



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

Preliminary Plan 4-03007

Application	General Data
Project Name: STORCH PROPERTY CLUSTER Location: Northwest and northeast quadrant of Glenn Dale Boulevard (MD 193) at its intersection with Bell Station Road. Applicant/Address: Artery Development Company 7200 Wisconsin Avenue, #1000 Bethesda, MD 20814	Date Accepted: 02/13/03
	Planning Board Action Limit: 07/03/03
	Plan Acreage: 74.11
	Zone: R-E & R-R
	Lots: 104
	Parcels: 7
	Planning Area: 70
	Council District: 04
	Municipality: N/A
	200-Scale Base Map: 208NE10

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: 4/7/03
	Variance(s): Adjoining Property Owners: N/A

Staff Recommendation		Staff Reviewer: Del Balzo	
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 4-03007
Storch Property

OVERVIEW

The property consists of approximately 77.4 acres of land, including 51.3± acres in the R-R Zone and 26.1± acres in the R-E Zone. It is undeveloped and wooded. The applicant proposes to develop the property with a 104-lot subdivision for single-family detached units. Ninety lots are proposed on the east side of MD 193 in a cluster development. Fourteen lots are proposed west of MD 193 in the R-E Zone. Some of these R-E lots will have frontage on Bell Station Road, but no access to Bell Station Road will be permitted; Bell Station Road is a designated scenic and historic road. Access to the R-E development will be from a cul-de-sac off MD 193.

A large part of the R-R-zoned portion of this site is encumbered with the Patuxent River Primary Management Area (PMA) making it a prime candidate for the clustering technique. Great care has been taken to eliminate impacts to the PMA while enabling it to be seen and enjoyed not only by the residents of the community, but also by motorists passing by.

The R-E portion of the property abuts the Marietta Historic Site. Parkland dedication of nearly 10 acres of land abutting the Historic Site will enhance the environmental setting of this important county property.

Cluster developments require the approval of a Detailed Site Plan; conventional development in the R-E Zone does not. In fact, clustering in the R-E Zone is not permitted. A Detailed Site Plan will be required for the R-R cluster development. However, staff believes it is prudent to sever the R-E portion of the property from the cluster portion. Since clustering is not permitted in the R-E Zone, requiring a Detailed Site Plan on that portion of the property in conjunction with a cluster Detailed Site Plan is unnecessary. Therefore, staff will recommend that the Detailed Site Plan requirement only apply to the R-R portion of this property.

SETTING

The majority of the site is located between MD 193 and MD 450, north of Bell Station Road. A portion of the site is located on the west side of MD 193, north of Bell Station Road. The Marietta Historic Site is to the southwest of the property. The Camelot Subdivision, R-R cluster, is to the north. Remaining surrounding properties are undeveloped, but there are a few homes on large parcels.

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 and R-E	R-R and R-E
Use(s)	Undeveloped	Single-Family Detached Development
Acreage	77.4	77.4
Lots	0	104
Parcels	2	4
Detached Dwelling Units:	0	104

Cluster Development Data as proposed by Applicant

Zone	R-R
Gross Tract Area	50.16 acres
Area with Slopes Greater than 25%	0.46 acres
Area within Preliminary 100-year Floodplain	2.03 acres
Cluster Net Tract Area	47.67 acres
Minimum Lot Size Permitted	10,000 sq.ft.
Minimum Lot Size Proposed	10,000 sq.ft.
Number of Lots Permitted	95
Number of Lots Proposed	90
Flag lots proposed	0
Cluster Open Space Required	17.45 acres
2/3 of Required Open Space to be Located Outside of the 100-Year Floodplain and Stormwater Management Facilities	11.64 acres
Cluster Open Space Proposed Outside of the 100-Year Floodplain and Stormwater Management Facilities	15.57 acres
Cluster Open Space Provided	20.13 acres
Mandatory Dedication Required	2.38 acres
Mandatory Dedication Proposed	2.38 acres*
Total Open Space Required (Cluster plus Mandatory Dedication)	20.13 acres
Total Open Space Provided	20.13 acres

Open Space to be Conveyed to Homeowners' Association	10.13 acres
Open Space to be Conveyed to M-NCPPC	10 acres*
Open Space to be Conveyed to Prince George's County	0 acres
Slopes Exceeding 25% in grade	0.46 acres
25% of Steep Slopes	0.115 acres
Area of Steep Slopes to be Disturbed	0.09 acres
Area of Nontidal Wetlands and Waters of the U.S.	0.21 acres

* The Cluster development is on the east side of MD 193. The open space to be conveyed to M-NCPPC is on the west side of MD 193, near the Marietta Historic Site.

<u>Modification in Dimensional Standards Permitted in Cluster</u>		<u>Standard in Zone</u>	<u>Modification Allowed</u>		<u>Proposed</u>
27-443.2(c)	Net Lot Coverage	25%	30%		30%
27-442(d)	Lot Width at Bldg. Line	100'	75'		75'
	Lot Frontage Along Street Line	70'	50'		50'
	Lot Frontage Along Cul-de-sac	60'	50'		50'

2. **Cluster Findings**—This finding relates only to the 50.16 acres in the R-R Zone cluster development east of MD 193. The design for the proposed cluster subdivision meets the purposes and criteria for approval of cluster developments in the R-R Zone found in Subtitles 27-Zoning and 24-Subdivision of the Prince George's County Code. The following findings are required in accordance with Section 24-137 of the subdivision regulations:

- a. **Individual lots, streets, buildings and parking areas will be designed and situated in conformance with the provisions for woodland conservation and tree preservation set forth in Subtitle 25 of the Prince George's County Code, and in order to minimize alteration of the historic resources or natural site features to be preserved.**

Comment: The individual lots are designed in accordance with the Woodland Conservation Manual. All of the tree preservation is to occur on-site and not on any individual lot in the cluster portion of the property. Ten acres of woodland conservation are proposed west of MD 193 to enhance and preserve the character of the Marietta Historic Site.

- b. **Cluster open space intended for a recreational or public use, conservation purposes, or as a buffer for a historic resource is appropriate, given its size, shape, topography and location, and is suitable for the particular purposes it is to serve on the site.**

Comment: The open space provided is intended for woodland and stream preservation. It follows the contours of the land and buffers both the stream and the historic resource well.

- c. **Cluster open space will include irreplaceable natural features located on the tract (such as, but not limited to, stream beds, significant stands of trees, steep slopes, individual trees of significant size, and rock outcroppings).**

Comment: This open space includes all of the irreplaceable natural features of the site. Trees, wetlands and streams associated with the Patuxent River Primary Management Area (PMA) are preserved to the fullest extent possible with this development.

- d. **Cluster open space intended for recreational or public use will be easily accessible to pedestrians; and the means of access will meet the needs of the physically handicapped and elderly.**

Comment: Open space in this proposal is not intended for recreational use. It is intended to preserve the PMA and provide a buffer for the Marietta Historic Site. The open space provided accomplishes these tasks.

- e. **Cluster open space intended for scenic value will achieve this purpose through the retention of irreplaceable natural features described above; or where such natural features do not exist, such techniques as berms planted with trees and the use of landscaping material may be required to eliminate visual monotony of the landscape.**

Comment: There will be no visual monotony of this landscape. Slopes, streams and wetlands are preserved, much of which is visible from the internal roadways in the subdivision as well as from the two main roads bisecting the subdivision, Bell Station Road and MD 193.

- f. **Diversity and originality of lot layout and individual building design, orientation, and location will achieve the best possible relationship between development and the land.**

Comment: The lot layout is diverse, although larger lots should be provided along the external streets. Staff has been concerned with the lot sizes along Annapolis Road and Bell Station Road east of MD 193 from the start of this review period. Cluster developments should not appear as if they are smaller lot developments from the streets. R-R-zoned land should look as if it is developed with 20,000-square-foot lots from the roads; it should not appear to be an R-80 subdivision. From Annapolis Road, this will appear as a 10,000-square-foot lot, R-80 subdivision. To achieve the best possible relationship between the development and the land, lot sizes along Annapolis Road and Bell Station Road should be increased. These lots do not have to be 20,000 square feet in size, but they should appear larger from the street. These changes should be made at the time of Detailed Site Plan review. If at that time the applicant can demonstrate that views from these roads will be of larger lots, these lots can remain. If the applicant cannot demonstrate that these lots will appear larger, some lots may be lost.

- g. **Individual lots, buildings, parking areas, and streets will be arranged, designed, situated, and oriented so as to harmoniously relate to surrounding properties, to improve the view from dwellings, and to lessen the area devoted to motor vehicle access and circulation.**

Comment: Internal circulation is appropriate. The adjoining property to the north is cluster R-R development and compatible with the proposed subdivision. Lot sizes along major roadways may need to be increased as noted above to improve views from these streets.

- h. Individual lots, buildings, parking areas, and streets will be so situated and oriented as to avoid the adverse effects of shadows, noise, and traffic on, and afford privacy to, the residents of this site.**

Comment: Large buffers exist in several places on the plan. Lots relate to one another in a typical fashion with backs to backs and sides to sides, ensuring the best relationship between outdoor activities on adjacent lots. Privacy is well protected. In areas where rear yards back to external roadways, *Landscape Manual* bufferyard requirements will ensure privacy.

- i. Not more than one-fourth (1/4) of any of the land having slopes greater than twenty five percent (25%) will be removed or altered, and then only when the slopes are isolated, small, or otherwise occur as insignificant knolls, so that the design of the development or cluster open space will not be adversely affected.**

Comment: Less than 20 percent of the land area having steep slopes is disturbed.

- j. Appropriate landscape screening techniques will be employed at each entrance to the subdivision and along adjoining existing streets, so as to assure the compatibility of the appearance of the cluster subdivision with that of surrounding existing and planned residential development not approved for cluster development, and to provide an attractive appearance from streets. Individual lots shall also be appropriately landscaped in such a manner as to provide an attractive appearance.**

Comment: The preliminary plan allows for this at the entrances. Specifics of the landscaping plan will be determined at the Detailed Site Plan stage. A condition regarding views from streets and the possible loss of lots to enhance those views is included in the staff recommendation.

- 3. Environmental—** A review of the information available indicates that the site contains streams, wetlands and 100-year floodplain. Steep and severe slopes also exist on this site. This site is predominantly wooded and is located in the Lottsford Branch watershed, which drains into the Patuxent River. The predominant soils found to occur on this property according to the Prince George's County Soil Survey are the Collington, Matapeake and Shrewsbury soils. The Collington soils do not pose any difficulties for development. The Shrewsbury soils are in Hydrologic Group D and have limitations of high water tables and poor drainage for home foundations. The Matapeake soils are considered highly erodible. No Marlboro clay has been identified 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. Bell Station Road is a designated scenic and historic road. MD 450 and Glenn Dale Boulevard are noise generators. The site is in the Developing Tier according to the approved General Plan.

Forest Stand Delineation and Tree Conservation Plan

The Detailed Forest Stand Delineation (FSD) submitted with this application was reviewed and found to address the criteria for an FSD in accordance with the Prince George's County Woodland Conservation and Tree Preservation Technical Manual.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the property is greater than 40,000 square feet in gross tract area, there are more than 10,000 square feet of existing woodland, and more than 5,000 square feet of woodland clearing is proposed. This 76.11-acre property has a 21.6 percent Woodland Conservation Threshold of 15.28 acres and replacement requirements of 10.43 acres for a total requirement of 25.77 acres. The requirement for this property is to be satisfied by 25.20 acres of preservation in priority areas and 1.24 acres of on-site reforestation. TCPI/16/03 is recommended for approval with the following revisions:

- a. The area of woodlands retained but not part of any requirements shall be shown and labeled on the TCPI.
- b. The word "easement" shall be removed from the woodland preservation areas and the areas shall be labeled "Woodland Preservation Area."
- c. All the clearing associated with the proposed construction of the stormwater management pond outfalls shall be shown on the plan, and the worksheet shall be revised accordingly.
- d. The limits of disturbance shall be revised to show all lots with a minimum of 40 feet from the conceptual house locations to the woodland preservation or reforestation areas.
- e. The revised plan shall be signed and dated by the qualified professional that prepared the plan.

In addition, written consent from the Department of Parks and Recreation (DPR) should be submitted concerning the land to be dedicated to DPR that is proposed to be used for woodland conservation.

Primary Management Area, Streams, Wetlands and Floodplain

Streams, wetlands and a 100-year floodplain occur on this property. These features and the associated buffers, including adjacent slopes in excess of 25 percent and slopes in excess of 15 percent with highly erodible soils, compose the Patuxent River Primary Management Area (PMA) in accordance with Section 24-130 of the Subdivision Ordinance. These features and the associated buffers are required to be shown on the Preliminary Plan of Subdivision and the Type I Tree Conservation Plan as individual features and be included in the delineation of the PMA.

The majority of the plan shows the PMA correctly. On Lots 5 and 6 west of MD 193 the PMA does not include the areas of severe slopes are required. The plan as submitted does not propose any impacts to the PMA in this area. Prior to signature approval of the preliminary plan, the PMA should be revised to include the area of severe slopes on Lots 5 and 6 west of MD 193.

The Subdivision Ordinance, Section 24-130(b)(5), requires that the PMA be preserved in a natural state to the fullest extent possible. A variation request dated March 25, 2003, was submitted but is not required. Proposed impacts to the PMA require a Justification Statement

outlining how the PMA has been preserved to the fullest extent possible. Staff will accept the variation request as a Justification Statement because it identified each of the proposed PMA impacts and provided information on how those impacts have been minimized in accordance with Section 24-130(b)(5) of the Subdivision Ordinance.

The six proposed impacts are associated with infrastructure necessary for the development of this parcel. The first impact is associated with a road crossing that is required to access the back portion of the subdivision. The remaining impacts are for storm drain outfalls, which are required to transmit stormwater from the proposed pond to the existing drainage within the PMA, and sewer connections that require stream crossings. The Environmental Planning Section is supporting the PMA impacts as identified in the March 25, 2003, variation request because these impacts are minimal and necessary for the development of this site. The PMA has been preserved to the fullest extent possible.

At time of final plat, a conservation easement should be described by bearings and distances. The conservation easement should contain all of the Patuxent River Primary Management Area except for approved impacts. An appropriate note should accompany the final plat.

A wetlands study was submitted with this application and staff has reviewed it and found it to be correct. No further information is required.

A Geotechnical Report was submitted with this application and the report did not identify any unstable slopes or areas of Marlboro Clay that would be cause for concern under the Unsafe Lands provision of Section 24-131 in the Subdivision Regulations. No further information is required.

Noise

This property is located adjacent to MD 193 and MD 450, which are known transportation-related noise generators. The *Bowie-Collington-Mitchellville & Vicinity Master Plan* proposes that MD 450 be improved to a six-lane arterial. This arterial will have an average daily traffic volume of 49,903 in 2010 with a projected unmitigated 65 dBA Ldn noise contour, using soft surface assumptions, at approximately 320 feet from the centerline of MD 450. MD 193 is not planned to be improved from its current four-lane arterial status. MD 193 will have an average daily traffic volume of 33,656 in 2010 with a projected unmitigated 65 dBA Ldn noise contour, using soft surface assumptions, at approximately 247 feet from the centerline.

During the pre-preliminary plan review of this site the Environmental Planning Section requested that the 65 dBA Ldn contour be indicated on the plan. The 65 dBA Ldn contour, previously estimated by the Environmental Planning Section, has been correctly shown on the preliminary plan. A Phase II Noise Study was submitted as previously requested to determine the location of the proposed sound mitigation fencing. The study identifies Lots 1-11, 14, 22-24 and 69-74 east of MD 193 and Lot 14 west of MD 193 as being within the 65 dBA noise contour. To mitigate noise in the outdoor areas associated with these lots, the noise study recommends that a board-on-board fence be installed along the impacted property lines of these lots. The fence location is shown on the preliminary plan and a detail of the fence has been shown in the noise study but not on the preliminary plan. At time of Detailed Site Plan (DSP) submission, the detailed design of the proposed fence that will be used to mitigate noise on the lots within the 65 dBA noise contour should be shown on the Detailed Site Plan. The exact location of the fence should also be shown on the DSP.

In addition, prior to the issuance of building permits for residential units on this site impacted by noise from MD 450 or MD 193, the building permits should be modified to contain certification by a professional engineer with competency in acoustical analysis that the building shells have been designed to attenuate noise levels to 45 dBA Ldn or less.

Water and Sewer Categories

The property is in Water Category 4 and Sewer Category 4; it will be served by public systems. A change from Category 4 to Category 3 will be required prior to the approval of the final plat.

4. **Community Planning**—The property is in Planning Area 70, Annapolis Road Community. The 2002 General Plan places the property in the Developing Tier. The *Glenn Dale-Seabrook-Lanham and Vicinity Master Plan* (2000) recommends the property on the east side of MD 193 for residential land use at the Low Suburban density. The property on the west side of MD 193 is recommended for residential land use at the Suburban Estate density. The property on the east side of MD 193 was rezoned from the R-E to the R-R Zone by the District Council through the Glenn Dale SMA in 1993. The property on the west side of MD 193 was retained in the R-E Zone.

A Natural Reserve area associated with a stream traverses a portion of the site. Natural Reserve areas have physiographic constraints with conditions unsuitable for development. Marietta, a Historic Site, is located on Bell Station Road, west of MD 193.

Bell Station Road, west of MD 193, is designated as a historic road and a scenic road. Improvements (if any) to Bell Station Road (west of MD 193) should be in accordance with the recommendations of this master plan.

Master plan guidelines state that residential development in close proximity to major roads should provide sufficient buffering along the highways through the use of berms and landscaping and other appropriate measures to reduce visibility and noise. The use of landscaping, berms and open space along the major roads [MD 193, MD 450 and Bell Station Road (east of MD 193)] abutting the site are important to enhance the desirability of the lots backing up to these roads. Further, because commercial development is proposed on the south side of Bell Station Road (east of MD 193), special attention should be given to buffering the lots backing up to this road to reduce visibility of the future commercial development.

4. **Historic Preservation**—The proposed development is located north of Bell Station Road, a county designated historic and scenic road, and west of Glenn Dale Road. The proposed development is adjacent to Marietta (Historic Site 70-20), located on the south side of Bell Station Road. Protection of the historic and scenic designation of Bell Station Road should be addressed through the DPW&T *Design Guidelines and Standards for Scenic and Historic Roads* wherever construction might have a visual impact. On the submitted plan of subdivision, the Marietta Historic Site (70-20) is not properly identified and labeled. Marietta should be correctly located and labeled on the plan.

The *Glenn Dale, Lanham, Seabrook and Vicinity Approved Master Plan, November 1993*. (page 61) contains the following language regarding development adjoining the Marietta Historic Site: “a buffer of open space is recommended adjacent to the historic site to provide for a visual buffer between the two sites. Tree preservation is encouraged to enhance the buffer area.” The area of the proposed parkland (Parcel A 9.65 acres) adjacent to Bell Station Road is wooded. Preservation and/or enhancement of this wooded area will provide a buffer between development

and the Historic Site as recommended in the master plan. The area directly across Bell Station Road from Historic Site 70-20 (Parcel A, 10± acres) is identified as “parkland dedication” which is consistent with master plan recommendations.

5. **Parks and Recreation**—The proposed subdivision is subject to the mandatory park dedication requirements of Section 24-134 of the Subdivision Regulations. The requirement for mandatory dedication of parkland is 3.2 acres. The applicant proposes to dedicate 10 acres of parkland with a tree conservation easement over the 3.5 acres of dedicated parkland outside the floodplain. The applicant also proposes a trail construction from the subject subdivision into adjacent parkland. Staff recommends that the applicant dedicate the 10 acres of land for park purposes subject to standard dedication requirements.
6. **Trails**—Three master plan trails issues impact the subject site. The *Adopted and Approved Glenn Dale-Seabrook-Lanham & Vicinity Master Plan* identifies MD 450 (Annapolis Road) as a master plan trail/bikeway corridor. More specifically, a Class II Trail is recommended along the entire length of MD 450, including the frontage of the subject property. This trail has already been constructed by SHA along MD 450 west of MD 193. The remaining portions of this trail will be completed by SHA through a road improvement project for MD 450, including the vicinity of the subject site. There are no recommendations regarding this planned trail at this time.

The master plan also designates MD 193 as a Class III bikeway south of MD 564. Existing wide, asphalt shoulders serve to accommodate bicycle traffic in the vicinity of the subject site. Share the road bike signage and the retention of the existing wide shoulder is recommended for the subject site’s frontage of MD 193.

Finally, the master plan designates Bell Station Road as a bikeway on the west side of MD 193. This road is an important bicycle connection to the nearby WB&A Trail. Share the road bike signage is recommended along this road to raise driver awareness to the possibility of bicycle traffic, and wide asphalt shoulders or wide curb lanes are encouraged if road improvements are required by DPW&T.

To accommodate pedestrians within the subject site, sidewalks are recommended along both sides of all internal roads on the east side of MD 193 and on one side of Road “E” on the west side of MD 193.

7. **Transportation**—The applicant has submitted a traffic study dated February 2003. 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*. The study has been referred to the appropriate operating agencies, and comments from the County Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA) are in the file.

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 applicant has prepared a traffic impact study in support of the application using new counts taken in October 2002. With the development of the subject property, the traffic consultant has determined that adequate transportation facilities in the area can be attained. The traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections:

MD 193/MD 450
MD 450/Bell Station Road/Fairwood Parkway (unsignalized)
MD 450/Hillmeade Road
MD 193/Bell Station Road (unsignalized)
Bell Station Road/site access (unsignalized)

There is also a site access point along MD 193. This proposed intersection was not specifically noted in the study nor has it been reviewed by staff because it will operate as a right-in/right-out intersection. There is no median break along MD 193 at that location, and therefore conflicting left turns will not be introduced at this location.

The following conditions exist at the critical intersections:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 193/MD 450	953	922	A	A
MD 450/Bell Station Road/Fairwood Parkway	60.3*	64.9*	--	--
MD 450/Hillmeade Road	1,339	1,402	D	D
MD 193/Bell Station Road	24.7*	35.8*	--	--
Bell Station Road/site access		Future		
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i> , an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

The traffic study computes critical lane volumes and turning movement delays for the unsignalized intersections. The critical lane volume method is not appropriate for evaluating unsignalized intersections in accordance with the *Guidelines*, and critical lane volumes will not be reported for such intersections unless there is an intent to install traffic signals.

The list of nearby developments is long, and it comprises several approved projects that will include more than 2,000 residences. Traffic along MD 193 and MD 450 includes a factor of three percent annually to account for growth in through traffic. The traffic study assumes major funded capital improvements along MD 450. It also assumes that the Fairwood Parkway approach is fully constructed in the configuration which is intended, and that the full intersection is signalized. Given these assumptions, the following background traffic conditions were determined:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 193/MD 450	1,044	1,173	B	C
MD 450/Bell Station Road/Fairwood Parkway	860	908	A	A
MD 450/Hillmeade Road	981	1,070	A	B
MD 193/Bell Station Road	33.6*	+999*	--	--
Bell Station Road/site access		Future		
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i> , an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

The site is analyzed in the traffic study as a residential subdivision of 105 residences. Environmental and design factors have resulted in the plan being revised, and the current plan shows 104 single-family detached residences. The distribution of the residences (east versus west of MD 193) has changed slightly and has been noted by staff. The resulting site trip generation would be 78 AM peak hour trips (16 in, 62 out) and 94 PM peak hour trips (62 in, 32 out). With site traffic, the following operating conditions were determined:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 193/MD 450	1,051	1,189	B	C
MD 450/Bell Station Road/Fairwood Parkway	879	915	A	A
MD 450/Hillmeade Road	981	1,071	A	B
MD 193/Bell Station Road	36.6*	+999*	--	--
Bell Station Road/site access	9.7*	12.0*		
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the <i>Guidelines</i> , an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

The traffic analysis identifies an inadequacy at the unsignalized intersection of MD 193/Bell Station Road during the PM peak hour. 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. In this circumstance, however, staff notes that the Bell Station Center retail development to the south of the subject property is responsible for the poor delays noted during the PM peak hour under background traffic. Under existing conditions, delays are within an acceptable range. Furthermore, at such time as the Bell Station Center develops there is a requirement that a traffic signal warrant study be conducted, with installation if warranted (Condition 6b of PGCPB No. 95-364). Therefore, staff will not require a condition at this location. Signal warrants will clearly not be met unless the retail center develops, and the retail center will need to perform further study prior to development.

SHA and DPW&T both reviewed the traffic study. DPW&T noted the operational issues at the MD 450 and the MD 193 intersections with Bell Station Road and recommended conditions for the subject property to study signalization at both locations. SHA noted the findings at MD 193/Bell Station Road (but did not indicate an issue at MD 450/Bell Station Road), and recommended that the applicant study signalization prior to the 85th building permit. Staff believes that these comments are useful, but is not recommending conditions for the following reasons:

- At MD 450/Bell Station Road, SHA has indicated to staff that Fairwood's permit with the state requires that they install the signal upon construction of a requisite level of development which is defined in the permit. Therefore, Fairwood will be financially responsible for a signal at that location and may be considered to be in place by other applicants for the purpose of establishing the Background Traffic condition.
- At MD 193/Bell Station Road, staff's analyses indicate that the addition of Bell Station Center traffic directly results in the future operational problem, and has determined that the Bell Station Center must perform a traffic signal warrant study and install the signal if warranted, per Condition 6b of PGCPB No. 95-364).

Plan Comments

Early during the review of this site, an issue arose regarding access to the R-E portion of the site. Specifically, the plan shows access to the 14 residences via public street access onto MD 193, even though the site has access onto Bell Station Road. Even though slopes would pose a minor issue for access onto Bell Station Road, there appeared to be no major environmental obstacles to access. In general, the Transportation Planning Section would recommend that access onto a higher-order roadway such as MD 193 **not** be approved when reasonable alternatives exist. In this circumstance, however, Bell Station Road is identified as both a scenic and historic roadway, and there is specific language in the master plan that recommends that the subject property not gain access via Bell Station Road west of MD 193.

Particularly given the acute transportation issues that may arise in the future in the central part of the county, the Transportation Planning staff remains concerned about approving developments with new access points along MD 193. However, the intent of the master plan is clear, and staff cannot oppose the proposed access from the R-E portion of the site. In its role regarding access onto state highways, SHA can determine whether or not to grant the access and can determine the scope of the improvements needed if access onto MD 193 is granted.

Otherwise, access to the site and circulation within the site are acceptable. Staff had initially requested a slight revision to the internal street rights-of-way. With the slight reconfiguration of the site, changes do not appear to be necessary. Dedication shown along Bell Station Road is acceptable. MD 193 and MD 450 are master plan arterial facilities, and Bell Station Road east of MD 193 is a master plan collector facility. As sufficient right-of-way currently exists along the property's frontage for the implementation of master plan recommendations, no further right-of-way dedication is required by this plan. Bell Station Road west of MD 193 is not a master plan roadway; the plan reflects appropriate dedication of 30 feet from center line. Any improvements within the right-of-way of Bell Station Road west of MD 193 will occur within the context of the guidelines for improvement to scenic/historic roads that allow for minimal disturbance of scenic or historic features within the right-of-way.

Transportation Conclusions

Based on these findings, adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code. No transportation-related conditions are required at this time.

8. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public 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).

Affected School Clusters #	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Dwelling Units	105 sfd	105 sfd	105 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	25.20	6.30	12.60
Actual Enrollment	6,182	4,896	9,660
Completion Enrollment	234	197	393
Wait Enrollment	96	225	451
Cumulative Enrollment	6.24	5.40	10.80
Total Enrollment	6,543.44	5,329.70	10,527.40
State Rated Capacity	6,616	4,638	8,770
Percent Capacity	98.90%	114.91%	120.04%
Funded School	N/A	N/A	Frederick Douglass addn.

Source: Prince George's County Planning Department, M-NCPPC, January 2003

These figures are correct on the day the referral memorandum was written. They are subject to change under the provisions of CB-40 and CR-23. Other projects that are approved prior to the

public hearing on this project will cause changes to these figures. The numbers that will be included in the resolution are the ones that will apply to this project.

The affected middle and high school clusters percent capacities are greater than 105 percent. There is no Funded School in the affected middle school cluster. The Frederick Douglass addition is the Funded School in the affected high school cluster. Therefore, in accordance with Section 24-122.02, this subdivision may be approved subject to conditions, including a six-year waiting period.

9. **Fire and Rescue**— The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public fire and rescue facilities.
 - 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 2.25 minutes, which is within the 5.25-minute travel time guideline.
 - b. The existing ambulance service at Glenn Dale Fire Station, Company 18, has a service travel time of 2.25 minutes, which is within the 6.25-minute travel time guideline.
 - c. The existing paramedic service at Glenn Dale Fire Station, Company 18, has a service travel time of 2.25 minutes, which is within the 7.25-minute travel time guideline.

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

10. **Police Facilities**—The proposed development is within the service area for Police District II-Bowie. In accordance with Section 24-122.01(c) of the Subdivision Regulations of Prince George's County, existing county police facilities will be adequate to serve the proposed Storch Property development. This police facility will adequately serve the population generated by the proposed subdivision.
11. **Health Department**—The Health Department reviewed the application and offered no comments.
12. **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, #40591-2002-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. The approval is valid through January 24, 2006. Development must be in accordance with this approved plan, or any revisions thereto.
13. **Cemeteries**—The applicant's engineer has certified that there are no known cemeteries on the site.
14. **Public Utility Easement**—The proposed preliminary plan includes the required 10-foot-wide public utility easement. This easement will be included on the final plat.
15. **R-E Zone Development**—Eleven lots are proposed on the west side of MD 193 in the R-E Zone. Ten acres of land are proposed to be dedicated to M-NCPPC for parkland purposes in this area.

According to the applicant, the homeowners in the R-E Zone will not be part of the homeowners association established in the R-R portion of the development. Given this disconnection, there is no need to include the R-E portion of the property in any Detailed Site Plan for the cluster portion of the site. Detailed Site Plan should only be required for the cluster development in the R-R Zone.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/16/03). 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/16/03), 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.”
2. At the time of Detailed Site Plan for the R-R Zone cluster portion of the property, a Type II Tree Conservation Plan shall be approved.
3. A Type II Tree Conservation Plan shall be approved prior to the issuance of permits for the R-E Zone portion of the property.
4. Prior to signature approval of the preliminary plan, the TCPI shall be revised as follows:
 - a. The area of woodlands retained but not part of any requirements shall be shown and labeled on the TCPI.
 - b. The word “easement” shall be removed from the woodland preservation areas and the areas shall be labeled “Woodland Preservation Area.”
 - c. All the clearing associated with the proposed construction of the stormwater management pond outfalls shall be shown on the plan and the worksheet shall be revised accordingly.
 - d. The limits of disturbance shall be revised to show all lots with a minimum of 40 feet from the conceptual house locations to the woodland preservation or reforestation areas.
 - e. The revised plan shall be signed and dated by the qualified professional that prepared the plan.
5. Prior to signature approval of the preliminary plan:
 - a. Written consent from the Department of Parks and Recreation shall be submitted concerning the land to be dedicated to the Department of Parks and Recreation that is proposed to be used for woodland conservation.
 - b. The plan shall be revised to accurately label the location of Marietta Historic Site 70-20 adjacent to the subject property.

- c. The plan shall be revised so that the PMA includes the area of severe slopes on Lots 5 and 6 west of MD 193.
7. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain all of the Patuxent River Primary Management Area except for approved impacts. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation is prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”
8. The detailed design of the proposed fence that will be used to mitigate noise on the lots within the 65 dBA noise contour shall be shown on the Detailed Site Plan (DSP). The exact location of the fence shall also be shown on the DSP.
9. Prior to the issuance of building permits for residential units on this site impacted by noise from MD 450 or MD 193, the building permits shall be modified to contain certification by a professional engineer with competency in acoustical analysis that the building shells have been designed to attenuate noise levels to 45 dBA Ldn or less.
10. A DSP shall be approved prior to the approval of final plats for the R-R-zoned portion of the site. A DSP shall not be required for the R-E portion of the site.
11. At the time of final plat, the applicant, his heirs, successors and/or assignees shall dedicate to M-NCPPC 10± acres of parkland as show on the Department of Parks and Recreation (DPR) Exhibit “A.” The land to be conveyed shall be subject to the following:
 - a. An original, special warranty deed for the property to be conveyed, (signed by the WSSC Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division, The Maryland-National Capital Park and Planning Commission (M-NCPPC), along with the Final Plat.
 - b. M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalks, curbs and gutters, and front-foot benefit charges prior to and subsequent to Final Plat.
 - c. The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.
 - d. The land to be conveyed shall not be disturbed or filled in any way without the **prior written consent** of the Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair or improvements made necessary or required by M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel’s Office, M-NCPPC) shall be submitted to DPR within two weeks prior to applying for grading permits.

- e. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by M-NCPPC, DPR shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.
 - f. All waste matter of any kind shall be removed from the property to be conveyed. DPR shall inspect the site and verify that it is in acceptable condition for conveyance, prior to Final Plat approval.
 - g. No stormwater management facilities, or tree conservation or utility easements shall be proposed on lands owned by or to be conveyed to M-NCPPC without the **prior written consent** of DPR. DPR shall review and approve the location and/or design of these features. If such proposals are approved by DPR, a performance bond and an easement agreement may be required prior to the issuance of grading permits.
12. The conveyance to the homeowners association (HOA) of 20± acres of cluster open space as shown on DPR Exhibit "A." Land to be conveyed shall be subject to the following:
- a. Conveyance shall take place prior to the issuance of building permits.
 - b. A copy of unrecorded, special warranty deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division (DRD), Upper Marlboro, along with the final plat.
 - c. All waste matter of any kind shall be removed from the property, prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section or the entire project.
 - d. The conveyed land shall not suffer the disposition of construction materials, soil filling, discarded plant materials, refuse or similar waste matter.
 - e. Any disturbance of land to be conveyed to a homeowners association shall be in accordance with an approved Specific Design Plan or shall require the written consent of DRD. This shall include, but not be limited to: the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement and storm drain outfalls. If such proposals are approved, a written agreement and financial guarantee shall be required to warrant restoration, repair or improvements, required by the approval process.
 - f. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to a homeowners association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by DRD prior to the issuance of grading or building permits.
 - g. Temporary or permanent use of land to be conveyed to a homeowners association for stormwater management shall be approved by DRD.
 - h. Storm drain outfalls shall be designed to avoid adverse impacts on adjacent land, owned by or to be conveyed to The Maryland-National Capital Park and Planning Commission (M-NCPPC). If the outfalls require drainage improvements on land to be conveyed to or owned by M-NCPPC, the Department of Parks and Recreation (DPR) shall review and

approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.

- i. There shall be no disturbance of any adjacent land that is owned by, or to be conveyed to M-NCPPC, without the review and approval of DPR.
 - j. The Planning Board or its designee shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.
13. The applicant, his heirs, successors and/or assignees shall construct a 900± linear feet trail of 6-foot-wide asphalt on adjacent Camelot Community Park, subject to the following:
- a. A site plan for the recreational facilities shall be submitted to DPR for review and approval prior to submission of the Detailed Site Plan. It shall include a grading plan, show limit of disturbance and construction details.
 - b. The recreational facilities shall be constructed in accordance with the applicable standards in the *Parks and Recreation Facilities Guidelines*.
 - c. The location of the trail shall be staked in the field and approved by DPR prior to construction.
 - d. All trails shall be constructed to assured dry passage. If wet areas must be traversed, suitable structures shall be constructed to assure dry passage along the trail.
 - e. Submission of three original, executed Recreational Facilities Agreements (RFA) to DPR for approval, three weeks prior to a submission of a final plat. Upon approval by DPR, the RFA shall be recorded among the land records of Prince George's County.
 - f. Submission to DPR of a performance bond, letter of credit or other suitable financial guarantee to secure construction of the recreational facilities on park property, in an amount to be determined by DPR, at least two weeks prior to application for building permits.
 - g. The construction of the trail shall be completed prior to 50th building permit.
14. The trail on HOA land between residential Lots 83 and 84 shall be constructed prior to application for the building permit for these lots.
15. 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 6 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.

16. Prior to the issuance of the first building permit, the applicant, the applicant's heirs, successors, and/or assignees shall provide the installation of one "Share the Road with a Bike" sign in accordance with State requirements, and upon State approval, along Glenn Dale Boulevard, MD 193. The developer would purchase the signs from the State and install them in accordance with the State's Manual on Uniform Traffic Control Devices dealing with the section on bicycle facilities. If the State declines the sign, this condition shall be void.
17. Prior to the issuance of the first building permit, the applicant, his heirs, successors and/or assignees shall provide a financial contribution of \$210.00 to the Department of Public Works and Transportation for the placement of a bikeway sign(s) along Bell Station Road, designated a Class III Bikeway. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit.
18. Upon approval of the Department of Public Works and Transportation, the applicant, his heirs, successors and/or assignees shall provide standard sidewalks along both sides of all internal roads on the east side of MD 193, and on one side of Road "E" on the west side of MD 193.
19. At the time of Detailed Site Plan, the applicant shall demonstrate that lots along Annapolis Road and Bell Station Road will appear from those streets as standard R-R lots. If this cannot be demonstrated, some of these lots shall be eliminated from the plan.

STAFF RECOMMENDS APPROVAL OF THE TYPE I TREE CONSERVATION PLAN, TCP I/16/03.