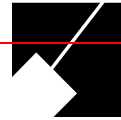


Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



Comment [COMMENT1]: WHEN INSERTING
 INFORMATION AT THE @ SIGN
 REMEMBER TO USE INDENT FOR SECOND
 LINE - NOT TAB. ALSO, IT WILL LOOK
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Note: Staff reports can be accessed at www.mnccpc.org/pgco/planning/plan.htm

PRELIMINARY PLAN

4-02042

Application		General Data	
Project Name: NORTH FORESTVILLE, PETE'S ADDITION Location: East end of Martha and Marion Streets and northwest of the intersection of Forestville and Marlboro Pike. Applicant/Address: Marco Homes 4303 Northview Drive Bowie, MD 20715		Date Accepted	06/04/02
		Planning Board Action Limit	01/10/03
		Tax Map & Grid	081/F-04
		Plan Acreage	1.83
		Zone	R-55
		Lots	7
		Parcels	0
		Planning Area	75A
		Council District	06
		Municipality	N/A
200-Scale Base Map		204SE07	
Purpose of Application		Notice Dates	
RESIDENTIAL SUBDIVISION		Adjoining Property Owners (CB-15-1998)	N/A
		Previous Parties of Record (CB-13-1994)	08/02/02
		Sign(s) Posted on Site	09/18/02
		Variance(s): Adjoining Property Owners	N/A
Staff Recommendation		Staff Reviewer: Del Balzo	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-02042
Pete's Addition to North Forestville, Lots 1-7

OVERVIEW

The proposed subdivision consists of 1.84± acres of land in the R-55 Zone. The property, currently identified as Parcels 167 and 183, Tax Map 81, Grid F-3, is undeveloped. The applicant proposes to create seven lots for single-family residential units. An existing single-family dwelling unit will be located on proposed lot 2. The lots range in size from just over 6,500 square feet to just under 11,500 square feet. The applicant proposes access by two short cul-de-sacs from two local public streets.

This property has been before the Planning Board previously as Preliminary Plan 4-97101, approved in 1998. The approved preliminary plan expired in 2000. The application before the Board now is exactly the same as previously approved.

SETTING

The oddly shaped property lies at the eastern terminus of two residential streets, Marion Street and Martha Street, immediately southeast of the Marion Street/Pine Creek Place intersection in Forestville. It abuts a rubblefill with woodland conservation area in the I-1 and R-55 Zones to the east and single-family dwellings in the R-55 Zone in all other directions.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. Development Data Summary—

	EXISTING	PROPOSED
Zone(s)	R-55	R-55
Use(s)	One Single-Family Detached Dwelling	Single-Family Detached Dwellings
Acreage	1.84	1.84
Lots	0	7
Parcels	1	0
Dwelling Units: Detached	0	7

2. Environmental Issues—A review of the information available indicates that Marlboro clay, severe slopes, and 100-year floodplain are not found to occur on this property. A stream and small area of wetlands are located on this site. The site is located in the Western Branch watershed, which is a tributary to the Patuxent River. The soils found to occur on this property, according to the Prince George's County Soil Survey, include the Aura, Galestown, and Sassafras series. The Aura soils have a K factor of 0.43 and are considered highly erodible. The Galestown and Sassafras series do not pose any problems for development. There are no rare, threatened, or endangered species located in the vicinity of this property based on information provided by the Maryland Department of Natural Resources—Natural Heritage Program. No historic or scenic roads are affected by this proposal. The property is in sewer and water categories S-3 and W-3 and will be served by public systems. There are no adverse noise impacts from off-site sources or on-site activities.

This site is subject to the provisions of the Woodland Conservation Ordinance because it is larger than 40,000 square feet in size and contains more than 10,000 square feet of woodlands. A tree conservation plan (TCP) and forest stand delineation (FSD) are required. An FSD was submitted and reviewed in conjunction with the previously approved preliminary plan and TCPI. No further information is needed concerning the FSD.

A Type I Tree Conservation Plan, TCPI/65/97, was approved with the previous preliminary plan; however, it does not meet the minimum requirements of the Woodland Conservation Ordinance. The three minimum standards that are not met on the plan are the minimum width for conservation areas (35 feet) and the minimum rear yard setback from houses for woodland conservation (40 feet) and the minimum side yard setback from houses (20 feet). In addition, the TCPI shows reforestation on lots of less than 20,000 square feet, which is not acceptable. The applicant has agreed to address these issues at time of TCPII. Specifically, the TCPII will show all woodland save areas as being at least 35 feet in width and will maintain 40-foot rear yards and 20-foot side yards. No reforestation will be shown on the TCPII and any requirements not met on site shall be met off site.

Normally, woodland preservation is also not allowed on lots smaller than 20,000 square feet. However, this plan was previously approved. Woodland preservation on the proposed 6,600-square-foot to 11,600-square-foot lots can be allowed if it meets the minimum requirements of the ordinance and the TCPII shows that the proposed grading will allow a reasonable chance for the survival of the trees shown to be preserved. The TCPII for this site should not show any reforestation, all woodland preservation areas will have a minimum width of 35 feet, and all lots will have 40-foot rear yards and 20-foot side yards unencumbered by woodland conservation.

Because the woodland conservation may not be feasible on-site, the TCP II may differ greatly from the TCP I. This is not normally acceptable. Compliance with the recommended condition may affect lot lines or require more off-site mitigation. To ensure that either the lots can be created with the required woodland conservation setbacks or that the off-site mitigation measures are appropriate, staff recommends that a TCP II, which addresses all of these issues, be approved prior to approval of the final plat.

The site contains significant natural features that are required to be protected under Section 24-130 of the Subdivision Regulations. A stream and wetlands are located on the property. These features comprise the Patuxent River Primary Management Area (PMA) on this site. During the review of the previous preliminary plan, the Environmental Planning Section decided it was not necessary to show the PMA because the Department of Environmental Resources intends to pipe the stream on the property for stormwater management and to alleviate flooding problems in the area. The current preliminary plan also proposes to pipe the stream. No further action is required for proposed impacts to the PMA.

The preliminary plan states that wetlands are present on the site. The wetlands are part of the PMA and as such a variation request is not required at this time. When permits are issued for the property, copies of all necessary state and federal permits must be submitted. Prior to the issuance of any permits that impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant must submit to the M-NCPPC Planning Department copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

3. Community Planning—The 2002 General Plan places this property in the Developed Tier. The 1985 *Approved Master Plan for Suitland-District Heights and Vicinity* recommends residential land use at Medium Suburban Density. The 1986 *Adopted Sectional Map Amendment for Suitland-District Heights and Vicinity, Planning Areas 75A and 75B* retained the property in the R-55 Zone. The plan map shows that the entire property is located within a “Perceptually Sensitive Area” and within the Western Branch of the Patuxent River drainage area. There is also an existing rubble fill (zoned I-1) abutting lots 1, 2 and 3 of the proposed residential development. Based on the 1998 Andrews Air Force Base Air Installation Compatible Use Zone (AICUZ) Study, the property is also within the Accident Potential Zone II, an area where aircraft crashes could possibly occur. The proposed subdivision is located between 65–70 aircraft noise contours.

The master plan provides guidelines for new residential development to maintain the integrity of any existing residential community. The following master plan guidelines (“Living Area Chapter”) are applicable to the review and approval of this proposed residential development.

- a. “Living areas should contain no uses or activities which are incompatible with residential activities.
- b. “A living area design proposal should include an analysis of internal traffic circulation, as well as an examination of the development’s potential impact on the local transportation system.
- c. “New residential areas should be designed and existing neighborhoods improved to minimize vehicular through traffic.
- d. “Where feasible, building setbacks and/or acoustic fencing should be utilized to deflect noise and screen visual impacts, especially at major intersections and interchanges, or where conflicts between land uses may develop.
- e. “Residential structures should be designed in harmonious relationships to one another and to the terrain and should be situated to create interesting places.”

The *Landscape Manual* will require certain buffering of incompatible uses, as noted in the master plan guidelines.

4. Parks and Recreation—The proposed subdivision is subject to the mandatory park dedication requirements of Section 24-134 of the Subdivision Regulations. Because the size and location of the available land is inappropriate for park dedication, staff recommends the applicant pay a fee-in-lieu of park dedication in accordance with Section 24-135. Because Lot 2 has an existing dwelling, the condition should apply to Lots 1 and 3 through 7 only.
5. Trails—There are no master plan trails issues associated with this application.

6. Transportation—The transportation staff determined that the size of the property did not warrant a traffic study and that other traffic-related data was available from which to draw findings. This site went to public hearing in 1997 as preliminary plan 4-97101, and during the hearing for that subdivision there was concern expressed about the need for a signal in the vicinity. The county Department of Public Works and Transportation (DPW&T) did study the issue and did provide staff with their determination. The findings and recommendations outlined below are based upon a review of relevant 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*.

Growth Policy—Service Level Standards

The subject property is located within the developed tier, as defined in the 2002 *Adopted General Plan for Prince George's County*. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized intersections: The *Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Staff Analysis of Traffic Impacts

The transportation staff is basing its findings on the traffic impacts at the critical intersection of Marlboro Pike and Lakehurst Avenue. Using the *Highway Capacity Manual* method for analyzing unsignalized intersections, this intersection operates with maximum delay exceeding the limits of the procedure during both peak hours. These excessive delays occur in the southbound left-turn movement from Lakehurst Avenue.

The transportation staff has reviewed approved development in the area and assumed a growth rate of 1.4 percent annually over three years along Marlboro Pike. Neither the state nor the county programs include capital projects at this location.

The applicant proposes a seven lot residential subdivision. Using trip generation rates in the *Guidelines*, the proposed use would generate 5 AM (1 in, 4 out) and 6 PM (4 in, 2 out) peak-hour vehicle trips. These trips are assumed to be distributed as follows:

- 55%—east along Marlboro Pike
- 45%—west along Marlboro Pike

Given these parameters for background and total traffic, the critical intersection operates with maximum delay exceeding the limits of the procedure during both peak hours under both scenarios. These excessive delays would continue to occur in the southbound left-turn movement from Lakehurst Avenue.

Therefore, the Marlboro Pike/Lakehurst Avenue intersection, which is unsignalized now and has no current plans for signalization, operates unacceptably during both peak hours with the development of the subject property, with vehicle delays exceeding 50.0 seconds in both peak hours for minor street left-turn movements from Lakehurst Avenue. In response to such a finding, 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.

However, in this circumstance the county Department of Public Works and Transportation (DPW&T) performed a traffic signal warrant study at this location during spring 1998. By letter dated July 17, 1998, DPW&T indicated that the critical intersection did not meet the required warrants for installation of a signal. While through traffic has increased slightly along Marlboro Pike since this study was done, there has been no development along Lakehurst Avenue that would significantly increase the number of vehicles turning at the intersection. Lacking significant changes in traffic patterns at this location, staff does not believe that it is likely that signal warrants would be met, even with the development of the subject site. Therefore, with the results of the signal warrant study in hand, staff does find that the critical intersection of Marlboro Pike/Lakehurst Avenue operates acceptably in both peak hours with the development of the subject property.

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. The transportation staff is not recommending conditions at this time.

7. Schools—The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001). The proposed subdivision is exempt from the APF test for schools because it is located in the Developed Tier.
8. Fire and Rescue—The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public fire and rescue facilities.
 - a. The existing fire engine service at District Heights Fire Station, Company 26, located at 6208 Marlboro Pike, has a service response time of 3.41 minutes, which is within the 5.25-minute response time guideline.
 - b. The existing ambulance service at District Heights Fire Station, Company 26, has a service response time of 3.41 minutes, which is within the 6.25-minute response time guideline.
 - c. The existing paramedic service at Silver Hill Fire Station, Company 29, located at 3900 Silver Hill Road, has a service response time of 7.20 minutes, which is within the 7.25-minute response time guideline.

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

9. Police Facilities—The proposed development is within the service area for District III—Landover. In accordance with Section 24-122.01(c) of the Subdivision, existing county police facilities will be adequate to serve the proposed North Forestville, Pete’s Addition subdivision. This police facility will adequately serve the population generated by the proposed subdivision.
10. Health Department—The Health Department notes that any abandoned well on the site must be backfilled and sealed in accordance with COMAR 26.04.04.
11. 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, # 8008400-1997-01, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. The approval is valid through June 30, 2004. Development must be in accordance with this approved plan. The correct approval number and date should be placed on the preliminary plan prior to signature approval.
12. Public Utility Easement—The preliminary plan does not show the required 10-foot-wide public utility easement. This easement must be added to the plan prior to signature approval. It will appear on the final plat.
13. Cemeteries—The applicant’s engineer has certified that there are no cemeteries on the subject property.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. All woodland preservation areas shall have a minimum width of 35 feet, and all lots encumbered with woodland conservation shall have 40-foot clear areas in the rear and 20-foot clear areas on the sides unencumbered by woodland conservation. The TCPII for this site shall not show any reforestation.
2. Prior to the issuance of any permits that impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit to the M-NCPPC Planning Department copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
3. At the time of final plat, the applicant, his heirs, successors and/or assignees shall pay a fee-in-lieu of mandatory park dedication. This condition shall not apply to Lot 2 because it has an existing house.
4. Prior to signature approval, the preliminary plan shall be revised to
 - a. Show the correct stormwater management concept plan approval number and date.
 - b. Graphically depict the ten-foot public utility easement along all public rights-of-way.
5. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCP I/65/97). The following note shall be placed on the Final Plat of Subdivision:

“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCP I/65/97), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to

mitigation under the Woodland Conservation/Tree Preservation Policy.”

6. Prior to approval of the final plats, a Type II Tree Conservation Plan shall be approved.

STAFF RECOMMENDS APPROVAL OF THE TYPE I TREE CONSERVATION PLAN TCP I/65/97.