

R E S O L U T I O N

WHEREAS, Lincolnshire Assoc., Ltd., is the owner of a 18.69-acre parcel of land known as Lincolnshire (Lot 2 and part of Lot 1), plat book WWW56@7, Tax Map 73, Grid D-3, said property being in the 19th Election District of Prince George's County, Maryland, and being zoned R-T and R-18; and

WHEREAS, on August 18, 2003, PDC Lincolnshire, LLC, filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 24 lots and 3 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-03084 for Lincolnshire 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 January 8, 2004, 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 January 8, 2004, 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/58/03), and further APPROVED Preliminary Plan of Subdivision 4-03084, Lincolnshire, for Lots 1-24 and Parcels A-C, with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised as follows:
 - a. Revise General Note 16 to reflect that the mandatory dedication of parkland requirement is being met by private on-site recreational facilities.
 - b. To provide reference to the approved Stormwater Management Concept Plan, # 20523-2003-00.
2. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall demonstrate that a homeowners association has been established and that the common areas have been conveyed to the homeowners association.
3. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall convey to the homeowners association (HOA) Parcels A, B and C. Land to be conveyed shall be subject to the following:
 - a. Conveyance shall take place prior to the issuance of building permits.

- b. A copy of unrecorded, special warranty deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division (DRD), Upper Marlboro, along with the final plat.
 - c. All waste matter of any kind shall be removed from the property prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section or the entire project.
 - d. The conveyed land shall not suffer the disposition of construction materials, soil filling, discarded plant materials, refuse or similar waste matter.
 - e. Any disturbance of land to be conveyed to a homeowners association shall be in accordance with an approved detailed site 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 stormdrain 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.
 - h. Stormdrain outfalls shall be designed to avoid adverse impacts on adjacent land owned by or to be conveyed to The Maryland-National Capital Park and Planning Commission (M-NCPPC). If the outfalls require drainage improvements on land to be conveyed to or owned by M-NCPPC, the Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.
 - i. There shall be no disturbance of any adjacent land that is owned by M-NCPPC, without the review and approval of DPR.
 - j. The Planning Board or its designee shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.
4. The final plat shall reflect a conservation easement by bearings and distances. The conservation easement shall contain the expanded stream buffer, excluding those areas where variation requests have been approved, and be reviewed by the Environmental Planning Section prior to certification. 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 allowed.”

5. Review of the DSP shall include the review of the proposed stormwater management facilities for views and landscaping. The pond at the entrance of the subdivision shall be designed as an amenity to the community.
6. The applicant, his heirs, successors and or assignees shall provide standard sidewalks along both sides of internal streets unless modified by the Department of Public Works and Transportation.
7. In accordance with Section 24-135(b) of the Subdivision Regulations, the applicant shall be providing private on-site recreational facilities. Facilities shall be provided in accordance with the *Parks and Recreational Facilities Guidelines* on Parcel A for the townhouses and on Parcel C for the multifamily dwelling units.
8. The applicant, his heirs, successors and/or assignees shall submit three original Recreational Facilities Agreements (RFA) to DRD for approval prior to the submission of final plats, for construction of recreational facilities on homeowners land. Upon approval by DRD, the RFA shall be recorded among the county land records.
9. The applicant, his heirs, successors and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee prior to building permits for the construction of recreational facilities on homeowners land.
10. Prior to final plat, the applicant shall submit evidence from the Health Department that the tires and wrecked cars found on the property have been hauled away by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility or otherwise properly disposed.
11. Development of this site shall be in accordance with the approved Stormwater Management Concept Plan # 20523-2003-00.
12. Prior to the issuance of any building permits within the subject property, the applicant shall conduct a traffic signal warrant study at the intersection of Walker Mill Road and Karen Boulevard. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T. If a signal is deemed warranted by DPW&T at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property, and install it at a time when directed by DPW&T. The applicant will be responsible for any additional pavement markings and signage at this location as determined by DPW&T.
13. 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 the SHA and/or DPW&T:

- a. The applicant shall extend the southbound left turn lane on Addison Road at Ronald Road based on DPW&T recommendations and guidelines to increase stacking distance a minimum of 175 feet. In addition, an acceleration lane shall be constructed along northbound Addison Road at Ronald Road. Any modifications to the traffic signal, new pavement markings, or signage will be the responsibility of the applicant.
- b. At the intersection of Walker Mill Road and Addison Road, the applicant will modify the westbound approach of Walker Mill Road from one left turn lane and one right turn lane to one left turn lane and one shared left/right turn lane. This may require minor widening and reconstruction at the intersection.
- c. At the intersection of MD 214 and Addison Road, the applicant shall construct a free-flow, northbound, right-turn lane on Addison Road to eastbound MD 214 or construct an exclusive eastbound right turn lane on MD 214 to southbound Addison Road.
- d. At the time of final plat approval, the applicant shall construct Karen Boulevard to connect with the existing portion of Karen Boulevard to the north at Walker Mill Middle School.

These improvements shall include any signal, signage, and pavement marking modifications and additions to be determined by SHA and/or DPW.

14. A Type II tree conservation shall be approved at the time of DSP.
15. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCPI/58/03). The following note shall be placed on the Final Plat of Subdivision:

Development is subject to restriction shown on the approved Type I Tree Conservation Plan (TCPI/58/03), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy and Subtitle 25.

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 subject properties are located on the west and east side of Karen Boulevard north of its intersection with Ronald Road in District Heights.

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

	EXISTING	PROPOSED
Zone	R-T & R-18	R-T & R-18
Use(s)	Vacant	Townhouses & Multifamily
Acreage	17.28	17.28
Lots	2	24
Parcels	0	3
Dwelling Units:		286 Total
Detached	0	0
Townhouse	0	24
Multifamily	0	262

4. **Environmental**—The Environmental Planning Section has previously reviewed the subject property as a Preliminary Plan of Subdivision (4-87179). The previously approved Preliminary Plan of Subdivision for the townhouse lots on the subject property expired. The property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. A Type I Tree Conservation Plan (TCPI/58/03) was submitted and was found to meet the requirements of the Woodland Conservation Ordinance. The minimum woodland requirement for the site is 3.75 acres of the net tract. An additional 6.33 acres are required due to the removal of woodlands, for a total of 10.08 acres of woodland conservation. The plan shows the requirement being met with 0.83 acre of on-site woodland conservation, 0.59 acre of reforestation, and 8.66 acres of off-site mitigation for a total of 10.08 acres.

The site is characterized by terrain sloping toward the east and west of the property and drains into unnamed tributaries of the Lower Beaverdam Creek watershed in the Anacostia River basin. The predominant soil types on the site are Adelphia, Sandy Land, Chillum and Sassafra. These soil series generally exhibit slight to moderate limitations to development due to steep slopes, impeded drainage and seasonally high water table. The site is undeveloped and fully wooded. Based on information obtained from the Maryland Department of Natural Resources, Natural Heritage Program publication entitled, “Ecologically Significant Areas in Anne Arundel and Prince George’s Counties,” December 1997, there are no rare, threatened or endangered species found to occur in the vicinity of this site. There are no floodplains, Marlboro clays, or scenic or historic roads located on or adjacent to the subject property. The subject property is located quite some distance away from any major noise generator. This property is located in the Developed Tier as delineated in the adopted General Plan.

There are streams and Waters of the U.S. on site. The preliminary plan as submitted proposes impacts to the stream in two separate areas. Section 24-130 of the Subdivision Regulations restricts impacts to these buffers unless the Planning Board grants a variation to the Subdivision Regulations in accordance with Section 24-113. Even if approved by the Planning Board, the applicant will need to obtain federal and state permits prior to the issuance of any grading permit.

All disturbances not essential to the development of the site as a whole is prohibited within stream and wetland buffers. Essential development includes such features as public utility lines, including sewer and stormwater outfalls, streets that are mandated for public health and safety; nonessential activities are those, such as grading for lots, stormwater management ponds and parking areas that do not relate directly to public health, safety or welfare. Impacts for essential development features require variations to the Subdivision Ordinance.

The variation requests submitted for review on November 3, 2003, meet the minimum submission requirements. The variation request submitted identified individual impact areas and provided written justifications for each encroachment. The variation requests shown on the plan and identified as impact areas 1 and 2 respectively are specifically described below. However, for purposes of discussion relating to Section 24-113(a) of the Subdivision Regulations the impacts were discussed collectively.

Section 24-113(a) of the Subdivision Regulations sets forth the required findings for approval of variation requests. Section 24-113(a) reads:

Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

- (1) *The granting of the variation will not be detrimental to the public safety, health, or injurious to other property;*
- (2) *The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;*
- (3) *The variation does not constitute a violation of any other applicable law, ordinance, or regulation;*
- (4) *Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;*

Impact Area #1? To the west of the proposed connection of Karen Boulevard

Location of Impact Area: This area is the site of a proposed sewer line construction and stormdrain outfall with associated retaining wall to the west of the proposed connection of Karen Boulevard. It is adjacent to a stream buffer and Water of the U.S.

The proposed impacts consist of:

Minimal clearing (approximately 2,500 square feet) and excavation, and utility construction within the 50-foot stream buffer in order to construct a stormdrain outfall and associated retaining wall. Approximately 15 linear feet of the 130 linear feet of sewer main within the Extended Buffer is proposed to impact the Waters of the U.S. Because the existing sewer is to the east of the stream, a stream crossing is required.

In addition, minimal clearing (approximately 500 square feet) and excavation and utility construction within the 50 foot stream buffer is proposed to construct the outfall of the proposed stormwater management facility.

Impact Area #2? The Construction of Karen Boulevard

Location of Impact Area: The area is within the previously dedicated right-of -way for a master plan road, Karen Boulevard. It is adjacent to a 50-foot stream buffer and Waters of the U.S.

The proposed impacts consist of:

Clearing (approximately 28,500 square feet), fill operations, and wall construction to bring the grade of the road to match the existing portions of Karen Boulevard to the north and the south and utility construction (especially stormdrain and water and sewer connections to existing mains) 30 linear feet of sewer and 160 linear feet of water. The total disturbed area in the expanded buffer is approximately 55,000 square feet.

The following is an analysis of the variations requested. The text in bold represents the text from the Section 24-113 of the Subdivision Regulations.

(1) The granting of the variation will not be detrimental to the public safety, health, or injurious to other property;

The variations requested are associated with connections to a sewer main stormwater management outfall and the construction of an associated retaining wall, to the west of Karen Boulevard. The approval of these impacts will not create conditions detrimental to the public safety, health, or welfare, or injurious to other property; and will provide the necessary utilities and structures to protect public safety, health and welfare.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

The conditions of the property are unique with respect to the placement of the existing stream, the associated buffer, and the required placement of the necessary public utilities.

- (3) **The variation does not constitute a violation of any other applicable law, ordinance, or regulation;**

No other variances, departures, or waivers are required. All appropriate federal and state permits must be obtained before the construction can proceed. Because there are state permitting processes to review the proposed impacts to nontidal wetlands, wetland buffers and Waters of the U.S., the construction proposed does not constitute a violation.

- (4) **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out;**

Due to the configuration of this site, the location of the stream, and the 100-year floodplain, and the fact that no other reasonable options are possible that would further reduce or eliminate the number and extent of the proposed impacts while allowing for the development of the property under its existing zoning, staff recommends approval of the variations. The dedication of Karen Boulevard occurred in 1965 at the current location to provide a greater circulation and a connection from Walker Mill Road to the south to MD 214 to the north.

- (5) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

Staff recommends that the applicant demonstrate conformance to this criteria at the time of DSP for the construction of the multifamily dwelling units in the R-18 Zone to the east of Karen Boulevard. Because of the steep and severe slopes on the site, the extent of development will be determined at the time of review of the DSP.

Staff recommends approval of the variation requests. The impacts are for the connection and construction of Karen Boulevard and for the connections to a sewer main and stormwater management pond outfall with an associated retaining wall for the development of the site only.

5. **Community Planning**—The property is located within the limits of the 1985 *Suitland-District Heights Master Plan*, planning area 72 in the District Heights Community. The recommended land use is multifamily residential. The 2002 General Plan locates the property in the Developed Tier. The proposed preliminary plan is consistent with the recommendation of the master plan and the General Plan.

The subject property is outside the Addison Road Sector Plan study area but within a reasonable

walking distance to the Addison Road Metro Station and the proposed town center. Since the property is within walking distance from the Addison Road Metro Station, pedestrian circulation within the site and adjoining neighborhoods should be addressed at the time of review of the detailed site plan.

6. **Parks and Recreation**—In accordance with Section 24-135(a) of the Subdivision Regulations the Department of Parks and Recreation recommends that the applicant provide private on-site recreational facilities to fulfill the requirements of the mandatory dedication of parkland. Recreation facilities should be provided on both sides of Karen Boulevard and in accordance with the *Parks and Recreational Facilities Guidelines*.
7. **Trails**—There are no master plan trails issues identified in the *Adopted and Approved Suitland-District Heights and Vicinity Master Plan*. The sidewalk network as shown on the submitted plan is comprehensive and will adequately accommodate pedestrian movement along the proposed right-of-way. With the review of the required detailed site plans, a determination will be made regarding the internal circulation.
8. **Transportation**—The property is located east of Addison Road and within one mile of the Addison Road/Seat Pleasant Metro Station. The applicant proposes a residential subdivision consisting of 24 townhouses and 262 multifamily dwellings.

The applicant submitted a traffic study dated September 18, 2003. This study was revised and resubmitted, dated September 24, 2003. The revised traffic study included an analysis of 24 townhouses, 262 apartments, and the extension of Karen Boulevard from Ronald Road to Walker Mill Middle School. 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*. Comments from the county's Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA) are incorporated.

Growth Policy—Service Level Standards

The subject property is located within the developed tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted 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 warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Staff Analysis of Traffic Impacts

The applicant has prepared a traffic impact study in support of the application using new counts taken during 2003. Due to the recent opening of the Ritchie-Marlboro interchange at I-95 and the planned opening of two new Metrorail stations, the applicant made adjustments to through movements during the AM and PM peak hours on MD 214. Through volumes were reduced by approximately 20 percent to account for the diversion of trips to the new interchange and the shifting of some trips to the new Metrorail stations (Morgan Boulevard and Largo Town Center) that will run parallel to Central Avenue by 2004. With the development of the subject property, the traffic consultant concluded that several off-site intersection improvements would be required to meet the threshold for intersections within the developed tier. The traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections during weekday peak hours:

- MD 214/Shady Glen Road (signalized)
- MD 214/Pepper Mill Road/Karen Boulevard (unsignalized)
- MD 214/Addison Road (signalized)
- Addison Road/Ronald Road (signalized)
- Walker Mill Road/Addison Road (signalized)
- Walker Mill Road/Karen Boulevard (unsignalized)
- Walker Mill Road/Shady Glen Road (signalized)

The following conditions exist at the critical intersections:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214/Shady Glen Road/Hill Road	1,092	1,046	B	B
MD 214/Pepper Mill Road/Karen Boulevard	751	635	A	A
MD 214/Addison Road	1,102	1,262	B	C
Addison Road/Ronald Road	1,111	1,130	B	B
Walker Mill Road/Addison Road	1,513	1,480	E	E
Walker Mill Road/Karen Boulevard (unsignalized)	38.4*	91.4*	--	--
Walker Mill Road/Karen Boulevard (signalized)	571	641	A	A
Walker Mill Road/Shady Glen Road	615	707	A	A
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. 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.</p>				

Background developments include over 450 townhouses, 300 apartments, and 700 single-family units. Nearby approved developments also include 150,000 square feet of office space, 300,000 square feet of warehouse space, and nearly 900,000 square feet of industrial space. Background traffic along MD 214, Addison Road, and Walker Mill Road was also increased by five percent to account for overall growth up to the design year 2008. This is the expected year of full build-out.

As assumed under existing traffic conditions, through volumes were reduced by approximately 20 percent to account for the diversion of trips to the new interchange and the shifting of some trips to the new Metro stations (Morgan Boulevard and Largo Town Center) that will run parallel to Central Avenue by 2004. There are no other funded capital improvements in the area. Given these assumptions, background conditions are summarized below:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214/Shady Glen Road/Hill Road	1,324	1,411	D	D
MD 214/Pepper Mill Road/Karen Boulevard	1,220	1,298	C	C
MD 214/Addison Road	1,352	1,794	D	F
Addison Road/Ronald Road	1,363	1,461	D	E
Walker Mill Road/Addison Road	1,792	1,732	F	F
Walker Mill Road/Karen Boulevard (unsignalized)	58.1*	237.3*	--	--
Walker Mill Road/Karen Boulevard (signalized)	653	752	A	A
Walker Mill Road/Shady Glen Road	779	894	A	A
*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.				

Based on background traffic conditions, two of the intersections will operate at LOS F, with a critical lane volume above 1,600. The intersection of MD 214/Addison Road operates at LOS F during the PM peak hour and the intersection of Walker Mill Road/Addison Road operates at LOS F during both peak hours. Vehicle delays of over 50.0 seconds occur at the intersection of Walker Mill Road and Karen Boulevard under background conditions indicating inadequate traffic operations.

The site is proposed for development as a residential subdivision, with 24 townhouses and 262 apartments. The trip rates were obtained from the guidelines. The resulting site trip generation would be 153 AM peak-hour trips (30 in, 123 out), and 176 PM peak-hour trips (114 in, 62 out). With site traffic, the following operating conditions were determined:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214/Shady Glen Road/Hill Road	1,326	1,417	D	D
MD 214/Pepper Mill Road/Karen Boulevard	1,220	1,318	C	D
MD 214/Addison Road	1,372	1,818	D	F
Addison Road/Ronald Road	1,421	1,519	D	E
Walker Mill Road/Addison Road	1,808	1,751	F	F
Walker Mill Road/Karen Boulevard (unsignalized)	64.4*	337.6*	--	--
Walker Mill Road/Karen Boulevard (signalized)	689	805	A	A
Walker Mill Road/Shady Glen Road	787	917	A	A

*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.

Under total traffic conditions, all of the intersections operate at acceptable levels of service during the AM and PM peak hours with the exception of MD 214/Addison Road and Addison Road/Walker Mill Road. The applicant has proposed off-site intersection improvements at these two locations to mitigate site trips. Vehicle delays of over 50.0 seconds occur at the unsignalized intersection of Walker Mill Road and Karen Boulevard under total traffic conditions indicating inadequate traffic operations.

The following transportation improvements were recommended to provide adequacy:

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

- a. Construct a free flow northbound right turn lane on Addison Road to eastbound MD 214;
- or
- b. Construct an exclusive eastbound right turn lane on MD 214 to southbound Addison Road.

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

IMPACT OF MITIGATION

Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 214/Addison Road				
Background Conditions	D/1,352	F/1,794		
Total Traffic Conditions	D/1,372	F/1,818	+20	+24
Total Traffic Conditions w/Mitigation	D/1,372	F/1,650	-0	-168

As the CLV at MD 214/Addison is between 1,450 and 1,813 during the PM peak hour under background traffic, the proposed mitigation action must mitigate at least 150 percent of the trips generated by the subject property during the PM peak hour, according to the *Guidelines*. The above table indicates that the proposed mitigation action would mitigate at least 150 percent of site-generated trips during the PM peak hour (it would provide LOS D during the AM peak hour).

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

The mitigation plan was reviewed by DPW&T and SHA, and neither agency raised an objection to the mitigation plan.

At Walker Mill Road and Addison Road, modify the westbound approach of Walker Mill Road from the existing one left turn lane and one right turn lane to one left lane and a shared left/right turn lane. This may require minor widening at the intersection.

DPW&T did not specifically comment on the proposed improvements at MD 214 and Addison Road and at Walker Mill Road and Addison Road. DPW&T’s comments are summarized below:

1. Recommends that the applicant conduct a traffic signal warrant study at the intersection of Walker Mill Road and Karen Boulevard using projected traffic volumes.
2. Recommends that the applicant extend the existing southbound left turn lane on Addison Road to achieve a total of 175 feet of stacking distance. In addition, an acceleration lane should be constructed along northbound Addison Road at Ronald Road to accommodate the heavy turning movements out of Ronald Road. Any modifications to the signal will be the responsibility of the applicant.

SHA concurred with the proposed improvements at the intersections of MD 214/Addison Road and Walker Mill Road/Addison Road. SHA recommends that staff condition the applicant to design and construct the proposed intersection improvements:

1. The applicant will be responsible for determining the feasibility of constructing the roadway improvement options identified at the MD 214/Addison Road intersection. (Option 1 is a

northbound free flow right turn lane on Addison Road, Option 2 is an eastbound right turn lane on MD 214).

2. If both improvement options at the MD 214/Addison Road intersection are determined to be infeasible by the applicant, then SHA recommends that M-NCPPC require the applicant to explore alternative roadway improvements to meet M-NCPPC regulations for adequate public facilities.

With the applicant’s proposed improvements in place, the following levels of service would occur:

TOTAL TRAFFIC CONDITIONS WITH IMPROVEMENTS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214/Shady Glen Road/Hill Road	1,326	1,417	D	D
MD 214/Pepper Mill Road/Karen Boulevard	1,220	1,318	C	D
MD 214/Addison Road (Option 1)*	1,372	1,650	D	F
MD 214/Addison Road (Option 2)**	1,366	1,632	D	F
Addison Road/Ronald Road	1,421	1,519	D	E
Walker Mill Road/Addison Road	1,559	1,443	E	D
Walker Mill Road/Karen Boulevard (unsignalized)	64.4*	337.6*	--	--
Walker Mill Road/Karen Boulevard (signalized)	689	805	A	A
Walker Mill Road/Shady Glen Road	787	917	A	A
*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.				

*Option 1 adds a northbound free flow right turn lane on Addison Road at MD 214.

**Option 2 adds a separate eastbound right turn lane on MD 214 at Addison Road.

Site Plan Comments

Access is provided to the property from Karen Boulevard, which is listed in the Suitland-District Heights Master Plan (1985) as a two- to four-lane collector (C-172) with an 80-foot ROW. Karen Boulevard intersects Walker Mill Road to the south. The multifamily dwellings (east side of Karen Boulevard) are proposed to be served by two entrances off of Karen Boulevard. This is shown as Street B on the plan with 36 feet of pavement. The townhouses (west side of Karen Boulevard) are proposed with access to Karen Boulevard via Street A. Access to the site and circulation within the site appears to be acceptable. A four-way intersection connecting Street B and A at Karen Boulevard would be preferable but environmental constraints may prevent this connection. DPW&T did not comment on the extension of Karen Boulevard.

The applicant should be required to construct Karen Boulevard as part of this development. The site plan accurately demonstrates the existing 80-foot right-of-way that was dedicated in 1965 (WWW 56@7) for the extension of Karen Boulevard. This roadway is recommended in the Suitland-District Heights master plan and will provide a parallel route and option to Shady Glen Road and Addison Road. Streets A and B appear to be shown on the site plan as private streets.

The extension of Karen Boulevard is an important link. It will provide an additional point of access to points north and especially to the Walker Mill Middle School. This roadway is shown in the Suitland-District Heights master plan between Walker Mill Road and MD 214. The extension was assumed in the traffic study.

It should be noted that a development is planned to the north of Walker Mill Middle School. The development includes the construction of Karen Boulevard from the school to MD 214. A traffic study has been submitted relating to the development of a 121-acre, mixed-use site with a total of 612 residential units and 30,000 square feet of retail space. Access to this property (Glenwood Hills) is planned from MD 214 at Pepper Mill Drive to the north and from Karen Boulevard to the south.

Based on the preceding findings, that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Subdivision Regulations.

9. **Schools**—The subdivision plan has been reviewed for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (CR-23-2001 and CR-38-2002).

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 Interstate Highway 495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts on existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings.

The school surcharge may be used for the construction of additional school facilities, which are expected to accommodate the new students that will be generated by this development proposal. This project meets the adequate public facilities policies of Section 24-122.02, CB-30-2003 and CB-31-2003.

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

Multifamily

- a. The existing fire engine service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road has a service travel time of 3.20 minutes, which is within the 3.25-minute travel time guideline.

- b. The existing ambulance service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road has a service travel time of 3.20 minutes, which is within the 4.25-minute travel time guideline.
- c. The existing paramedic service at Silver Hill Fire Station, Company 29, located at 3900 Silver Hill Road has a service travel time of 6.90 minutes, which is within the 7.25- minute travel time guideline.
- d. The existing ladder truck service at District Heights Fire Station, Company 26, located at 6208 Marlboro Pike has a service travel time of 3.02 minutes, which is within the 4.25-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, ladder truck and paramedic services.

Single-family

- a. The existing fire engine service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road has a service travel time of 2.93 minutes, which is within the 5.25-minute travel time guideline.
- b. The existing ambulance service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road has a service travel time of 2.93 minutes, which is within the 6.25 minutes travel time guideline.
- c. The existing paramedic service at Silver Hill Fire Station, Company 29 located at 3900 Silver Hill Road has a service travel time of 6.63 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 travel area for Police District III-Landover. In accordance with Section 24-122.01(c) of the Subdivision Regulations, the existing county police facilities will be adequate to serve the proposed Lincolnshire development. This police facility will adequately serve the population generated by the proposed subdivision.

The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet

per officer. As of 6/30/02, the county had 874 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for additional 69 sworn personnel.

12. **Health Department**—The Health Department notes that numerous tires and wrecked vehicles were found on the property. The tires must be hauled away by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility and a receipt for tire disposal must be submitted to the Health Department. All other trash, including the numerous wrecked vehicles, must be removed and properly discarded.
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, # 20523-2003-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.
14. **Urban Design**—The Urban Design Section notes that a detailed site plan (DSP) is required for the development of townhouses in the R-T Zone and multifamily dwellings in the R-18 Zone. The Urban Design Section has concerns with the applicant's ability to develop the property with the number of dwelling units proposed. The site contains steep slopes that may impact the development potential of the site. The ability of the applicant to develop the site as proposed shall be determined at the time of review of the DSP. As part of the submittal for the DSP, the applicant should submit a detailed site grading plan. The Department of Parks and Recreation has recommended that on-site recreational facilities be provided to serve the residences. The ability to provide facilities on Parcel A in conjunction with 24 townhouses may be difficult and could be an over-development of that portion of the site. The applicant may lose townhouse lots in order to appropriately provide land area to locate required recreational facilities. The applicant should provide pedestrian connection to the abutting school site if determined feasible and appropriate at the time of review of the DSP.

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 Harley, seconded by Commissioner Eley, with Commissioners Harley, Eley, Squire, Vaughns and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, January 8, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 29th day of January 2004.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:WSC:meg