

R E S O L U T I O N

WHEREAS, The Hig Corporation is the owner of a 211.87-acre parcel of land known as Parcels 10, 39, 159 and 160, Tax Map 9, in Grids E-2, E-3, F-2, Tax Map 10, in Grids A-2, A-3, F-2, said property being in the 10th Election District of Prince George's County, Maryland, and being zoned I-3, E-I-A and R-R; and

WHEREAS, on April 9, 2001, Slenker Land Development filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 360 lots; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-01028, Pines of Laurel for 360 Lots, 23 Parcels and 3 Outparcels 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 September 13, 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 September 13, 2001, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Preliminary Plat of Subdivision 4-01028, Pines of Laurel for Block A, Lots 1-78; Block B, Lots 1-5; Block C, Lots 1-12; Block D, Lots 1-10; Block E, Lots 1-58, Block F, Lots 1-134, Block G, Lots 1-12; Block H, 1-18; Block I 1-26; Block J, Lots 1-8, Parcels A-W and Outlots 1-3 with the following conditions:

1. All land to be dedicated to a Homeowners Association shall be subject to the following conditions:
 - a. Conveyance shall take place prior to the issuance of building permits.
 - b. All manmade debris shall be removed from the land to be conveyed.
 - c. The conveyed open space shall not suffer the disposition of construction materials, soil filling, discarded plant materials, refuse or similar waste matter.
 - d. Any disturbance of land to be conveyed to a Homeowners' Association shall be in accordance with an approved Detailed Site Plan or shall require the written consent of the Development Review Division. This shall include, but not be limited to the location of sediment control measures, tree removal, temporary or

permanent stormwater management, utility placement and storm drain outfalls. If such proposals are approved, a written agreement and financial guarantee shall be required to warrant restoration, repair or improvements required by the approval process.

2. Prior to building permits the applicant, his heirs, successors and/or assigns shall demonstrate that a homeowners association has been established and that the common areas have been conveyed to the homeowners association.
3. The applicant, his heirs, successors and/or assigns shall submit three (3) original Recreational Facilities Agreements (RFA) to DRD for approval prior to the submission of final plats, for construction of recreational facilities on homeowners land. Upon approval by the DRD, (Urban Design and Zoning Sections) the RFA shall be recorded among the county Land Records.
4. The applicant, his heirs, successors and/or assigns shall submit a performance bond, letter of credit, or other suitable financial guarantee prior to building permits for the construction of recreational facilities on homeowners land.
5. The developer, his successor and /or assigns shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.
6. The private recreational facilities shall be reviewed by the Urban Design Review Section of DRD for adequacy and proper siting.
7. Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan #6904-2001-00.
8. Prior to signature approval the preliminary plan shall be revised:
 - a. To accurate reflect the zoning of the property.
 - b. To label the existing parcels.
 - c. To accurately reflect the total acreage of the land subject to this application.
 - d. To reflect the Conceptual Stormwater Management plan number and approval date.
 - e. To provide a list of lots and blocks and the use proposed.
9. Prior to approval of the final plat of Subdivision a special exception for the Planned Retirement Community use shall be approved by the District Council. Development shall be in conformance with that approval in so far as it is applicable.

10. The internal trail system provided on site shall be a minimum of six feet wide and constructed of asphalt.
11. In order to alleviate the negative impact on fire and rescue services due to the inadequate service, the four multifamily dwellings located on proposed Parcel S shall be fully sprinkled in accordance with National Fire Protection Association Standard 13D/13 and all applicable Prince George=s County laws.
12. The final plat of subdivision shall carry a note that direct vehicular access to US 1 is restricted to emergency vehicles only.
13. Prior to the issuance of any building permit on the subject property, the following improvements at the intersection of US 1 and Contee Road shall (a) have full financial assurances, (b) have been permitted for construction and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - A. Widen the eastbound Contee Road approach to provide four approach lanes: one left-turn lane, two through lanes, and one right-turn lane.
 - B. Construct an exclusive right-turn lane on the southbound US 1 approach.
 - C. Construct a second left-turn lane on the westbound Contee Road approach.
 - D. Modify the signal phasing from split phasing to concurrent phasing on the Contee Road approaches.
14. Prior to the issuance of any building permit on the subject property, the following improvements at the intersection of Contee Road and Van Dusen Road shall (a) have full financial assurances, (b) have been permitted for construction and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - A. Submit an acceptable traffic signal warrant study to DPW&T and, if necessary, SHA for the intersection of Contee Road and Van Dusen Road. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T. If the signal or other needed improvements at that intersection are deemed warranted by DPW&T, the applicant shall bond or pay a pro rata share as may be appropriate for the signal or other improvements prior to the release of any building permits within the subject property, and install the warranted improvements at a time when directed by the appropriate permitting agency. The need to submit a study may be waived by DPW&T if that agency determines that sufficient recent studies have been conducted.
 - B. Modify the south/westbound Van Dusen Road approach to operate as a

shared right-through lane and an exclusive left-turn lane.

- C. Widen the north/eastbound Van Dusen Road approach to operate as a shared right-through lane and a shared left-through lane, if required by DPW&T.
15. Prior to the issuance of any building permit on the subject property, the following improvements at the intersection of Van Dusen Road and Virginia Manor Road shall (a) have full financial assurances, (b) have been permitted for construction and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
- A. Submit an acceptable traffic signal warrant study to DPW&T and, if necessary, SHA for the intersection of Van Dusen Road and Virginia Manor Road. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T. If the signal or other needed improvements at that intersection are deemed warranted by DPW&T, the applicant shall bond or pay a pro rata share as may be appropriate for the signal or other improvements prior to the release of any building permits within the subject property, and install the warranted improvements at a time when directed by the appropriate permitting agency. The need to submit a study may be waived by DPW&T if that agency determines that sufficient recent studies have been conducted.
 - B. Widen the westbound Van Dusen Road approach to operate as a two-lane approach, with separate right-turn and left-turn lanes.
 - C. Widen the northbound Virginia Manor Road approach to operate as a two-lane approach, with separate through and left-turn lanes, if required by DPW&T.
16. Prior to the issuance of any building permit on the subject property, the following safety improvements at the intersection of the site entrance with Contee Road shall (a) have full financial assurances, (b) have been permitted for construction and (c) have an agreed-upon timetable for construction with DPW&T:
- A. Construction of a deceleration and an acceleration lane along eastbound Contee Road.
17. At the time of final plat approval, the applicant shall dedicate right-of-way along US 1 and along Contee Road as shown on the submitted plan. Improvements within the dedicated rights-of-way shall be determined by the appropriate operating agency.

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 subject property is located along the south side of Contee Road approximately 1,400 feet southeast of its intersection with Vandusen Road.
3. Environmental - This site is subject to the provisions of the Woodland Conservation Ordinance. The entire site is more than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A Tree Conservation Plan is required. The Tree Conservation Plan, TCP I/37/00, was approved by the Planning Board in action on SE-4391.

The principal soils on the site are in the Christiana Series. This soil group poses special problems to construction because it is subject to high shrink/swell. Earthmoving in a wet season may be more difficult due to the sticky nature of the material. The soils have very slow permeability and a relatively high runoff coefficient for rainfall. Particular care should be taken in the design of erosion/sediment control devices. Foundations and road bases should be engineered to consider the high shrink/swell characteristics.

There is no floodplain on the property. The headwaters of a small stream arise along the eastern boundary. The Tree Conservation Plan provides adequate buffering for this stream. There are no wetlands on the property. Current air photos indicate that most of the site is wooded. No Historic or Scenic roads are affected by this proposal. There are no significant nearby noise sources and the proposed use is not expected to be a noise. The Tree Conservation Map Book maintained by the Environmental Planning Section indicates the presence of a species listed by the State of Maryland as rare, threatened or endangered in the general region. Staff has determined that the population is not on the subject property, and that the proposed development will have no significant impact on the population of this threatened species.

According to the Sewer Service and Water Service maps produced by DER, the property is in categories W-3 and S-3. A Stormwater Concept Plan has been approved by the Department of Environmental Planning (DER).

4. Community Planning - The subject property is located within the limits of the 1990 *Master Plan for Subregion I* in Planning Area/Community PA 60/Employment Area 5. The Land Use Recommendation is for an Industrial Park. The 1990 *Sectional Map Amendment for Subregion I* retained this property in the I-3 Zone. The master plan provides guidelines for senior citizen housing, all of which appear to be met generally by the proposal. There are no master plan issues associated with this application.
5. Parks and Recreation - In accordance with Section 24-135(b) of the Subdivision Regulations, the Park Planning and Development Division of the Department of Parks and Recreation recommends that the applicant provide adequate private recreational facilities in accordance with the standards outlines in the Parks and Recreation Facilities Guidelines and facilities found to be appropriate by the District Council in the review of the special exception for the Planned Retirement Community. All recreational facilities

shall be constructed prior to, or in accordance with a schedule approved by the District Council.

6. Trails - The internal sidewalk and trail network shown on the preliminary plan appears adequate to meet pedestrian needs within the subject property. The loop trail around the site and all other internal trails should be a minimum of six feet wide and asphalt. The development of the roads in conformance with the 1999 AASHTO Guidelines for the Development of Bicycle Facilities is encouraged.
7. Transportation - The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 211.87 acres of land combined in the I-3 and R-R zones. The property is located within an area bounded by US 1, Contee Road, and Virginia Manor Road south of the City of Laurel. The applicant proposes to develop the I-3 portion of the property under Special Exception SE-4391, which allows a Planned Retirement Community of 650 residences. The remainder of the property, 107.17 acres, is largely occupied by an existing cemetery. This portion of the property is proposed to be recorded as outparcels.

The applicant prepared a traffic impact study in support of SE-4391 dated October 2000, and prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The counts contained in the study were taken in May 2000, less than one prior to the filing of the subject application. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines*. The traffic study was referred to the Department of Public Works and Transportation (DPW&T), the State Highway Administration (SHA), and the City of Laurel. Comments on the study from DPW&T and SHA are attached.

Staff Analysis of Traffic Impacts

The traffic study examined the site impact at four intersections which are critical to traffic accessing the subject property:

US 1/Contee Road (signalized)
Contee Road/site entrance (future)
Contee Road/Van Dusen Road (unsignalized/four-way stop)
Van Dusen Road/Virginia Manor Road (unsignalized/three-way stop)

The transportation staff has fully reviewed the traffic study as submitted by the applicant. The existing conditions at the following intersections are summarized below:

| EXISTING CONDITIONS | | |
|---------------------|-----------------------------------|------------------------------------|
| Intersection | Critical Lane Volume (AM & PM) | Level of Service (LOS, AM & PM) |

| | | | | |
|--|--------|--------|----|----|
| US 1 and Contee Road | 1,434 | 1,452 | D | E |
| Contee Road and site entrance | future | | | |
| Contee Road and Van Dusen Road | 88.1* | 102.6* | -- | -- |
| Van Dusen Road and Virginia Manor Road | 52.2* | 169.6* | -- | -- |

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the *Guidelines*, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.

Under existing traffic, all three intersections under study operate unacceptably during at least one peak hour. The *Guidelines* identify signalized intersections operating at LOS E or F during any peak hour as unacceptable. Also, the *Guidelines* identify unsignalized intersections having delays exceeding 50.0 seconds as unacceptable. All three existing intersections are shown to have unacceptable operations.

The traffic study shows approved development in the area. Since the study was scoped, it has become apparent that Ammendale South is mostly built out. We also note that the quantities of R&D and general office for Konterra Business Campus appear to be reversed. The effect of Ammendale South would be to greatly decrease background traffic, while the effect of Konterra would be to greatly increase background traffic. The transportation staff believes these changes are compensating, and therefore accepts the background results as presented. Background conditions are summarized below:

| BACKGROUND CONDITIONS | | | | |
|---|-----------------------------------|--------|------------------------------------|----|
| Intersection | Critical Lane Volume (AM & PM) | | Level of Service (LOS, AM & PM) | |
| US 1 and Contee Road | 1,710 | 1,757 | F | F |
| Contee Road and site entrance | future | | | |
| Contee Road and Van Dusen Road | 348.2* | 336.6* | -- | -- |
| Van Dusen Road and Virginia Manor Road | 221.3* | 416.9* | -- | -- |
| *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 vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive. | | | | |

With no improvements in the area, all existing study area intersections fail under background traffic.

The site is proposed for development as a planned retirement community. The site is proposed to be developed with 650 elderly housing residences, with a mix of housing types. The traffic study includes a trip generation study done at a local planned retirement community in another county, and compares that result with rates for elderly housing (detached and attached) given in the Institute of Transportation Engineers= (ITE) *Trip Generation Manual*. While the transportation staff concurs that the locally measured trip rates are much more realistic than the ITE rates, there should also have been a comparison with the ITE rates for retirement community. Even if this comparison had been provided, however, the locally measured rates are the highest and, in staff=s opinion, the most realistic rates for this type of adult community. The resulting site trip generation would be 247 AM peak hour trips (65 in, 182 out) and 273 PM peak hour trips (143 in, 130 out). There are three additional buildings on the site plan which would serve the activities of the residents within the community, and so it is assumed that these uses would not generate additional trips beyond those which would have been otherwise taken into account.

The staff has concerns about the site trip distribution. These concerns were raised with the traffic consultant when the traffic study was scoped in late 1998. Oddly enough, the trip distribution used does not match either the distribution put forth by the applicant at that time or the distribution recommended by staff. The staff=s recommendation utilizes the following trip distribution:

| | |
|------------|-----------------------------------|
| 10 percent | Northbound on US 1 |
| 15 percent | Eastbound on Contee Road |
| 20 percent | Southbound on US 1 |
| 10 percent | Southbound on Virginia Manor Road |
| 15 percent | Westbound on Van Dusen Road |
| 30 percent | Northbound on Van Dusen Road |

Using the revised site trip distribution, staff obtained the following results under total traffic:

| TOTAL TRAFFIC CONDITIONS | | | | |
|--|-----------------------------------|--------|------------------------------------|----|
| Intersection | Critical Lane Volume (AM & PM) | | Level of Service (LOS, AM & PM) | |
| US 1 and Contee Road | 1,808 | 1,838 | F | F |
| Contee Road and site entrance | 16.8* | 21.5* | -- | -- |
| Contee Road and Van Dusen Road | 436.2* | 401.6* | -- | -- |
| Van Dusen Road and Virginia Manor Road | 258.9* | 453.9* | -- | -- |

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the *Guidelines*, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.

The applicant has addressed the inadequacy at the US 1/Contee Road intersection with several proposed improvements:

1. Widen the eastbound Contee Road approach to provide four approach lanes: one left-turn lane, two through lanes, and one right-turn lane.
2. Construct an exclusive right-turn lane on the southbound US 1 approach.
3. Construct a second left-turn lane on the westbound Contee Road approach.
4. Modify the signal phasing from split phasing to concurrent phasing on the Contee Road approaches.

The applicant's response to the inadequacies at the unsignalized intersections of Contee Road/Van Dusen Road and Van Dusen Road/Virginia Manor Road is less clear. The applicant proposes lane modifications at each intersection. With the proposed modifications, we would obtain the following operational results:

TOTAL TRAFFIC CONDITIONS WITH PROPOSED IMPROVEMENTS

| Intersection | Critical Lane Volume (AM & PM) | | Level of Service (LOS, AM & PM) | |
|--|-----------------------------------|--------|------------------------------------|----|
| US 1 and Contee Road | 1,348 | 1,437 | D | D |
| Contee Road and site entrance | 16.8* | 21.5* | -- | -- |
| Contee Road and Van Dusen Road | 236.3* | 335.8* | -- | -- |
| Van Dusen Road and Virginia Manor Road | 177.8* | 412.7* | -- | -- |

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the *Guidelines*, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.

The transportation staff finds that the improvements recommended in the traffic study would produce an acceptable situation at the intersection of US 1 and Contee Road. However, neither the Contee Road/Van Dusen Road or the Van Dusen Road/Virginia Manor Road intersections would operate acceptably as unsignalized intersections with the improvements recommended by the applicant. The applicant has stated that the minor physical improvements have been identified to mitigate the traffic impacts. This unfortunate term is not a standard which is used in reviewing applications in this area. It was clear in reviewing the Special Exception that mitigation, as allowed under Section 24-124, was not intended here. And even if mitigation were applicable, it is not clear that the requirements were correctly applied in this case.

In response to inadequacies identified at unsignalized intersections, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal if it is deemed warranted by the appropriate operating agency. The warrant study is, in itself, a more detailed study of the adequacy of the existing unsignalized intersection. The staff believes that such a study is needed at the intersections of Contee Road/Van Dusen Road and at Van Dusen Road/Virginia Manor Road, and that the applicant should be responsible for any improvements identified as necessary by the warrant study, including signalization. The staff's analysis of signalization at both intersections has indicated that operational problems would continue unless both intersections receive physical widening. We would offer the following recommendations:

At Contee Road and Van Dusen Road:

1. Modify the south/westbound Van Dusen Road approach to operate as a shared right-through lane and an exclusive left-turn lane (as recommended by the applicant).
2. Widen the north/eastbound Van Dusen Road approach

to operate as a shared right-through lane and a shared left-through lane.

3.

At Van Dusen Road and Virginia Manor Road:

2. Widen the westbound Van Dusen Road approach to operate as a two-lane approach, with separate right-turn and left-turn lanes (as recommended by the applicant).
3. Widen the northbound Virginia Manor Road approach to operate as a two-lane approach, with separate through and left-turn lanes.

With traffic signals and with staff=s recommended improvements, the final results of the traffic analysis are as follow:

| TOTAL TRAFFIC CONDITIONS WITH STAFF-RECOMMENDED IMPROVEMENTS | | | | |
|---|-----------------------------------|-------|------------------------------------|----|
| Intersection | Critical Lane Volume (AM & PM) | | Level of Service (LOS, AM & PM) | |
| US 1 and Contee Road | 1,348 | 1,437 | D | D |
| Contee Road and site entrance | 16.8* | 21.5* | -- | -- |
| Contee Road and Van Dusen Road | 1,287 | 1,299 | C | C |
| Van Dusen Road and Virginia Manor Road | 1,252 | 1,077 | C | B |
| *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 vehicle 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. | | | | |

The comments from the operating agencies are attached. DPW&T made five major points, each of which is discussed below:

1. The first two points are concerned with background development. They suggest (a) that the trips from Ammendale South are misassigned, and that (b) the uses within the Konterra Business Campus are

misdefined, resulting in an underassignment of trips from that development. The transportation staff did note the concern with the Konterra Business Campus, and also did note that Ammendale South is nearly built out. It was the transportation staff=s opinion that the errors were compensatory, and no adjustment was made to background traffic.

2. The third point concerns the intersection of Contee Road and Van Dusen Road. DPW&T recommended additional physical improvements plus signalization, a recommendation which is consistent with the Transportation Planning Section=s comments.
3. The fourth point concerns the intersection of Van Dusen Road and Virginia Manor Road. DPW&T recommended additional physical improvements, but not signalization. The Transportation Planning Section recommended a signal warrant study in addition to added physical improvements.
4. The fifth point concerns the site entrance. DPW&T has recommended both acceleration and deceleration lanes along eastbound Contee Road at the site entrance, as well as a westbound left-turn lane.

SHA makes two points in their review of the traffic study which occurred at the time SE-4391 was reviewed. They indicate that they concur with the report findings and recommendations for the site which are contained in the traffic study. SHA also recommends that a new study be done at the time of Preliminary Plan to include the nearby Gustine Property. This property, which is within the City of Laurel at the northwest corner of US 1 and Contee Road, did have a filing for a rezoning in support of a planned 160,000 square foot retail center. That application never gained approval and was in fact withdrawn. Therefore, the Transportation Planning Section disagrees that the Gustine Property would need to be included in a traffic study for the subject property, and believes that the study which was reviewed in fall 2000 remains valid.

The traffic study only addresses the I-3 zoned portion of the property. As stated earlier, the R-R portions of the property are largely occupied by an existing cemetery. These portions are proposed to become outparcels, meaning that any significant development would require a new preliminary plan on these portions,

with a new review of the adequacy of transportation facilities. The nature of the outparcel designation makes any further condition unnecessary.

Plan Comments

US 1 and Contee Road are master plan arterial facilities, while Virginia Manor Road is an industrial roadway adjacent to the future A-56 facility. Areas of dedication shown on the current plan are acceptable as shown.

The circulation system shown on the plan is far superior to that which was originally reviewed by the transportation staff when the Special Exception was filed. All lots are proposed to access internal streets, with no lots having driveway access onto Contee Road or US 1. All internal streets are proposed to be public. The original subdivision raised numerous issues regarding right-of-way size (most were substandard), cross-sections (many 22-foot pavement widths), cul-de-sac end treatments, and treatment of islands within roundabouts. The plan also proposed some traffic calming measures. All of these issues have been discussed with DPW&T during review of the plan, and the transportation staff is aware that DPW&T has agreed in concept with the layout and street cross-sections shown on the current plan.

In reviewing the plan for the site, the staff notes that a development such as this generally improves area circulation when it connects to the major streets on which it has frontage. In the case of the subject development, however, the applicant recommended a gated community at the time of Special Exception. While the community cannot be truly gated with the use of public streets, most of staff's considerations remain constant. While the transportation staff normally would request that multiple street connections be made, given the volume of traffic to be generated by the site along with the self-contained nature of a planned retirement community, there is not sufficient

justification to require connection beyond the single access onto Contee Road which is proposed. With an emergency access point planned from the site onto US 1, even less need for full street connections exists.

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

8. Schools - The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of school facilities in accordance with Section 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) and concluded that the subdivision is exempt from the APF test for schools because it is a planned retirement community.
9. Fire and Rescue - The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities and concluded the following.

Multifamily and Community Buildings:

- a. The existing fire engine service at Laurel Fire Station, Company 10 located at 7411 Cherry Lane, has a service response time of 3.25 minutes, which is within the 3.25-minute response time guideline for the northern most building and the cluster of six multifamily buildings immediately adjacent. All other lots are beyond the recommended response time.
- b. The existing paramedic service at Laurel Rescue Fire Squad, Company 49 located at 14910 Bowie Road, has a service response time of 5.01 minutes, which is within the 7.25-minute response time guideline.

- c. The existing ladder truck service at Beltsville Fire Station, Company 31 located at 4911 Prince George=s Road, has a service response time of 6.49 minutes, which is beyond the 4.25-minute response time guideline.
- d. The existing ambulance service located at Laurel Rescue Station, Company 49, is beyond the recommended response time guideline. The nearest fire station Laurel, Company 10, is located at 7411 Cherry Lane, which is 3.99 minutes from the development. This facility would be within the recommended response time for ambulance service.

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 service discussed, the Fire Department recommends that the four multifamily dwellings located on proposed Parcel S be fully sprinklered in accordance with National Fire Protection Association Standard 13D/13 and all applicable Prince George=s County laws.

Single-Family and Townhouses:

- a. The existing fire engine service at Laurel Fire Station, Company 10 located at 7411 Cherry Lane, has a service response time of 3.99 minutes, which is within the 5.25-minute response time guideline.
- b. The existing ambulance service at Laurel Rescue Fire Squad, Company 49 located at 14910 Bowie Road, has a service response time of 5.63 minutes, which is within the 6.25-minute response time guideline.
- c. The existing paramedic service at Laurel Rescue

Fire Squad, Company 49 located at 14910 Bowie Road, has a service response time of 5.63 minutes, which is within the 7.25-minute response time guideline.

- d. The proposed subdivision will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance and paramedic service.

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*

10. Police Facilities - The proposed development is within the service area for District VI-Beltsville police station. In accordance with Section 24-122.01(c) of the Subdivision Regulations, the existing county's police facilities will be adequate to serve the proposed development and will adequately serve the population generated by the development.
11. Health Department - The Health Department has no comment.
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, #6904-2001-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development should be in accordance with this approved plan.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince

George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Lowe, seconded by Commissioner Eley, with Commissioners Lowe, Eley, Scott, Brown and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, September 13, 2001, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 11th day of October 2001.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:rmk:WC