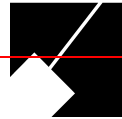


The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



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

4-02076

Application	General Data
Project Name: GLENN DALE VILLAGE	Date Accepted 09/09/02
	Planning Board Action Limit 01/10/03
Location: North side of Prospect Hill Road, west of the intersection of Glenn Dale Road and Prospect Hill Road.	Tax Map & Grid 036/C-03
	Plan Acreage 11.97
	Zone R-R
Applicant/Address: Ricker Brothers P.O. Box 525 College Park, MD 20741	Lots 14
	Parcels 0
	Planning Area 70
	Council District 04
	Municipality N/A
	200-Scale Base Map 209NE10

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	01/15/03
			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 4-02076
Glenn Dale Village, Lots 1–14

OVERVIEW

The subject property is located on Tax Map 36 in Grid C-3 and is known as Parcel 114. The property is approximately 11.9 acres and is zoned R-R. The applicant is proposing to subdivide the property into 14 lots for the construction of single-family dwellings. Six of the lots are flag lots, provided for in Section 24-138.01 of the Subdivision Regulations and discussed further in Finding 12 of this report. All of the lots are in conformance with R-R zoning standards for conventional and flag lot development.

The property has frontage on Glenn Dale Boulevard, an arterial roadway to the north, and Prospect Hill Road, a collector facility to the south. The sole vehicular access to this property is proposed via Prospect Hill Road; direct vehicular access to Glenn Dale Boulevard is restricted and will be denied if this application is approved, as recommended by the State Highway Administration (SHA).

A private driveway, known as Merkle Press Drive, is located on the property in the western portion of the site. Merkle Press Drive at one time provided access from Glenn Dale Boulevard to Prospect Hill Road and may have served various other properties prior to the construction of MD 193 on its current alignment. However, Merkle Press Drive was never dedicated to public use. The driveway is not the subject of a deed or record plat dedication to the Department of Public Works and Transportation or the SHA and does not provide access to another property. Merkle Press Drive is a private driveway as defined by Section 27-107.01(70) of the Zoning Ordinance serving Parcel 114. Merkle Press Drive is located on proposed Lot 14 and will be utilized as a driveway to serve that lot.

Staff is recommending disapproval of this application due to issues relating to stormwater management and water and sewer services as discussed further in Findings 11 and 13 of this report.

SETTING

The property is located on the south side of Glenn Dale Boulevard and is located approximately 180 feet from its intersection with Prospect Hill Road. The site has frontage on Glenn Dale Boulevard to the north and Prospect Hill Road to the south. To the east is a single vacant parcel zoned R-R. To the west are two properties, both zoned R-R; one is vacant the other development with a single-family dwelling unit. The property is in the vicinity of the Glenn Dale Golf Course and the Glenn Dale Neighborhood Park.

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	R-R	R-R
Use(s)	Residential	Residential
Acreage	11.9	11.9
Lots	0	14
Parcels	1	0
Dwelling Units:		
Detached	0	14

2. **Environmental**—This property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. The revised Type I Tree Conservation Plan, TCPI/44/02, was reviewed and found to generally address the requirements of the Prince George’s County Woodland Conservation and Tree Preservation Ordinance. TCPI/44/02 has a 4.06-acre woodland conservation requirement that is proposed to be satisfied with 3.69 acres of on-site preservation and 0.37 acres of off-site mitigation. The Environmental Planning Section recommends approval of TCPI/44/02 subject to conditions.

There are several errors concerning the TCP that need to be corrected prior to signature approval of the preliminary plan of subdivision. The woodland conservation worksheet indicates that 12.36 acres of woodlands exist on the site; however, the gross tract area is listed as 11.90 acres. The TCPI should reflect the correct amount of existing woodlands. The TCPI must be signed and dated by a qualified professional. Lot 2 should be revised to demonstrate that all of the area on the east side of the house has been cleared for construction access. The revision box has not been filled in to indicate changes to previous submissions of the plan. Completing the revision box enables staff to follow the appropriate sequence of revisions. Also, the TCPI does not show all of the environmental features in the legend or a symbol for the limit of disturbance. Showing these features in the legend makes the plans easier to read and reduces the review time. The plan also does not contain the correct notes for a Type I tree conservation plan.

This site contains significant natural features that are required to be protected under Section 24-130 of the Subdivision Regulations. A revised wetlands study was received September 13, 2002. This study does not confirm or refute the presence of wetlands. The Environmental Planning Section, in the initial memo on this case, requested that the map identifying the location of the wetlands be submitted. A copy of the jurisdictional determination (JD) request was submitted. This document states on page 2 of 3 that “No wetlands were found at the 15-acre project site.” This statement was not included in the wetland study. A revision to the wetlands study will not be required at this time; however, a copy of the signed JD, including the letter and plan, should be submitted.

The 100-year floodplain shown on the preliminary plan is listed as the “preliminary 100-year floodplain.” The 100-year floodplain must be based on a DER-approved floodplain study. A 25-foot floodplain buffer is shown on the preliminary plan. The Subdivision Regulations require a 25-foot residential building setback from the floodplain as a building restriction line. The buffer listed on the preliminary plan will serve as the 25-foot residential building setback.

This property is within the Patuxent River watershed and is subject to the Patuxent River Primary Management Area (PMA) regulations. On this site the PMA includes the 50-foot stream buffer and 100-year floodplain. No impacts are proposed to the PMA; however, the PMA is not shown correctly and the plans should be revised.

This site is adjacent to MD 193, a significant noise generator. A noise study containing Phase II analyses and dated November 8, 2002, was submitted. The preliminary plan has been revised to show the 65 dBA noise contour. The noise study estimates that in the year 2025 the 65 dBA will extend 447 feet from the centerline of MD 193 and it recommends orienting the houses so they face MD 193 to reduce noise levels in outdoor recreation areas. The study recommends a building design that includes the use of sound transmission class windows and walls to mitigate indoor noise levels. The preliminary plan has been revised to provide for the orientation of the dwellings to face MD 193. Staff would recommend that the dwellings be constructed as they are oriented on the preliminary plan to reduce noise levels in the backyards of the dwellings, which most often support the outdoor recreation areas for the residents.

3. **Community Planning**—The property is located within the limits of the *Approved Master Plan for Glenn Dale, Seabrook, Lanham and Vicinity* (1993), in Planning Area 70 in the Annapolis Road Community. The 2002 General Plan locates this property in the Developing Tier. The master plan land use recommendations for the property are for low suburban residential. The proposed subdivision is consistent with the master plan and the General Plan.

The master plan has several guidelines in the living areas chapter that address the need to buffer and screen residential development next to arterial highways. Guideline No. 10 states that buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative planning techniques should be utilized to protect residential areas from incompatible uses such as highways. Guideline No. 11 states that building setbacks and/or berms or acoustical fencing should be utilized to deflect noise and to screen visual impacts. Guideline No. 20 states that residential development in close proximity to major highways should provide sufficient buffering along the highways through the use of berms and maintenance of vegetation to reduce exterior noise intrusion to a level of 65 dBA. The applicant has proposed woodland preservation along MD 193 to buffer the proposed dwellings from noise and visual impacts associated with MD 193.

The second design concern pertains to the number of proposed driveways on Prospect Hill Road. There is an opportunity to reduce the number of driveways accessing Prospect Hill Road through the use of a joint-use access apron that allows one curb cut for every two lots. Two driveways would come together at the property line as they enter the public right-of-way, where the DPW&T allows for a single curb cut to serve both driveways.

4. **Parks and Recreation**—In accordance with Section 24-134 of the Subdivision Regulations, the Department of Parks and Recreation recommends payment of a fee-in-lieu to satisfy the requirement of the mandatory dedication of parkland because the land available for dedication from this property is unsuitable due to its size and location.
5. **Trails**—The *Adopted and Approved Glenn Dale-Seabrook-Lanham & Vicinity Master Plan* recommends that Prospect Hill Road be designated as a Class III bikeway with appropriate signage. Because Prospect Hill Road is a county right-of-way, the applicant should provide a financial contribution to the Department of Public Works and Transportation (DPW&T) for the placement of this signage. If road frontage improvements are required by DPW&T, shoulders or wide curb lanes are recommended to safely accommodate bicycle traffic.

The adopted and approved master Plan also designates Glenn Dale Boulevard (MD 193) as a Class III bikeway. However, the existing wide asphalt shoulders currently serve as the bikeway and safely accommodate bicycle traffic. No recommendations are made regarding this roadway.

6. **Transportation**—Due to the size of the subdivision, a traffic study was not required. Staff is relying upon a traffic study dated June 2002 submitted in support of Preliminary Plan 4-02049 (Glendale Forest) for developing findings. 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 has determined that the intersection of MD 193 and Prospect Hill Road 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 has available counts from the traffic study dated June 2002 in support of Glendale Forest. These counts indicate that the critical intersection operates at LOS D, with a CLV of 1,400 during the AM peak hour. During the PM peak hour, the intersection operates at LOS C with a CLV of 1,170.

The traffic study for Glendale Forest identified several approved but unbuilt developments in the vicinity of the subject site, and Glendale Forest itself has also been added to the background condition since that development is approved. There are no funded capital projects in the area of this intersection. With background growth added, the critical intersection would operate as follows: AM peak hour—LOS F with a CLV of 1,734; PM peak hour—LOS E with a CLV of 1,511.

With the development of 14 residences, the site would generate 11 AM (2 in and 9 out) and 13 PM (9 in and 4 out) peak-hour vehicle trips. The site was analyzed with the following trip distribution: 55 percent—north along MD 193, 6 percent—east along Prospect Hill Road, and 39 percent—south along MD 193. 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 F with a CLV of 1,736; PM peak hour—LOS E with a CLV of 1,517.

The analysis identifies severe inadequacies at the critical intersection, and in accordance with staff's

review of Glendale Forest, improvements were identified to alleviate the inadequacy. The improvements would include construction of an acceleration lane area along northbound MD 193 in order to provide a free-flow right turn from the westbound Prospect Hill Road approach, along with construction of a second southbound left-turn lane onto eastbound Prospect Hill Road (with the widening of Prospect Hill Road to accept the double left turns). These improvements, while not directly serving the subject property, do improve operations at the MD 193/Prospect Hill Road intersection for all traffic, thereby satisfying the requirement of adequacy at the critical intersection. With the recommended improvements in place, the critical intersection would operate as follows: AM peak hour—LOS D with a CLV of 1,443; PM peak hour—LOS D with a CLV of 1,401.

The plan shows dedication to create a total right-of-way of 80 feet along Prospect Hill Road. Staff would note that this roadway is not a collector facility in the master plan. However, the facility is a county maintained roadway and DPW&T classifies Prospect Hill Road as a collector facility. DPW&T has reviewed the proposed preliminary plan and will accept dedication of 40 feet from the centerline of the street at the time of record plat.

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 with conditions.

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. **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 #	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Dwelling Units	14 sfd	14 sfd	14 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	3.36	0.84	1.68
Actual Enrollment	7114	4397	12045
Completion Enrollment	224	201	412
Wait Enrollment	36	189	377
Cumulative Enrollment	260.16	118.50	237.00
Total Enrollment	7637.52	4906.34	13072.68
State Rated Capacity	6435	3648	10811
Percent Capacity	118.69%	134.50%	120.92%
Funded School			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.

There are no funded schools in the affected elementary and middle school clusters. Frederick Douglass addition is the funded school in the affected high school cluster. Therefore, this subdivision can be approved with a six-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 school facilities and concluded the following:

- a. The existing fire engine service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard has a service travel time of 1.33 minutes, which is within the 5.25-minute travel time guideline.
- b. The existing ambulance service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard has a service travel time of 1.33 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 1.33 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*.

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. In accordance with Section 24-122.01(c) of the Subdivision Regulations, this police facility will adequately serve the population generated by the proposed subdivision.
10. **Health Department**—The Health Department has evaluated the proposed preliminary plan and had no comments to offer.
11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. It is staff's understanding that a stormwater management concept plan has been submitted 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 the approval of the preliminary plan.

Bioretention areas are proposed on all of the proposed lots in order to meet stormwater management requirements. Because the soils on this site may not be appropriate for bioretention, a more traditional stormwater management facility could be required. This would change the lotting pattern of this subdivision and could require the creation of a homeowners association.

Staff advised the applicant in September 2002 that failure to secure approval of the stormwater management plan would result in a recommendation for disapproval. The applicant has indicated that the application is pending, however, not yet approved. A substantial revision to the proposed

layout could result in a new preliminary plan of subdivision.

Staff is recommending disapproval of the preliminary plan until conceptual stormwater management is approved.

12. **Flag Lot**—The proposal includes six flag lots, proposed Lots 2, 4, 6, 8, 10, and 14. Flag lots are permitted pursuant to Section 24-138.01 of the Subdivision Regulations. All of the proposed flag lots satisfy the design standards found in Section 24-138.01(d) as follows:
- a. **A maximum of two tiers are permitted.** The applicant is proposing only one tier of flag lots.
 - b. **The flag stem has a minimum width of 25 feet for the entire length of the stem.** The applicant is proposing 25-foot-wide flag stems on all of the lots.
 - c. **The net lot area, exclusive of the stem, must meet the minimum lot size standard.** The proposed net lot areas of these flag lots range in size from 21,000 square feet to 58,200 square feet, which 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 required that the preliminary plan demonstrate compliance to the *Landscape Manual* where a rear yard is oriented toward a driveway that accessed other lots or toward a front or side yard of another lot. The applicant has provided a proposed landscape plan to demonstrate conformance, however, the preliminary plan should be revised to reflect the required bufferyards in accordance with the *Landscape Manual*.

Section 24-138.01(f) establishes specific findings for the approval of the use of flag lots. The Planning Board must find the following:

- (A) **The design is clearly superior to what would have been achieved under conventional subdivision techniques;**

Flag lots allowed the applicant to avoid street dedication and construction on this site, avoiding possible impacts to the environmentally sensitive areas on site and helping to preserve the existing trees.

- (B) **The transportation system will function safely and efficiently; and**

By requiring the use of a shared access easement, the number of access point onto Prospect Hill Road has been reduced from 14 to 9 additional points of access.

- (C) **The use of flag lots will result in the creative design of a development that blends harmoniously with the site and with adjacent development; and**

The flag lot design proposes to utilize existing tree stands onsite to provide effective buffers between the dwellings. The majority of the surrounding properties are wooded with older large- caliper trees near the dwellings. Flag lots will allow the applicant to fold the proposed dwellings into the landscape of this site.

- (D) **The privacy of adjoining property owners has been assured in accordance with the evaluation criteria established above.**

Staff recommends that the plan be revised to reflect conformance with Section 24-138.01 of the Subdivision Regulations, which establishes buffering for dwelling unit orientation on flag lots.

13. **Water and Sewer Service**—The Department of Environmental Resources, Programs and Planning Section, has advised the Planning Department that the subject property is within water and sewer Category 5, and has been included in the December cycle of amendments for a category change to 4. A Category 4 must be approved to utilize public water and sewer systems.

Section 24-120(a)(7) of the Subdivision Regulations requires that the applicant indicate the method of water and sewer service proposed. The applicant is proposing to provide public service without the ability to connect to those services. Staff recommends disapproval of this application until the applicant can provide evidence that public water and sewer services are available.

STAFF RECOMMENDS **DISAPPROVAL** BASED ON AVAILABLE PUBLIC WATER AND SEWER SERVICE AND THE FAILURE TO GAIN APPROVAL OF A CONCEPTUAL STORMWATER MANAGEMENT PLAN.