concept review. No further information about existing natural features is required in conjunction with this application.

A stormwater management (SWM) concept approval letter or plans were not submitted with the application. The Planning Board requires technical revisions to bring it up to current requirements relating to SWM and conditions are adopted appropriately.

- d. **Permit Review**—Permit review comments were not provided on the application.

- e. **Community Planning**—Community planning comments were not provided on the application.
 - f. **Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE)**—DPIE provided comment on the application in a memorandum dated November 3, 2016.
 - g. **Prince George's County Police Department**—The Police Department did not provide comment on the application.
 - h. **Prince George's County Health Department**—The Health Department did not provide comment on the application.
 - i. **Prince George's Fire Department**—In a memorandum dated October 12, 2016, the Fire Department stated that the plans should provide for 22 feet in width for all private roads and this may well apply to access roads as well. In addition, the project must accommodate a turning radius for a vehicle with a 43-foot wheel base for any dead-end courts. The applicant should review the proposed plans with the Fire Department if clarification of the comments are needed.
 - j. **City of Bowie**—The City of Bowie provided a referral stating they had no comment on the application.
13. As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
14. As required by Section 27-285(b)(2) of the Zoning Ordinance, the DSP and TCPII are in general conformance with the approved concept plan approved as part of the underlying special exception for Six Flags America.
15. As required by Section 27-285(b)(4) of the Zoning Ordinance, the DSP and TCPII demonstrate that the regulated environmental features of the site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Section 24-130(b)(5) of the Subdivision Regulations.

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 APPROVED Detailed Site Plan DSP-87048-50 for the above-described land, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the applicant shall revise the site plan as follows:
 - a. Delineate and label the Historic Site, Partnership Ruins and Cemetery (75A-015), and its environmental setting.
 - b. Note 16 on the DSP shall be corrected to read: "The Partnership Ruins and Cemetery Historic Site, 74A-015, is located within the subject property."
 - c. The stormwater management facilities, associated grading, and limit of disturbance shall be shown on the site and landscape plans.
 - d. Provide details and specifications of improvements proposed including the retaining wall, shade structure, lighting, fencing, operator's booth, and signage.
 - e. Provide a lighting plan to show the location, details, and specifications for the lighting associated with ground-level lighting and on the tower structure; including lumens and foot-candle readings.
 - f. Demonstrate that ground-mounted light fixtures higher than eight feet above grade shall use full cut-off optics to minimize light spillover and night glare.

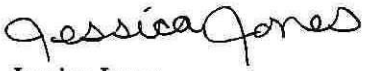
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

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 Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, November 10, 2016, in Upper Marlboro, Maryland.

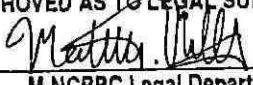
Adopted by the Prince George's County Planning Board this 10th day of November 2016.

Patricia Colihan Barney
Executive Director


By Jessica Jones
Planning Board Administrator

PCB:JJ:SHL:rpg

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPPC Legal Department

Date

11/10/16