



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

Preliminary Plan

4-05151

Application	General Data
Project Name: RODDY WOODS SUBDIVISION Location: On the north side of Allentown Road, approximately 1,200 feet west of Temple Hill Road. Applicant/Address: IPDS, LLC. 7245 Hanover Parkway Suite D Greenbelt, MD 20774	Date Accepted: 01/30/06
	Planning Board Action Limit: N/A
	Plan Acreage: 6.19
	Zone: R-80
	Lots: 20
	Parcels: 0
	Planning Area: 76B
	Tier: Developing
	Council District: 08
	Municipality: N/A
	200-Scale Base Map: 209SE04

Purpose of Application	Notice Dates
SINGLE-FAMILY RESIDENTIAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: 12/29/2005 (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 10/16/06

Staff Recommendation		Staff Reviewer: Ivy R. Thompson	
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 4-05151
Roddy Wood Subdivision, Lots 1-20

OVERVIEW

The subject property is located on Tax Map 106 in Grid D-2 and is known as Parcel 59 and Lot 1 (WWW 61@87). The property is zoned R-80 and is approximately 6.19 acres. The property has frontage on Allentown Road to the south and Lanham Lane to the west. The applicant is proposing to develop this property with 20 single-family dwelling units in accordance with the conventional standards of the R-80 Zone. All of the lots proposed meet and exceed the minimum standards for development of single-family dwellings in the R-80 Zone.

Access is proposed via the extension of Lanham Lane from the Sellner Estates subdivision (CH 194@79) to the west into the site to serve proposed lots 1-17. Proposed Lots 18-20 are served via direct access to Allentown Road. Allentown Road is identified on the master plan as a major collector with an ultimate right-of-way of 100 feet. Additional right-of-way dedication is proposed and is required, consistent with the recommendation of the master plan and accurately reflected on the preliminary plan of subdivision.

This case was denied at the June 8, 2006, Planning Board hearing due to the inadequate fire and rescue Staffing levels. A Request for Reconsideration was granted at the September 7, 2006, Planning Board Hearing.

SETTING

The property is located on the north side of Allentown Road, approximately 1,200 feet west of its intersection with Temple Hill Road and 120 feet south of its intersection with Pleasant Hill Drive in the Camp Springs Community. The Camp Springs Area High School is adjoining to the north, in the R-R Zone. Aerial photographs depict that a school bus parking lot is located along the north property line, along the rear of Lots 1-5. The Pleasant Hill Manor subdivision (WWW 43@79) is adjoining to the east and the Sellner Estates subdivision (CH 194@79) is adjoining to the west. Both subdivisions are zoned R-80 and developed with single-family dwelling units.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

Zone Use(s)	EXISTING	PROPOSED
	R-80 One single-family dwelling to be removed	R-80 Single-family dwelling units
Acreage	6.19	6.19
Lots	1	20
Parcels	1	0
Dwelling Units:		
Detached	1 (to be razed)	20
Public Safety Mitigation Fee		No

2. **Subdivision**—The Landscape Manual requires a 35-foot bufferyard along a major collector (Lots 12-14) and a 30-foot type C bufferyard between the school property and the residential property (Lots 1-5). Staff is recommending a limited detailed site plan for architecture and landscaping where the rear yards and side yards are oriented are toward Allentown Road and for those lots with common property lines possibly needing a fence and landscaping treatment because of the tight lotting pattern.
3. **Environmental**—The Environmental Planning Section has reviewed the revised Preliminary Plan of Subdivision for Roddy Woods, 4-05151, and the revised Type I Tree Conservation Plan, TCPI/8/06, stamped as received by the Environmental Planning Section on September 15, 2006. The Environmental Planning Section recommends approval of 4-05151 and TCPI/8/06 subject to conditions noted.

BACKGROUND

This Environmental Planning Section previously approved a Type II Tree Conservation Plan, TCPII/126/06, for the subject property. The current application is for 19 lots in the R-80 zone.

SITE DESCRIPTION

This 6.20-acre property in the R-80 zone is located on the north side of Allentown Road, approximately 1,200 feet west of Temple Hill Road. There are no streams, wetlands or 100-year floodplain on the property. The site eventually drains into Henson Creek in the Potomac River watershed. According to the “Prince George’s County Soils Survey” the principal soils on this site are in the Beltsville, Galestown, Sassafra and Westphalia series. Marlboro clay does not occur in the area. 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, rare, threatened, or endangered species do not occur in the vicinity of this property. No designated scenic or historic roads are affected by the proposed development. There are no nearby sources of traffic-generated noise. The proposal is not expected to be a noise generator. This property is located in the Developing Tier as reflected in the adopted General Plan.

ENVIRONMENTAL REVIEW

A signed Natural Resources Inventory (NRI), NRI/149/05, was submitted with the application. There are no streams, wetlands or 100-year floodplain on the property. A forest stand delineation (FSD) was submitted with the NRI. The FSD, based upon ten sample points, describes four forest stands totaling of 4.82 containing no specimen trees. Mature Virginia pines that are subject

to windfall dominate approximately one acre of the woodland and the remainder is mixed pine/hardwood with no trees greater than 24 inches diameter and an abundance of invasive and noxious plants. According to the 1993 air photos, the western portion of the site was an open field, Virginia pines dominated the northeast quadrant and the southeast quadrant was an overgrown field.

There are no sensitive environmental features on the site and there are no priority woodlands as defined in the "Prince George's County Woodland Conservation and Tree Preservation Policy Document." According to the Green Infrastructure Plan, none of the property is near or contains and Regulated Area or Evaluation Area. Based upon this analysis, there are no priority woodlands on-site. No impacts to any sensitive environmental features are proposed. No further action regarding sensitive environmental features is required.

This property is subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the property has a previously approved tree conservation plan. A Type II Tree Conservation Plan, TCPII/126/06, for the subject property.

The Type I Tree Conservation Plan, TCPI/8/06, has been reviewed. The plan proposes clearing all 4.82 acres of the existing 4.82 acres of woodland. The woodland conservation threshold is 1.21 acres. Based upon the proposed clearing, the woodland conservation requirement has been correctly calculated as 3.32 acres. The plan proposes to meet the requirement by providing 3.32 acres of off-site woodland conservation. The previously approved Type II Tree Conservation Plan, TCPII/126/06, has an identical worksheet.

The Countywide Green Infrastructure Plan indicates that no portion of the property is within the designated network. On-site preservation is not recommended because the site has no significant environmental features, the woodlands are of low quality and the proposed lots are small.

There are some technical errors. Soil boundaries should not be shown. A proposed limit of disturbance is shown on the legend but is not apparent on the plan. A note detailing the restrictions of the tree conservation plan should be placed on the final plat of subdivision.

According to the Prince George's County Soils Survey the principal soils on this site are in the Beltsville, Galestown, Sassafras and Westphalia series. Beltsville soils are highly erodible, may have a perched water table and are in the C-hydric group. Galestown and Sassafras soils pose no special problems for development. Westphalia soils are highly erodible and in the B-hydric series. The Prince George's County Department of Environmental Resources will require a soils report in conformance with CB-94-2004 during the permit process review.

A copy of the Stormwater Management Concept Approval Letter, CSD 44712-2005-00, was submitted with the application. The plan requires installation of grass swales and dry wells. No further action regarding stormwater management is required for this preliminary plan of subdivision review.

Summary

The Environmental Planning Section recommends approval of 4-05151 and TCPI/8/06 subject to conditions.

Water and Sewer Categories

The Department of Environmental Resources (DER), Development Services Division, has determined that the 2001 water and sewer plan designated this property in water and sewer Category 3. Water and sewer lines in Allentown Road abut the property. A sewer line traverses the property. Water and sewer line extensions are required to serve the proposed subdivision and must be approved by the Washington Suburban Sanitary Commission before recordation of a final plat.

4. **Community Planning**—This application is located in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers and employment areas that are increasingly transit serviceable. This preliminary subdivision is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier. This preliminary subdivision conforms to the residential, low-density land use recommendation in the 2006 *Approved Henson Creek-South Potomac Master Plan and Sectional Map Amendment*.
5. **Parks and Recreation**—The house is on lots 12 and 18 and is to be razed. In accordance with Section 24-135(a) of the Prince George’s County Subdivision Regulations the Park Planning and Development Division recommends that the Prince George’s County Planning Board require a payment of a fee-in-lieu of dedication as applicable from the remainder of the subject subdivision because land available for dedication is unsuitable due to its size and location.
6. **Trails**—Preliminary Plan 4-05151, Capital Commerce Park, was reviewed for conformance with the countywide trails plan and/or the appropriate area master plan in order to provide the master plan trails. The *Adopted and Approved Master Plan for Subregion VII, Henson Creek (Planning Areas 76A and 76B) and South Potomac (Planning Area 80)* designates Allentown Road as a master plan trail/bike corridor. The recently adopted Henson Creek-South Potomac master plan further refines this proposal by recommending continuous sidewalks and designated bike lanes along Allentown Road. The provision of bike lanes can be explored by DPW&T at the time of road resurfacing or road improvement. Staff recommends the provision of a standard sidewalk and one “Share the Road with a Bike” sign at this time. Crossland High School is immediately to the north of the subject site. However, the portion of the site that abuts the subject application appears to be a fenced bus lot, making a pedestrian connection impractical at this location.

SIDEWALK CONNECTIVITY:

A variety of road cross sections exist along Allentown Road in the vicinity of the subject site. Where frontage improvements have been made, a standard sidewalk has been provided. Existing segments of Lanham Lane include sidewalks along both sides.

7. **Transportation**—The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 5.80 acres of land in the R-80 zone. The property is located on the north side of Allentown Road, midway between its intersections with Temple Hill Road and Lanham Lane. The applicant proposes a residential subdivision consisting of 20 single family detached lots.

Due to the size of the subdivision, staff has not required that a traffic study be done. The staff did request traffic counts in the area for the purpose of making an adequacy finding. Therefore, the findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the “Guidelines for the Analysis of the Traffic Impact of Development Proposals.”

Growth Policy—Service Level Standards

The subject property is in 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 is required in the developing tier.

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 intersection of Allentown Road and Temple Hill Road is determined to be the critical intersection for the subject property. This intersection would serve virtually all of the site-generated traffic. The critical intersection is not programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program.

Recent traffic counts done in February 2006 indicate that the critical intersection operates at Level-of-Service (LOS) B, with a critical lane volume (CLV) of 1,139, during the AM peak hour. During the PM peak hour, the intersection operates at LOS D with a CLV of 1,306.

As previously noted, there are no funded capital projects at this intersection in either county Capital Improvement Program or the state Consolidated Transportation Program that would affect the critical intersection. There are three approved but unbuilt developments that would affect the intersection that have been reviewed and counted by staff:

- Ashley's Crossing, 4-02026 for 22 lots (10 percent of site traffic uses the intersection)
- Dolan's Addition, 4-98090 for 18 lots (55 percent of site traffic uses the intersection)
- Green Hills, 4-05070 for 10 lots (65 percent of site traffic uses the intersection)

A two percent annual rate of through traffic growth along Allentown Road and Temple Hill Road has been assumed. With background growth added, the critical intersection would operate as follows: AM peak hour—LOS C, with a CLV of 1,231; PM peak hour—LOS D, with a CLV of 1,415.

With the development of 20 single-family detached residences, the site would generate 15 AM (3 in and 12 out) and 18 PM (12 in and 6 out) peak hour vehicle trips. The site was analyzed with the following trip distribution:

- 70 percent east along Allentown Road
- 10 percent north along Temple Hill Road
- 5 percent south along Temple Hill Road
- 15 percent west along Allentown Road

Given this trip generation and distribution, staff has analyzed the impact of the proposal. With the site added, the critical intersection would operate as follows: AM peak hour—LOS C, with a CLV of 1,233; PM peak hour—LOS D with a CLV of 1,421. Therefore, the critical intersection operates acceptably under total traffic.

The *Approved Henson Creek-South Potomac Master Plan and Sectional Map Amendment* shows Allentown Road as a major collector within a 100-foot right-of-way. The most recent submitted plan shows adequate dedication of 50 feet from centerline along Allentown Road. However, in consideration of the higher current operating speeds and traffic volumes along Allentown Road, driveways onto the three new lots planned for direct driveway access onto this roadway must utilize a turnaround capability in order to minimize the need for vehicles accessing these lots to back onto Allentown Road. The lots involved are Lots 18, 19, and 20 (Lot 12 is an existing residence served by an existing driveway onto Allentown Road).

Access to 16 of the 20 proposed lots would be via an extension of a public street, Lanham Lane. This street is platted within the existing community as a secondary residential street. It is determined that 35 of the 41 residences in the adjacent Sellner Estates subdivision receive access via Lanham Lane. This subdivision would add 16 lots, for a total of 51 lots receiving access via a secondary residential street. In the judgment of the transportation staff, this is excessive development for service by a secondary street. It is recommended that traffic calming measures be reviewed with the Department of Public Works and Transportation (DPW&T) prior to approval of the detailed site plan. If traffic-calming measures are warranted and approved by that agency, that recommendation shall be made a part of the detailed site plan recommendation for implementation by the applicant.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with conditions.

8. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this preliminary plan for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded the following.

Finding

Impact on Affected Public School Clusters

Affected School Clusters	Elementary School Cluster 6	Middle School Cluster 3	High School Cluster 3
Dwelling Units	19 sfd	19 sfd	19 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	4.56	1.14	2.28
Actual Enrollment	3946	5489	9164
Completion Enrollment	121	64	127

Cumulative Enrollment	16.80	108.12	216.24
Total Enrollment	4088.36	5662.26	9509.52
State Rated Capacity	4033	6114	7792
Percent Capacity	101.37%	92.61%	122.04%

Source: Prince George's County Planning Department, M-NCPPC, December 2005

These figures are correct on the day this referral was written. They are subject to change under the provisions of CB-30-2003 and CR-23-2003. Other projects that are approved prior to the public hearing on this project will cause changes to these figures. The numbers shown in the resolution will be the ones that 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 interstate highway 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 an 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. Council bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$7,671 and \$13,151 to be paid at the time of issuance of each building permit.

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.

The Historic Preservation and Public Facilities Planning Section staff finds that 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.

9. **Fire and Rescue**—The Historic Preservation & Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Ordinance.

The Prince George's County Planning Department has determined that this preliminary plan is within the required 7-minute response time for the first due fire station Allentown Road, Company 32, using the Seven-Minute Travel Times and Fire Station Locations Map provided by the Prince George's County Fire Department.

Pursuant to CR-69-2006, Prince George's County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A, B) regarding sworn police and fire and rescue personnel staffing levels.

The Fire Chief has reported that the department has adequate equipment to meet the standards stated in CB-56-2005.

The above findings are in conformance with the standards and guidelines contained in the *Approved Public Safety Master Plan* (1990) and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

10. **Police Facilities**—The preliminary plan is located in Police District IV. The standard for emergency calls response is 10 minutes and 25 minutes for non-emergency calls. The times are

based on a rolling average for the proceeding 12 months. The preliminary plan was accepted for processing by the Planning Department on January 30, 2006.

Reporting Cycle	Date	Emergency Calls	Non-emergency
Acceptance Date	01/05/05-12/05/05	11.00	24.00
Cycle 1	01/05/05-01/05/06	10.00	24.00
Cycle 2			
Cycle 3			

The response time standards of 10 minutes for emergency calls and 25 minutes for non-emergency calls were met on January 5, 2006.

Pursuant to CR-69-2006, Prince George's County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A, B) regarding sworn police and fire and rescue personnel staffing levels. The Police Chief has reported that the department has adequate equipment to meet the standards stated in CB-56-2005.

11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has reviewed the Roddy Woods Property. Stormwater Management Concept Plan 44712-2005-00 has been approved with conditions. Development of this property must be in conformance with the approved Stormwater Concept Approval Plan.
12. **Health Department**—The Environmental Engineering Program has reviewed the preliminary plan of subdivision for the Roddy Wood Subdivision. A raze permit must be obtained through the Department of Environmental Resources prior to the removal of the existing house and shed at 7201 Allentown Road. Any hazardous materials located in the house and shed must be removed and properly stored or discarded prior to the structure being razed.
13. **Archeology**—Paula Bienenfeld previously reviewed this property for archeological resources on February 17, 2006 and current staff concur that a Phase I archeological survey is not necessary on this 5.8-acre property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The area around the property is highly developed and a house was built near Allentown Road by 1993. Therefore, this property is not likely to yield significant prehistoric or historic archeological resources.

Section 106 review may require archeological survey for state or federal agencies, however. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies, or federal permits are required for a project.

14. **Historic Preservation**—The Historic Preservation and Public Facilities Section has reviewed the subject area and has found that there is no effect on historic resources.
16. **Community of Sellner Estates**—Staff has communicated with resident community leader Mr. Vernon Wade who has expressed no objection to the proposed subdivision, but has expressed concern about the impact that an additional twenty homes will have on traffic and safety on the Sellner Estates community, Lanham Drive and Allentown Road. The community has also expressed concerns about the overcrowding of area schools. The Transportation section of this

staff report, Finding 7, addresses the traffic concerns of the community. Finding 8 acknowledges the school capacity and provides mitigation via a school surcharge per dwelling unit.

RECOMMENDATION

Staff recommends APPROVAL of Preliminary Plan 4-05151 and TCPI/8/06 subject to the following conditions:

1. 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/8/06), 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 and Tree Preservation Ordinance. This property is subject to the notification provisions of CB-60-2005.”
2. Development of this site shall be in conformance with the stormwater management concept plan and any subsequent revisions.
3. Prior to the issuance of any permits, the Planning Board or their designee shall approve a limited detailed site plan (LDSP). This LDSP for the entire property shall address:
 - a. Appropriate bufferyards along the backs of lots adjacent to Allentown road and into the board of education property.
 - b. Traffic calming measures for Lanham Lane.
 - c. Driveways with on-lot turn-around
 - d. Capabilities for lots with direct access to Allentown Road.
 - e. Architecture landscaping and fence treatments
4. Prior to approval of the final plat of subdivision the applicant, his heirs, successors and/or assignees shall pay a fee-in-lieu of parkland dedication for Lots 1-13 and Lots 15-19.
5. Prior to signature approval of the preliminary plan the standard 10-foot wide public utilities easement (P.U.E.) shall be shown along all rights-of-way
6. The applicant or the applicant's heirs, successors, and/or assigns shall provide a financial contribution of \$210 to the Department of Public Works and Transportation for the placement of “Share the Road with a Bike” signage along Allentown Road. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit.
7. The applicant or the applicant's heirs, successors, and/or assigns shall provide a standard sidewalk along the subject property's entire frontage of Allentown Road, unless modified by DPW&T.
8. The applicant or the applicant's heirs, successors, and/or assigns shall provide standard sidewalks along both sides of all internal roads, unless modified by DPW&T.

9. The driveways to proposed Lots 18, 19, and 20 shall be designed with a turnaround capability in order to minimize the need for vehicles accessing each lot to have to back onto Allentown Road. The design of the driveways to each shall be reflected on the detailed site plan and verified at the time of building permit.
10. Traffic calming measures shall be reviewed with the Department of Public Works and Transportation (DPW&T) as a part of the review of the detailed site plan. If traffic-calming measures are warranted and approved by that agency, that recommendation shall be made a part of the detailed site plan recommendation. The applicant shall implement such measures at the time of building permit or as otherwise specified by DPW&T.
11. At the time of final plat approval, the applicant shall dedicate right-of-way along Allentown Road of 50 feet from centerline, as shown on the submitted plan.
12. The final plat of subdivision shall note a denial of access to Lots 12, 13, and 14 from Allentown Road.
13. Prior to the approval of the final plat of subdivision all the existing structures on the site shall be razed.
14. Prior to signature approval of the TCPI the following errors shall be corrected:
 - a. Remove the soil boundaries from the TCPI.
 - b. Illustrate on the TCPI the proposed limit of disturbance is shown on the legend.
15. Prior to signature approval of the preliminary plan add the lot dimensions for each lot to the plan.