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Preliminary Plan 4-03124

Application	General Data
Project Name: SUMMERFIELD AT MORGAN STATION, PHASE 1 Location: 1,900 feet north of the intersection of Garrett Morgan Boulevard and Central Avenue. Applicant/Address: Summerfield Investors, LLP. 12165 Darnestown Road Gaithersburg, MD. 20878	Date Accepted: 12/04/03
	Planning Board Action Limit: 02/26/04
	Plan Acreage: 91.9
	Zone: L-A-C
	Lot: 1
	Outparcels: 2
	Planning Area: 72
	Tier: Developed
	Council District: 05
	Municipality: N/A
	200-Scale Base Map: 201NE07

Purpose of Application	Notice Dates
Multifamily Residential Subdivision	Adjoining Property Owners: N/A (CB-15-1998)
	Previous Parties of Record: N/A (CB-13-1997)
	Sign(s) Posted on Site: 02/11/04

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 4-03124
Summerfield at Morgan Station, Phase I

OVERVIEW

The subject property consists of approximately 91.9 acres of land in the L-A-C Zone. It is known as the Norair property. It is currently undeveloped. The applicant proposes to create one legal parcel (12.25 acres) for development with multifamily apartment buildings with up to 500 units. Two outparcels are also proposed: one 32± acres and one 47± acres. These will be left vacant for the present, but are likely to be the subject of new preliminary plans in the future.

Zoning Map Amendment A-9678-C was approved by the District Council on January 9, 1989. Comprehensive Design Plan CDP-0301 was approved by the District Council on January 27, 2004. Modifications to the proposed preliminary plan are necessary to bring it into full compliance with the conditions of approval of both the zoning map amendment and comprehensive design plan. These modifications are minor in nature and are described in the findings below.

SETTING

The property is located on both sides of Garrett A. Morgan Boulevard, north of Central Avenue (MD 214). The adjacent properties are as follows:

West of Garrett A. Morgan Boulevard:
North— Willow Hills zoned R-80
South— Central Avenue and residential
West— Hill Road Park zoned R-80
WMATA zoned R-R

East of Garrett A. Morgan Boulevard:
North— Ridgefield Boulevard
South— Summerfield zoned R-M
East— Summerfield zoned R-M

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	L-A-C	L-A-C
Uses	Vacant	Multifamily Residential
Acreage	12.24	12.24
Parcels	1	1
Outparcels	0	2
Multifamily Dwelling Units	0	500

2. **Environmental**—A review of the available information indicates that streams, wetlands, 100-year floodplain, areas of steep slopes with highly erodible soils, and severe slopes are found to occur within the limits of the preliminary plan and in other areas of the subject property. Garrett A. Morgan Boulevard and the aboveground portions of the proposed Metro station are transportation-related noise generators that will adversely impact the residential portions of this site. The soils found to occur according to the Prince George’s County Soil Survey include Collington fine sandy loam, Adelphia silt loam, Mixed alluvial land, and Sunnyside loam. The Mixed alluvial land, Adelphia and Sunnyside soils have detrimental limitations due to high water tables and impeded drainage. Collington soils pose few limitations to development. According to available information, Marlboro clay is not found to occur in the vicinity of this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled “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. There are no designated scenic and historic roads located in the vicinity of this property. This property is located in the Southwest Branch watershed of the Patuxent River basin and in the Developed Tier as reflected in the adopted General Plan.

ENVIRONMENTAL CONDITIONS OF APPROVAL FROM PREVIOUS APPLICATIONS

The Basic Plan, A-9678C, contained several environmental conditions of approval. The conditions were appropriately addressed during the preparation and approval of the comprehensive design (CDP) plan.

The approval of the CDP by the Planning Board included numerous conditions that dealt with environmental issues to be addressed during subsequent reviews. The environmental issues to be addressed during the review of this preliminary plan are addressed below.

COMPREHENSIVE DESIGN PLAN (CDP) CDP-0301

2. **Prior to certification of the CDP, the CDP and TCPI shall be revised to:**
- e. **Show the estimated location of the 65 dBA Ldn noise contour along Garrett A. Morgan Boulevard and along the Metro line as appropriate.**

The CDP has not been certified to date. The 65 dBA Ldn contour lines that are shown on the CDP shall be carried onto each preliminary plan. The preliminary plan needs to be revised to include the 65 dBA line.

- 5. The Woodland Conservation threshold portion of the requirement (8.97 acres) shall be satisfied as on-site preservation of priority woodlands. The balance of the requirements may be satisfied by additional off-site preservation, on-site reforestation, or at an approved off-site mitigation bank in the Developing Tier. If the project is phased, woodland on-site that will be cleared in the future can be used to meet the requirements until such time as the off-site mitigation requirement is applicable.**

This condition has not been addressed on the TCPI currently under review. The woodland conservation worksheet is incomplete and provides no indication of how the ordinance requirements will be met. Furthermore, the revised TCPI as submitted shows additional encroachment into the 100-year floodplain, additional woodland clearing, and encroachment into M-NCPPC parkland west of the subject property that was not shown on previous reviews. The TCPI needs to be revised to show the provision of the woodland conservation threshold on-site and a worksheet to state how the requirements will be met.

- 13. At time of Preliminary Plan of submittal, a TCPI shall be submitted that includes the following.**
 - a. Elimination of isolated woodland conservation areas by adjusting the layout and providing larger contiguous forest areas in the vicinity of the PMA and thus further minimizing proposed impacts.**

Isolated areas have been eliminated for the area currently under review, and the forested areas of the PMA have been preserved to the fullest extent possible.

- b. The location of all sewer and water lines and stormwater outfalls including those connecting to existing facilities located outside the limits of the application.**

The original submittal of the TCPI showed most of the required utilities in conformance with this condition. The revised TCPI does not show utilities, proposed buildings, or proposed grading. Prior to signature approval of the preliminary plan, a revised TCPI needs to be submitted to show the location of all sewer and water lines and stormwater outfalls for the area currently under development.

- c. Mitigation of any off-site clearing at a 1:1 ratio for all woodlands cleared as part of TCPI/27/03.**

The TCPI as submitted shows the entire site with off-site clearing to the west onto park property. The line that totals woodland clearing in the worksheet has an asterisk that directs the reader to the following note: "This figure includes 0.21 acres of off-site clearing. Mitigation for this clearing will be provided at a ratio of 1:1 and is included in the amount of woodland conservation provided." The worksheet contains all zeros in the section on Woodland Conservation Provided, so it is not possible for staff to determine if this condition has been addressed.

- 14. The Preliminary Plan of Subdivision shall be designed to preserve the PMA to the fullest extent possible. If impacts are proposed a Letter of Justification shall be**

submitted with the Preliminary Plan application. It shall include a description and justification of each proposed area of impacts. The impacts to each features of the PMA shall be quantified and shown on 8 ½ x 11 inch sheets.

PMA impacts are proposed and a letter of justification dated January 16, 2004, was reviewed. All of the impacts proposed appear to have been limited to only those necessary for the proposed work. Staff recommends that the Planning Board find that the PMA has been preserved to the fullest extent possible.

15. As part of the submission package for the Preliminary Plan, a copy of the currently approved Stormwater Management Concept Plan and Letter shall be included.

A copy of the concept plan was not submitted as required. In recent conversations with the engineer, staff discovered that they are waiting on culvert information from the Department of Public Works in order to complete the application for concept approval. The letter of justification for the PMA impacts states that the stormwater concept on the site is to provide water quality treatment on-site and to do stream restoration to the currently degraded channel. A concept approval letter will need to be submitted prior to signature approval of the preliminary plan because this is a requirement of the Subdivision Ordinance. Prior to signature approval of the preliminary plan, a copy of the stormwater management concept approval letter shall be submitted.

Woodland Preservation

A Forest Stand Delineation (FSD) was reviewed as part of the CDP review process. The FSD was found to be in compliance with the requirements of the Woodland Conservation Ordinance.

The revised TCPI recently submitted shows a new area of clearing off of the subject property. Because the TCPI does not show any grading or the placement of proposed buildings, as required, a determination regarding the necessity of this off-site clearing cannot be made. The off-site clearing is proposed on land owned by M-NCPPC. Prior to signature approval of the preliminary plan, the TCPI needs to be revised to eliminate the clearing on parkland, or evidence should be provided that the Department of Parks and Recreation has approved the proposed clearing and grading.

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; there are more than 10,000 square feet of existing woodland on-site; and there is a previously approved tree conservation plan. A Type I Tree Conservation Plan, TCPI/27/03, was approved with the CDP and covers 72.69 acres. This TCPI is yet to be certified. The current TCPI covers 91.48 acres. This discrepancy needs to be resolved and the boundaries of the site and the previously dedicated land must be clearly delineated.

The revised TCPI contains many errors that need to be revised prior to signature approval. They include, but are not limited to, an incomplete legend; no symbol or label for the limits of disturbance; no conceptual grading or building locations; several incorrect calculations in the worksheet; no indication of how the ordinance requirements will be met; no locations of the existing specimen trees; no specimen tree table; tree protection details that are inappropriate on a TCPI; and TCPI notes that are not appropriate for this review.

The worksheet contains several acreage calculations that are not consistent with the previous TCPI approval. The gross tract area on the CDP TCP does not include the “previously dedicated land” and the resulting net tract area is 67.55 acres. The preliminary plan TCP includes the previously dedicated land in the gross tract, then subtracts it, and results in a different net tract area (67.89 acres). This appears to be the result of a different amount of 100-year floodplain. Neither plan states the source of the floodplain delineations provided. The floodplain to be shown on the TCP with the preliminary plan must be based on an approved 100-year floodplain study from DER. Several minor revisions are required and are listed in the Recommendation section of this report.

Patuxent River Primary Management Area

This site is located at the headwaters of the Southwest Branch watershed, a tributary of the Patuxent River. The Patuxent River Primary Management Area (PMA) is defined by Section 24-101 of the Subdivision Ordinance to include streams, a 50-foot stream buffer, wetlands, a 25-foot wetland buffer, the 100-year floodplain, steep slopes (15 to 25 percent) with highly erodible soils, severe slopes of 25 percent or greater, and special habitat areas. Section 24-130 of the Subdivision Ordinance mandates that these features be protected to the fullest extent possible. The revised plans correctly show the PMA for areas south and north of Garret A. Morgan Boulevard.

Proposed impacts to the PMA during this phase are limited to three areas: one area for the connection of the sanitary sewer line and two areas for stream restoration work. The letter of justification dated January 16, 2004, addresses the proposed impacts and correctly states that the PMA has been preserved to the fullest extent possible.

Noise

A condition of the CDP requires that the 65 dBA Ldn noise contours from Garrett A. Morgan Boulevard and the Metro lines be added to the CDP and the associated TCPI. These noise contours indicate that a substantial number of residential units will be within the 65 dBA noise contours. No outdoor activity areas are proposed that would be subjected to high levels of noise; however, interior noise levels of 45 dBA Ldn or less must be achieved in this area. Prior to the issuance of building permits for residential units on this site, the building permits should be modified to contain certification by a professional engineer with competency in acoustical analysis that the building shells within the subject property have been designed to attenuate noise levels to 45 dBA Ldn or less.

Soils

Soils found on this site (Mixed alluvial land, Adelphia sandy loams, and Sunnyside loams) have limitations with respect to impeded drainage, high water tables or slopes. These limitations will not affect the proposed development layout or infrastructure, but may have an impact during the construction phase of the project. During the design phase of this project special consideration should be given to areas with impeded drainage and high water tables because many residences in this area and throughout the county experience basement flooding during the winter months and during storm events of extended duration. The plans should account for natural drainage away from the residences and for backup systems.

Water and Sewer Categories

The property is in water and sewer categories W-4 and S-4, respectively; it will be served by public systems.

3. **Community Planning**—The subject property is located in the Developed Tier and within a Regional Center as designated by the 2002 General Plan. It is in Planning Area 72/Hill Road Community. Regional Centers are locations for regionally marketed commercial and retail centers, office and employment areas, some higher educational facilities, and possibly sports and recreation complexes primarily serving Prince George’s County. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developed Tier and Regional Center designation for the Morgan Boulevard Metro Station.

The General Plan further defines Core Areas for Centers (page 40): to ensure that most intensive development occurs in close proximity to and is supportive of a mass transportation facility, with less intensive development radiating out to the edges. The distinction between the core area and the edge is most significant in the Centers with rail transit stations. In these Centers, the core, in most cases, should generally include the area that is between one-quarter and one-third of a mile walking distance from a transit or stop. The edge of a Center, in most cases, will generally be located an additional one-quarter to one-third mile walking distance beyond the primary core. Placing an appropriate mix of uses at designated Centers is key to ensuring diversity of uses that generate transit ridership throughout the day, as well as promote walking trips within the center. Although such a mix of uses will respond to market conditions, Regional Centers will have a greater proportion of nonresidential development than a Community Center.

The 1993 Landover & Vicinity Master Plan and 2003 Preliminary Sector Plan for Morgan Boulevard and Largo Town Center recommends a community-level activity center for the Norair and the Ridgely properties with the intent that the construction of the “Hill Road Metro Station” would justify the support for high density, mixed-use development around the Metro station core area. The 92-acre Norair property was zoned L-A-C in 1989 by Council Resolution (CR-57-1993). The proposed development conforms to the recommendations of the 1993 Landover & Vicinity Master Plan for residential development in the Local Activity Center.

A community activity center is proposed for location in the Hill Road area, related to the future Hill Road Metro Station on proposed Summerfield Boulevard. This center is recommended to serve the future Hill Road area as part of the “new community” concept recommended for new development in this section of the planning area. The center should consist of uses, including major community facilities and retail and office uses, well integrated with the Metro station facility. The Hill Road Metro area can function as a transit hub for the Hill Road community with concentrated mixed-use-development appropriate for sites with future planned Metro stations. The master plan recognizes that commercial development in the proximity of Metro stations is a great source of unrealized development for the county and will help to promote the economic well being of the planning area as well as Prince George’s County.

The draft Preliminary Morgan Boulevard and Largo Town Center Sector Plan proposes a tightly defined core area, which includes undeveloped properties that are in close proximity to the Metro station (the Norair property) and have the greatest potential for transit-oriented development. The sector plan endorses a Regional Center concept for the Morgan Boulevard Metro Station in recognition of the General Plan land use densities and development patterns recommended for

Regional Centers. The regional center concept for Morgan Boulevard provides for a focal point creating a sense of place, with a horizontal and vertical mix of uses of residential and non-residential uses. These uses are intended to be orientated toward the Metro Station with the intensity of the development designed to be compatible with the existing uses, providing for pedestrian linkages to connect in, and to, the core area from surrounding neighborhoods and commercial areas.

4. **Department of Parks and Recreation**—In accordance with Section 24-135(b) of the Subdivision Regulations and approved Comprehensive Design Plan CDP-0301 and PGCPB Resolution No. 03-181, the Park Planning and Development Division of the Department of Parks and Recreation (DPR) finds that the following conditions from PGCPB 03-181 are still applicable:

Condition 8 “The applicant, his successors, and/or assigns, shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*.

Condition 10 “The plan shall be revised to provide a vehicular connection to the end of the Street, Section B as identified in the Comprehensive Design Plan to the western property line at MNCPPC Parcel 14.”

Given these conditions and findings, staff recommends several conditions regarding private recreational facilities on the property. These conditions are included in the Recommendation section of this report.

5. **Trails**—As noted in the subject application, nonmotorized access is a crucial element of transit-oriented development (TOD). The subject site’s location next to Metro makes it ideal for the provision of bicycle and pedestrian facilities. The Adopted and Approved Landover and Vicinity Master Plan makes several bicycle, pedestrian, and trail recommendations for and in the vicinity of the subject site, and the ongoing work on the Morgan Boulevard and Largo Town Center Sector Plan has reinforced the priority of nonmotorized connections in the vicinity of the subject site. Furthermore, an extensive network of trails and sidewalks exists in the adjacent Summerfield development and on several roads leading to FedEx Field. Opportunities exist to connect the subject site to these existing trails. Several conditions included in the Recommendation section of this report are intended to ensure the provision of these facilities.
6. **Transportation**—The applicant originally prepared a traffic impact study dated January 2003 and an addendum dated August 2003 in support of CDP-0301. These documents were prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The findings and recommendations outlined below are based upon a review of relevant materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the guidelines.

Growth Policy – Service Level Standards

The subject property is located within the Developed Tier, as defined in the General Plan for Prince George’s County. It is also within a designated regional center, as defined in same. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 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 traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections:

- MD 214 and Hill Road/Shady Glen Drive (signalized)
- MD 214 and Ritchie Road/Garrett A. Morgan Boulevard (signalized)
- MD 214 and Hampton Park Boulevard/Brightseat Road (signalized)
- Garrett A. Morgan Boulevard and Fieldstone Way/site access (unsignalized)
- Garrett A. Morgan Boulevard and Metro access/site access (future/unsignalized)
- Garrett A. Morgan Boulevard and Ridgely Boulevard/site access (unsignalized)

Existing conditions within the study area are summarized as follows:

EXISTING CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 and Hill Road/Shady Glen Drive	1,432	1,447	D	D
MD 214 and Ritchie Road/Morgan Boulevard	1,385	1,752	D	F
MD 214 and Hampton Pk/Brightseat Road	1,159	1,361	C	D
Morgan Boulevard and site access/Fieldstone	10.0*	11.1*	--	--
Morgan Boulevard and site access/Metro access		Planned	--	--
Morgan Boulevard and site access/Ridgely	12.7*	15.4*	--	--
<p>*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 guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures and should be interpreted as excessive.</p>				

The submitted traffic study provides an analysis for assessing the background traffic situation. The applicant has used the recent *Addison Road to Largo Town Center Metrorail Extension Access Study*, completed in 2001, to develop background traffic. This study considered the following:

- A 1.5 percent annual growth factor for through traffic along MD 214. This is consistent with past studies in the area. It is also consistent with historical data.
- Background development in the area.
- The impact on area traffic of the extension of the Metrorail Blue Line from Addison Road to the Largo Town Center. This mass transit extension is fully funded for construction. It is under construction at this time and is planned to open in December 2004.
- The impact on area traffic of the I-95/I-495/Ritchie Marlboro Road interchange. This key roadway improvement is under construction, with full opening to occur within the month.

Background conditions are summarized as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 and Hill Road/Shady Glen Drive	1,386	1,482	D	E
MD 214 and Ritchie Road/Morgan Boulevard	1,516	2,017	E	F
MD 214 and Hampton Pk/Brightseat Road	1,178	1,440	C	D
Morgan Boulevard and site access/Fieldstone	11.3*	13.5*	--	--
Morgan Boulevard and site access/Metro access	620	596	A	A
Morgan Boulevard and site access/Ridgefield	16.8*	22.2*	--	--
<p>*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 guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures and should be interpreted as excessive.</p>				

The overall site is proposed for residential and retail development. The site trip generation makes reasonable assumptions about the site trip distribution. It also assumes a strong orientation toward the adjacent Morgan Boulevard Metrorail Station, which is part of the funded extension of

the Metrorail system. The trip generation for the CDP was based upon the following assumptions:

- Base trip generation rates consistent with the guidelines for the residential and retail uses.
- Use of vehicle occupancy rates of 1.60 for retail and 1.15 for residential to convert between vehicle trips and person trips. Person trips are needed for making an appropriate auto/transit mode split.
- Use of auto/transit mode splits of 50 percent/50 percent for residential development and 95 percent/5 percent for retail development.
- The guidelines allow a pass-by trip rate of up to 60 percent for retail uses. This pass-by rate assumes that not all trips generated by the use are new trips, and a portion of the trips are already on the road. Also, because the project is mixed-use, there is an assumption that 5 percent of AM and 10 percent of PM trips to the retail use is generated by the residential component of the site.

The subject application includes 500 multifamily residences. In consideration of the factors used in analyzing the CDP and summarized above, and considering that no retail element has yet gone to subdivision, the site trip generation would be 130 AM peak-hour trips (25 in, 105 out) and 150 PM peak-hour trips (97 in, 53 out). Therefore, we obtain the following results under total traffic:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214 and Hill Road/Shady Glen Drive	1,397	1,495	D	E
MD 214 and Ritchie Road/Morgan Boulevard	1,540	2,041	E	F
MD 214 and Hampton Pk/Brightseat Road	1,181	1,452	C	E
Morgan Boulevard and site access/Fieldstone	13.7*	14.8*	--	--
Morgan Boulevard and site access/Metro access	656	626	A	A
Morgan Boulevard and site access/Ridgefield	28.2*	37.4*	--	--
<p>*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 guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures and should be interpreted as excessive.</p>				

In response to the inadequacy at the MD 214/Ritchie/Morgan Road intersection, the applicant has proffered mitigation. This intersection is eligible for mitigation under the first, second, and the fourth criteria in the *Guidelines for Mitigation Action* (approved as CR-29-1994). The applicant recommends the improvements described below to mitigate the impact of the applicant's development in accordance with the provisions of Section 24-124(a)(6). The improvements include:

- Construction of a second westbound left-turn lane along MD 214.

The impact of the mitigation actions at this intersection is summarized as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 214/Ritchie Road/Garrett A. Morgan Boulevard				
Background Conditions	F/1,516	F/2,017		
Total Traffic Conditions	F/1,540	F/2,041	+26	+24
Total Traffic Conditions w/Mitigation	E/1,540	F/1,748	-0	-293

The LOS E standard in the Developed Tier is met during the AM peak hour.

As the CLV at MD 214/Ritchie/Morgan is greater than 1,813 during the PM peak hour, the proposed mitigation action must mitigate at least 100 percent of the trips generated by the subject property during the PM peak hour and bring the CLV to no greater than 1,813, according to the guidelines. The above table indicates that the proposed mitigation action would mitigate at least 100 percent of site-generated trips during the PM peak hour and bring the CLV to 1,813 or less.

Therefore, the proposed mitigation at MD 214 and Ritchie Road/Garrett A. Morgan Boulevard meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.

Also under total traffic, issues at unsignalized intersections must be addressed. There is evidence that a traffic signal will be installed at the entrance to the Morgan Boulevard Metrorail Station, and the current plan would not modify that intersection. At the Morgan/Ridgefield intersection and the Morgan/Fieldstone intersection, the CDP resolution recommends study and possible installation of a signal by the applicant; this is appropriate as later phases of the project are approved and developed.

Comments—Operating Agencies

Both DPW&T and SHA have provided comments on the traffic study. The comments were provided in response to the referral for Comprehensive Design Plan CDP-0301, and they were addressed fully during review of that plan.

Plan Comments

The subdivision plan is generally acceptable from the standpoint of access and circulation. The approved CDP includes a condition that requires a vehicular connection through the site to the M-NCPPC property to the west, and this is shown on the plan.

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 if the application is approved with the two transportation-related conditions included in this report.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003.

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 7	Middle School Cluster 4	High School Cluster 4
Dwelling Units	500 mfd	500 mfd	500 mfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	120	30	60
Actual Enrollment	36,236	11,113	16,710
Completion Enrollment	209.04	52.26	95.81
Cumulative Enrollment	0	0	0
Total Enrollment	36,565.04	11,195.26	16,865.81
State Rated Capacity	38,817	10,375	14,191
Percent Capacity	94.20%	107.91%	118.85%
Funded School	N/a	N/a	N/a

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

These figures are correct on the day the referral memorandum was written. Other projects that are approved prior to the public hearing on this project will cause changes to these figures. The numbers that will be used in the resolution will be the ones that will apply to this project.

County Council bill CB-31-2003 establishes a school facilities surcharge in the amounts of \$7,000 per dwelling if a building is located between I-495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts on existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings.

This project meets the adequate public facilities policies for school facilities contained in Section 24-122.02, CB-30-2003 and CB-31-2003, and CR-23-2003. The school surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of fire and rescue facilities.
 - a. The existing fire engine service at Ritchie Fire Station, Company 37, located at 1415 Ritchie-Marlboro Road, has a service travel time of 3.42 minutes, which is beyond the 3.25-minute travel time guideline.
 - b. The existing ambulance service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road, has a service travel time of 3.42 minutes, which is within the 4.25-minute travel time guideline.
 - c. The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service travel time of 4.99 minutes, which is within the 7.25-minute travel time guideline.
 - d. The existing ladder truck service at Capitol Heights Fire Station, Company 5, located at 6061 Central Avenue, has a service travel time of 4.36 minutes, which is beyond the 4.25-minute travel time guideline.

These above findings are in conformance with the standards and guidelines contained in the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*. To alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

9. **Police Facilities**—The proposed development is within the service area for Police District III-Landover. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of June 30, 2002, the county had 874 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for an additional 69 sworn personnel. Therefore, in accordance with Section 24-122.01(c) of the Subdivision Regulations, existing county police facilities will be adequate to serve the proposed Summerfield at Morgan Station development.
10. **Health Department**—The Health Department Reviewed the application and offered no comment.
11. **Stormwater Management**—The applicant has proposed the use of a large pond facility. The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A stormwater management concept plan has not yet been approved. To ensure that development of this site does not result in on-site or downstream flooding, a stormwater management concept plan must be approved prior to signature approval of the preliminary plan. Development must be in accordance with this approved plan, or any revisions thereto.

12. **Cemeteries**—There are no known cemeteries on or adjoining the property. However, the applicant should be aware that if any burials are found during any stage of the development process, activity must cease in accordance with state law.
13. **Public Utility Easement**—The proposed plan does not include the required ten-foot-wide public utility easement, nor does it include the easement along all internal private streets. Prior to signature approval of the plan, the public utility easement must be shown along all public streets and concurrent with and adjoining all internal private streets.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan:
 - a. The Preliminary Plan shall be revised to:
 - (1) To remove the retaining wall blocking vehicular access to existing parkland at the end of Private Street 'A' (with a 60-foot public access easement). A curb cut with apron shall be provided for park access. A temporary guardrail to prohibit vehicular access shall be provided to deter access until the parkland is developed. At the time of detailed site plan, the applicant may obtain a permit for grading on park property for park access.
 - (2) To include the ten-foot-wide public utility easement along all public streets and concurrent with and adjoining all internal private streets.
 - b. The Type I Tree Conservation Plan shall be revised to:
 - (1) Show the provision of the woodland conservation threshold on-site and include a worksheet that states how the requirements will be met.
 - (2) Show the location of all sewer and water lines and stormwater outfalls for the area currently under development.
 - (3) Eliminate the clearing on parkland, or evidence shall be provided that the Department of Parks and Recreation has approved the proposed clearing and grading.
 - (4) Clearly delineate the boundaries of the subject application and either delineate the area of previously dedicated land or remove it from the worksheet calculations.
 - (5) Provide a complete legend.
 - (6) Show limit of disturbance and include it in the legend
 - (7) Show conceptual grading and all building locations.

- (8) Provide a worksheet that correctly identifies all the required acreages and includes acreages on how the ordinance requirements will be met.
 - (9) Show all existing specimen trees on the plan.
 - (10) Include a specimen tree table that states the size, species, condition and proposed disposition for all the specimen trees.
 - (11) Provide the standard TCPI notes.
 - (12) Remove "Tree Protection Fencing and Signage" charts from plan.
 - (13) When all the revisions have been completed, have the plan reviewed, signed and dated by the qualified professional who prepared the plan.
 - c. The Preliminary Plan and Type I Tree Conservation Plan shall be revised to show the 65 dBA Ldn noise contours shown on the CDP.
 - d. A DER-approved, 100-year floodplain study shall be submitted and the floodplain shown on the TCPI shall be revised accordingly.
 - e. A stormwater management concept plan shall be approved, and the approval number and date shall be added to the preliminary plan notes.
2. The applicant, his successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines.
 3. A site plan shall be submitted to the Development Review Division (DRD) of the Prince George's County Planning Department that complies with the standards outlined in the Parks and Recreation Facilities Guidelines.
 4. The applicant, his successors, and/or assignees shall submit three original, executed recreational facilities agreements (RFA) to the DRD for their approval three weeks prior to a submission of a final plat. Upon approval by the DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
 5. The applicant, his successors, and/or assignees shall submit to DRD a performance bond, letter of credit or other suitable financial guarantee, in an amount to be determined by DRD, within at least two weeks prior to applying for building permits.
 6. The applicant, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities
 7. The private recreational facilities shall be reviewed by the Urban Design Review Section of DRD for adequacy and property siting, prior to approval of the specific design plan by the Planning Board.

8. At a time to be determined at the specific design plan stage, the applicant, his heirs, successors, and/or assignees shall provide the following:
 - a. A continuous, minimum eight-foot wide sidewalk or trail along the subject site's entire road frontage of the west side of Morgan Boulevard. A landscaped grass strip shall be provided between the trail and Morgan Boulevard as a buffer between pedestrians and motorized traffic, as well as to provide visual relief along the corridor.
 - b. A trail connection from the end of Willow Hill Drive to Morgan Boulevard, the exact location of which shall be determined at the time of SDP.
 - c. A trail connection from the end of Willow Hill Drive to Metro, the exact location of which shall be determined at the time of SDP.
9. Standard sidewalks shall be provided along both sides of all roads, per the concurrence of the Department of Public Works and Transportation.
10. In-road bicycle facilities shall be provided along some internal roads on the subject site, in keeping with the 1999 AASHTO Guide for the Development of Bicycle Facilities. An exact determination of the type and location of facilities warranted shall be determined at the time of the SDP.
11. Submittal of the specific design plan shall include a comprehensive trail and sidewalk map showing the proposed location of all master plan trails, feeder trail connections, and sidewalks.
12. Appropriate pedestrian safety measures such as well-marked crosswalks, signage, adequate lighting, and curb bump outs shall be incorporated into the specific design plan.
13. Prior to the issuance of any building permits within the subject property, the following road improvement shall have full financial assurances, have been permitted for construction, and have an agreed-upon timetable for construction with SHA/DPW&T:
 - a. At the MD 214/Ritchie Road/Garrett A. Morgan Boulevard intersection, construction of a second westbound left-turn lane along the MD 214 approach.
 - b. **Garrett A. Morgan Boulevard at east village/west village access:** The improvements at this location shall include modification of the intersection to provide left-turn bays at the median break to serve the site accesses.
14. Prior to the issuance of building permits for residential units on this site, the building permits shall be modified to contain certification by a professional engineer with competency in acoustical analysis that the building shells within the subject property have been designed to attenuate noise levels to 45 dBA Ldn or less.

STAFF RECOMMENDS APPROVAL OF THE TYPE I TREE CONSERVATION PLAN TCP I/27/03
WITH REVISIONS