



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm

PRELIMINARY PLAN

4-02054

Application	General Data
Project Name	Date Accepted 07/01/2002
Seabrook Estates II	Planning Board Action Limit 10/09/2002
Location	Tax Map & Grid 44, F2
Southeast quadrant of Linwood Avenue and Smita Place	Plan Acreage 3.69
Applicant	Zone R-80
Danner Development, Inc. 1006 Parrs Ridge Road Spencerville, MD 20868	Lots 10
	Parcels 0
	Planning Area 70
	Council District 3
	Municipality N/A
	200-Scale Base Map 207NE09

Purpose of Application			Notice Dates	
RESIDENTIAL SUBDIVISION			Adjoining Property Owners (CB-15-1998)	N/A
			Previous Parties of Record (CB-13-1997)	N/A
			Sign(s) Posted on Site	09/17/02
			Variance(s): Adjoining Property Owners	N/A
Staff Recommendation			Staff Reviewer: Whitney Chellis	
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 4-02054
Seabrook Estates II, Lots 1 - 10

OVERVIEW

The proposed subdivision consists of approximately 3.69 acres of land and is zoned R-80. The property is known as Parcel 39, and is found on Tax Map 44, in Grid F-2. The applicant is proposing to subdivide the property into 10 lots for the construction of single-family dwelling units. The applicant proposes lot standards in conformance with the R-80 Zone for conventional development of single-family dwelling units. The minimum lot size in the R-80 Zone is 9,500 square feet. The applicant is proposing lots which range in size between 10,400 square feet and 11,450 for Lots 1–9. Lot 10 is proposed with a lot size of 48,317 square feet.

The property has frontage on Linwood Avenue and Justina Drive to the north, Smita Place to the west and Annapolis Road (MD 450) to the south. A portion of Linwood Avenue in the vicinity of the subject site and Smita Place were previously dedicated but remain unimproved public streets. The applicant proposed to improve that portion of Linwood Avenue which would extend from the west to the site and improve Smita Place. Lots 3–9 will have frontage and direct vehicular access to Smita Place. Across Smita Place to the west from the proposed subdivision are unimproved single-family dwelling unit lots, which will access Smita Place once they are developed. The dwellings constructed on the subject property and the lots across Smita Place in the Seabrook Estates Subdivision will be oriented toward Smita Place.

Lots 1 and 2 are located on the north side of Linwood Avenue, across the street from Lot 3, and are proposed with direct vehicular access onto Linwood Avenue. Lots 1 and 2 are through lots with frontage on Justina Drive to the north. Justina Drive was dedicated in 1967 and stubs this property on the north. Justina Drive is not proposed to be extended to connect to Linwood Avenue. Access from Lots 1 and 2 should be denied onto Justina Drive.

Proposed Lot 10 is improved with an existing single-family dwelling unit with an accessory shed. The existing dwelling currently has direct vehicular access onto Annapolis Road (MD 450) and proposes to continue to utilize that existing access. Lot 10 will also have frontage on Smita Place but proposes no direct vehicular access. The State Highway Administration (SHA) has indicated that they would not deny the applicant the continued use of the existing access serving Lot 10. However, Section 24-121, Planning and Design Requirements, of the Subdivision Regulations requires that lots be designed to front on interior or service roads when property fronts an arterial roadway. The driveway access to Lot 10 from Annapolis Road exists and therefore a variation from Section 24-121 would not be required. Notwithstanding this, staff and SHA believe that the access to Lot 10 should be provided solely via Smita Place. Staff is recommending that the existing site entrance be closed for the safety of the property owner of Lot 10 and the users of MD 450.

SETTING

The subject property is located on the east side of Smita Place north of Annapolis Road (MD 450) at the eastern stub of Linwood Avenue. To the west is undeveloped R-80-zoned single-family dwelling unit lots. To the east is one acreage parcel zoned R-80. To the north is primarily developed single-family dwelling unit lots in the R-80 Zone. Across Annapolis Road (MD 450) is primarily developed I-1-zoned land.

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	3.69	3.69
Lots	0	10
Parcels	1	0
Dwelling Units:		
Detached	1	10

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 woodland. The Forest Stand Delineation (FSD) submitted with this application has been reviewed and was found to address the criteria for a detailed Forest Stand Delineation as found in the Woodland Conservation and Tree Preservation Technical Manual. The Type I Tree Conservation Plan, TCPI/29/02, has been found to address the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance. This 3.69-acre property has a 20 percent Woodland Conservation Threshold of 0.74 acre and a replacement requirement of 0.38 acre for a total requirement of 1.12 acres. This requirement is being satisfied by 1.12 acres of off-site mitigation. The Environmental Planning Section recommends approval of TCPI/29/02 with conditions.

MD 450 is a significant noise generator, however, staff has calculated that the 65 dBA will be located approximately 155 feet from the centerline of MD 450. There are no existing or proposed residential uses within this 65 dBA noise contour, and the proposed lot adjacent to MD 450 exceeds the minimum lot depth requirement of 150 feet. 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 sewer and water service categories are S-3 and W-3.

A review of the information available indicates that Marlboro clay, steep and severe slopes, 100-year floodplain, wetlands, and streams are not found to occur on this property. The site is located in the

Folly 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 are in the Silty and Clayey series. This series has limitations of high shrink-swell potential and poor stability for home foundations.

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 Annapolis Road Community. The property is identified in the Developing Tier in the 2000 Interim General Plan. The property was retained in the R-80 Zone through the approval of the *Glenn Dale SMA* in 1993. The applicant's proposal is consistent with the recommendation contained in the master plan.
4. Parks and Recreation—In accordance with Section 24-134(a) of the Subdivision Regulations, proposed Lot 10 is exempt from the requirements of mandatory dedication of parkland because it is greater than one acre in size and is improved with an existing dwelling unit. However, Lots 1 through 9 are subject to the requirements of mandatory dedication of parkland. The Department of Parks and Recreation recommends the payment of a fee-in-lieu of parkland dedication because the land available is unsuitable due to its size and location.
5. Trails—The Adopted and Approved Glenn Dale-Seabrook-Lanham & Vicinity Master Plan recommends a Class II hiker-biker trail along MD 450. A segment of this trail already exists east of Forbes Boulevard. However, this trail will be completed as part of a State Highway Administration road improvement project. There are no recommendations concerning this planned trail at this time. However, standard sidewalks are recommended along the subject sites frontage of Smita Place and Linwood Avenue.
6. Transportation—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*.

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.

The subject property is located within the developing tier, as defined in the 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) 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 warranted traffic controls) if deemed warranted by the appropriate operating agency.

The transportation staff is basing its findings on the traffic impacts at the critical intersection of MD 450 and Seabrook Road, which is unsignalized. Using traffic counts taken by the State Highway Administration in 2000, staff has determined that this intersection operates with a maximum delay of

208.6 seconds in the AM peak hour. In the PM peak hour, the intersection operates with a maximum delay of 991.5 seconds. In each circumstance, the left-turn movement from Seabrook Road onto eastbound MD 450 experiences the most critical delays.

The transportation staff has reviewed approved development in the area and assumed a growth rate of 1.0 percent annually over three years along MD 450. The State Highway Administration includes a capital program that will widen MD 450; this project is funded for construction within the next five years, and has been included in consideration of background traffic. Under background traffic, the critical intersection operates with a maximum delay of 92.9 seconds in the AM peak hour. In the PM peak hour, the intersection operates with a maximum delay of 147.7 seconds.

The applicant proposes ten single-family detached residences; as one residence exists, the adequacy finding is based upon the net of nine homes. Using trip generation rates in the *Guidelines* for residential development, the proposed subdivision would generate 7 AM (2 in, 5 out) and 8 PM (5 in, 3 out) peak-hour vehicle trips. These trips are assumed to be distributed as follows:

60%— west along MD 450
30%—east along MD 450

Given these parameters for total traffic, the critical intersection operates with a maximum delay of 97.0 seconds in the AM peak hour. In the PM peak hour, the intersection operates with a maximum delay of 153.4 seconds.

Therefore, the MD 450/Seabrook Road 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 delay exceeding 50.0 seconds in both peak hours for minor street left-turn movements from Seabrook Road. 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.

The applicant has provided memoranda dated August 26, 2002, and September 23, 2002, in an attempt to address staff's concerns regarding this intersection and the possibility of connecting the subdivision to Justina Drive. Staff has the following comments:

1. The applicant cites trip distribution as a means of stating that the development would have little or no impact on the MD 450/Seabrook Road intersection. On one hand, the statements seem to suggest that residents will not impact the MD 450/Seabrook Road intersection, even though this route is the most obvious and direct route to the Capital Beltway. Therefore, if so many of the applicant's trips are going to MD 450/Forbes Boulevard, it would be appropriate that the applicant provide the community with easier and more direct access to that intersection by completing Justina Drive.
2. The applicant cites a funded State Highway Administration project in saying that the staff's analysis is flawed. The staff merely presented the applicant with existing conditions; however, the state's project will not provide signalization at MD 450/Seabrook Road nor will it resolve the issue of excessive delay for traffic attempting to turn onto MD 450 from Seabrook Road.
3. The applicant provides a discussion of the various streets in the neighborhood. Woodland Avenue, Linwood Avenue, Emack Avenue, McHenry Lane, Alcona Street, and Duchane

Lane are described variously by the applicant as “collector-type,” “major secondary,” “major collector,” and “minor primary” roadways. In fact, they are all secondary residential streets, with a paved width of 26 feet and parking on both sides. These are poor streets for serving considerable traffic as was noted during the hearing for the Ashleys Crossing subdivision, 4-02026. Notably, the applicant does not indicate that Justina Drive is a primary residential street with a paved width of 36 feet.

4. The applicant states that “there is no good planning basis” for staff’s recommendation. In fact, this statement was made in regard to the traffic signal warrant study at MD 450/Seabrook Road. This is not a planning issue, however; it is a technical issue, and the recommendation is made primarily due to a planning issue. In order for traffic to utilize other intersections in the area like MD 450/Forbes, cars must traverse a very circuitous route down streets that were never intended to serve considerable through traffic. If the applicant would complete Justina Drive—a distance of approximately 120 feet—staff could agree that the MD 450/Seabrook Road intersection is not critical.
5. The applicant believes that 657 daily cars on a secondary residential street are not undesirable. There are far more than 73 residences using Emack Avenue south of Woodland Avenue, plus there are other properties east of the subject property that must use the identical circuitous route via several secondary residential streets to leave the neighborhood. The applicant has provided no technical basis for not connecting to Justina Drive, other than the possible loss of two lots. Although that may be a large loss within a small subdivision, there are other properties to the east that should be relying upon this connection, and it would be shortsighted to ignore the possible connection with the subject property.

For the reasons listed above, staff previously recommended to the applicant that the plan be revised to indicate the Justina Drive right-of-way. Staff recommended that Justina Drive be extended onto the property as a 60-foot right-of-way. If this had been done, staff would have found that the MD 450/Forbes Boulevard to be the critical intersection for the subject property. This intersection has recent analyses that indicate that it operates at LOS A/B, with CLV’s of 822/1,142 in the AM/PM peak hours under total traffic conditions.

Without the connection to Justina Drive, staff recommends that the applicant perform a traffic signal warrant study at the MD 450/Seabrook Road intersection, and install the signal if warranted.

MD 450 is a master plan arterial facility. The existing right-of-way is sufficient to accommodate the master plan recommendations, and no further dedication is required by this plan. The staff supports the planning principle that access to Lot 10 should be redirected from MD 450 onto Smita Place. If the lot were being developed with a new residence, the transportation staff would not even consider supporting a new driveway access onto MD 450, and even though the existing residence will remain, there is no good reason why it should maintain driveway access onto the arterial.

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.

7. 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 *Adequate Public Facilities Regulations for Schools* (CR-23-2001 and CR-38-2002) and concluded the following:

Finding

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Dwelling Units	9 sfd	9 sfd	9 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	2.16	0.54	1.08
Actual Enrollment	7,114	4,397	12,045
Completion Enrollment	224	201	412
Wait Enrollment	36	189	377
Cumulative Enrollment	77.76	32.22	64.44
Total Enrollment	7,636.32	4,906.04	13,072.08
State Rated Capacity	6,435	3,648	10,811
Percent Capacity	118.67%	134.49%	120.91%
Funded School	Lake Arbor	Ernest Everett Just	Frederick Douglass addn.

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

The affected elementary, middle and high school cluster percent 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 Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of fire and rescue facilities and concluded the following:
- The existing fire engine service at West Lanham Hills Fire Station, Company 48, located at 8501 Goodluck Road, has a service travel time of 5.81 minutes, which is beyond the 5.25-minute travel time guideline.
 - The existing ambulance service at West Lanham Hills Fire Station, Company 48, located at 8501 Goodluck Road, has a service travel time of 5.81 minutes, which is within the 6.25-minute travel time guideline.
 - The existing paramedic service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 6.25 minutes, which is within the 7.25-minute travel time guideline.
 - The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, the Fire Department recommends that a fire suppression system be installed in all residential structures in accordance with National Fire Protection Association Standard 13D and all applicable Prince George's County laws. Since this is a matter of existing law, no condition is necessary.

9. Police Facilities—The proposed development is within the service area for District II-Bowie. In accordance with Section 24-122.01(c) of the Subdivision Regulations, the existing county police facilities will be adequate to serve the proposed Seabrook Estates II development. This police facility will adequately serve the population generated by the proposed subdivision.
10. Health Department—The Health Department originally had concerns that the existing dwelling on Lot 10 was being served by private systems. The preliminary plan has been revised to indicate that the existing dwelling is currently being served by public systems and that the well and septic systems have been properly backfilled and sealed.
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 has been submitted for approval and will be 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 the approved plan. The preliminary plan should be revised to reflect the approved stormwater management plan concept number and approval date prior to signature approval.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. 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 for Lots 1 through 9.
2. 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 is 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.
2. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised as follows:
 - a. To delineate the existing right-of-way of Justina Drive abutting the north property line.
 - b. To provide the stormwater management concept plan number and approval date.
 - c. To provide a copy of the approved stormwater management concept plan.
 - d. To indicate the disposition of the existing dwelling.

3. The final plat of subdivision shall indicate that there is no direct access to Justina Drive from Lots 1 and 2, and no direct access to MD 450 from Lot 10.
4. Prior to Final Plat approval the applicant shall obtain a variance for the location of the existing shed on Lot 10, in accordance with Section 24-442 of the Zoning Ordinance, or demonstrate the intent to remove or relocate the shed behind the rear building line of the existing dwelling.
5. Prior to signature approval of the TCPI, Notes 1 and 5 shall be completed and Note 4 shall be revised to include the required mitigation fee of \$1.50 per square foot.
6. Prior to the approval of the initial building permit for the subject property, the applicant 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 Seabrook Road. The study should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic in accordance with SHA and DPW&T procedures. If deemed warranted by SHA and DPW&T, the applicant shall bond the signal with the appropriate agency prior to the release of the initial building permit within the subject property, and install the signal if directed prior to the release of the bonding for the signal.

STAFF RECOMMENDS APPROVAL OF TYPE I TREE CONSERVATION PLAN TCPI/29/02