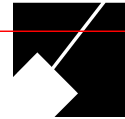


The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



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

4-02078

Application	General Data
Project Name: ERDMANN'S ADDITION TO BELTSVILLE Location: Westerly side of Rhode Island Avenue, approximately 440 feet southwest of Powder Mill Road. Applicant/Address: John Erdmann 4510 Caroline Avenue Beltsville, MD 20705	Date Accepted 09/11/02
	Planning Board Action Limit 02/12/03
	Tax Map & Grid 019/A-02
	Plan Acreage 2.95
	Zone R-80
	Lots 5
	Parcels 0
	Planning Area 61
	Council District 01
	Municipality N/A
	200-Scale Base Map 214NE05

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	01/06/03
			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 4-02078
Erdmann's Addition of Beltsville, Lots 1 - 5

OVERVIEW

The subject property is located on Tax Map 19 in Grid A-2 and is known as Parcel 2. The property is approximately 2.95 acres and zoned R-80. Parcel 2 is currently improved with a single-family dwelling unit that is to remain. The applicant is proposing to subdivide the property into five single-family dwelling unit lots, in conformance with the conventional lot size standards in the R-80 Zone. Access to this site will be via Rhode Island Avenue.

The property is the subject of a previously approved preliminary plan of subdivision, approved by the Planning Board in 1984 for five lots, including a flag lot. At that time the property was zoned R-R, which provided for the use of flag lots. Sole access was proposed from Caroline Avenue West, a stub street along the northeast property line. Caroline Avenue West would bisect the property and stub into the northwest property line. Three lots were to be located on the north side of the extension of Caroline Avenue West, to include the flag lot. The flag lot was necessary to be able to propose three lots on the north side of Caroline Avenue because of the limited street frontage on Caroline Avenue. Two lots were to be located on the south side of the extension of Caroline Avenue West.

Prior to the approval of the final plat the preliminary plan expired. The *1990 Sectional Map Amendment for Subregion I* rezoned the property to R-80. The Zoning Ordinance does not provide for the development of flag lots in the R-80 Zone, except under certain circumstances. The use of the flag lot design is not permitted by the Zoning Ordinance on this property.

This applicant has altered the access to this site from the previously approved preliminary plan and now provides the sole access point to this property via Rhode Island Avenue. The Department of Public Works and Transportation and the Transportation Planning Section reviewed both scenarios and determined that the applicant's proposal to dedicate and construct a public street via Rhode Island Avenue was acceptable. Proposed Highland Court will extend into the property from Rhode Island Avenue. Lots 1-5 are proposed with street frontage and direct vehicular access to Highland Court, a 50-foot-wide street. Direct vehicular access from Lots 1 and 5, which are corner lots at the intersection of Rhode Island Avenue and Highland Court will not be permitted if this application is approved

SETTING

The subject property is located on the northwest side of Rhode Island Avenue, approximately 500 feet south of its intersection with Powder Mill Road, in Beltsville. The Beltsville Elementary School is located to the northwest. The property is in the vicinity of the northwest portion of the Henry Wallace Agricultural Research Center.

To the north and east are single-family dwelling units in the R-R Zone, to the northeast are primarily developed single-family dwelling unit lots in the R-R Zone. Along the entire west property line is a vacant parcel of land zoned R-80, known as Parcel 1. Caroline Avenue West abuts the southwest property line of Parcel 1.

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-80	R-80
Use(s)	Residential	Residential
Acreage	2.95	2.95
Lots	0	5
Parcels	1	0
Dwelling Units:		
Detached	1	4 New

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. Type I Tree Conservation Plan TCPI/45/02 has a woodland conservation requirement of 0.83 acres, which is proposed to be satisfied with 0.88 of on-site woodland preservation. The Forest Stand Delineation (FSD) submitted with this application was reviewed and found to meet the requirements for a simplified forest stand delineation in accordance with the *Prince George's County Woodland Conservation and Tree Preservation Technical Manual*. The Environmental Planning Section has reviewed the above referenced revised tree conservation plan and recommends approval of TCPI/45/02 subject to conditions.

TCPI/45/02 as submitted with this application has been found to require some minor revisions that may be completed prior to signature approval of the Type I TCP. The TCPI contains acreage for previously dedicated land that cannot be deducted from the gross tract. Previously dedicated land can only be deducted if it was dedicated prior to the current application. The TCPI and the woodland conservation worksheet must be revised to remove the 0.45 acres of previously dedicated land. The area designated as woodland preservation should be more clearly defined with hatched markings. In addition, the TCPI notes are incomplete and must be completed.

A review of the available information indicates that 100-year floodplain, wetlands, streams and steep or severe slopes are not found to occur on the property. The predominant soils found to occur according to the Prince George's County Soil Survey include the Keyport and Sunnyside series. The Keyport soils are considered highly erodible and have a K factor of 0.43. The Sunnyside soils pose few difficulties for development. According to available information, Marlboro clay is not found to occur on this property.

The sewer and water service categories are S-3 and W-3, according to information obtained from the Department of Environmental Resources dated November 1, 2001. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program publication entitled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December

1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. No transportation-related noise has been found to impact this property. There are no Scenic or Historic Roads in the vicinity of this property. This property is located in the Indian Creek watershed of the Anacostia River basin and is in the Developing Tier as reflected in the adopted General Plan.

3. **Community Planning**—The property is located within the 1990 *Master Plan for Subregion I*, in Planning Area A61 in the Beltsville Community. The 2002 *General Plan* locates this property in the Developing Tier. The master plan land use recommendation for this property is for suburban density residential development. The property fronts on Rhode Island Avenue, which is classified as a collector (C-113) in the master plan with an 80-foot right-of-way. The proposed subdivision is consistent with the master plan and *General Plan*.
4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the Department of Parks and Recreation recommends the payment of a fee-in-lieu from the requirements of the mandatory dedication of parkland for Lots 1, 2, 3 and 5. Lot 4 is exempt from the requirements because it will contain the legally existing dwelling unit.
5. **Trails**—The *Adopted and Approved Subregion I Master Plan* recommends a trail/bike facility along Rhode Island Avenue. This will be the Rhode Island Avenue Trolley Trail, portions of which have been constructed within the City of College Park. This trail/bikeway is planned to run from Riverdale Park to South Laurel. Ultimately, the Trolley Trail will combine segments of paved, off-road trails (where feasible) with on-road bikeways (shoulders or striped bike lanes) with appropriate signage. This segment of roadway will most likely be implemented as an on-road bikeway.

In conformance with the *Adopted and Approved Subregion I Master Plan*, the applicant should provide a financial contribution to the Department of Public Works and Transportation for the placement of Share the Road signage designating Rhode Island Avenue as a bikeway. If road frontage improvements are required by DPW&T along Rhode Island Avenue, wide, asphalt shoulders are recommended. A standard sidewalk is recommended along at least one side of Highland Court.

6. **Transportation**—The application is a preliminary plan of subdivision for a residential development consisting of four single-family dwelling units (a total of five lots are proposed; one existing residence will remain). The proposed development would generate 3 AM and 4 PM peak hour vehicle trips as determined using *Guidelines for the Analysis of the Traffic Impact of Development Proposals* (April 1989).

The site is 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.

The traffic generated by the proposed preliminary plan would impact the intersection of MD 212 and Rhode Island Avenue. This intersection is not programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program.

However, MD 212 is being relocated onto a new alignment north of the existing MD 212, and the project to rebuild Ammendale Road to convert it to MD 212 is under construction at this time.

The staff has no recent counts at the critical intersection of MD 212 and Rhode Island Avenue. Due to the limited trip generation of the site, the Prince George's County Planning Board could deem the site's impact at this location to be de minimus. The improvements cited above will reduce traffic at the critical intersection, and there are otherwise no significant issues known to staff at that location. Given the transportation improvements in the area, staff would recommend that the Planning Board find that 3 AM and 4 PM peak hour trips will have a de minimus impact upon delay in the critical movements at the MD 212/Rhode Island Avenue intersection.

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.

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. The findings reflect the addition of four new dwelling units. One dwelling currently exists on the property. Final findings will be provided in the resolution for the Planning Board's action if this application is approved.

Finding

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 1	Middle School Cluster 1	High School Cluster 1
Dwelling Units	4 sfd	4 sfd	4 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	0.96	0.24	0.48
Actual Enrollment	5,681	3,367	4,259
Completion Enrollment	117	35	59
Wait Enrollment	1	0	0
Cumulative Enrollment	11.28	2.82	5.64
Total Enrollment	5,811.24	3,405.06	4,324.12
State Rated Capacity	5,105	3,507	4,123
Percent Capacity	113.83%	97.09%	104.88%
Funded School	N/A	N/A	N/A

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

The affected elementary school cluster capacity is greater than 105 percent. There is no funded school in the affected elementary 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 fire and rescue facilities and concluded the following:
 - a. The existing fire engine service at Beltsville Fire Station, Company 31, located at 4911 Prince George's Avenue, has a service travel time of 0.65 minutes, which is within the 5.25-minute travel time guideline.
 - b. The existing ambulance service at Beltsville Fire Station, Company 31, located at 4911 Prince George's Avenue, has a service travel time of 0.65 minutes, which is within the 6.25-minute travel time guideline.
 - c. The existing paramedic service at College Park Fire Station, Company 12, located at 8115 Baltimore Avenue, has a service travel time of 5.48 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 VI-Beltsville 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 Beltsville development. This police facility will adequately serve the population generated by the proposed subdivision.
10. **Health Department**—The Health Department has evaluated the proposed development and had no comment to offer.
11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is not required. A Stormwater Management Concept Plan, # 37969-2002-00, 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. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised to label that direct vehicular access to Rhode Island Avenue is not permitted from Lots 1 and 5

2. Prior to the issuance of permits a Type II tree conservation plan shall be approved.
3. The final plat shall indicate that direct vehicular access to Rhode Island Avenue is denied from Lots 1 and 5.
4. A standard sidewalk is required along one side of Highland Court unless modified by the Department of Public Works and Transportation (DPW&T).
5. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall provide a financial contribution of \$210.00 to DPW&T for the placement of a bikeway sign(s) along Rhode Island Avenue (ROAD), the designated Trolley Trail. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit. If DPW&T declines the signage, this condition shall be void.
6. Development of this property shall conform to Stormwater Management Concept Plan # 37969-2002-00 and any subsequent revisions.
7. 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 six 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. At the time of final plat, the applicant shall dedicate right-of-way along Rhode Island Avenue 40 feet from the centerline of the existing pavement.
9. Prior to signature approval of TCPI/45/02, the applicant shall make the following revisions:
 - a. Remove the 0.45 acres of previously dedicated land from the woodland conservation worksheet and revise the remaining sections of the worksheet to reflect the change in previously dedicated land.
 - b. Complete all information in the Type I TCP notes.
 - c. Use hatch markings to show the woodland conservation area.
 - d. Have the revised TCPI signed and dated by a qualified professional.
10. Development of this property shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/45/02). The following note shall be placed on the final plat of subdivision:

Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/45/02), or as modified by the Type II tree conservation plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.

STAFF RECOMMENDS APPROVAL OF TREE CONSERVATION PLAN TCPI/45/02.