

July 30, 2009

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Elizabeth Whitmore, Senior Planner

SUBJECT: Ammendale Business Campus South
Lot 8 - Manekin Site
Specific Design Plan, SDP-0006

The Urban Design Section has reviewed the Specific Design Plan for Ammendale South, Lot 8, and provides the following report. Lot 8 is proposed as office and flex warehouse/wholesale distribution. The staff recommends APPROVAL with conditions as stated in the Recommendation section of this report.

EVALUATION

This Specific Design Plan was reviewed and evaluated for compliance with the following criteria:

- a. Conformance to the Basic Plan (A-9587-C).
- b. Conformance to the Comprehensive Design Plan (CDP-9009).
- c. Conformance to Preliminary Plat (4-98073).
- d. Conformance to the Woodland Conservation and Tree Preservation Ordinance.
- e. Conformance to the *Landscape Manual*.
- f. Referrals.

FINDINGS

1. The Basic Plan for Ammendale Business Campus South was approved by the District Council on May 14, 1990, and rezoned 186 acres of land from the R-R to the E-I-A Zone.

2. The Comprehensive Design Plan (CDP) for Ammendale Business Campus South, CDP-9009, was approved by the Planning Board on April, 28, 1994, with conditions. On May 17, 1994, CDP-9009 was reviewed and approved by the District Council. A total development program of 2,580,700 square feet of gross floor area was approved in the CDP.
3. The Preliminary Plan for Ammendale South Lot 8, 4-98073, was approved by the Planning Board on February 11, 1999.
4. Containing 16.18 acres of E-I-A-zoned land, Lot 8 is located southwest of the intersection of Ammendale Road and Virginia Manor Road. The main access to the subject property is off the existing Ammendale Road (currently under improvement).
5. The proposed use of Lot 8 is for three buildings that include two office buildings and one flex, office/warehouse building. The Specific Design Plan includes the site development plan, landscape plan and architectural elevations. A Tree Conservation Plan (TCPII/17/94) is also included for review and approval.
6. The applicant is proposing to build three buildings on this property. Building 1 is 39,698 square feet and is approximately 303 feet by 135 feet; Building 2 contains 40,620 square feet and is approximately 350 feet by 120 feet; Building 3 contains 112,500 square feet and is approximately 745 feet by 150 feet. Buildings 1 and 2 are 27 feet in height from the exterior grade and Building 3 is 37 feet in height from the exterior grade. Buildings 1 and 2 are to be utilized as offices and Building 3 is considered a flex building, to be utilized as a mix of offices and warehouses. The buildings as described on the submitted architecture are concrete tilt-up panels. The tilt-up panels are painted grey. The elevations include green horizontal bands with matching green ceramic decorative tiles. The entrance canopies are brown. The mechanical equipment on the roof of all three buildings is screened with a green facade that matches the green trim used on the facade of the buildings.
7. Development data is as follows:

Ammendale Business Campus South
SDP-0006
Lot 9

Zone	E-I-A Zone
Gross Lot Area	16.18 acres
Floodplain Area	.07 acre
Public Street Dedication	.02 acre
Net Lot Area	16.09 acres
Proposed Use:	Office / Flex Warehouse Buildings
Proposed Building Area (total)	192,818 sq. ft.
Building A (use office)	39,698 sq. ft.
Building B	40.620 sq. ft.

(use office)

Building C (use office/warehouse)	112,500 sq. ft.
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Number of Parking Spaces Required

Building 1

(1 space for each 250 sq. ft. of the first 2000 sq. ft. and 1 space for each additional 400 sq. ft.)	101 spaces
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Building 2

(1 space for each 250 sq. ft. of the first 2000 sq. ft. and 1 space for each additional 400 sq. ft.)	102 spaces
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Building 3

a. (Retail Office: 3600 sq. ft. = low generation, 1 space for each 500 sq. ft.)	8 spaces
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b. (Office: 11,100 sq. ft. = 1 space for each 250 sq. ft. of the first 2000 sq. ft. and 1 space for each additional 400 sq. ft.)	31 spaces
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c. (Warehouse: 97,800 sq. ft. = 3 spaces first 1500 sq. ft. plus 1 space for each additional 1500 sq. ft.)	107 spaces
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Total	310 spaces
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Number of Parking Spaces Provided

Standard	554 spaces
Compact	20 spaces
Handicapped	6 spaces
Handicapped (van accessible)	8 spaces
Total	588 spaces

Number of Loading Spaces Required

Building 1	1 space
Building 2	1 space
Building 3	6 spaces
Total	8 spaces

Number of Loading Spaces Provided

Building 1	5 spaces
Building 2	10 spaces

Building 3	17 spaces
Total	
(12' x 24')	27 spaces
(12' x 33')	5 spaces
	32 spaces
Green Area Required 20%	3.22 acres
Green Area Provided 21%	3.38 acres
Interior Green Required 10%	23,480 sq. ft.
Interior Green Provided 19%	45,585 sq. ft.
Green Area Required	20 %
Green Area Provided	21 %

8. The proposed development on Lot 8 is in general conformance with the approved Basic Plan, Comprehensive Design Plan and the Preliminary Plat of Subdivision. Specific information regarding conformance with each of these approvals is provided in Findings 9-11 below.
9. The Specific Design Plan has been reviewed for conformance to the Basic Plan conditions and the staff provides the following analysis. In regard to land use and quantities the Specific Design Plan is in conformance.

The following Basic Plan conditions related to the CDP review, but conformance of the SDP must also be demonstrated.

The Comprehensive Design Plan shall consider the following:

2. Pedestrian systems linking employment areas to retail uses.

Comment: The Subregion I Master Plan recommends a trail/bikeway along Ammendale Road. The exact type of facility is currently being determined by the Department of Public Works and Transportation (DPW&T). This trail/bikeway will be completed as part of the DPW&T construction project for Ammendale Road.

- c. **All development, including grading, shall be prohibited from the 100-year floodplain, except for an approved trail system or other public benefit features specifically approved by the District Council.**

Comment: The subject application proposes no intrusion into the 100-year floodplain. Therefore, this condition has been met.

- i. **Buildings shall be equipped with sprinkler systems in accordance with Prince Georges County Code requirements.**

Comment: This condition is recommended to be carried over to the approval of this Specific Design Plan.

10. A number of conditions of the Comprehensive Design Plan apply to the review of the Specific Design Plan and warrant discussion:

2. **The Specific Design Plans shall demonstrate a minimum of 20 percent of the net lot area to be open space to be improved by landscaping and design amenities in accordance with Section 27-501(a)(2).**

Comment: The development data chart (Finding 7) demonstrates that 21 percent of the net lot area is green area.

3. **Prior to submittal of a Specific Design Plan (except SDP-9308), a 100-year floodplain study shall be approved by the Department of Environmental Resources (DER). The Specific Design Plans shall include delineation of the 100-year floodplain.**

Comment: The Indian Creek 100-year floodplain study was approved by the Department of Environmental Resources on August 5, 1997, and again on December 1, 1997. This study confirmed the 1993 Anacostia River Watershed Study. The 100-year floodplain is shown on the Specific Design Plan.

5. **At the time of Preliminary Plat of Subdivision of the subject property, the improvement of Ammendale and Virginia Manor Roads to an arterial roadway from I-95 to US 1 (CIP No. FD666151, Ammendale & Virginia Manor Roads) shall be in place, bonded for construction or programmed with 100 percent construction funding in the next five years in the current Prince Georges Capital Improvement Program.**

Comment: This condition requires that the Ammendale/Virginia Manor Road project be fully funded prior to subdivision approval. That condition was met, and the project continues to have 100 percent funding as discussed above.

7. **Prior the development of Stage 1 (Parcels 1-6 and Parcels 16-20 in the submitted CDP) or Stage 3 (Parcels 21-32 in the submitted CDP), a traffic signal at the intersection of US 1 and Ammendale Road shall be in place, bonded for construction or programmed with 100 percent construction funding in the next five years in the current Maryland**

**Department of Transportation Consolidated Transportation Program
of the Prince George's County Capital Improvement Program, subject
to the satisfaction of signal warrants and approval by SHA.**

Comment: This condition requires a signal warrant study at US 1/Ammendale Road prior to development of Stages 1 and 3 of the site. No new studies have been received pursuant to the above referenced condition. The applicant should be required to provide a signal warrant study to the Transportation Section for review prior to signature approval.

- 8. Prior to the development of Stage 3 (Parcels 21-32 in the submitted CDP), a traffic signal at the intersection of Ammendale Road and Virginia Manor Road shall be in place, bonded for construction or programmed with 100 percent construction funding in the next five years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program, subject to the satisfaction of signal warrants and approval by DPW&T.**

Comment: This condition requires a signal warrant study at Ammendale Road/Virginia Manor Road prior to the development of Stage 3 of the project. No new studies have been received pursuant to the above referenced condition. The applicant should be required to provide a signal warrant study to the Transportation Section for review prior to signature approval.

- 18. Access to Ammendale Road from Lots 21 and 31 as shown on the Comprehensive Design Plan shall be prohibited unless the front facade of the building on these lots is oriented toward Ammendale Road to create the most pleasing appearance. Only one curb cut shall be allowed for each of these lots onto Ammendale Road.**

Comment: The front facades of Buildings ■1" and ■2" are oriented toward Ammendale Road; therefore access to Ammendale Road from Lot 21 is allowed. The Comprehensive Design Plan stated that only one curb cut would be allowed along Ammendale Road. The CDP has been modified. Lot 21 has been incorporated into Lots 22 through 25 thus eliminating the need for the cul-de-sac and allowing the applicant to have two curb cuts along Ammendale Road. Staff has determined that the front facades are pleasing and are similar to the previously approved architecture for the Ammendale South Business Campus.

- 19. As part of the approval of the Preliminary Plat, the applicant, his heirs, successors and/or assigns, shall indicate a pedestrian system that**

connects the employment areas along Ammendale Road northwest to the Historic Site to the employment area southwest of the Historic Site. An easement shall be recorded with the Final Plats that provides for maintenance of the path system and the associated amenities.

Comment: The Adopted and Approved Subregion I Master Plan recommends a trail/bikeway along Ammendale Road. The exact type of facility is currently being determined by the Department of Public Works and Transportation (DPW&T). This trail/bikeway will be completed as part of the DPW&T construction for Ammendale Road.

11. The Specific Design Plan was reviewed for conformance to the Preliminary Plat of Subdivision and found to be in conformance in regard to layout. The following conditions of the Preliminary Plat of Subdivision warrant discussion:

1. At the time of final plat approval, the applicant, his heirs, successors and/or assigns shall dedicate right-of-way along Ammendale Road as shown on the submitted preliminary plan. Improvements within the dedicated right-of-way shall be as determined by DPW&T.

Comment: The subject application shows adequate provision of right-of-way to fulfill this condition.

2. Prior to the approval of the Specific Design Plan for the subject property, the applicant, his heirs, successors and/or assigns shall submit an acceptable traffic signal warrant study to the Prince George's County Department of Public Works and Transportation (DPW&T) and/or the State Highway Administration (SHA) for the following intersections:
 - a. US 1 and Ammendale Road
 - b. Ammendale Road and Virginia Manor Road
 - c. Ritz Way and Virginia Manor Road if a signal is not determined to be warranted at US 1 and Ammendale Road.

The applicant shall utilize new 12-hour counts and analyze signal **warrants under total future traffic as well existing traffic at each location. If the appropriate agency deems a signal or other physical improvements to be warranted at any or all of the above locations, the applicant, his heirs, successors and/or assigns shall bond such signals or improvements prior to the release of the initial building permit, and install them at a time when directed by the appropriate agency.**

In the event that another party has recently conducted a similar warrant study or bonded signals or other improvements at a location, the operating agency may waive the requirement for the subject application to submit further studies. Evidence of such a waiver must be presented to M-NCPPC at the time of Specific Design Plan review by the applicant.

Comment: No new studies have been received pursuant to this condition, nor does the Transportation Section have any indication that the study requirement was waived by an operating agency or that compensating improvements have been bonded. Therefore, the applicant should provide the necessary documentation prior to signature approval to fulfill this requirement.

3. Total development within the subject property shall be limited to 250,000 square feet of light industrial/research and development space, or equivalent development which is permitted within the EIA Zone which generates no more than 210 AM and 246 PM peak hour vehicle trips. Any development other than that identified herein above shall require a new preliminary plat of subdivision with a new determination of the adequacy of transportation facilities.

Comment: The proposed subject application will contain 93,243 square feet of office space and 97,800 square feet of warehouse space within 3 buildings. The development will generate 206 AM and 194 PM peak hour vehicle. Therefore, this application conforms to the trip cap.

4. **The Final Plat of Subdivision shall note a denial of vehicular ingress/egress from/to Virginia Manor Road.**

Comment: The applicant should provide a note on the Final Plat stating that vehicular ingress/egress from/to Virginia Manor Road is denied.

5. **Bufferyards, limits of disturbance lines, and building restriction lines as well as the presence of any mature trees and/or significant plantings within the bufferyard or adjacent to the Ammendale Normal Institute Historic Site and its Environmental Setting (#60-4) shall be reflected on any Specific Design Plan(s) for Lot 8.**

Comment: The subject application has been reviewed by the Historic Preservation Section and the Urban Design Section and has been found to provide all of the specified plan elements. Therefore, this condition has been met.

6. **The applicant, his heirs, successors and/or assigns, shall record and document the historic uses of Lot 8 according to the National Register of Historic Places standards. Updated National Register documentation shall be provided to the Historic Preservation Commission for its review prior to the release of future grading permits for Lot 8.**

Comment: The applicant has submitted the required National Register documentation for Lot 8 as part of previous submittals to the Historic Preservation Commission. These materials demonstrate that the area of Lot 8 had been mined for sand and gravel in the 1970s. Consequently, no potentially significant archeological findings remain within Lot 8.

7. **The location, materials, design, mass, height, and details of new construction and related landscaping on Lot 8 and the views of the new construction from the Ammendale Normal Institute Historic Site shall be reviewed for their compatibility with the Historic Site and its Environmental Setting.**

Comment: The submitted application has been reviewed by the Historic Preservation Section and the Urban Design Section and has been found to include all of the required information and to be compatible with the Historic Site. Therefore, this condition has been met.

8. **Development of this property shall be in conformance with the approved stormwater concept plan, Concept #998002220.**

Comment: The submitted application is in conformance with the approved stormwater concept plan.

9. **Development of this property shall be in compliance with the approved Type I Tree Conservation Plan, TCP I/126/90. The following note shall be place on the Final Plat of Subdivision:**

■Development is subject to restrictions shown on the approved Type I Tree conservation Plan (TCPI/126/90), 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.●

Comment: Prior to approval of the final plat a note should be place on the final plat referencing the above condition.

10. **A Type II Tree Conservation Plan shall be approved in conjunction with the approval of the Specific Design Plan for the Subject property.**

Comment: The subject application is in conformance with revised TCP II/17/94, which is recommended for approval.

11. If required by the Department of Environmental Resources (DER), the applicant, his heirs, successors and/or assigns, shall submit more detailed boring log data and compaction tests to DER prior to the issuance of any Building Permits.

Comment: Prior to the issuance of any building permits the applicant should provide documentation to the Urban Design Staff from DER stating that they have fulfilled the above-referenced condition.

12. The Specific Design Plan includes provisions for draining surface water to prevent adverse effects on the subject property or any adjacent property. A stormwater management concept plan for the entire campus development was approved (#998002220) by the Department of Environmental Resources (DER) on October 27, 1998. The concept approval indicates that all stormwater management was addressed in the July 1982 agreement between WSSC and Ammendale Normal Institute. The SDP is in conformance with Section 27-528(a)(3) of the Zoning Ordinance which states that ■Adequate provision has been made for draining surface water so that there are no adverse effects on either subject property or adjacent properties.●
13. The Natural Resources Division finds the proposed revision to TCP II/17/94 is in conformance with the Woodland Conservation Manual and recommends reapproval of the TCP.
14. This project is subject to Sections 4.3, Parking Lot Requirements, and 4.4, Screening Requirements, of the *Landscape Manual*. The plan fulfills Section 4.3.a, Landscape Strip, requirements, and Section 4.3.c, Interior Planting, requirements. The plan is also subject to Section 4.4, Screening Requirements, because of the storage of vehicles accessory to the use (trucks), loading facilities and the proposed trash dumpsters. Adequate screening of the storage area, loading facilities and dumpsters has been provided.
15. The Transportation Planning Section has reviewed Specific Design Plan SDP-0006 for Lot 8 (Masog to Whitmore, May 30, 2000). Access and on-site circulation are acceptable. This use will have sole access from Ammendale Road. During review of Preliminary Plat of Subdivision 4-98073, the transportation staff determined that the location of the proposed access was acceptable, and that there would be sufficient and nonconflicting offset from the proposed Federal laboratory being planned for the opposite side of Ammendale Road.

The transportation staff's primary interest in this site involves the adequacy finding for the site. Ammendale Road is currently being realigned and upgraded under Subtitle 23 requirements. The adjacent portion of Ammendale Road connects to existing Ammendale and Virginia Manor Roads, which are proposed to be improved under a project in the Capital Improvement Program (CIP), Ammendale and Virginia Manor Roads, #FD666151. The transportation staff is very concerned about the status of this project, as much of the traffic

entering and leaving Lot 8 will utilize the existing roadways. The FY 2000 CIP, as approved, shows that the Ammendale/Virginia Manor project would be completed in 06/2003 ●completion date that suggests the project is remaining on track for completion at the time that was contemplated at the time the subdivision was originally approved in 1997. The design plans have gone to a public forum and a public hearing.

It is our understanding that design will be completed in Spring 2001, and that a completion date of 06/2003 is still achievable. Of course, the underlying subdivision for Lot 8 was approved in early 1999 with all of these facts at hand. The transportation staff continues to believe that ongoing efforts suggest that the development planned on Lot 8 will be adequately served by transportation facilities within a reasonable period of time.

In a supplemental memo dated May 31, 2000 (Masog to Whitmore) the Transportation Section made the following comments:

■Condition 2 of Preliminary Plat of Subdivision 4-98073 requires traffic warrant studies at US 1/ Ammendale Road and Ammendale Road/Virginia Manor Road, and conditionally also at Ritz Way/Virginia Manor Road. No new studies have been received pursuant to this condition, nor does the transportation staff have any indication that the study requirement was waived by an operating agency or that any compensating improvements have been bonded. The transportation staff, in a recent Specific Design Plan case, did waive the provision of these studies due to the ongoing reconstruction of Ammendale Road, with a requirement that it be addressed at the time of signature approval of the SDP. While the construction is nearly complete, the roadway is not open to traffic. Therefore, the transportation staff recommends that the requirements of Condition 2 of Preliminary Plat of Subdivision 4-98073 be met prior to signature approval of the subject application.●

16. The Public Facilities Planning Section has reviewed the plans for adequacy of public facilities and concluded the following:

- a. The existing fire engine service at Beltsville Fire Station, Company 31, located at 4911 Prince George's Avenue, has a service response time of 3.08 minutes which is beyond the 3.25-minute response time guideline.

The FY 2000-2004 Capital Improvement Program contains a proposal for a new Beltsville Fire Station, located at Old Gunpowder and Ammendale Road. The response time for the fire engine from the new proposed fire station was calculated at 1.78 minutes, which is within the 3.25-minute response time guideline for commercial use.

- b. The existing ambulance service at Beltsville Fire Station, Company 31, located at 4911 Prince George's Avenue, has a service response time of 3.08 minutes which is within the 4.25-minute response time guideline.

- c. The existing paramedic service at Laurel Rescue Squad, Company 49, located 14910 Bowie Road, has a service response time of 7.63 minutes which is beyond the 7.25-minute response time guideline.

The existing paramedic service located at Laurel Rescue Squad, Company 49, is beyond the recommended response time guidelines. The nearest fire station, Beltsville, Company 31, is located at 4911 Prince George's Road, which is 3.96 minutes from the development. The facility would be within the recommended response time for paramedic service.

- d. The existing ladder truck service at Laurel Fire Station, Company 10, located at 7411 Cherry Lane, has a service response time of 8.15 minutes, which is beyond the 4.25-minute response time guideline.

The 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*.

In order to alleviate the negative impact on fire and rescue services due to the inadequate response times 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.

17. The Historic Preservation Section provided in a memorandum dated June 26, 2000, (Berger to Whitmore) the following comments:

■ Findings

- 1. The subject application involves that 16.18-acre site known as Lot 8, Ammendale South, adjacent to the north boundary of the Ammendale Normal Institute Historic Site's Environmental Setting (#60-4). The features within the Environmental Setting nearest to the subject property include woodland and the large brick barn constructed in the 1880s.

- 2. In its review of Preliminary Plan 4-98073, Ammendale Business South (Lot 8), the Historic Preservation Commission provided the Planning Board with several recommended conditions concerning the historic preservation issues affecting the property. As contained within the Planning Board's Resolution (PGCPB No. 99-12), these conditions are:

- (5) *Buffer yards, limit of disturbance lines, and building restriction lines, as well as the presence of any mature trees and/or significant plantings within the buffer yard or adjacent to the Ammendale Normal Institute Historic Site*

and its Environmental Setting (#60-4) shall be reflected on any Specific Design Plan(s) for Lot 8.

- (6) *The applicant, his heirs, successors and/or assigns, shall record and document the historic uses of Lot 8 according to National Register of Historic Places standards. Updated National Register documentation shall be provided to the Historic Preservation Commission for its review prior to the release of future grading permits for Lot 8.*
- (7) *The location, materials, design, mass, height and details of new construction and related landscaping on Lot 8 and the views of the new construction from the Ammendale Normal Institute Historic Site shall be reviewed for their compatibility with the Historic Site and its Environmental Setting.*

■Conclusions

- 1. In compliance with Conditions 5, 6 and 7 of the Planning Board Resolution No. 99-12 (File No. 4-98073), the applicant has submitted the following illustrative drawings: a Detailed Site Plan; Landscape and Lighting Plan and TCP II; and Building Elevation drawings for each of the three buildings proposed for Lot 8.
- 2. As required by Condition 5, required buffer yards, limit of disturbance lines, building restriction lines and the presence of mature trees in the vicinity of the Ammendale Historic Site Environmental Setting are shown on the Landscape and Lighting Plan and TCP II.
- 3. The applicant has submitted the required National Register documentation for Lot 8 as part of previous submittals to the Historic Preservation Commission. These materials demonstrate that the area of Lot 8 had been mined for sand and gravel in the 1970s. Consequently, no potentially significant archeological findings remain within Lot 8.
- 4. The location, materials, design, mass, height and details of new construction within Lot 8 are included in the Building Elevations submitted by the applicant. The required site line studies of the new construction on Lot 8 as viewed from the Ammendale Normal Institute Historic Site are included in the Landscape and Lighting Plan and TCP II. The site line studies indicate that the proposed new construction on Lot 8 will be substantially screened by existing woodland and supplemental landscape plantings on both sides of the property boundary shared with the Historic Site.●

■Recommendations

The Historic Preservation Commission recommends that SDP-0006 is in compliance with Planning Board Resolution 99-12 (File No. 4-98073).•

RECOMMENDATION

Based upon the foregoing evaluation of this report, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE SDP-0006 and TCP11/17/94 with the following conditions:

1. Prior to signature approval the following revisions shall be made and/or information supplied:
 - a. The applicant shall submit an acceptable traffic signal warrant study to the County Department of Public Works and Transportation (DPW&T) and/or the State Highway Administration (SHA) for the following intersections:
 - (1) US 1 and Ammendale Road
 - (2) Ammendale Road and Virginia Manor
 - (3) Ritz Way and Virginia Manor Road if a signal is not determined to be warranted at US 1 and Ammendale Road.

The applicant shall utilize new 12-hour counts, and shall analyze warrants under total future traffic as well as existing traffic at each location. If the appropriate agency deems a signal or other physical improvements to be warranted at any or all of the above locations, the applicant shall bond such signals or improvements prior to the release of the initial building permit, and install them at a time when directed by the appropriate agency.

In the event that another party has recently conducted a similar warrant study or bonded signals or other improvements at a location, the operating agency may waive the requirement for the subject application to submit further studies. Evidence of such a waiver must be presented to M-NCPPC, Transportation Section.

2. Prior to approval of the Final Plat the following information shall be supplied and or notes shall be added to the plats:
 - a. A note shall be added to the Final Plat stating that vehicular ingress/egress from/to Virginia Manor Road Shall be denied.
3. Prior to issuance of any building permit, the applicant shall supply the Urban Design Section with documentation that the Department of Environmental Resources has either received the required detailed boring log data and compaction tests or released them from the requirements.
4. All buildings shall be equipped with sprinkler systems in accordance with Prince George's County Code requirements.

