

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

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Comment [COMMENT1]: WHEN INSERTING INFORMATION AT THE @ SIGN REMEMBER TO USE INDENT FOR SECOND LINE - NOT TAB. ALSO, IT WILL LOOK LIKE THE TEXT IS GOING WACKO, BUT DON'T WORRY - IT IS FINE.

PRELIMINARY PLAN

4-02044

Application	General Data
Project Name: GREENBELT FOREST	Date Accepted 06/04/02
	Planning Board Action Limit 11/21/02
Location: South side of Greenbelt Road, approximately 2,000 feet east of Cipriano Road.	Tax Map & Grid 035/D-02
	Plan Acreage 3.21
	Zone R-80
	Lots 8
Applicant/Address: Heritage Homes Development Corporation P. O. Box 310 Ashton, MD 20861	Outlots 1
	Planning Area 70
	Council District 04
	Municipality None
	200-Scale Base Map 210NE08

Purpose of Application	Notice Dates
RESIDENTIAL SUBDIVISION This case was continued from the 11/07/02 Planning Board agenda.	Adjoining Property Owners (CB-15-1998) N/A
	Previous Parties of Record (CB-13-1994) N/A
	Sign(s) Posted on Site 10/23/02
	Variance(s): Adjoining Property Owners N/A
Staff Recommendation	
Staff Reviewer: Whitney Chellis	
APPROVAL	APPROVAL WITH CONDITIONS
	X
DISAPPROVAL	DISCUSSION

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-02044
Greenbelt Forest Lots 1–8, and Outlot A

OVERVIEW

The proposed subdivision consists of approximately 3.21 acres of land in the R-80 Zone. The property is known as Parcel 15 and is found on Tax Map 35 in Grid D-5. The applicant is proposing to subdivide to subject property into eight single-family dwelling unit lots in accordance with the R-80 Zone for conventional development. The minimum lot size in the R-80 zone is 9,500 square feet. The applicant is proposing lots that range in size from 9,510 square feet to 22,737 square feet.

The minimum lot width at the front building line in the R-80 Zone is 70 feet. The front building line on Lot 5 and 6 must be demonstrated. The conceptual stormwater management plan demonstrates an infiltration trench at the rear of Lot 6. The applicant may be required to relocate the infiltration trench south of its proposed location. It appears that additional disturbance to the 100-year floodplain may be necessary. The approved conceptual stormwater management approval letter allows for some disturbance to the 100-year floodplain buffer. The applicant is not disturbing the Primary Management Area (PMA) located in the southeast corner of the property and located on Outlot A. Outlot A is to be conveyed to the Department of Environmental Resources as part of a larger stormwater management and floodplain easement area to the east and south

The original preliminary plan submitted with this application reflected lots abutting Greenbelt Road with a depth of less than 150 feet. Section 24-121 of the Subdivision Regulations requires that lots adjacent to an arterial roadway be platted with a minimum lot depth of 150 feet. The applicant has revised the lotting pattern and gained approval for a reduced road standard from the Department of Public Works and Transportation (DPW&T) to conform to this planning and design regulation.

SETTING

The subject property is located on the south side of Greenbelt Road approximately 2,000 feet east of Cipriano Road in the Lanham-Severn Road community. To the west along Greenbelt Road are acreage parcels zoned R-80, developed with single-family dwelling units. To the east of the property is Parcel B, an open space parcel in the Greenbelt Wood subdivision that is primarily encumbered by a 100-year floodplain and stormwater management easement area. Parcel B is to be conveyed to the Department of Environmental Resources (DER). To the south is Parcel B, an open space parcel in the Greentree Wood subdivision that is primarily encumbered by 100-year floodplain. That Parcel B has been conveyed to DER.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone(s)	R-80	R-80
Use(s)	Residential	Residential
Acreage	3.21	3.21
Lots	0	8
Parcels	1	0
Outlots	0	1
Dwelling Units:		
Detached	0	8

2. **Environmental**—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 Forest Stand Delineation (FSD) and Type I Tree Conservation Plan (TCPI) were submitted.

A revised FSD was submitted to include information previously missing. This additional information included the presence of Keyport soils within the floodplain area of the site and identification of individual specimen trees (including a table which includes the species, size, and condition) and a note indicating whether the location is surveyed or field located.

The revised Tree Conservation Plan (TCPI/23/02) has been reviewed. The woodland conservation threshold for this site is 0.62 acres (20 percent of the net tract) plus 0.95 additional acre due to removal of woodland, for a total minimum requirement of 1.46 acres. The revised TCPI proposes to fulfill this requirement through the preservation of 0.43 acre and the provision of 1.03 acres of off-site mitigation. Prior to moving woodland conservation off-site, the plan should demonstrate that the priority woodlands on-site have been preserved, and on-site afforestation and reforestation has been evaluated.

Woodland Conservation Area 1 fulfills the purposes of both the Woodland Conservation Ordinance and the *Landscape Manual* (Section 4.6, Buffering Residential Development from Streets), except for areas within the 10-foot-wide public utility easement. The Type I Tree Conservation Plan should be revised to eliminate woodland conservation areas proposed within the public utility easement.

Specimen trees located on the FSD have been shown on the TCPI; however, sufficient information including the proposed disposition of specimen trees has not been indicated. The Type I Tree Conservation Plan should be revised to provide information for all of the existing specimen trees to include the following: tree number, size, species, condition, proposed disposition, and comments and/or special preservation treatments recommended.

The revised preliminary plan and TCPI include conceptual grading of the site, which illustrates that the TCPI proposed is feasible. Notes 1 and 5 reference project numbers for the preliminary plan and conceptual stormwater management approval letter. The subject property contains a large number of Virginia pines, which are subject to wind throw when extensive clearing is proposed. An appropriate note to has been added to the TCPI to require that this concern be addressed at the time of review of the TCPII.

Note 6 indicates that a specific amount of off-site mitigation will be provided at TCPII/15/97, an approved off-site woodland mitigation bank. This site is acceptable, but it is not necessary to identify the off-site location until the TCPII is prepared. Because revisions are often necessary through the development process, this note should be removed.

The TCPI has not been signed by a qualified professional. Additional revisions are required and the plan will need to be signed and dated by a qualified professional when complete.

The stormwater management concept approval letter indicates that the regulated floodplain on this site is at an elevation of 169 feet, while the existing floodplain elevation is 164.8 feet. The letter requires a floodplain buffer to be established between elevation 164.8 feet and the proposed 169-foot grade, but allows for minor grading to be allowed within the 100-year floodplain buffer.

A floodplain buffer has been delineated on the preliminary plan and TCPI, but it appears to be based on a distance from the 100-year floodplain, rather than by elevation as indicated in the letter.

A Phase I noise study prepared by Staiano Engineering, Inc., dated March 11, 2002, was submitted with the application. The state noise standard (maximum) for residential uses is 65 dBA Ldn. The unmitigated 65 dBA (Ldn) noise contour line falls 160 feet from the centerline of Greenbelt Road, according to the Phase I noise study. This level of noise impacts Lots 1 and 8.

The approximate location of the 65 dBA (Ldn) noise contour is indicated on the preliminary plan and Type I Tree Conservation Plan. No specific mitigation methods are evaluated in the noise report, or shown on the preliminary plan. The TCPI shows a berm on Lot 1 adjacent to Greenbelt Road. Assumptions about height or landscaping proposed in conjunction with the berm to determine noise mitigation are not specified.

The dwelling on Lots 8 is proposed to be located outside the 65 dBA(Ldn) contour. The dwelling on Lot 1 extends over the 65 dBA(Ldn) contour. At the time of building permits for Lots 1 and 8, certification should be placed on the permit plan by a professional engineer with competency in acoustical analysis demonstrating that the design and construction of building shells will attenuate noise to interior noise level of 45 dBA (Ldn) or less.

The site contains significant natural features, which are required to be protected under Sec. 24-129 and 24-130 of the Subdivision Code. The 100-year floodplain located on the southeast corner of the property is located within the Primary Management Area for Bald Hill Branch. The PMA has been delineated on the preliminary plan. At the time of final plat, a conservation easement should be described by bearings and distances. The conservation easement should contain the delineated Patuxent Primary Management Area and any expansion of the delineated 100-year floodplain required by the Department of Environmental Resources.

3. **Community Planning**—The subject property is located within the limits of the *Glenn Dale-Seabrook-Lanham and Vicinity Master Plan*, Planning Area 70, in the Lanham-Severn Road community. The 2002 General Plan locates the property in the Developing Tier. The water and sewer categories for the subject property are 3.

The master plan land use recommendation for the property is for Suburban Residential with 2.7–3.5 dwelling units per acre. The proposed subdivision is consistent with the master plan recommendations for this property.

4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the Park Planning and Development Division recommends the payment of a fee-in-lieu of parkland dedication because the land available for dedication is unsuitable due to its size and location.
5. **Trails**—The *Adopted and Approved Langley Park-College Park-Greenbelt Master Plan* recommends a trail/bikeway along MD 193 (Greenbelt Road). However, the State Highway Administration is currently undertaking a road improvement project that will comprehensively address bicycle and pedestrian facilities for MD 193, west of Soil Conservation Road. Bicycle and pedestrian improvements will be made for MD 193 along the project frontage. Therefore, no improvements are recommended regarding this master plan issue for the subject site. However, a standard sidewalk is recommended along one side of the subject site's internal road to accommodate pedestrians.
6. **Transportation**—The subject property is too small to require a traffic study. Because recent count data were available, there was no request for other traffic-related data as well. 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*.

Growth Policy—Service Level Standards

The subject property is located within the Developing Tier, as defined in the 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) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 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 traffic controls) if deemed warranted by the appropriate operating agency.

Staff Analysis of Traffic Impacts

Staff has determined that the intersection of MD 193 and Soil Conservation Road/Goddard Drive should be the critical intersection for the subject property. This intersection is the nearest signalized intersection to the site and would serve virtually all of the site-generated traffic.

The transportation staff had available counts taken during 2002. These counts indicate that the critical intersection operates at LOS D, with a CLV of 1,418, during the AM peak hour. During the PM peak hour, the intersection operates at LOS E with a CLV of 1,503.

There are several approved but unbuilt developments in the vicinity of the subject site. Staff has also considered the impact of the proposed relocation of Soil Conservation Road along the proposed eastern alignment. With background growth added, the critical intersection would operate as follows: AM peak hour—LOS D with a CLV of 1,359; PM peak hour—LOS D with a CLV of 1,441.

With the development of eight residences, the site would generate 6 AM (1 in and 5 out) and 7 PM (5

in and 2 out) peak-hour vehicle trips. The site was analyzed with the following trip distribution: 65 percent west along MD 193; 25 percent east along MD 193; and 10 percent north along Soil Conservation Road. Given this trip generation and distribution, staff has analyzed the impact of the proposal. With the site added, the critical intersection would operate as follows: AM peak hour—LOS D with a CLV of 1363; PM peak hour—LOS D with a CLV of 1,442.

Given these analyses, staff finds that the nearest critical intersection would operate acceptably in both peak hours under future conditions.

Plan Comments

MD 193 is designated as an arterial roadway in the master plan. Existing right-of-way dedication is sufficient for implementing the master plan recommendations; therefore, no further dedication is required of this plan.

During the initial review of this plan, staff considered that the public street serving the lots created by this subdivision should be stubbed to the south to connect to Presley Road. Upon further review, staff determined that the environmental features on the south end of this property are somewhat extensive. There is also an intervening property between the subject property and the right-of-way for Presley Road, leaving further questions regarding the ability for the road to be permitted and constructed. Because the absence of the connection does not create an adequacy issue, staff determined that the connection would not be recommended.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities will exist to serve the proposed subdivision as required by Section 24-124 of the Subdivision Regulations. No transportation-related conditions are recommended at this time.

7. **Schools**—The Historic Preservation 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 *Adequate Public Facilities Regulations for Schools* (CR-23-2001) and concluded the following. These findings are subject to change in accordance with the provisions of CR-23-2001 and CR-38-2002.

Finding

Impact on Affected Public School Clusters

Affected School Clusters #	Dwelling Units	Pupil Yield Factor	Subdivision Enrollment	Actual Enrollment	Completion Enrollment	Wait Enrollment	Cumulative Enrollment	Total Enrollment	State- Rated Capacity	Percent Capacity	Funded School
Elementary School Cluster 2	8 sfd	0.24	1.92	7114	224	36	40.56	7416.48	6435	115.25%	Lake Arbor
Middle School Cluster 2	8 sfd	0.06	0.48	4397	201	189	22.92	4810.40	3648	131.86%	Ernest Everett Just
High School Cluster 2	8 sfd	0.12	0.96	12045	412	377	45.84	12880.80	10811	119.15%	Frederick Douglass addn.

Source: Prince George's County Planning Department, M-NCPPC, July 2002

The affected elementary, middle, and high school cluster capacities are greater than 105 percent. Lake Arbor is the funded school in the affected elementary school cluster. Ernest Everett Just is the funded school in the affected middle school cluster. The Frederick Douglass addition is the funded school in the affected high school cluster. Therefore, this subdivision can be approved with a three-year waiting period.

8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of fire and rescue facilities and concluded the following.
 - a. The existing fire engine at West Lanham Hills Fire Station, Company 48, located at 8501 Goodluck Road, has a service response time of 3.10 minutes, which is within the 5.25-minute response time guideline.
 - b. The existing ambulance at West Lanham Hills Fire Station, Company 48, located at 8501 Goodluck Road, has a service response time of 3.10 minutes, which is within the 6.25-minute response time guideline.
 - c. The existing paramedic at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service response time of 4.94 minutes, which is within the 7.25-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*.

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

9. **Police Facilities**—The proposed development is within the service area for District II-Bowie. In accordance with Section 24-122.1(c) of the Subdivision Regulations, the existing county police facilities will be adequate to serve the proposed Greenbelt Forest development. This police facility will adequately serve the population generated by the proposed subdivision.
10. **Health Department**—The Health Department has reviewed the proposed preliminary plan of subdivision and offered no comment.
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, # 17868-2001-02, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Development of this site shall be in conformance with the approved Conceptual Stormwater Management Plan # 17868-2001-02.

2. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised as follows:
 - a. To demonstrate the 70-foot-wide front building line on Lots 5 and 6.
 - b. To provide the approval date of the conceptual stormwater management plan.
 - c. To provide a note that the proposed street that serves this development is public.
 - d. To provide a note that the reduced road standard for the internal public street has been approved by DPW&T.
 - e. To indicate that direct access to Greenbelt Road is denied from Lots 1 and 8.
 - f. To extend the ten-foot PUE along Greenbelt Road.
 - g. To delineate the location of the 150-foot lot depth on Lots 1 and 8.
 - h. To provide the square footage of Outlot A.
 - i. To rotate the lot line, which intersects with the proposed public right-of-way between Lots 7 and 8, thirty feet to the north.
3. The final plat shall demonstrate denied access to Greenbelt Road from Lots 1 and 8.
4. Prior to approval of the final plat of subdivision, the applicant, his heirs, successors and/or assignees shall pay a fee-in-lieu of parkland dedication.
5. No building permits shall be issued for this subdivision until the percent capacity, as adjusted pursuant to the school regulations, at all the affected school clusters are less than or equal to 105 percent or three years have elapsed since the time of the approval of the preliminary plan of subdivision; or pursuant to the terms of an executed school facilities agreement whereby the subdivision applicant, to avoid a waiting period, agrees with the County Executive and County Council to construct or secure funding for construction of all or part of a school to advance capacity.
6. Prior to signature approval of the Type I Tree Conservation Plan:
 - a. Note 6 shall be removed.
 - b. The plan shall be signed and dated by a qualified professional.
 - c. Prior to signature approval of the preliminary plan and TCPI, the approximate location of the noise mitigation line shall be removed.
7. Prior to signature approval, the preliminary plan and TCPI shall be revised to delineate a floodplain buffer between the floodplain elevation of 164.8 feet and the regulated floodplain of 169 feet, based on proposed grading. At the time of final plat, the following note shall be placed on the plat:

A floodplain buffer is established between the existing floodplain elevation of 164.8 feet and the regulated floodplain elevation of 169 feet, based on proposed grading. Minor grading or the placement of structures within this area is subject to approval by the Department of Environmental Resources.

8. The following note shall be placed on the final plat:

At the time of building permits for Lots 1 and 8, certification shall be placed on the permit plan by a professional engineer with competency in acoustical analysis demonstrating that the design and construction of the building shells will attenuate noise to an interior noise level of 45 dBA(Ldn) or less.

9. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated Patuxent Primary Management Area and any expansion of the delineated 100-year floodplain required by the Department of Environmental Resources. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation is prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

STAFF RECOMMENDS APPROVAL OF TYPE I TREE CONSERVATION PLAN TCPI/23/02.