

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Subdivision Plat 4-01014
Metroview, Parcels B, E, J, K, L, M N, O, P and Y

OVERVIEW

The subject property consists of approximately 23.33 acres of land in the C-O and M-X-T Zones. The property is located at the north/northeast corner of Ellin Road and Harkins Road, adjacent to the New Carrollton Metrorail Station. Currently undeveloped, the property is comprised of several deed parcels and recorded lots found on Tax Map 51, Grid F-1. The applicant proposes to subdivide the parcels into ten record parcels for development in the M-X-T Zone. Three phases of development are proposed, totaling 600,000 square feet of office space and 2,400 high-rise apartment residences.

The property is within the *New Carrollton Transit District Development Plan*, which recommends mixed-use land use. A conceptual site plan was approved with the TDDP and subsequently amended Conceptual Site Plan SP-90091/01. The Transit District Overlay Zone was adopted by the District Council through CR-51-1989. The proposal is in conformance with those approvals.

SETTING

The property is located in the northeast quadrant of the Harkins Road/85th Avenue intersection. To the northwest are single-family detached homes in the R-55 Zone. To the northeast are multifamily dwellings in the R-18 Zone. To the southeast are single-family homes in the R-55 Zone, with the New Carrollton Metro Station further to the southeast. To the south and southwest is the Internal Revenue Service office building in the M-X-T Zone.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. Environmental Issues • No wetlands, floodplain or streams occur on the property. Current air photos indicate that the majority of the site has been graded. No historic or scenic roads are affected by this proposal. Because the property is within the New Carrollton Transit District Overlay Zone, noise impact from outside noise sources will be controlled during the review of Detailed Site Plans. No significant noise is expected to be generated by on-site activities. No rare/threatened/endangered species are known to occur in the project vicinity. According to the Sewer Service and Water Service maps produced by DER, the property is in categories W-3 and S-3. Stormwater management facilities approved by DER are in place. The soils map included in the review package indicates that no problematic soils occur in the proposed development area.

This site is subject to the provisions of the Woodland Conservation Ordinance because it 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 to satisfy the requirements of the Woodland Conservation Ordinance. The Forest Stand Delineation and Tree Conservation Plan, TCPII/88/90, were reviewed and approved prior to the issuance of a grading permit for a larger area which contains

the subject property. TCPI/8/96 was approved by Planning Board Resolution PGCPB 96-111. No further action is needed. The proposal is in conformance with both the Type I and Type II Tree Conservation Plans.

There are no other environmental issues associated with this application.

2. Community Planning ●The 1982 *General Plan* placed the property in Policy Category Area I. The property is within the *New Carrollton Transit District Development Plan* area, which recommends mixed-use and residential land uses for the property. The 1989 *New Carrollton Transit District Development Plan* rezoned Parcels E, J, K, L, M, N, O and P from R-H and R-55 to M-X-T. Parcels A and Y were not rezoned. The parcel configurations appear to allow for an eventual realization of the Transit District Development Plan's land use proposals.

The build-out land uses on these parcels should be as recommended in the Transit District Development Plan or a Primary Amendment must be obtained from the District Council. Issues relating to specific land uses will be addressed in the Detailed Site Plans for this property.

3. Parks and Recreation ●In accordance with Section 24-135 of the Subdivision Regulations, the applicant will be required to provide private recreational facilities in lieu of mandatory park dedication. The 1989 Approved Transit District Development Plan contains guidelines for such facilities. The exact nature and location of recreational facilities will be determined at the time of Detailed Site Plan for each residential parcel.
4. Trails ●The *Adopted and Approved Bladensburg-New Carrollton and Vicinity Master Plan* designates Harkins Road and Ellin Road as Class III bikeways and recommends appropriate signage. Harkins and Ellin Roads are county rights-of-way. In cases along county rights-of-way, the Planning Board has required applicants to provide a financial contribution of \$210 to the Department of Public Works and Transportation for the placement of bikeway signs. In this case, two signs should be required, one on each road. Therefore, the applicant should be required to provide \$420. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit.
5. Transportation ●The applicant submitted a traffic study in support of the application dated February 2001. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals (Guidelines)*. The study was referred to both the county Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA). SHA comments were received and are attached; no comments have been received to date from DPW&T.

Summary of Traffic Impacts

The applicant has prepared a traffic impact study in support of the application using new counts taken in November 2000. The traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections:

MD 450/85th Avenue

MD 450/West Lanham Drive (unsignalized)

MD 450/Harkins Road/Finns Lane
Harkins Road/West Lanham Drive
Harkins Road/Sherwood Street (unsignalized)
Harkins Road/Ellin Road
Ellin Road/Emerson Place (unsignalized)
MD 410/Ellin Road

With the development of the subject property, the traffic consultant has determined that adequate transportation facilities in the area can be attained without off-site transportation improvements, except that improvements would be needed at MD 450/85th Avenue with the completion of Phase III (the residential component). The analysis also noted delay problems at the MD 450/West Lanham Drive intersection. The analysis was based on upon lower trip generation rates as assumed in the *New Carrollton Transit District Development Plan*.

Staff Analysis of Traffic Study

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

EXISTING CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 450/85th Avenue	973	1,188	A	C
MD 450/West Lanham Drive (unsignalized)	23.7*	78.0*	--	--
MD 450/Harkins Road/Finns Lane	769	847	A	A
Harkins Road/West Lanham Drive	388	432	A	A
Harkins Road/Sherwood Street (unsignalized)	10.0*	9.8*	--	--
Harkins Road/Ellin Road	640	737	A	A
Ellin Road/Emerson Place (unsignalized)	13.9*	13.2*	--	--
MD 410/Ellin Road	903	854	A	A
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i> , an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.				

A review of background development in the area was conducted by the applicant in cooperation with transportation staff, but no significant approved developments were identified in the immediate area. Furthermore, the applicant determined that traffic growth along the primary roads in the vicinity was less than one percent per year between 1992 and 1999. Therefore, a background analysis is unnecessary.

The traffic study analyzes the proposed development as three phases, with the following trip generation:

AM-in/out/total	PM-in/out/total	
Phase I - 325,000 square feet office	373/41/414	79/335/414
Phase II - 275,000 square feet office	316/35/351	67/284/351
Phase III - 2,400 high-rise residences	94/374/468	304/164/468
All three phases - TOTAL	783/450/1,233	450/783/1,233

The traffic study utilized information from the *New Carrollton Transit District Development Plan* (TDDP) in determining trip generation. While the transportation staff accept the rates shown in that plan, the plan utilized a PM peak-hour analysis as the critical period. By utilizing the same rates for AM and for PM, the traffic study overstates the trip reduction for the office component in the AM and understates the comparable trip reduction for the residential component. The net change in AM trip generation by applying a consistent trip reduction percentage to the trip rates cited in the *Guidelines* would be +63 for office development and - 115 for residential development. Therefore, the transportation staff finds that while the trip generation rates shown in the TDDP have been correctly applied for PM conditions in the traffic study, the same study slightly overstates site trip generation in the AM peak hour.

The assumed trip distribution is reasonable. Total traffic under future conditions without improvements, for the proposed three phases of development, is summarized below:

TOTAL TRAFFIC CONDITIONS - PHASE I				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 450/85th Avenue	1,125	1,308	B	D
MD 450/West Lanham Drive (unsignalized)	25.0*	163.9*	--	--
MD 450/Harkins Road/Finns Lane	775	906	A	A
Harkins Road/West Lanham Drive	427	436	A	A
Harkins Road/Sherwood Street (unsignalized)	10.3*	10.7*	--	--
Harkins Road/Ellin Road	696	792	A	A
Ellin Road/Emerson Place (unsignalized)	14.8*	14.6*	--	--
MD 410/Ellin Road	909	906	A	A
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i> , an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.				

TOTAL TRAFFIC CONDITIONS - PHASE II				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 450/85th Avenue	1,255	1,408	C	D
MD 450/West Lanham Drive (unsignalized)	26.8*	260.5*	--	--
MD 450/Harkins Road/Finns Lane	780	956	A	A
Harkins Road/West Lanham Drive	484	584	A	A
Harkins Road/Sherwood Street (unsignalized)	10.6*	11.6*	--	--
Harkins Road/Ellin Road	743	840	A	A
Ellin Road/Emerson Place (unsignalized)	15.8*	16.0*	--	--
MD 410/Ellin Road	914	950	A	A
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i>, an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.</p>				

TOTAL TRAFFIC CONDITIONS - PHASE III				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 450/85th Avenue	1,312	1,458	D	E
MD 450/West Lanham Drive (unsignalized)	27.0*	409.2*	--	--
MD 450/Harkins Road/Finns Lane	836	1,013	A	B
Harkins Road/West Lanham Drive	522	718	A	A
Harkins Road/Sherwood Street (unsignalized)	12.3*	12.8*	--	--
Harkins Road/Ellin Road	785	856	A	A
Ellin Road/Emerson Place (unsignalized)	18.4*	17.6*	--	--
MD 410/Ellin Road	972	976	A	A
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i>, an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.</p>				

The traffic generated by the proposed preliminary plan would impact the intersection of MD 450 and West Lanham Drive. The Prince George's County Planning Board, in the *Guidelines*, has defined vehicle delay in any movement exceeding 45.0 seconds as an unacceptable operating condition at unsignalized intersections. In response to such a finding,

the Planning Board has often imposed a condition to perform a traffic signal warrant study in similar circumstances. Although the traffic study indicates that a signal appears unlikely to be warranted, the applicant has agreed to perform the needed warrant study. The SHA has not commented further.

The intersection of MD 450 and 85th Avenue operates at LOS E under Phase III traffic. The traffic study recommends that southbound 85th Avenue have a second exclusive left-turn lane, with the final configuration of the approach to be two exclusive left-turn lanes, one through lane, and one right-turn lane. This recommendation would include modifications to the signal. The State Highway Administration has concurred with this proposed improvement.

All adjacent rights-of-way exist in accordance with Master Plan recommendations, and no further dedication is required by this plan.

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with conditions requiring a signal warrant study at the MD 450/West Lanham Drive intersection, capping total development and requiring improvements to the MD 450/85th Avenue intersection

The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.01 and 24-122.02 of the Subdivision Regulations and the *Regulations to Analyze the Development Impact on Public School Facilities* (revised January 2001) (CR-4-1998).

6. Finding●

Projected Impact on Affected Public Schools

Affected School Name	D.U. by Type	Pupil Yield Factor	Development Pupil Yield	5- Year Enrollment	Adjusted Enrollment	Total Projected Enrollment	State Rated Capacity	Percentage of Capacity
Glenridge Elementary School	400 MFD	0.24	96	746	0	842	696	120.98%
Charles Carroll Middle school	400 MFD	0.06	24	712	0	726	909	79.87%
Fairmont Heights High School	400 MFD	0.12	48	1082	0	1130	1206	93.70%

Source: Prince George's County Planning Department, M-NCPPC, January 2001

Since the affected Glenridge Elementary School projected percentage of capacity is greater than 105%, the Adequate Public Facilities fee is \$2,160.00 per dwelling unit. The amount of the Adequate Public Facilities fee for schools shall be offset by the School Facilities Surcharge.

Any amount not offset shall be paid and divided among the schools at a rate determined by the guidelines.

7. Fire and Rescue ●The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of fire and rescue facilities.
 - a. The existing fire engine service at West Lanham Hills Fire Station, Company 28, located at 7609 Annapolis Road, has a service response time of 2.80 minutes, which is within the 3.25-minute response time guideline.
 - b. The existing ambulance service at Landover Hills Fire Station, Company 30, located at 68th Street and Annapolis Road, has a service response time of 3.03 minutes, which is within the 4.25-minute response time guideline for Parcels B, E, K, and P; 2.89 minutes, which is within the 4.25-minute response time guideline for Parcel Y.
 - c. The existing paramedic service at Landover Hills Fire Station, Company 30, has a service response time of 5.92 minutes, which is within the 7.25-minute response time guideline.
 - d. The existing ladder truck service at Kentland Fire Station, Company 33, located at 7701 Landover Road, has a service response time of 3.65 minutes, which is within the 4.25-minute response time guideline for Parcel Y. All other parcels are beyond.

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*. To alleviate the negative impact on fire and rescue services due to the inadequate service discussed above, the Fire Department recommends that all commercial structures be fully sprinklered in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.

8. Police Facilities ●The proposed development is within the service area for District I- Hyattsville. In accordance with Section 24-122.1(c)(1)(A) and (B) of the Subdivision Regulations of Prince George's County, the existing county police facilities will be adequate to serve the proposed Metroview development.
9. Health Department ●The Health Department reviewed the application and offered no comments.
10. 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, # 8328152-2000-00, was approved with conditions on November 21, 2000, to ensure that development of this site does not result in on-site or downstream flooding. The approval is valid through November 21, 2003. Development must be in accordance with this approved plan.
11. Public Utility Easement ●The preliminary plat does not include the required ten-foot-wide Public Utility Easement along all public rights-of-way. Prior to signature approval, the preliminary plat must be revised to include this easement either graphically or by reference in a note.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Development of this site shall be in conformance with the following approvals:
 - a. The *New Carrollton Transit District Development Plan*, dated August 1998.
 - b. District Council Resolution CR-51-1989.
 - c. PGCPB 95-196, resolution for SP 90091/01.
 - d. Approved Stormwater Concept Plan, Concept 8328152-2000-00, or revisions thereto.
2. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assigns shall provide a financial contribution of \$420.00 to the Department of Public Works and Transportation for the placement of a bikeway signs along Harkins and Ellin Roads, designated Class III Bikeways. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit.
3. The following note shall be placed on the final plat:

■An automatic fire suppression system shall be provided in all proposed buildings in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.●
4. Total development within the subject property shall be limited to 600,000 square feet of office space (which comprises Phases I and II) and 2,400 high-rise residential units (which comprise Phase III), or equivalent development which is permitted which generates no more than 765 AM and 765 PM trips for Phases I and II, and 468 AM and 468 PM trips for Phase III (for a total of 1,233 trips in either peak hour for all three phases). Any development that generates more peak-hour vehicle trips than that identified herein above shall require an additional Preliminary Plat of Subdivision with a new determination of the adequacy of transportation facilities.
5. Prior to the approval of any building permit within the subject property, the applicant, his heirs, successors and/or assigns shall submit an acceptable traffic signal warrant study to the State Highway Administration (SHA) and the County Department of Public Works and Transportation (DPW&T) for the intersection of MD 450 and the West Lanham Drive. The applicant should utilize new 12-hour counts, and should analyze signal warrants under total future traffic as well as existing traffic. If the agencies deem a signal or other physical modifications to be warranted at this location, the applicant shall bond such signals or modifications prior to the release of the initial building permit, and install them at a time when directed by the SHA and/or DPW&T.
6. Prior to the issuance of any permits under Phase III (i.e., total development exceeding 765 trips in either weekday peak hour), the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction, and (c) have an agreed-upon timetable for construction with the SHA/DPW&T:

- a. MD 450 at 85th Avenue: Provide an additional exclusive left-turn lane in the median along the southbound approach of 85th Avenue to MD 450. The length of the lane shall be as determined by the appropriate agency. The resulting lane configuration along this approach will be two exclusive left-turn lanes, one through lane, and one right-turn lane. The applicant will be responsible for any resulting traffic signal modifications and changes to signage and pavement markings.
7. Prior to signature approval, the preliminary plat shall be revised:
 - a. To graphically depict the ten-foot Public Utility Easement or to include a note referencing this easement.
 - b. To include the stormwater management concept plan approval number and date.
8. At the time of detailed site plan for residential portions of the property, specific locations and types of private recreational facilities shall be determined.
9. Prior to the issuance of a building permits, the applicant, his heirs, successors and/or assigns shall pay an Adequate Public Facilities fee of \$2,160.00 per dwelling unit for the elementary school, unless fully offset by a school facility surcharge payment. Any amount not offset shall be paid and divided among the schools at a rate determined by the guidelines. This adequate public facilities fee would be placed in an account to relieve overcrowding at Glenridge Elementary School.