

May 31, 2000

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Laxmi Srinivas, Senior Planner

SUBJECT: Specific Design Plan SDP-9907, SDP-9908 and SDP-0001
Beech Tree

The Urban Design Review staff has completed its review of the subject application and of agency referral comments concerning the plan and recommends APPROVAL with conditions for all three applications, as stated in the Recommendation section of this report.

EVALUATION CRITERIA

- a. Approved Basic Plan A-9763-C
- b. Comprehensive Design Plan CDP-9706
- c. Preliminary Plat 4-99026
- d. Preliminary Plat 4-98063
- e. Special Purpose SDP-9905
- f. The requirements of Section 27-511, 27-512, 27-513 and 27-514 of the Zoning Ordinance governing development in the R-S Zone
- g. The requirements of the *Landscape Manual*
- h. The Woodland Conservation and Tree Preservation Ordinance
- i. Referral responses from concerned agencies and divisions

FINDINGS

Based upon evaluation and analysis of the subject applications, the Urban Design staff recommends the following findings:

1. The following Specific Design Plans have been filed for the Beech Tree project:
 - a. SDP-9907 - Infrastructure SDP for the East Village consisting of 130 single-family residential lots. This SDP includes site/grading/landscape plans for the proposed residential development.

The East Village consists of 68.39 acres and is located on the southwest side of Leeland Drive and US 301, Robert Crain Highway. Access to the East Village is through Leeland Drive via Moor's Plain Boulevard. The lot sizes range from 8,000 square feet to 15,000 square feet.

Green areas are proposed throughout the development. Dense landscaping is proposed on the rear of the lots abutting the golf course.
 - b. SDP-9908 - Infrastructure SDP for extending the sewer line from the East Village area to Parcel G. This SDP includes site/grading/landscape plans for the proposed sewer line extension. The proposed 8-inch-wide sewer line will extend from Parcel B and Parcel R-5 on the north side of Moor's Plain Boulevard and connect to the existing sewer line on Parcel G. The proposed sewer line will run through portions of the golf course and some outparcels. The sewer line is being extended to connect the sewer system for the East Village to the existing sewer line.
 - c. SDP-0001 - Architecture SDP for the Beech Tree project as a whole. This SDP at this time includes only architectural drawings for the proposed single-family residential units in the East Village.

The applicant is proposing the following 16 (sixteen) architectural models:

<u>House Type</u>	<u>Minimum Square Feet</u>
Van Buren	2,870
New Hampshire I&II	2,494
California	3,290
Oregon 2,846	
Buchanan	2,748
Delaware	2,678
Chesterfield	2,938

These house models are proposed by Washington Homes.

Rosewood	3,649
Riviera	3,072
Camberly	2,485
Alexander	2,704

These house models are proposed by Regency Homes

St. Louis	4,179
St. Barbara	5,096
St. Michaels	3,634
St. Margaret	4,535
St. Helen	3,437

These house models are proposed by McDaniels Homes

2. The following applications have been approved as of this date for the Beech Tree project:
 - a. Basic Plan Amendment A-9763-C
 - b. CDP-9706
 - c. Preliminary Plat 4-98063 for the golf course
 - d. Preliminary Plat 4-99026 for 458 lots and 24 parcels
 - e. SDP-9803 for the golf course
 - f. SDP-9905 Special Purpose SDP for community character

Conformance with Basic Plan

3. The proposed Specific Design Plans are in general conformance with the Basic Plan A-9763-C. Finding 6 of CDP-9706 (PGCPB No.98-050) addressed conformance of CDP-9706 with the approved Basic Plan.

Conformance with Comprehensive Design Plan

4. Comprehensive Design Plan CDP-9706 was approved by the Planning Board on February 26, 1998 (PGCPB Resolution 98-050). The proposed Specific Design Plans will be in general conformance with CDP-9706 if the conditions below are fulfilled (Further information regarding conformance with the CDP is provided in Findings 6 and 11 below.) The conditions address architectural issues, landscape elements and some of the previous conditions of approval of CDP-9706 and Preliminary Plat 4-99026 requiring various transportation improvements, land dedication to the homeowners association and the Department of Parks and Recreation and recreational facilities.
5. The Comprehensive Design Plan as approved includes a maximum of 2,400 dwelling units, 1,680 single-family detached, 480 single-family attached and 240 multifamily, on approximately 1,194 acres located on the west side of US 301, south of Leeland Road. The housing is to be organized in four distinct villages (North, South, East, and West). An 18-hole championship golf course will be integrated into the residential communities. A 30-acre lake to be built in the Eastern Branch stream valley will be a central focal point of the golf course and of the development as a whole. The Comprehensive Design Plan for Beech Tree is also proposed to include the following: a club house for the golf course, a recreation center with pool and tennis courts for the homeowners, 136 acres dedicated to The Maryland-National Capital Park and Planning Commission (M-NCPPC) for the Collington Branch Stream Valley Park, 12.5 acres dedicated to M-NCPPC for a Community Park, 211 acres dedicated as homeowners open space, 11 acres set aside for a private equestrian facility, a 35-acre site to be conveyed to the Board of Education for a middle school site, and a 17-acre site for an elementary school.

Conformance of the Proposed Specific Design Plans with the findings for approval of a Specific Design Plan (Section 27-528, Planning Board Action)

6. *The plan conforms to the approved Comprehensive Design Plan and the applicable standards of the Landscape Manual.*

The subject Specific Design Plans conform to the following elements of the Comprehensive Design Plan (CDP-9706) if the conditions below are fulfilled:

a. Design Intent

CDP-9706 establishes four villages, each with its own unique site features, character and amenities. The entire community will be linked with streets, roads, open space and a system of pathways and trails.

The proposed East Village is one of the four residential villages. Sixteen architectural models are proposed for the East Village development. The East Village will be linked to the golf course and the other residential villages by a network of roads and a system of pathways and trails. The general layout, circulation pattern, road layout, pathway system and the location and number of the proposed pocket parks in the development conform to the approved CDP-9706.

b. Development Program:

	CDP-9706	SDP-9907
Total Number of Units	2400	130
Townhouses	480 (20%)	0
Single-family houses	1680(70%)	130
Multifamily	240 (10%)	0
Dwelling units per gross acre	2.2	1.91

The proposed density (dwelling units per acre) is lower than the approved density of CDP-9706.

c. Public Benefit Features:

Although public benefit features are proposed, they are not part of the subject SDPs.

d. Site Design Criteria and Guidelines:

The Specific Design Plans are consistent with the design principles established in CDP-9706 for site design, pathway system, vehicular circulation/access, compatibility with the surrounding areas, recreational facilities, landscape features, open space and parking.

e. Transportation Planning:

CDP-9706 established that various intersections in the vicinity of the subject site will operate unacceptably under total traffic conditions. Various conditions were added to require a number of traffic improvements to mitigate the impacts of the proposed development. The required traffic improvements listed in CDP-9706 and Preliminary Plat 4-99026 have been evaluated and conditions of approval have been proposed to address the transportation mitigation measures.

f. Architecture

The applicant in SDP-0001 is proposing 16 architectural models for the East Village development. The location, size and height of the proposed houses and the minimum lot size, the maximum lot coverage and the minimum yard requirements meet the development standards of the CDP. The rear elevations of Lots 19 to 25 along Folkshire Drive will face the proposed golf holes and the rear elevations of Lots 1 to 10 along Folkshire Drive will face Beech Tree Parkway. Although extensive landscaping is provided along the rear of some of these lots, the rear elevation of the houses will be visible from the golf course and Beech Tree Parkway. The rear elevations of these houses should have more design articulation than the rest of the houses in East Village so that they are as attractive as the front elevations. A condition of approval has been added to require that the applicant submit additional rear elevations for these houses that include more articulation and design features.

The architectural features of the proposed houses include optional brick exteriors, low window sills, bay windows, different roof slopes, special window treatments, etc. The proposed features are specifically designed to set a standard of quality and luxury within the entire Beech Tree community. The proposed models may be used throughout the Beech Tree development. However, additional models will also be proposed for the remaining three residential villages.

Conformance of the subject SDPs with the conditions of approval of CDP-9706 are discussed in Finding 11.

The Specific Design Plan SDP-9907 is subject to and conforms to Section 4.1 (Residential Requirements) of the *Landscape Manual*.

Extensive landscape buffers have been provided along the rear elevations of Lots 19 to 25 along Folkshire Drive to screen the rear yards from the golf holes. No landscape buffers have been provided along the rear yards of Lots 1 to 10 along Folkshire Drive to screen the rear yards from Beech Tree Parkway. A condition of approval has been added to require a landscape buffer with extensive planting along the rear yards of these lots to screen them from Beech Tree Parkway.

7. Condition of Approval #12 of CDP-9706 was added because the landscape design elements submitted with the CDP application did not completely identify the proposed concepts or the design vocabulary to be adopted for the Beech Tree development. The purpose of the condition was to require additional “illustrative” design elements to be submitted in the form of sketches, details and photographs that indicated the preliminary landscape concepts and elements envisioned for the Beech Tree development.

The proposed SDPs are consistent with the preliminary design concepts proposed by Special Purpose SDP-9905.

8. *The development will be adequately served within a reasonable period of time with existing or programmed facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development.*

The development is consistent with the approved Preliminary Plat 4-99026. Findings for adequate public facilities were made in conjunction with the Preliminary Plat. The Transportation Planning Section and the Growth Policy and Public Facilities Planning Sections have reviewed the proposals for adequacy findings. Conditions of approval for achieving adequacy of public facilities are discussed in Findings 21 and 24 of the Referral Responses section of this report. The development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development if the proposed conditions of approval are fulfilled.

9. *Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties.*

The Department of Environmental Resources has stated that the proposal is consistent with the approved Stormwater Management Concept Plan, #958009110. Therefore, adequate provision has been made for draining surface water and ensuring that there are no adverse effects.

10. *The Plan is in conformance with an approved Tree Conservation Plan.*

The Plan is in conformance with an approved Tree Conservation Plan (TCP/II/49/98). The conformance is discussed in detail in Finding 11.

11. CDP-9706 was approved with 49 conditions of approval. The following conditions are directly applicable to the proposed project and the proposal complies with the conditions as follows:

1. **Prior to certificate approval of the Comprehensive Design Plan, the following revisions shall be made or information supplied:**

- e. **The following note shall be placed on the CDP:**

“The residential building envelopes are conceptual in nature and may be shifted at the approval of the Specific Design Plan when a noise study is approved by the Planning Board. The study shall specify the site and structural mitigation measures incorporated into the development to minimize noise intrusion and prevent noise levels exceeding 65 dBA (Ldn) exterior.”

The applicant has submitted a noise study conducted by Polysonics Corporation. The Study (Harvey to Metzger, November 24, 1999) has concluded that the noise levels will not exceed 65 dBA (Ldn) in the rear yards of the proposed houses and

the noise levels will not exceed 45 dBA (Ldn) in the interiors of the proposed houses. The Environmental Planning Section agrees with this conclusion.

- I. The trails system shall be expanded to show links from all residential areas to all commercial and recreational elements and school sites within the proposed development. The trails shall be for the most part separated from vehicular rights-of-way.**

The proposed trail system has links from all residential areas to all commercial and recreational elements and school sites within the proposed development.

- 6. Prior to approval of building or grading permits, the Natural Resources Division shall review all Technical Stormwater Management Plans approved by the Department of Environmental Resources (DER). The Natural Resources Division shall work with DER and the applicant to ensure that water quality is provided at all storm drain outfalls.**

This condition is being carried forward for inclusion in the subject Specific Design Plans.

- 7. Every Specific Design Plan for Beech Tree shall include on the cover sheet a clearly legible overall plan of the Beech Tree project on which are shown in their correct relation to one another all phase or section numbers, all approved or submitted Specific Design Plan numbers, and all approved or submitted Tree Conservation Plan numbers for Beech Tree.**

The applicant has complied with this condition.

- 13. Prior to submission of the first Specific Design Plan for residential areas, the applicant shall submit and obtain Planning Board approval of a special-purpose Specific Design Plan devoted to elements of streetscape including but not limited to street trees, entry monuments, signage, special paving at important facilities and intersections, and design intentions in the “neo-traditional” area of the East Village. This SDP shall also address utilizing distinctive landscape treatments to emphasize important focal points, intersections, and trail heads, and concentrations of particular species as an identifying feature for particular neighborhoods.**

The applicant has complied with this condition.

- 14. Prior to approval of the first Specific Design Plan for residential uses, the applicant shall indicate what special privileges will be available to Beech Tree homeowners regarding use of the golf course.**

The applicant has submitted a letter (Silber to Adams, November 12, 1999) listing the special privileges available to the Beech Tree homeowners regarding the use of the golf course. They are as follows:

Use of any available unreserved tee times during any calendar day for residents of the Beech Tree development and their guests. The tee times can be used for parties consisting of four or less people. The Beech Tree residents will be

charged a rate equal to 50 percent of the regular undiscounted rate charged to the general public for golf play on the golf course.

- 15. Prior to approval of each Specific Design Plan for residential uses, the applicant shall demonstrate to the satisfaction of the Planning Board and the District Council that prices of proposed dwelling units will not be lower than the following ranges (in 1989 dollars):**

Single-Family Detached:	\$225,000-500,000+
Single-Family Attached:	\$150,000-200,000+
Multifamily dwellings:	\$125,000-150,000+

In order to insure that the prices of proposed dwelling units are reflective of dollar values for the year in which the construction occurs, each Specific Design Plan shall include a condition requiring that, prior to approval of each building permit for a dwelling unit, the applicant shall again demonstrate that the price of the dwelling unit will not be lower than the ranges above (in 1989 dollars).

The applicant has submitted a letter from ERR Economic Consultants (Patz to Adams, December 8, 1999) stating that the base price of the proposed 130 single-family houses to be built in the East Village will not be lower than \$225,000 in 1989 dollar values. The above condition is being retained for subsequent SDPs.

- 18. The District Council shall review all Specific Design Plans for Beech Tree.**

The District Council will be reviewing the subject SDPs.

- 20. The applicant shall address the views from the arterial and collector roadways. Dwelling units shall not be sited in monotonous patterns along the roadways, and driveways shall be minimized along arterial and primary collector streets to the extent feasible. In addition, landscaping, screening and berming shall be combined to provide varied streetscapes.**

Conditions of approval for additional landscaping have been added.

- 24. All structures shall be fully equipped with a fire suppression system built in accordance with National Fire Protection Association (NFPA) Standard 13D and all applicable County laws and regulations.**

This condition is being carried forward to the subject SDPs.

- 28. With the submission of each building permit, the applicant shall pay to Prince George's County the following share of costs for improvements to US 301 between MD 725 and MD 214:**

- A. A fee calculated as \$497.84/residential DU x (FHWA Construction Cost Index at time of payment)/(FHWA Construction Cost Index for 2nd quarter, 1989).**

The compliance with this condition will be reviewed during the submission of the building permits by the Transportation Planning Section.

- 30. Prior to the issuance of any building permit, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100% funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:**

A. Leeland Road

- (i) **Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards.**

B. MD 193/Oak Grove Road Relocated Intersection

- (i) **The applicant shall provide a half section of realigned MD 193 from the northern end of the proposed half section within Perrywood to connect to the existing MD 193 north of the realigned Oak Grove Road; and**
- (ii) **The extension of the realigned Oak Grove from the end of Perrywood's construction, to the realigned MD 193.**

The realignment of MD 193 and Oak Grove Road shall provide a thru and a right turn lane at the northbound approach, a thru and a left turn lane at the southbound approach and a separate left and right turn lane on the west bound approach.

- (iii) **Provide for the installation of a traffic signal.**

The applicant has submitted a traffic study that identifies the staging of the development and the improvements required at each development stage. The report has been reviewed by the Transportation Planning Section, the Department of Public Works and Transportation and the State Highway Administration.

- 48. During the SDP approval process, traditional names of the property, owners and family homes shall be considered for use within the proposed development.**

The street names in the East Village development are based on the traditional names of property owners and family homes.

Referral Responses

12. The Environmental Planning Section (Stasz to Srinivas, May 8, 2000) has offered comments on the revised Tree Conservation Plan and the impacts of SDP-9907 and SDP-9908 on the Tree Conservation Plan. Most of the environmental planning issues and the tree conservation issues have been addressed during the previous approvals for the golf course and the Preliminary Plat applications.

The applicant revised the Tree Conservation Plan TCPII/49/98 according to the previous conditions of approval. The comments (in part) are as follows:

“Staff have reviewed the Specific Design Plan for the East Village and Infrastructure with special regard to A-9763-C and the Considerations, Planning Board Resolution No. 98-50, and the previous recommendations regarding habitat management for the Stripeback Darter. All of the recommendations of Maryland Wildlife and Heritage Division, including a Habitat Management Plan, a Water Quality Plan, an Integrated Pest Management Plan, and a Monitoring Program were adopted and approved as part of SDP- 9803 for the golf course.

“None of the proposed development of SDP-9907 or SDP-9908 modifies the prior approvals.

“The Planning Board considered the issues of performance standards for the Patuxent River Management Preservation Area in detail during the hearings for 4-98063 and 4-99026. Findings regarding the Patuxent River Primary Management Area Preservation Area and specific variation requests are a part of those records.

“None of the proposed development of SDP-9907 or SDP-9908 modifies the prior approvals.

“The Type II Tree Conservation Plan, TCPII/49/98, requires a minimum of 251.33 acres of woodland conservation for the proposed development of the entire site. This figure has been calculated by summing the 20 percent baseline requirement of the R-S Zone (196.99 acres), and 23.10 acres of replacement for proposed disturbance to floodplain woodlands, and a replacement of 31.24 acres for a proposed grading of 124.95 acres of existing woodland. The Plan provides for 251.33 acres of on-site woodland conservation and preserves an additional 290.04 acres of upland woodland at this time. Some of this woodland will be removed when development occurs for later phases of the project.

“None of the proposed development of SDP-9907 or SDP-9908 modifies the prior approval of TCPI/73/97. Staff recommend approval of the revision to TCPII/49/98.

“On May 6, 1998, Reyanaldo DeGuzman of the Prince George’s County Department of Environmental Resources approved Stormwater Management Concept #988005250. The approval is based on existing conditions of the 100-year floodplain and covers the construction of the lake, golf course, maintenance building, club house and associated parking.

“The lake is not part of SDP-9907 or SDP-9908. The Stormwater Management Plan has been modified to include forebays that will control stormwater from the East Village.

“Staff believe that appropriate conditions with specific goals and sequencing will permit development to proceed in an orderly fashion, but retain safeguards to halt the process before damage is done to the critical habitat. A Habitat Management Plan, including a Water Quality Monitoring Program, an Integrated Pest Management Plan and a Habitat Management Plan for the Stripeback Darter, have been reviewed and approved.

“None of the proposed development of SDP-9907 or SDP-9908 modifies the prior approvals.

“Staff have reviewed the East Village area and determined that Marlboro Clay is not a significant factor with regard to slope stability. In some areas special drainage measures and foundation construction methods may be needed. Staff recommend the following condition for SDP-9907:

“Prior to the pouring of footings the applicant shall submit a soils report addressing specific remedies and their locations in all areas where Marlboro Clay presents development problems. The report shall be reviewed and approved by M-NCPPC, Environmental Planning Section and DER.”

The Environmental Planning Section has proposed conditions of approval for requiring special remedies for areas with Marlboro Clay, on-site wetland mitigation areas, submission of geotechnical studies, submission of stormwater management plans and compliance with State wetland permits.

Referral Comments on SDP-9907

13. The Environmental Planning Section (Metzger to Srinivas, February 10, 2000) has stated that no adverse noise impacts are anticipated from the proposal. There will be no significant highway noise impacts from US 301, and therefore no mitigation is required. The noise levels outside the units will not exceed 65 dBA.
14. The Subdivision Section (Del Balzo to Srinivas, January 5, 2000) has stated that the Preliminary Plat 4-99026 for 400+ lots that includes the East Village area is valid until October 14, 2005. Verification of Compliance with the applicable conditions of Preliminary Plat 4-99026 has also been requested.

Condition 18 requires the applicant to prepare a report that identifies the number of units and access locations for each phase of development to occur pursuant to the preliminary plat, and any transportation improvements to be constructed including a financing plan and construction schedule. This report must be referred to DPW&T, SHA and the Transportation Section will report to the Planning Board, as part of its review of this Specific Design Plan, on the status of staging of transportation facilities.

The applicant has submitted a report to comply with this condition. The report will be reviewed by the Transportation Planning Section as part of the review for APF findings.

15. The Washington Suburban Sanitary Commission (Maholtz to Srinivas, December 8, 1999) has stated that there are existing WSSC facilities located on the site.
16. The Permit Review Section (Windsor to Srinivas, December 29, 1999) has requested minor revisions to the Site/Grading Plans and Landscape Plans to show lot coverage details, acreage calculations, building setbacks, setbacks and building restriction lines. A condition of approval has been added to require these minor revisions.
17. The Town of Upper Marlboro (Ford to Srinivas, December 27, 1999) has no comments regarding the subject Specific Design Plans.

18. The Department of Parks and Recreation (Asan to Srinivas, December 15, 1999) has no comments regarding the subject Specific Design Plans.
19. The Community Planning Division (Lord to Srinivas, December 16, 1999) has stated that the proposal is consistent with both the Master Plan and the SMA. There are no additional master plan issues regarding the proposal.
20. The Historic Planning and Preservation Section (Rothrock to Srinivas, December 17, 1999) has requested minor changes to the site/grading plans to correctly indicate the boundary of the Beechwood Environmental Setting.
21. The Growth Policy and Public Facilities Planning Section (Izzo to Srinivas, January 19, 2000) has stated that a public facilities fee is required for all single-family and multifamily dwelling units in the development. No building permits will be issued until the projected capacity at all affected schools is less than 130 percent. If after four years, the projected capacity is still over 130 percent, the building permits may only be issued for elderly housing with a sale price of a minimum of \$300,000. Three conditions of approval of Preliminary Plat 4-99026 address the above issues. The conditions have been carried forward as conditions of approval for SDP-9907.

The memorandum from the Growth Policy and Public Facilities Planning Section states that:

“Section 27-528 (a) (2) of the Zoning Ordinance requires a Planning Board finding for public facilities whereby ‘the development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development.’ The Growth Policy and Public Facilities Planning Section reviewed this Specific Design Plan in accordance with the principles and standards established in the *Regulations to Analyze the Development Impact on Public School Facilities* (CR-4-1998). The Growth Policy and Public Facilities Planning Section, in cooperation with the Board of Education, identified the affected schools as Patuxent Elementary School, James Madison Middle School and Frederick Douglass High School.

“The finding required for specific design plans states that a development be served by adequate public facilities in a ‘reasonable period of time.’ Staff finds that the six-year time period covered by the Capital Improvement Program to be a reasonable period of time.

“The adopted FY 2000-2005 County Capital Improvement Program does not contain any projects that will relieve the potential overcrowding at the Patuxent Elementary School or the Frederick Douglass High School. The adopted FY 2000-2005 County Capital Improvement Program contains the new East-Central Middle School which would meet the need for a new middle school in area. The *Community Schools Education Plan, Prince George’s County Board of Education, January 1999*, shows that when the East Central Middle School is built, 285 students would be moved from the James Madison Middle School to the new school.

“The Growth Policy and Public Facilities Planning Section staff has therefore concluded that this development will be adequately served in a reasonable period of time (six years) by the James Madison Middle School, predicated on the student population being

adjusted when the new East-Central Middle School opens. This project is subject to the following conditions contained in Preliminary Plat of Subdivision 4-99026 that address the issue of Patuxent Elementary School and Frederick Douglass High School:

“Prior to the issuance of building permits, the applicant his heirs, successors and/or assigns shall pay an adequate public facilities fee of \$1,740.00 per single-family dwelling unit to Prince George’s County, of which \$813.00 shall be placed in an account to relieve overcrowding at Patuxent Elementary School and \$393.00 shall be placed in an account to relieve overcrowding at James Madison Middle School and \$534.00 shall be placed in an account to relieve overcrowding at Frederick Douglass High School.

“Prior to the issuance of building permits, the applicant his heirs, successors and/or assigns shall pay an adequate public facilities fee of \$1,170.00 per multifamily dwelling unit to Prince George’s County, of which \$660.00 shall be placed in an account to relieve overcrowding at Patuxent Elementary School and \$191.00 shall be placed in an account to relieve overcrowding at James Madison Middle School and \$319.00 shall be placed in an account to relieve overcrowding at Frederick Douglass High School.

“No building permits shall be issued for this subdivision until the projected percentage of capacity at all affected schools is less than 130 percent or 4 years have elapsed since the date of the adoption of the resolution of approval of this preliminary plat of subdivision. In addition to this ordinance restriction, the applicant has proffered the following restriction: If after 4 years, the projected capacity of the affected elementary school is over 130 percent, building permits may only be issued for elderly (age restricted) housing or homes for which the sale price is a minimum of \$300,000.”

22. The State Highway Administration (McDonald to Srinivas, November 30, 1999) has stated that they have no objections to the proposal.
23. The Transportation Planning Section (Shaffer to Srinivas, March 2, 2000) has requested that conditions of approval be added for construction of trail connections and bike lanes. The conditions of approval regarding the trails have been added.
24. The Transportation Planning Section (Burton to Srinivas, May 30, 2000) has stated that the applicant has provided a staging plan to identify the transportation improvements needed for the various development stages of Beech Tree. The section has reviewed the transportation conditions for all the previous approvals along with the staging plan submitted by the applicant. Since most of the improvements required by the conditions will be within the US 301 right-of-way, the staging report was also reviewed by the State Highway Administration (SHA) and the Department of Public Works and Transportation (DPW&T). SHA analyzed the existing conditions and prioritized the improvements to maximize the operating efficiency and take advantage of the investments available for the improvements. The Transportation Planning Section reviewed the analysis done by SHA and proposed modifications to the staging plan after consultations with the applicant, SHA and DPW&T. The comments from SHA (McDonald to Foster, May 15, 2000) and the comments from DPW&T (Francis to Reed, May 24, 2000) regarding the staging plan have been incorporated in the Transportation Planning Section memorandum.

According to the proposed staging plan, most of the improvements will be required prior to the issuance of the 132nd building permit. Since the subject SDPs are for a total of

130 units, only improvements along Leeland Road will be required at this time. A condition of approval has been added for the required improvements along Leeland Road. A condition of approval has also been added to require compliance with the staging plan for each subsequent SDP and revision of the staging plan in case of modifications to the subsequent development phases. The section has stated that with the improvements identified in the recommended staging plan and the improvements identified in Project FD669161 in the Prince George's County FY2000-2005 CIP, the development will be adequately served within a reasonable period of time with public facilities either provided as part of the development or fully funded in the CIP.

The Transportation Planning Section's memorandum states as follows:

"The site of this application is located on the west side of US 301, south of Leeland Road. This SDP proposes the first 130 dwelling units in a development anticipated to include approximately 2,400 dwelling units and a golf course. As a preliminary plat condition, the applicant was requested to submit a staging plan (with this SDP) to identify the transportation improvements needed for the various development stages of Beechtree. This memorandum recites the previous transportation conditions and provides a review of the applicant's staging report as submitted with the subject application.

"BACKGROUND

"ZMA A-9763-C: The District Council approved a Basic Plan under ZMA A-9763-C on October 9, 1989, with conditions and considerations, in Ordinance 60-1989. This enacted a rezoning of 1,194 acres of land from R-A to R-S (1.6 - 2.6). The approval of the basic plan by the District Council was predicated on seventeen (17) conditions and fourteen (14) considerations including the following pertaining to transportation:

- "7. The applicant shall continue to demonstrate that adequate transportation facilities will be provided to serve the proposed development. In addition, the applicant shall address the need for the following transportation improvements:
 - "a.. Widening of northbound US 301 to three through-lanes from a point 1,500 feet south of MD 725 to a point 1,000 feet south of Trade Zone Avenue;
 - "b. Widening of northbound US 301 to four through-lanes from 1,000 feet south of Trade Zone Avenue to Old Central Avenue where one through-lane will become a right-turn lane;
 - "c. Widening of northbound US 301 to three through-lanes from Old Central Avenue to a point north of the interchange of US 301 with MD 214 to be determined by State Highway Administration (SHA);
 - "d. Widening of southbound US 301 from the ramp from westbound MD 214 to the Old Central Avenue intersection;
 - "e. Widening of southbound US 301 to four through-lanes from Old Central Avenue to approximately 1,200 feet north of Trade Zone Avenue;

- “f. Widening of southbound US 301 to five through-lanes from Trade Zone Avenue to Leeland Road;
- “g. Widening of southbound US 301 to four through-lanes from Leeland Road to 1,000 feet south of MD 725;
- “h. Double left-turn lanes and a free right-turn lane on northbound US 301 at MD 725;
- “i. Double left-turn lane on eastbound MD 725 at US 301;
- “j. Double left-turn lanes on northbound US 301 at Leeland Road;
- “k. Double left-turn lane on eastbound Leeland Road MD 725 at US 301;
- “l. Double left-turn lanes on northbound US 301 at Trade Zone Avenue;
- “m. Double left-turn lane on southbound US 301 at Village Drive;
- “n. Modification of the traffic signals at the intersections of US 301 with MD 725 and US 301 with Village Drive;
- “o. Dedication of the area required to construct a grade-separated interchange at US 301 with Village Drive and the access road serving the subject property;
- “p. An agreement to close the proposed access to US 301 and construct eastbound approaches to a new interchange when it is upgraded to a freeway;
- “q. Location of the proposed temporary access to US 301 1,500 feet south of Swanson Road, closure of the Swanson Road median opening or as otherwise determined by the State Highway Administration;
- “r. Two continuous travel lanes on Leeland Road from US 301 to MD 202;
- “s. Erection of a railroad flashing light signal at the Leeland Road crossing of the Conrail line; and
- “t. The applicant shall address the feasibility of revising the T-intersections of the north/south roadway with the west roadway and the north/south roadway with the approach to the US 301 interchange to be realigned and combined to form one four-way intersection.”

“CDP-9706: The Prince George's County Planning Board approved CDP-9706 (PGCPB No. 98-50) on February 26, 1998, with the following conditions:

- “27. With the submission of each building permit, the applicant shall pay to Prince George's County the following share of costs for improvements to US 301 between MD 725 and MD 214:

- “A. A fee calculated as $\$497.84/\text{residential DU} \times (\text{FHWA Construction Cost Index at time of payment}) / (\text{FHWA Construction Cost Index for 2nd quarter, 1989})$.
 - “B. In lieu of the payment of fees required in Condition A above, and subject to approval by the Department of Public Works & Transportation (DPW&T) and the State Highway Administration (SHA), the applicant, his heirs, successors may be required to construct a third southbound through lane on US 301 from a point 1,000 feet north of Leeland Road to a point 1,500 feet south of Village Drive, the total cost of which improvement shall not exceed an amount calculated as $\$1,194,805.00 \times (\text{FHWA Construction Cost Index at time of payment}) / (\text{FHWA Construction Cost Index for 2nd quarter, 1989})$. If agreed to by DPW&T and SHA, this improvement shall be constructed upon the first to occur of the following conditions: (1) coincident with the construction by the applicant of its southern access, opposite Village Drive; (2) the issuance of the 500th building permit without full internal access to the Property at Leeland Road; or (3) the issuance of the 700th building permit with full access to the Property at Leeland Road. All contributions collected by DPW&T under condition 28A shall be refunded by agreement with the developer upon bonding and commencement of construction of the improvement.
 - “28. At the time of preliminary plan, the applicant shall dedicate all rights-of-way for A-61, F-10 and C-58/C-600 (Leeland Road) as identified by the Planning Department.
 - “29. Prior to the issuance of any building permit, excluding the permit(s) for the golf course clubhouse, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:
 - “A. Leeland Road
 - “(i) Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards.
 - “B. MD 193/Oak Grove Road Relocated Intersection
 - “(i) The applicant shall provide a half section of realigned MD 193 from the northern end of the proposed half section within Perrywood to connect to the existing MD 193 north of the realigned Oak Grove Road; and
 - “(ii) The extension of the realigned Oak Grove from the end of Perrywood’s construction, to the realigned MD 193.
- “The realignment of MD 193 and Oak Grove Road shall provide a thru and a right-turn lane at the northbound approach, a thru

and a left-turn lane at the southbound approach and a separate left- and right-turn lane on the west bound approach.

“(iii) Provide for the installation of a traffic signal.

“C. US 301/Leeland Road

“Construct a fourth southbound through lane along US 301 beginning at a point approximately 500 feet north of Leeland Road and extending to a point approximately 2,600 feet south of Leeland Road (Swanson Road). (This improvement is subject to removal by DPW&T upon a finding that it is included in the CIP.)

“D. US 301/Swanson Road

“Construct a fourth southbound through lane along US 301 from Swanson Road to a point approximately 2,300 feet south of Swanson Road. (This improvement is subject to removal by DPW&T upon a finding that it is included in the CIP.)

“E. US 301/Swanson Road. In conjunction with the development of the golf course, the developer will undertake the construction of the following roadway improvements (in accord with the normal SHA Access Permit procedures):

“(i) Lengthen the northbound US 301 left turn lane at Swanson Road as may be required by the SHA.

“(ii) Construct a 500-foot long southbound deceleration lane along US 301 at Swanson Road as may be required by the SHA.

“(iii) Construct a 500-foot long southbound acceleration lane along US 301 from Swanson Road as may be required by the SHA.

“(iv) When required by the SHA, modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.

“On July 14, 1998, the District Council approved CDP-9706 with all of the afore-mentioned transportation conditions outlined in PGCPB 98-50.

“SDP-9803: The applicant filed a Specific Design Plan (SDP-9803) for the golf course portion of Beechtree on March 10, 1998. The Prince George's County Planning Board approved SDP-9803 on May 21, 1998, with the following (transportation) conditions as set forth in PGCPB no. 98-243:

“3. Prior to the issuance of any building permit for the clubhouse, the developer shall have begun construction of all of the roadway improvements listed below :

“a. Lengthen the northbound US 301 left turn lane at Swanson Road as may be required by the SHA.

- “b. Construct a 500-foot long southbound deceleration lane along US 301 at Swanson Road as may be required by the SHA.
- “c. Construct a 500-foot long southbound acceleration lane along US 301 from Swanson Road as may be required by the SHA;
- d. “Prior to the occupancy of the clubhouse, the preceding roadway improvements shall be completed and open to traffic.
- d. “When required by the SHA, the applicant shall modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.’

“Prior to the occupancy of the clubhouse, the preceding roadway improvements shall be completed and open to traffic.

“When required by the SHA, the applicant shall modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.

“On October 28, 1998, the District Council affirmed the Prince George’s County Planning Board’s approval of SDP-9803 as set forth in PGCPB 98-243 with all of the Planning Board’s transportation conditions.

“Preliminary Plat 4-98063: On September 15, 1998, a preliminary plat of subdivision for an 18-hole golf course was filed by the applicant. The Prince George's County Planning Board approved preliminary plat of subdivision 4-98063 on December 3, 1998, with the following (transportation) conditions as set forth in PGCPB no. 98-311:

- “3. Prior to the issuance of any building permit for the clubhouse, the developer shall have begun construction of all of the roadway improvements listed below :
- “a. Lengthen the northbound US 301 left turn lane at Swanson Road as may be required by the SHA.
- “b. Construct a 500-foot long southbound deceleration lane along US 301 at Swanson Road as may be required by the SHA.
- “c. Construct a 500-foot long southbound acceleration lane along US 301 from Swanson Road as may be required by the SHA;
- d. “Prior to the occupancy of the clubhouse, the preceding roadway improvements shall be completed and open to traffic.
- d. “When required by the SHA, the applicant shall modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.’

Prior to the occupancy of the clubhouse, the preceding roadway improvements shall be completed and open to traffic.

When required by the SHA, the applicant shall modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.

- “4. At the time of final plat, the applicant shall dedicate rights-of-way for A-61, F-10 and C-58/C-600 (Leeland Road) as identified by the Planning Department.
- “5. The applicant shall assume responsibility of re-platting proposed road alignments for the subject application, if deemed necessary by staff, based on the transportation needs of the residential phase of the Beech Tree development.

“Preliminary Plat 4-99026: On May 6, 1999, a preliminary plat of subdivision (4-99026) was filed by the applicant. On September 9, 1999, the Prince George's County Planning Board approved this preliminary plat with the following (transportation) conditions outlined in PGCPB 99-154:

- “17. Prior to the issuance of any building permit, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:

- “a. Leeland Road

- “(1) Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards.

- “b. Leeland Road/US 301 Intersection

- “Construct a fourth southbound through lane along US 301 at Leeland Road to SHA standards.

- “c. MD 193/Oak Grove Road Relocated Intersection

- “(1) The applicant shall provide a half section of realigned MD 193 from the northern end of the proposed half section within Perrywood to connect to the existing MD 193 north of the realigned Oak Grove Road
 - “(2) The extension of the realigned Oak Grove from the end of Perrywood's construction, to the realigned MD 193. The realignment of MD 193 and Oak Grove Road shall provide a thru- and a right-turn lane at the northbound approach, a thru- and a left-turn lane at the southbound approach and a separate left- and right-turn lane on the westbound approach.
 - “(3) Provide for the installation of a traffic signal.

- “d. US 301/Swanson Road Intersection

- “(1) The applicant shall re-configure this intersection to the requirements of SHA to prevent left turns from westbound Swanson Road. This reconfiguration shall occur at such time in the future when the volume at the intersection warrants the need for signalization.
- “(2) Construct a fourth southbound through lane along US 301 at Swanson Road to SHA standards’

“18. Prior to approval of the first Specific Design Plan pursuant to this preliminary plat, the applicant shall prepare a report which will identify the number of units and access locations of each phase of development to occur pursuant to this preliminary plat, identify the transportation improvements to be constructed with each phase, and develop a financing plan and construction schedule for the improvements associated with each phase. This report shall be submitted with the first SDP application submitted pursuant to this preliminary plat and reviewed by DPW&T, SHA and Transportation Planning staff, who shall then report to the Planning Board on the status of the staging of transportation improvements with each phase of development. The report shall be revised and resubmitted by the applicant with any subsequent SDP application where the sequencing of the improvements or development phases is changed from that in the initial report.

“Beech Tree Staging Report

“In November 1999, the applicant filed the subject Specific Design Plan (SDP-9907) application for the first 130 residential units of the subdivision. Pursuant to Condition 18 of PGCPB No. 99-154, the applicant has provided to staff a *Staging Report for Road Improvements*. In this report, the applicant provided level-of-service analyses based on the specified number of units being developed commensurate with specific improvements along US 301 and within the site. Because many of the road improvements will be within the US 301 right-of-way, a copy of the *Staging Report for Road Improvements* was submitted to SHA for their review and comment.

“The SHA, in their analysis of the existing conditions on US 301, prioritized the road improvements in the *Staging Report* to maximize the operating efficiency and take advantage of the investments available at the earliest possible time. Based on this analysis, the SHA determined that a widening of southbound US 301 to provide three exclusive through lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road. These improvements would also eliminate the need for lane changes on southbound US 301 between Trade Zone Avenue and Leeland Road.

“The staging plan and associated road improvements in the *Staging Report* are as follows:

“Phase I: The golf course

“1. Prior to the issuance of the first building permit for the golf course clubhouse, the developer shall have begun construction of the improvements listed below:

- “a. Lengthen the northbound US 301 left turn lane at Swanson Road as required by the SHA.
- “b. Construct a 500-foot-long southbound deceleration lane (include taper) along US 301 at Swanson Road as may be required by the SHA.
- “c. Construct a 500-foot-long southbound acceleration lane (including taper) along US 301 from Swanson Road as may be required by the SHA.

“Phase II: residential development

- “2. Prior to the issuance of any residential building permit, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:
 - “a. Leeland Road

“Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards.
 - “b. MD 193/Oak Grove Road Relocated Intersection
 - “(1) The applicant shall provide a half section of realigned MD 193 from the northern end of the proposed half section within Perrywood to connect to the existing MD 193 north of the realigned Oak Grove Road
 - “(2) The extension of the realigned Oak Grove from the end of Perrywood’s construction, to the realigned MD 193. The realignment of MD 193 and Oak Grove Road shall provide a thru- and a right-turn lane at the northbound approach, a thru- and a left-turn lane at the southbound approach and a separate left- and right-turn lane on the westbound approach.
 - “(3) Provide for the installation of a traffic signal.

(NOTE: Project FD669781 in the Prince George’s County FY2000-2005 Capital Improvements Program (CIP) includes the improvements at MD 193/Oak Grove Road and is now under construction; therefore, these improvements will not need to be part of the Recommended Staging Program for BeechTree.)

“Phase III: residential development - building permits # 132 - 1,000

- “3. Prior to the issuance of the one hundred and thirty second (132nd) building permit for any residential unit of the development, the following improvements shall be completed by the applicant:

- a. "Widen southbound US 301 to provide three (3) exclusive through lanes from 1,000 feet north of Trade Zone to 2,000 feet south of Trade Zone Avenue
- a. "Construct internal site connection from Beech Tree Parkway to Leeland Road.
- a. "Modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.

"Phase IV: residential development - building permits # 1,001- 1,500

- "4. Prior to the issuance of the 1,001st building permit for any residential unit of the development, the following improvements shall be completed by the applicant:
 - "a. Widen southbound US 301 to provide three (3) exclusive through lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.
 - "b. Widen northbound US 301 to provide three (3) exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road
 - "c. Widen Leeland Road to provide two (2) exclusive left turn lanes and one (1) free flowing right turn lane.

"Phase V: residential development - building permits # 1,501 - 1,992

- "5. Prior to the issuance of the 1,501st building permit for any residential unit of the development, the following improvements shall be completed by the applicant:
 - a. "Widen southbound US 301 to provide three (3) exclusive through lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road. This improvement will augment an improvement from a previous phase.

"Based on the above staging, the applicant's report concluded that 'the proposed improvements will allow the development of BeechTree to continue through to 1,992 dwelling units. The balance of Beechtree would be constructed taking the CIP improvements into consideration.'

"Staff Review of Staging Report

"Section 27-528 ((a)2) of the Zoning Ordinance requires that for a Specific Design Plan to be approved, the following finding must be made: **"The development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program (CIP) or provided as part of the private development"**. With the improvements identified in the Recommended Staging Plan (see below) and the improvements identified in Project FD669161 in the Prince George's County FY2000-2005 CIP, the development will be adequately served within a reasonable period of time with public facilities either provided as part of the development or fully funded in the CIP.

“The CIP improvements would provide adequate levels of service at all of the intersections along US 301 based on full build-out of the Beechtree development (2,400 dwelling units) and approved background development. Because the CIP improvements are fully funded and would provide a transportation facility on US 301, staff would also support an approval of future development thresholds through completion of the 2,400th unit development.

“Recommended Staging Plan

“In reviewing the proposed staging and the associated road improvements, and after further consultation with the applicant, SHA and DPW&T, staff concurs with the proposed staging report, with modifications:

“Phase I: The golf course

- “1. Prior to the issuance of the first building permit for the golf course clubhouse, the developer shall have begun construction of the improvements listed below:
 - “a. Lengthen the northbound US 301 left turn lane at Swanson Road as required by the SHA.
 - “b. Construct a 500-foot-long southbound deceleration lane (include taper) along US 301 at Swanson Road as may be required by the SHA.
 - “c. Construct a 500-foot-long southbound acceleration lane (including taper) along US 301 from Swanson Road as may be required by the SHA.

“Phase II: residential development

- “2. Prior to the issuance of any residential building permit, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:
 - “a. Leeland Road
 - “Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards.

“Phase III: residential development - building permits # 132 - 1,000

- “3. Prior to the issuance of the one hundred and thirty second (132nd) building permit for any residential unit of the development, the following improvements shall be completed by the applicant:
 - “a Widen southbound US 301 to provide three (3) exclusive through lanes from 1,000 feet north of Trade Zone to 2,000 feet south of Trade Zone Avenue.

- b. “Construct internal site connection from Beech Tree Parkway to Leeland Road.
- b. “Modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.

“Phase IV: residential development - building permits # 1,001- 1,500

- “4. Prior to the issuance of the 1,001st building permit for any residential unit of the development, the following improvements shall be completed by the applicant:
 - “a. Widen southbound US 301 to provide three (3) exclusive through lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.
 - b. “Widen northbound US 301 to provide three (3) exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet 1,000 feet north of Leeland Road
 - b. “Widen Leeland Road to provide two (2) exclusive left turn lanes and one (1) free flowing right turn lane.

“Phase V: residential development - building permits # 1,501 - 1,992

- “5. Prior to the issuance of the 1,501st building permit for any residential unit of the development, the following improvements shall be completed by the applicant:
 - “a. Widen southbound US 301 to provide three (3) exclusive through lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road. This improvement will augment an improvement from a previous phase.

“Phase VI: residential development - building permits # 1,993 - 2,400

- “6. Prior to the issuance of the 1,993rd building permit for any residential unit of the development, a schedule for construction of either (a) the improvements in CIP Project FD669161 or (b) the upgrading of US 301 to a fully controlled access highway between MD 214 and MD 725 shall be provided by the SHA or by DPW&T to the Planning Department.

“As provided in Condition 18 of Preliminary Plat 4-99026, the Recommended Staging Plan shall serve as the basis for determining adequacy of transportation facilities in subsequent SDPs for the development approved in Preliminary Plat 4-99026. In the event that the sequencing of the subsequent development phases or associated transportation improvements is proposed to be modified, the Recommended Staging Plan as described above shall be revised and resubmitted by the applicant prior to approval of the SDP for which such a change is requested.

“Otherwise, with each subsequent SDP, the applicant shall provide evidence, in the form of a letter to the Planning Department, of (1) the aggregate number of building permit issuances for residential units, (2) the phase within which the number of units for the

proposed SDP would fall, and (3) the status of the associated transportation improvements. This letter shall be compared to the Staging Plan for transportation improvements in effect at that time in order to evaluate the adequacy of transportation facilities for report to the Planning Board.

“CONCLUSIONS

“In closing, based on the Recommended Staging Plan for transportation improvements, staff finds that the development proposed in SDP-9907 will be adequately served within a reasonable period of time if approved with the following conditions:

- “1. Prior to the issuance of any residential building permit, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:

- “a. Leeland Road

“Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards.”

25. The Department of Public Works and Transportation (Beckert to Srinivas, May 31, 2000) has stated that the right-of-way widths for internal streets must be consistent with DPW&T standards. The right-of-way widths must be wide enough to accommodate bike paths, trails and other improvements as required by the Transportation Planning Section. The department has also requested minor changes to the site/grading plans. Conditions of approval have been added to ensure these requirements.

Referral Comments for SDP-9908

- _____ 26. The Department of Parks and Recreation (Asan to Srinivas, April 4, 2000) has stated that the applicant has revised the infrastructure drawings for the extension of the sewer line to meet the requirements of the department through the park/school site on Parcel T. Therefore, the plans are acceptable.
27. The Washington Suburban Sanitary Commission (Maholtz to Srinivas, February 3, 2000) has stated that there is an approved authorization within the limits for the site.
28. The Department of Environmental Resources (Guzman to Srinivas, February 16, 2000) has stated that the proposed SDP-9908 is consistent with the stormwater management concept approval #988005250.
29. The Growth Policy and Public Facilities Planning Section (Izzo to Srinivas, February 10, 2000) has stated that the adequacy findings for the golf course SDP-9803 are applicable to SDP-9908 also. Therefore, additional findings are not necessary. SDP-9908 for the sewer line extension does not involve approval or construction of any dwelling units. Therefore, the issue of public facilities is not an issue for this SDP.

RECOMMENDATION

The Urban Design Review staff recommends that the Planning Board adopt the findings of this report and APPROVE Specific Design Plan SDP-9907 and TCPII/49/98 with the following conditions:

1. Prior to certification of the Specific Design Plan,
 - a. The site/grading and landscape plans shall be revised to show the following:
 - (1) A landscape buffer with extensive planting along the rear yards of Lots 1 to 10 on Folkshire Drive to screen the rear yards from Beech Tree Parkway.
 - (2) Location, size and details of all proposed signage.
 - (3) Front, side and rear setbacks for each lot.
 - (4) A typical of each house showing dimensions, height and options.
 - (5) All homeowners association trails at least six-feet wide and asphalted.
 - (6) Striped bike lanes included along Beech Tree Parkway, Darlington Place and Moor's Plain Boulevard in accordance with AASHTO guidelines. These lanes designated with appropriate bikeway signage and/or pavement markings.
 - (7) Future connections to the stream valley trail, the trail on Outparcel H and the future L-A-C.
 - (8) Correct boundaries of the Beechwood Environmental setting.
 - (9) The roads, Buckingham Green and Bishopstone Terrace, and all cul-de-sacs with a minimum turn around movement for a standard WB-40 vehicle and a standard length fire engine or as required by DPW&T standards.
 - b. The applicant shall submit cross-sections of the internal streets that are approved by the Department of Public Works & Transportation. The cross-sections shall show adequate right-of-way widths to accommodate bike lanes, sidewalks, trails and other improvements as required by the Transportation Planning Section, DPW&T and the Urban Design Review Section.
2. The building permit drawings shall show lot coverage for each individual lot and the house type for the individual lots.
3. All trails shall be assured dry passage. If wet areas must be traversed, suitable structures shall be constructed.
4. Prior to the issuance of building permits, the applicant shall submit a soils report addressing specific remedies and their locations in all areas where Marlboro Clay presents development problems. The report shall be reviewed and approved by M-NCPPC, Environmental Planning Section, and DER.

5. Prior to the issuance of any grading permit, the SDP shall be revised to show any additional grading required by State or local permit approvals.
6. Each grading permit shall show required on-site wetland mitigation areas.
7. Prior to approval of building or grading permits, the M-NCPPC Environmental Planning Section shall review all Technical Stormwater Management Plans approved by the Department of Environmental Resources (DER). The Environmental Planning Section shall work with DER and the applicant to ensure that the plan is consistent with the Habitat Management Program and that water quality is provided at all storm drain outfalls.
8. Prior to the issuance of any permits for Beech Tree, the applicant shall demonstrate to the M-NCPPC Environmental Planning Section that all applicable conditions of the State wetland permit have been honored.
9. Prior to issuance of building permits, the applicant his heirs, successors and/or assigns shall pay an adequate public facilities fee of \$1,740 per single-family dwelling unit to Prince George's County, of which \$813 shall be placed in an account to relieve overcrowding at James Madison Middle School and \$534 shall be placed in an account to relieve overcrowding at Frederick Douglass High School.
10. Prior to issuance of building permits, the applicant his heirs, successors and/or assigns shall pay an adequate public facilities fee of \$1,170 per multifamily dwelling unit to Prince George's County, of which \$660 shall be placed in an account to relieve overcrowding at Patuxent Elementary School and \$191 shall be placed in an account to relieve overcrowding at James Madison Middle School and \$319 shall be placed in an account to relieve overcrowding at Frederick Douglass High School.
11. No building permits shall be issued for this subdivision until the projected percentage of capacity at all affected schools is less than 130 percent, or 4 years have elapsed since the date of the adoption of the resolution of approval of this preliminary plat of subdivision. In addition to this ordinance restriction, the applicant has proffered the following restriction: If after four years, the projected capacity of the affected elementary school is over 130 percent, the building permits may only be issued for elderly (age restricted) housing or homes for which the sale price is a minimum of \$300,000.
12. If in the future, the sequencing of the subsequent development phases or associated transportation improvements is proposed to be modified, the Recommended Staging Plan shall be revised and resubmitted by the applicant prior to approval of the SDP for which such a change is requested.

Otherwise, with each subsequent SDP, the applicant shall provide evidence, in the form of a letter to the Planning Department, of (1) the aggregate number of building permit issuances for residential units, (2) the phase within which the number of units for the proposed SDP would fall, and (3) the status of the associated transportation improvements. This letter shall be compared to the Staging Plan for transportation improvements in effect at that time in order to evaluate the adequacy of transportation facilities for report to the Planning Board.

13. Prior to the issuance of any residential building permit, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:

Leeland Road

Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards.

14. Prior to approval of each building permit for a dwelling unit, the applicant shall demonstrate that the price of the dwelling unit will not be lower than the ranges above (in 1989 dollars).

Single-Family Detached:	\$225,000-500,000+
Single-Family Attached:	\$150,000-200,000+
Multifamily dwellings:	\$125,000-150,000+

15. Prior to issuance of building permits, the applicant shall provide right-of-way dedication and improvements along Leeland Road according to DPW&T standards and specifications.

The Urban Design Review staff recommends that the Planning Board adopt the findings of this report and approve Specific Design Plan SDP-9908 and TCPII/49/98.

The Urban Design Review staff recommends that the Planning Board adopt the findings of this report and approve Specific Design Plan SDP-0001 with the following conditions:

- _____ 1. Prior to certification of SDP-0001, the architectural drawings shall be revised to show more articulation and design features for the rear elevations of Lots 1 to 10 and Lots 19 to 25 on Folkshire Drive so that they are as attractive as the front elevations.
2. All structures shall be fully equipped with a fire suppression system built in accordance with National Fire Protection Association (NAPA) Standard 13D and all applicable County laws and regulations.