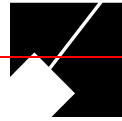


Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530



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

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

PRELIMINARY PLAN

4-02062

| Application | General Data |
|---|--------------------------------------|
| Project Name: SEVERN STATION Location: North side of Lanham-Severn Road, approximately 3,000 feet east of the intersection with Springfield Road. Applicant/Address: Paul D. Cooksey 12304 Lanham Severn Road Bowie, MD 20715 | Date Accepted 07/31/02 |
| | Planning Board Action Limit 11/08/02 |
| | Tax Map & Grid 028/F-04 |
| | Plan Acreage 2.27 |
| | Zone R-R |
| | Lots 4 |
| | Parcels 0 |
| | Planning Area 71 |
| | Council District 04 |
| | Municipality N/A |
| | 200-Scale Base Map 211NE11 |

| | | | |
|-------------------------|--------------------------|---|------------|
| Purpose of Application | | Notice Dates | |
| RESIDENTIAL SUBDIVISION | | Adjoining Property Owners (CB-15-1998) | N/A |
| | | Previous Parties of Record (CB-13-1994) | N/A |
| | | Sign(s) Posted on Site | 10/07/02 |
| | | 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 4-02062
Severn Station, Lots 1–4

OVERVIEW

The proposed subdivision consists of approximately 2.27 acres of land in the R-R Zone. The property is known as Parcel 100 and is found on Tax Map 28, in Grid F-2. The applicant is proposing to subdivide the property into four single-family dwelling units lots in accordance with the R-R Zone for conventional development. The proposed lots range in size from 20,000 to 20,006 square feet. The minimum lot size required for conventional development in the R-R Zone is 20,000 square feet.

The property has frontage on Lanham Severn Road and proposes to have direct vehicular access. Lanham Severn Road is an arterial facility with a 120-foot ultimate right-of-way width. A variation to Section 24-121 of the Subdivision Regulations is required for direct vehicular access onto an arterial roadway, as discussed further in Finding 13 of this report.

The subject property is currently improved with two single-family dwelling units, each with individual access onto Lanham Severn Road. The existing dwellings are to be razed and replaced with new dwelling units constructed. The applicant has proposed two flag lots (Lots 2 and 3), with the flag stems located side by side between Lots 1 and 4, as discussed further in Finding 12 of this report.

SETTING

The property is located on the north side of Lanham Severn Road approximately 3,000 feet east of its intersection with Springfield Road. The surrounding properties are zoned R-R and developed with single-family dwelling unit lots on large acreage parcels. Several of the surrounding properties remain undeveloped.

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-R | R-R |
| Use(s) | Residential | Residential |
| Acreage | 2.27 | 2.27 |
| Lots | 0 | 4 |
| Parcels | 1 | 0 |
| Dwelling Units: | | |
| Detached | 2 | 4 |

2. **Environmental**—This site is not subject to the provisions of the Woodland Conservation Ordinance because it contains less than 10,000 square feet of woodland and is not subject to a previously approved tree conservation plan

Lanham-Severn Road is a proposed arterial. Staff has calculated that the 65 dBA Ldn for the ultimate right-of-way is to be located approximately 266 feet from the centerline of Lanham-Severn Road. The preliminary plan should be revised to show the location of the 65 dBA Ldn contour. The 65 dBA Ldn contour could impact outdoor activity areas on proposed lots 1 and 4; however, it appears that the proposed house locations on Lot 4 and Lot 1 will likely mitigate the impacts for the outdoor activity areas. However, interior noise levels should be addressed on Lot 1 and Lot 4.

A review of the information available indicates that streams, wetlands, 100-year floodplain, and steep and severe slopes do not occur on this property. The site is located in the Horsepen 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. These soils have limitations on stability and have a high shrink-swell potential, which could impact construction of dwelling unit foundations. There is no Marlboro clay on this site. 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.

3. **Community Planning**—The subject property is located within the limits of The *Bowie-Collington-Mitchellville & Vicinity Master Plan* (1991), in Planning Area 71A in Community IV. The 2002 General Plan locates this property in the Developing Tier. The master plan land use recommendation is for Low-Suburban development. The proposed preliminary plan is consistent with the low-suburban development recommendation of the master plan.

4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, Lot 4 is exempt from the requirement of mandatory dedication of parkland because the property is improved with a legally existing dwelling unit. The second dwelling on the site is not a legally existing dwelling unit.

In accordance with Section 24-134(a) Lots 1, 2 and 3 are subject to the requirement for mandatory dedication of parkland. The Parks Department recommends the payment of a fee-in-lieu because the land available is unsuitable for dedication due to its size and location.

5. **Trails**—There are no master plan trail issues identified in the *Adopted and Approved Bowie-Collington-Mitchellville and Vicinity Master Plan*. However, if road improvements are required by the State Highway Administration (SHA) along the subject property's road frontage of MD 564, the existing wide shoulders should be preserved to safely accommodate bicycle traffic.

6. **Transportation**—The subject property is too small to require a traffic study. Recent traffic counts associated with the environmental assessment for the Goddard Space Flight Center facilities' master plan were available and were analyzed. 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 warranted traffic controls) if deemed warranted by the appropriate operating agency.

Staff Analysis of Traffic Impacts

The critical intersection for this development is the intersection of MD 564 and Springfield Road, which is unsignalized. The transportation staff had available counts taken during 2002. These counts indicate that the critical intersection operates with a maximum delay in the AM peak hour of 27.1 seconds and a maximum delay in the PM peak hour of 38.0 seconds. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections; therefore, the critical intersection operates acceptably under existing traffic.

Staff has identified several approved developments in the area, mostly to the southwest along MD 193, which would affect the subject intersection. With approved development added, the critical intersection would operate as follows: AM peak hour—maximum delay of 45.6 seconds; PM peak hour—maximum delay of 171.7 seconds.

With the development of four residences, the site would generate 3 AM and 4 PM peak-hour vehicle trips. The site was analyzed with the following trip distribution: 70 percent—southwest along MD 564; 30 percent—northeast along MD 564. Given this trip generation, staff has analyzed the impact of the proposal. With the site added, the critical intersection would operate as follows: AM peak hour—maximum delay of 45.7 seconds; PM peak hour—maximum delay of 181.2 seconds.

Therefore, the MD 564/Springfield 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 the future PM peak hour for minor street left-turn movements from Springfield 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.

However, due to the limited trip generation of the site, the Planning Board could deem the site's impact at this location to be de minimus. Staff notes that the critical intersection does not meet the

Planning Board's adequacy criteria only under future conditions in a single peak hour. Although conducting a signal warrant study, with possible installation of a signal, would technically resolve the issue at the critical intersection, the applicant only has an impact of 2 AM and 3 PM trips at this location, an impact which is within the five-trip de minimus level defined within the *Guidelines*. If the Planning Board determines otherwise that the impact of this subdivision is significant, staff would recommend that the Planning Board impose a condition that the applicant provide a traffic signal warrant study and install the signal if it is deemed warranted by the appropriate operating agency.

Plan Comments

MD 564 is a master plan arterial facility. The current plan correctly shows dedication of 60 feet from the center line of the existing roadway.

Section 24-121 limits access from individual lots of a subdivision onto an arterial facility. Planning principles favor access onto higher-order facilities by means of service roadways or public streets rather than individual driveways. The applicant has sought a variation to this section. The applicant proposes to utilize two existing driveways to serve two lots and two adjoining driveways (utilizing a single curb cut along MD 564) to serve the remaining two lots. The transportation staff is inclined to support the variation. The State Highway Administration has indicated that the driveways can be permitted by the state. There are a number of individual properties up and down the adjacent portion of MD 564 that have individual driveway access. Finally, staff had indicated that a public cul-de-sac could be feasible; however, the applicant has indicated that a cul-de-sac built to county standards would render the two rear lots undevelopable, and staff is satisfied that the issue has been sufficiently explored as discussed further in Finding 13 of this report.

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 Subdivision Regulations if the application is approved. This finding is based upon a de minimus finding at the MD 564/Springfield Road intersection. Staff would recommend no conditions 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 CR-38-2002) and concluded the following. The applicant is proposing four lots; two of the lots will contain dwellings that replace existing dwellings. Therefore, two lots are exempt from the APF test, pursuant to Section 24-122.02(b)(1).

Finding**Impact on Affected Public School Clusters**

| | Affected School Cluster # | | |
|------------------------|-----------------------------|-------------------------|--------------------------|
| | Elementary School Cluster 3 | Middle School Cluster 2 | High School Cluster 2 |
| Dwelling Units | 2 sfd | 2 sfd | 2 sfd |
| Pupil Yield Factor | 0.24 | 0.06 | 0.12 |
| Subdivision Enrollment | 0.48 | 0.12 | 0.24 |
| Actual Enrollment | 5864 | 4397 | 12045 |
| Completion Enrollment | 339 | 201 | 412 |
| Wait Enrollment | 128 | 189 | 377 |
| Cumulative Enrollment | 158.88 | 91.50 | 183.00 |
| Total Enrollment | 6490.36 | 4878.12 | 13017.24 |
| State-Rated Capacity | 5054 | 3648 | 10811 |
| Percent Capacity | 128.42% | 133.72% | 120.41% |
| Funded School | Bowie, Whitehall | 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 capacities are greater than 105 percent. Bowie and Whitehall are the funded schools 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.

Based on this information, staff finds that the subdivision may be approved subject to conditions, in accordance with Section 24-122.02.

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 service at Bowie Fire Station, Company 19, located at 13008 9th Street, has a service travel time of 1.52 minutes, which is within the 5.25-minute travel time guideline.
- b. The existing ambulance service at Bowie Fire Station, Company 19, located at 13008 9th Street, has a service travel time of 1.52 minutes, which is within the 6.25-minute travel time guideline.
- c. The existing paramedic service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 5.40 minutes, which is within the 7.25 minutes 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*.

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

9. **Police Facilities**—The proposed development is within the service area for District II-Bowie police station. In accordance with Section 24-122.01(c) of the Subdivision Regulations, the existing county police facilities will be adequate to serve the proposed Severn Station development. This police facility will adequately serve the population generated by the proposed subdivision
10. **Health Department**—The Health Department has performed a site inspection of the subject property and has identified an existing well and septic system that should be removed and appropriately abandoned prior to final plat approval.
11. **Stormwater Management**—has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, # 26707-2002, has been submitted to the Department of Environmental Resources (DER), Development Services Division, but not yet approved. To ensure that development of this site does not result in on-site or downstream flooding, this concept plan must be approved prior to signature approval of the preliminary plan. Development must be in accordance with this approved plan.
12. **Flag Lot**—The proposal includes two flag lots, proposed Lot 2 and 3. Flag lots are permitted pursuant to Section 24-138.01 of the Subdivision Regulations. The proposed flag lot satisfies the design standards found in Section 24-138.01(d) as follows:
 - a. **A maximum of two tiers are permitted.** The applicant is proposing two tiers in conformance with this requirement.
 - b. **The flag stem has a minimum width of 25 feet for the entire length of the stem.** The applicant is proposing a 25-foot-wide flag stem for both lots.
 - c. **The net lot area, exclusive of the stem, must meet the minimum lot size standard.** Lot 2 is approximately 20,001 square feet, exclusive of the 4,000-square-foot flag stem. Therefore, Lot 2 exceeds the minimum 20,000 square feet of net lot area for conventional development in the R-R Zone. Lot 3 is approximately 20,006 square feet, exclusive of the 3,075-square-foot flag stem. Therefore, Lot 3 exceeds the minimum 20,000 square feet of net lot area for conventional development in the R-R Zone.

Section 24-138.01(d)(6) of the Subdivision Regulations requires conformance to the *Landscape Manual* where a rear yard is oriented toward a driveway that accesses other lots, or toward a front or side yard of another lot. The applicant has provided a note on the preliminary plan that development will be in conformance with the *Landscape Manual*. Bufferyards will be demonstrated at the time of building permit where dwelling unit orientation would require conformance.

13. **Variation from Section 24-121**—Section 24-121(a)(3) of the Subdivision Regulations establishes design guidelines for lots that front on arterial roadways. This section requires that these lots be developed to provide direct vehicular access to either a service road or an interior driveway when feasible. This design guideline encourages an applicant to develop alternatives to direct access onto

an arterial roadway.

The subject property has frontage on and proposes direct vehicular access via Lanham-Severn Road, a 120-foot arterial facility. The site is improved with two dwelling units with two existing site access points. The net total of dwelling units on site will be four. A variation is required for one additional point of access onto Lanham-Severn because the applicant will be providing an abutting driveway to serve Lots 2 and 3.

Section 24-113(a) of the Subdivision Regulations sets forth the required findings for approval of variation requests. While the requirements for granting zoning variances must be accompanied by specific findings, the requirements for granting subdivision variations are considered less onerous than the granting of zoning variances. Section 24-113(a) requires:

- A. **That the granting of the variation will not be detrimental to the public safety, health or welfare, or injurious to other property.** One of the purposes of limiting access to an arterial is to enhance public safety, health and welfare. In this case, the applicant is proposing one additional access point. There are a number of individual properties with direct access onto MD 564. The State Highway Administration supports the applicant's proposal for the additional access point and provides that the granting of a SHA access permit at this location would not be detrimental to the public health, safety or welfare.
- B. **The conditions of which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties.** The subject property currently has two existing dwelling and two separate access points onto Lanham-Severn Road. The applicant is proposing to construct a total of two additional dwellings on this site. Those two dwellings are recommended with an abutting driveway that will result in only one new point of access onto Lanham-Severn Road. The existing two access points are not subject to the approval of a variation because the access points exist.
- C. **The variation does not constitute a violation of any other applicable law, ordinance, or regulation.** This will not result in a violation of other applicable laws, ordinances or regulations. The applicant will be required to obtain an access permit from the State Highway Administration (SHA) and construct that access to SHA standards.
- D. **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.** The applicant would suffer a particular hardship if the strict letter of the regulations were followed since Lanham-Severn Road provides the only access to the site.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. The applicant shall obtain approval from DPW&T for the construction of a double access apron, to be constructed for Lots 2 and 3. Any modification to this condition shall require approval by the Planning Director or the designee.
2. Building permit plans shall demonstrate conformance to Section 24-138.01 of the Subdivision Regulations and the Landscape Manual for the bufferyards required for flag lot development.

3. Prior to signature approval of the preliminary plan it shall be revised as follows:
 - a. To revise the bufferyard note to indicate that building permit plans shall demonstrate conformance.
 - b. To provide the approval date of the stormwater management concept plan.
 - c. To show the location of the 65 dBA Ldn noise contour.
 - d. To demonstrate abutting driveway serving Lots 2 and 3.
4. The abandoned well and septic system shall be pumped, backfilled and/or sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to final plat.
5. 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, 2 and 3.
6. Prior to the issuance of building permits on Lots 1 and 4, the applicant shall submit certification by a professional engineer with competency in acoustical analysis that the design and construction of building shells will attenuate noise to an interior noise level of 45 dBA (Ldn) or less.
7. No building permits shall be issued for Lots 2 and 3 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.
8. Prior to approval of the final plat of subdivision the applicant shall demonstrate that the existing dwellings have been razed.