PGCPB No. 05-50 File No. 4-04170

R E S O L U T I O N

WHEREAS, Robert Martin, et al is the owner of a 36.75-acre parcel of land known as Parcels 84, 121, 122, 123 and132, Tax Map 28 in Grid D-4 said property being in the 14th Election District of Prince George's County, Maryland, and being zoned R-E and R-R; and

WHEREAS, on October 28, 2004, Glenn Dale North, LLC filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 31 lots and 2 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-04170 for Glenn Dale North was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on February 17, 2005, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on February 17, 2005, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type I Tree Conservation Plan (TCPI/90/04), and further APPROVED Preliminary Plan of Subdivision 4-04170, Glenn Dale North for Lots 1-31 and Parcels A and B with the following conditions:

1. Prior to signature approval of the preliminary plan the forest stand delineation (FSD) shall be revised as follows:

    a, Locate all of the specimen trees on the site on the FSD map and revise the specimen tree table with the information about each tree. After this has been done, revise the note to indicate how the specimen trees were located.

    b. Show all of the existing utility easements.

    c. Provide revised field data sampling sheets that indicate the number of dead trees in each of the nine forest stands.

    d. Provide the nine forest stand summary sheets with the numerical priority rating of each stand.

    e. After these revisions have been made, the qualified professional who prepared the plans

shall sign and date them.

2. Prior to signature approval of the preliminary plan, the TCPI shall be revised as follows:

   a. Show all of the locations of the existing utility easements. As appropriate, eliminate all woodland conservation from easements.

   b. Provide comments and/or special preservation treatments recommended for the specimen trees to be retained if these are within 100 feet of proposed activity.

   c. Show all of the proposed conceptual grading.

   d. Add a symbol to the legend for the limits of disturbance that is shown on the plan.

   e. Remove the soils table and related notes.

   f. Provide a minimum of 40 feet of cleared rear yard area between the back of each conceptual house location in relation to the outer edge of woodland conservation areas on them.

   g. After all of these revisions have been made, have the qualified professional who prepared the plan sign and date it.

3. Development of this subdivision shall be in conformance with an approved Type I tree conservation plan (TCPI/90/04). The following note shall be placed on the final plat of subdivision:

   "Development is subject to the restrictions shown on the approved Type I Tree Conservation Plan (TCPI/90/04), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy."

4. Prior to signature approval of the preliminary plan, a copy of the approved floodplain study shall be submitted, and the TCPI and preliminary plan shall be revised to show the delineated limits consistent with the study and the PMA shall be adjusted accordingly.

5. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain all of the Patuxent River Primary Management Areas, except for the one approved area of impact, and shall be reviewed by the Environmental Planning Section prior to approval. The following note shall be placed on the plat:

   "Conservation easements described on this plat are areas where the installation of

structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is permitted."

6. Prior to signature approval of the preliminary plan, the TCPI and preliminary plan shall be revised as follows:

   a. Provide a minimum of ten feet between the edge of the pavement for proposed Roads A and B in relation to the 25-foot wetlands buffer.

   b. Adjust the alignments of Roads A and B so the PUE does not encroach into the wetland buffer.

   c. Show the two stormwater outfalls for the two ponds as located away from the PMA to avoid impacts.

7. Prior to the issuance of any permits which impact jurisdictional wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

8. The Type II tree conservation plan shall not show any impacts to the PMA except for those necessary for the installation of the sanitary sewer line connection.

9. Prior to signature approval of the preliminary plan, a copy of the approved conceptual stormdrain plan shall be submitted. If conflicts between the TCPI and the concept plan are shown, the limits of disturbance on the TCPI shall provide the basis for the preparation of the plans for technical stormwater management approval.

10. The applicant's heirs, successors, and/or assignees shall provide a financial contribution of $420 to the Department of Public Works and Transportation for the placement of bikeway signage. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit.

11. The applicant's heirs, successors, and/or assignees shall provide five-foot wide sidewalks along both sides of the subject site's frontage of Springfield Road, unless modified by DPW&T.

12. The applicant's heirs, successors, and/or assignees shall provide wide outside curb lanes or shoulders along both sides of the subject site's frontage of Springfield Road, unless modified by DPW&T.

13. The applicant's heirs, successors, and/or assignees shall provide standard sidewalks along one side of all internal roads, unless modified by DPW&T.

14. Prior to signature approval of the preliminary plan, a stormwater management concept plan shall

be approved and the number and date shall be noted on the preliminary plan.

15. Prior to the issuance of grading permits, the applicant shall submit a manifest demonstrating that the fuel storage tanks located on the property have been properly disposed of by a licensed waste company and reclamation of any contaminated soils has occurred under the direction of the Health Department.

16. The applicant shall demonstrate that any abandoned well or septic system has been pumped, backfilled and/or sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to final plat approval.

17. 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 all 19 lots under one acre in accordance with Section 24-135 of the Subdivision Regulations.

18. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall convey to the homeowners association (HOA) 3.08± acres of open space land (Parcels A and B) or as modified by the approved stormwater concept plan. Land to be conveyed shall be subject the following:

    a. Conveyance shall take place prior to the issuance of building permits.

    b. A copy of unrecorded, special warranty deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division (DRD), Upper Marlboro, along with the final plat.

    c. All waste matter of any kind shall be removed from the property, prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section or the entire project.

    d. The conveyed land shall not suffer the disposition of construction materials, soil filling, discarded plant materials, refuse, or similar waste matter.

    e. Any disturbance of land to be conveyed to a homeowners association shall be in accordance with an approved plan or shall require the written consent of DRD. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and storm drain outfalls. If such proposals are approved, a written agreement and financial guarantee shall be required to warrant restoration, repair or improvements, required by the approval process.

    f. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to a homeowners association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by DRD prior to the issuance of grading or building permits.

g. Temporary or permanent use of land to be conveyed to a homeowners association for stormwater management shall be approved by DRD.

The Planning Board or its designee shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.

19. Prior to signature approval, the preliminary plan shall be revised to show:

a. Dedication of 40 feet from the master plan centerline of Springfield Road will be required.

b. Realign the centerlines of Street A and Street C at Springfield Road per DPW&T standards and requirements. The centerlines of Streets A and C should be realigned to be opposite each other and form a new four-way intersection or off-set to an appropriate distance per DPW&T standards.

20. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction, and (c) have an agreed-upon timetable for construction with DPW&T:

a. Improvements along the entire frontage on either adjacent side of Springfield Road will be required per DPW&T standards, to include concrete curb and gutter, pavement widening, sidewalks, etc. This may include acceleration and deceleration lanes at the site access points and any necessary intersection and roadway improvements to improve traffic and safety per DPW&T standards.

b. These improvements shall also include any signage and pavement marking modifications and additions to be determined by DPW&T.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.

2. The property is located on the east and west sides of Springfield Road, northwest of its intersection with Lanham-Severn Road.

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

	EXISTING	PROPOSED
Zone	R-E 25.25 acres R-R 11.5 acres	R-E 25.25 acres R-R 11.5 acres
Uses	Single-family residences, kennel	Single-family residences
Acreage	36.75	36.75
Lots	0	31
Parcels	5	2
Detached Dwelling Units	4	31 (29 new)

4. **Environmental**—Based on Year 2000 aerial photos the site is mostly wooded; there is a stream, wetlands, 100-year floodplain, and steep and severe slopes. Seven soil types are found on the property and these include Galestown-Evesboro Loamy Sands, Sunnyside Fine Sandy Loam, Christiana Fine Sandy and Silt Loams, Woodstown Sandy Loam, Keyport Fine Sandy Loam, Fallingston Sandy Loam, and Elkton Silt Loam. There are development constraints associated with several of the soils found at this site. Christiana soils have high shrink-swell potential when house foundations are located on them, and these soils have K-factors at 0.37. Woodstown soils have seasonally high water tables. Elkton and Fallington soils have high water tables and poor drainage when house foundations are built on them. Elkton and Keyport soils have K-factors of 0.43. Based on available information, Marlboro clays are not found to occur at this location. The site is in vicinity of the Horsepen Branch watershed of the Patuxent River basin. There are no significant noise generators, scenic or historic roads in vicinity of the site. According to the Maryland Department of Natural Resources Natural Heritage Program publication entitled "Ecologically Significant Areas of Anne Arundel and Prince George's Counties," December 1997, rare, threatened and endangered species are not found at this site. The portion of the property on the east side of Springfield Road is in the Bowie and vicinity planning area and the west portion is in the Glenn Dale and vicinity planning area. The site is in the Developing Tier of the 2002 approved General Plan.

Woodland Preservation

A revised detailed forest stand delineation (FSD) was submitted with the December 17, 2004, review packages, and it has been reviewed. Six of seven required revisions to the FSD map and text have been partially addressed or not addressed at all in the revised plans. A note on the map above the specimen tree table explains that seven specimen trees on the site have been identified. These are included in a specimen tree table that shows these trees. The note clarifies that there are more than seven specimen trees at the site; however, these other trees have not been identified on the plan due to their poor health, their location is distant to proposed development activity, and/or they are located in environmentally sensitive areas. All specimen trees found at a site are required to be identified on the FSD map and included in the specimen tree table.

There are four existing houses and a fifth structure from which a kennel has operated. Two of the four houses are to remain; however, not all of the existing utility easements have been shown on the FSD map. The field data sampling sheets are incomplete because the required information as

to the number of dead trees identified in each of the nine forest stands has not been provided. All nine of the required forest stand summary sheets have not been submitted. This is required information that includes the numerical priority rating of each stand.

The revision box on the FSD map was not updated since the plan was partially revised to address comments from the December 3, 2004, referral comments. Until all of this required information has been submitted and the necessary revisions have been made to the FSD map, the current FSD does not meet the requirements of the Prince George's County Woodland Conservation Ordinance. After these revisions have been made, the qualified professional who prepared the plans will need to sign and date them.

The site is subject to the provisions of the Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of woodlands on-site, and more than 5,000 square feet of woodland is proposed to be cleared. A revised Type I tree conservation plan (TCPI) has been submitted.

This 36.75-acre site in the R-E and R-R Zones has a woodland conservation threshold (WCT) of 23.51 percent (the R-E portion at 25 percent and the R-R portion at 20 percent). The site has 29.99 acres of existing woodland, 0.77 acre of which is in the 100-year floodplain in the R-R portion. Based on the proposed clearing of 16.51 acres, the required amount of woodland conservation is 12.59 acres. This requirement is proposed to be met with 12.66 acres of on-site woodland preservation.

Further revisions to the TCPI are necessary to meet the requirements of the Woodland Conservation Ordinance. These include showing all the locations of the existing easements; providing comments and/or special preservation treatments recommended for the specimen trees to be retained if these are within 100 feet of proposed activity; showing all the proposed conceptual grading; adding a symbol to the legend for the limits of disturbance that are shown on the plan; removing the soils table and related notes; and providing a minimum of 40 feet of cleared rear yard area between the back of each house in relation to the woodland conservation areas on them. This latter revision can be accomplished on some lots by relocating the proposed footprints closer to the front building restriction line. After all of these revisions have been made, the qualified professional who prepared the plan will need to sign and date it.

Streams, Wetlands and Floodplain

The Subdivision Ordinance provides for the protection of streams, 50-foot stream buffers, wetlands, 25-foot wetland buffers, 100-year floodplain, and adjacent areas of slopes between 15 and 25 percent on highly erodible soils. When a property is located within the Patuxent River watershed these features and any special habitat areas compose the Patuxent River Primary Management Areas (PMA), which is to be protected to the "fullest extent possible." In order to evaluate the protection afforded the PMA, these features must be accurately identified on the TCPI and preliminary plan. Most of the features within the PMA have been correctly identified on the TCPI and preliminary plan with the exception of the 100-year floodplain. The floodplain

area is located on the R-R portion of the site. The TCPI contains general note #4 that refers to a floodplain study (FPS 880093) as being on file with DER. A copy of the study was a required submittal for review to determine whether the PMA is accurately shown on the TCPI and preliminary plan. A copy of the study was not submitted.

Proposed Impact to the PMA

One impact is proposed to the PMA, as identified in a letter of justification dated February 2, 2005. This impact is located on the northeast side of the site for the installation of a sanitary sewer connection to serve this side of the site. The total disturbed area is approximately 2,500 square feet for the line to cross a stream to connect with an existing sewer line. This proposed alignment was chosen because of the particular topographical conditions and the location of existing utilities. There are two existing sewer lines that could have been connected to for sewer service to the east side of the site. The first existing line is located parallel to Springfield Road, and the second line is perpendicular to this same road and serves an existing single-family dwelling on proposed Lot 31. The second line connection will not require the added expense of installation of a pressure sewer system, as would have been the situation if the first line connection were chosen. Impacts to the PMA for the installation of the necessary public infrastructure (i.e., roads and utilities) are generally supported because this type of impact is considered "essential" development. The impacts of this area will be further evaluated during the review of the TCPII to ensure that this impact is minimized to the fullest extent possible.

The letter of justification also mentions a 25-foot wetland buffer on the west side of the site in relation to proposed Roads A and B. The current TCPI and preliminary plan show the edge of pavement for Roads A and B as within 4.5 feet of two areas of the wetlands buffer and two areas where the public utility easement (PUE) encroaches into the buffer. Both areas of encroachment by the PUE in the buffer are by five feet. In the letter it is indicated an additional five feet could be provided between the edge of the buffer in relation to the edge of the pavement for the roads. The letter does not address the two areas where the PUE encroaches the buffer. This wetland area is isolated because it does not have a connection to a stream, and therefore is not part of the PMA associated with the site. However, a reasonable distance from the proposed construction activity for the two roads between the edge of the pavement and the edge of the wetland buffer is necessary. This will reduce the potential for construction equipment from encroaching into the wetland buffers when these roads are constructed. The proposed road alignments should be adjusted to avoid encroachment by the PUE into the wetland buffer.

Two other locations at the site were identified as potentially impacting the PMA. Two proposed stormwater management ponds are shown on current TCPI and preliminary plan. One pond is located on the northeast portion of the site in between proposed Lots 24 and 25. The second pond is located on the southwest portion and in between proposed Lots 7 and 8. On both plans the locations of necessary stormwater outfalls are not shown in relation to either pond. Both ponds are in the vicinity of the PMA. In a meeting on February 2, 2005, with representatives from Bowman

Consulting, it was agreed that the two stormwater outfalls would be shown on revised plans as located away from the PMA to avoid impacts.

A copy of the wetlands study has been submitted. The study was prepared in September 2004 and sent to the Maryland Department of the Environment (MDE) on October 7, 2004, for their review and jurisdictional determination. There are two areas of wetlands found on the west side of the site. Both areas are identified as isolated wetlands. The TCPI and preliminary plan show the correct location of the wetlands as found in the wetlands delineation.

Stormwater Management

The conceptual stormdrain approval letter and conceptual stormdrain plan have not been submitted. A review of this plan is required in relation to the TCPI to ensure that there are no conflicts between the two plans and the proposed woodland conservation areas. Standard TCPI note #6 refers to the concept plan case number submitted to DER. This review of the TCPI in relation to the conceptual stormdrain plan is required before the preliminary plan can receive signature approval. If the conceptual stormdrain plan has any conflicts in relation to proposed woodland conservation areas on the TCPI, the former plan must be revised.

Soils

A preliminary geotechnical report has been submitted that was prepared on August 9, 2004. The purpose of the report was to explore current soil and groundwater conditions at the site and to develop preliminary engineering recommendations to guide in the design and construction of the proposed project. Based on observations during the analysis, the groundwater table is not expected to be a major factor during design if the lowest floor slabs of the proposed housing are situated at or above existing grades. However, the western portion of the site along Springfield Road appears to have the highest water table that may complicate excavation in this area, particularly if basement levels will extend below groundwater levels. Surface water runoff and flow across the site may be a factor, and steps should be taken during construction to control surface water runoff and to remove any water that may accumulate in the excavations. The report contains a recommendation that a final report be prepared once all house locations and site grades are established.

Water and Sewer Categories

The property is in Water Category W-4 and Sewer Category S-4; it will be served by public systems.

5. **Community Planning**—The property is in Planning Area 70/Annapolis Road Community and Planning Area 71A/Community IV. It is located in the Developing Tier as defined by the 2002 General Plan. 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 application is not inconsistent with guidelines for

development in the Developing Tier as defined in the General Plan.

The 1993 Glenn Dale-Seabrook-Lanham and vicinity master plan recommends Suburban Estate residential (1.0 dwelling unit per acre) for the portion west of Springfield Road. The 1991 approved master plan for Bowie-Collington-Mitchellville and vicinity recommends Low Suburban residential (1.6 to 2.6 dwelling units per acre) for the portion east of Springfield Road. This application conforms to the recommendations of these master plans. This section of the site is also currently under review in the East Glenn Dale Sector Plan.

The property contains land located within the "natural reserve area" and "conditional reserve area." These two reserved areas generally have severe and moderate development constraints, which may include stream, wetland, floodplain, woodlands, severe slopes, and soils with limitations for community development.

6. **Parks and Recreation**—Twelve of the 31 lots in the proposed subdivision are exempt from the mandatory park dedication requirements of Section 24-134 of the Subdivision Regulations because they are greater than one acre in size. The Park Planning and Development Division recommends that the applicant pay a fee-in-lieu of parkland dedication for the remaining lots because the land available for dedication is unsuitable due to its size and location

7. **Trails**—Both the adopted and approved Glenn Dale-Seabrook-Lanham and vicinity master plan and the adopted and approved Bowie-Collington-Mitchellville and vicinity master plan designate Springfield Road as a Class III bikeway. Currently the road includes a variety of cross sections in the vicinity of the subject site. Some areas are narrow and open section, others have shoulders, and other recently improved stretches have curb, gutter, and sidewalk. Staff recommends the provision of two "share the road with a bike" signs along the subject site's frontage. Staff also supports the provision of the same road improvements made to Springfield Road at other nearby subdivisions to the north and south of the subject site. These include a standard sidewalk, as well as a wide outside curb lane/shoulder to safely accommodate bicycle movement. These improvements have been made along some stretches of both the east and west side of Springfield Road.

Sidewalk Connectivity

Subdivisions in the vicinity of the subject site have sidewalks along both sides of the internal roads or, in the case of large lot subdivisions, along one side of the internal roads. Due to the size of the proposed lots, staff recommends sidewalks along one side of all internal roads.

8. **Transportation**—The transportation staff determined that a traffic study from the applicant was not required due to the size of the proposed development. Staff did request a traffic count at the intersection of MD 564 and Springfield Road. The traffic count was taken on November 9, 2004, and submitted to staff. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by 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 located within the Developing Tier, as defined in the 2002 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. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, may be considered at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

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 study and install the signal (or other less costly traffic controls) if deemed warranted by the appropriate operating agency.

Staff Analysis of Traffic Impacts

The application is a plan for a residential development of 31 single-family dwelling units. The proposed development would generate 21 AM (4 in, 17 out) and 25 PM (16 in, 9 out) peak-hour vehicle trips as determined using the "Guidelines for the Analysis of the Traffic Impact of Development Proposals." The applicant submitted a traffic count for the intersection of MD 564 and Springfield Road. This intersection was used to determine adequacy. The following conditions exist at the critical intersection:

EXISTING TRAFFIC CONDITIONS

Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 564/Springfield Road	25.8*	39.0*	--	--

*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.

The site was analyzed for background and total traffic conditions using the following trip distribution:

60 percent—South along MD 564
25 percent—North along MD 564
15 percent—West along Springfield Road

Background through traffic along MD 564 was increased by two percent to account for overall growth up to the design year 2006. This is the expected year of full buildout. There are no funded capital improvements in the area, so the resulting transportation network is the same as was assumed under existing traffic. Given these assumptions, background conditions are summarized below:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 564/Springfield Road	26.5*	41.0*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

With background development the average vehicle delay at the critical intersection does not exceed 50.0 seconds.

The site is proposed for development as a residential subdivision consisting of 31 single-family dwellings. With site traffic, the following operating conditions were determined:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 564/Springfield Road	27.2*	43.6*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

With site traffic added, the average vehicle delay at the critical intersection does not exceed 50.0 seconds, meeting the adequacy condition cited in the Guidelines.

Site Plan Comments

The proposed residential lots are located on both sides of Springfield Road, 18 lots would be located south of Springfield Road and 13 lots would be north of Springfield Road. The site plan under review shows two off-setting subdivision roads at the access point to Springfield Road. The centerlines of these two planned subdivision roads are approximately 115 feet apart. These two subdivision streets should be realigned to form a four-way intersection. The realignment is necessary to ensure traffic safety along Springfield Road and provide for proper turning lanes. The centerlines of Streets A and C should be realigned to be opposite each other or off-set to an appropriate distance per DPW&T standards. This may result in the loss of lots. Proposed Streets A, B, and C have right-of-way widths of fifty feet, which is acceptable.

The applicant will be required to provide frontage improvements along Springfield Road as required by the Prince George's County Department of Public Works and Transportation. The entire frontage of Springfield Road must be improved with sidewalks, curb and gutter, etc. per a DPW&T February 3, 2005, memorandum. This may include pavement widening, acceleration and deceleration lanes, and additional improvements required by DPW&T.

Master Plan Comments

Springfield Road is listed in the 1991 master plan as a collector roadway. It is recommended as a two- to four-lane roadway with an 80-foot right-of-way. The applicant will be required to dedicate 40 feet from the master plan centerline of Springfield Road. There are no other master plan issues.

Transportation Staff Conclusions and Recommendations

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

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

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 3	Middle School Cluster 2	High School Cluster 2
Dwelling Units	31 sfd	31 sfd	31 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	7.44	1.86	3.72
Actual Enrollment	5960	5307	10580
Completion Enrollment	180.24	189.24	378.24
Cumulative Enrollment	18.24	7.26	14.52
Total Enrollment	6165.92	5505.36	10976.48
State Rated Capacity	5858	4688	8770
Percent Capacity	105.26%	117.44%	125.16%

Source: Prince George's County Planning Department, M-NCPPC, December 2004

County Council bill CB-31-2003 establishes a school facilities surcharge in the amount of $7,000 per dwelling if a building is located between I-495 and the District of Columbia; $7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts 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.

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

10. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public fire and rescue facilities.

The existing fire engine service at Bowie Fire Station, Company 19, located at 13008 9th Street, has a service travel time of 3.72 minutes, which is within the 5.25-minute travel time guideline.

The existing ambulance service Bowie Fire Station, Company 19, located at 13008 9th Street, has a service travel time of 3.72 minutes, which is within the 6.25-minute travel time guideline.

The existing paramedic service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn

Dale Boulevard, has a service travel time of 5.28 minutes, which is within the 7.25-minute travel time guideline.

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

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

11. **Police Facilities**—The proposed development is within the service area for Police District II-Bowie. The Planning Board's current test for police adequacy applicable to the subject application is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of January 2, 2004, the county had 823 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for an additional 57 sworn personnel. This police facility will adequately serve the population generated by the proposed subdivision.

12. **Health Department**—The Health Department reviewed the application and reminds the applicant that a raze permit is required prior to removal of any of the existing structures on site. In addition, any existing fuel storage tanks, wells and septic systems on the site must be removed in accordance with state and county law.

13. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A stormwater management concept plan has been submitted, but not yet approved. To ensure that development of this site does not result in on-site or downstream flooding, a stormwater management concept plan must be approved prior to signature approval of the preliminary plan. If the layout on the approved stormwater management concept plan is inconsistent with that shown on the preliminary plan, revisions may be required prior to signature approval. Development must be in accordance with this approved plan.

14. **Cemeteries**—There are no known cemeteries on this site. The applicant should be aware that if burials are found during any phase of the development process, development activity must cease in accordance with state law. A Phase I Archeological Study was not recommended for this site.

15. **Public Utility Easement**—The preliminary plan includes the required ten-foot-wide public utility easement parallel and contiguous to all public rights-of-way. The easement will be shown on the final plat.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the adoption of this Resolution.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Harley, with Commissioners Squire, Harley, Eley and Hewlett voting in favor of the motion, and with Commissioner Vaughns absent at its regular meeting held on Thursday, February 17, 2005, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 10th day of March 2005.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:TL:rmk