



*Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

## Preliminary Plan 4-04016

<b>Application</b>		<b>General Data</b>	
<b>Project Name:</b> <b>WOODBURN ESTATES</b>  <b>Location:</b> East on Tippet Road, approximately 2,000 feet south of its intersection with Piscataway Road.  <b>Applicant/Address:</b> Kenneth H. Michael 4390 Parliament Place Lanham, MD. 20706		Date Accepted:	03/19/04
		Planning Board Action Limit:	09/05/04
		Plan Acreage:	86.0
		Zone:	R-R
		Lots:	122
		Parcels:	5
		Planning Area:	81B
		Tier:	Developing
		Council District:	09
		Municipality:	N/A
200-Scale Base Map:	214SE04		
<b>Purpose of Application</b>		<b>Notice Dates</b>	
RESIDENTIAL SUBDIVISION		Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-58-2003)	01/20/04
		Sign(s) Posted on Site:	06/08/04
<b>Staff Recommendation</b>		<b>Staff Reviewer: Del Balzo</b>	
<b>APPROVAL</b>	<b>APPROVAL WITH CONDITIONS</b>	<b>DISAPPROVAL</b>	<b>DISCUSSION</b>
		X	

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-04016  
Woodburn Estates

OVERVIEW

The subject property consists of approximately 86.35 acres of land in the R-R Zone. It is undeveloped and partially wooded. Part of the property has been farmed. The applicant proposes to subdivide the property into 122 lots for single-family detached residential development and 5 parcels to be deeded to a homeowners association.

SETTING

The property is located on the east side of Tippet Road, approximately 2,000 feet south of its intersection with Piscataway Road. To the north is farmland; to the east is Cosca Regional Park; to the south is New England Estates, a developing subdivision in the R-E Zone; and to the west, across Tippet Road, are single-family homes on large parcels.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	R-R	R-R
Uses	Farming and woodland	Single-family homes
Acreage	86.35	86.35
Lots	0	122
Parcels	3	5
Detached Dwelling Units	0	122

2. **Transportation**—The applicant prepared a traffic impact study dated February 2004 and prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The study was referred to the county Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA).

## **Growth Policy - Service Level Standards**

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

**Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better is required in the Developing Tier.

**Unsignalized intersections:** The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

At the time that review was begun on the subject property, the traffic study was accepted. Recently, a larger subdivision with a similar study area, the Wolfe Farm (Preliminary Plan of Subdivision 4-04099), was accepted for processing. At the Subdivision Review Committee meeting of June 4, 2004, the submitted traffic study for the Wolfe Farm was rejected. Although there were multiple reasons for rejecting the study, in light of the fact that the proposal was larger than originally scoped and in consideration of the cumulative impact of that development plus the subject property, the applicant for the Wolfe Farm was asked to study the MD 223/Old Branch Avenue/Brandywine Road intersection.

The subject property contains 122 residences, and the Wolfe Farm is a proposal for 195 residences. Both traffic studies suggest that 35 to 45 percent of site traffic would utilize the MD 223/Old Branch Avenue/Brandywine Road intersection. This is an impact of up to 128 peak-hour trips between the two proposals. This amount of cumulative impact should not be ignored, and both properties should be reviewed with similar findings and recommendations. However, even when looking at this application alone, 35 percent of its trips affect the intersection, and the intersection fails. The Planning Board has been presented with findings that suggest that this intersection would not meet the level-of-service standards under existing traffic, nor are there improvements that are programmed that will result in improved future operations.

Although the traffic study for the subject property has been reviewed, given the other application that has recently come under review in the area, staff now believes that a review based solely upon the submitted study would be incomplete. Furthermore, it would be inconsistent with the review that will be given to a neighboring site. Until further information is received regarding the MD 223/Old Branch Avenue/Brandywine Road intersection, the Transportation Planning Section cannot recommend approval of the subject application because there is insufficient information to make a finding of adequacy. Once additional information regarding the above intersection is received, a more complete review of the traffic study with the additional information will be provided.

## **Transportation Issue Conclusions**

Based on the preceding findings, the Transportation Planning Section concludes that a finding of adequate transportation facilities as required under Section 24-124 of the Prince George's County Code cannot be made at this time. The Planning Board has been presented with findings that

suggest that the MD 223/Old Branch Avenue/Brandywine Road intersection would not meet the level-of-service standards under existing traffic, nor are there improvements that are programmed that will result in improved future operations. This intersection was not initially deemed to be critical for the subject property, but given another larger application on a nearby property, it is clear to the transportation staff that there is a need for a consistent and cumulative review at this intersection. More importantly, the applicant's traffic study suggests that 35 percent of the site-generated traffic will affect this intersection. There is currently insufficient information to make a finding of adequacy at the MD 223/Old Branch Avenue/Brandywine Road intersection.

3. **Environmental**—There are no streams or 100-year floodplain on the property. The site eventually drains into Butler Branch in the Potomac River watershed. Two wetland areas occur on the site. There are limited areas of steep slopes with highly erodible soils and severe slopes on the property. There are no nearby sources of traffic-generated noise. The proposed development is not a noise generator. According to the *Prince George's County Soil Survey* the principal soils on the site are in the Aura, Beltsville, Chillum, Croom, Leonardtown, Marr, Matapeake, Rumford, Sassafras and Westphalia series. Marlboro clay is not found to occur in the vicinity of this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication 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 property. There are no designated scenic or historic roads in the vicinity of the property. The site is in the Developing Tier according to the adopted General Plan.

#### **Wetlands, Streams and Buffers**

This site contains natural features that are required to be protected under Section 24-130 of the Subdivision Regulations. The Subregion VII Master Plan indicates that there are substantial areas designated as Natural Reserve on the site. As noted on page 42 of the Subregion VII Master Plan:

"The Natural Reserve Area is composed of areas having physical features which exhibit severe constraints to development or which are important to sensitive ecological systems. Natural Reserve Areas must be preserved in their natural state."

For the purposes of this review, these areas include all of the wetlands and wetland buffers. A wetlands report was accepted for processing on May 7, 2004. The wetlands and minimum 25-foot wetland buffers, all areas with severe slopes, and all areas with steep slopes containing highly erodible soils are correctly shown on the Preliminary Plan and the Type I Tree Conservation Plan.

One impact for the construction of a stormwater management facility outfall is shown on the TCPI; however, no variation request was submitted. The original plans submitted for review did not show this impact and the Environmental Planning Section believes this impact can be avoided.

#### **Woodland Conservation**

A Forest Stand Delineation (FSD) based upon five sample points indicates a single forest stand of 51.70 acres containing no specimen trees. The FSD showing the soils, areas of severe slopes, areas with steep slopes containing highly erodible soils, and sensitive environmental features was found to meet the requirements for an FSD in accordance with the Prince George's County Woodland Conservation and Tree Preservation Ordinance.

The property is subject to the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the property is larger than 40,000 square feet in area and contains more than 10,000 square feet of woodland. A Type I Tree Conservation Plan is required.

The Type I Tree Conservation Plan, TCPI/24/04, has been reviewed. The plan proposes clearing 41.96 acres of the existing 71.50 acres of woodland. The woodland conservation requirement has been correctly calculated as 33.82 acres. The plan proposes to meet the requirement by providing 8.55 acres of on-site preservation, 0.38 acre of on-site afforestation, and 24.89 acres of off-site conservation. This appears to be a disproportionate amount of off-site conservation. If the application is to be approved, some lots may need to be eliminated to increase the amount of on-site conservation.

As noted above, the impact to the wetland buffer must be eliminated.

### **Soils**

According to the Prince George's County Soil Survey the principal soils on the site are in the Aura, Beltsville, Chillum, Croom, Leonardtown, Marr, Matapeake, Rumford, Sassafra and Westphalia series

Discussion: This information is provided for the applicant's benefit. No further action is needed as it relates to this pre-Preliminary Plan of Subdivision review. A soils report may be required by the Prince George's County Department of Environmental Resources during the permit process review.

### **Water and Sewer Categories**

The Water and Sewer Categories are W-4 and S-4; the property will be served by public systems.

4. **Community Planning**—The property is in Planning Area 81B/Tippett. It is located in the Developing Tier as described 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 the 2002 General Plan Development Pattern policies for the Developing Tier

The 1993 Subregion V Master Plan recommends residential land use at the Low-Suburban density of up to 2.6 dwelling units per acre. The 1993 Subregion V SMA classified this property in the R-R Zone. The proposed preliminary subdivision conforms to recommendations of the master plan for Low-Suburban residential land use. The proposed development conforms to the Low-Suburban residential land use recommendations of the 1993 Subregion V Master Plan for this area.

This property is located under the traffic pattern for a small general aviation airport (Washington Executive Airport) and is approximately 1,800 feet southeast of the south end of the runway. This area is subject to Aviation Policy Area regulations adopted by CB-51-2002 (DR-2) as Sections 27-548.32 through 27-548.48 of the Zoning Ordinance. Specifically, the subject property is located in Aviation Policy Area APA-6.

Residential land uses are allowed in this aviation policy area in accordance with standard zoning regulations. The APA regulations contain additional height requirements in Section 27-548.42 and purchaser notification requirements for residential property sales in Section 27-548.43 that are relevant to evaluation of this application.

5. **Parks and Recreation**—The property is adjacent to Cosca Regional Park on the south. The mandatory dedication requirement for this subdivision would be 4.2 acres of parkland. Using current occupancy statistics for single-family dwelling units in Planning Area 81 leads to the conclusion that the proposed subdivision will result in a population of 377 residents.

The Master Plan for Subregion V designates hiker/biker/equestrian trails throughout the subject property, providing hiker/biker/equestrian connection from Tippet Road to Cosca Regional Park. This trail would connect existing stables and riders and pedestrians to the existing trails in Cosca Regional Park.

In accordance with Section 24-135(b) of the Subdivision Regulations, the Department of Parks and Recreation recommends to the Planning Board that provision of the private recreational facilities shall be provided in the project area. The recreational facility package should include master planned trails. The master planned trails should be placed in the public use easement.

6. **Trails**—One master plan trail impacts the subject site. The Adopted and Approved Subregion V Master Plan recommends a hiker/biker/equestrian connection along the subject site's southern edge. This trail will serve as a master plan connection into Cosca Regional Park. As noted in the master plan, this trail connects existing stables and riders to the existing trails in the park. An existing trail on the site is currently used by riders from the Golden Gallup Equestrian Center, which is across Thrift Road from the subject site, and nearby Piscataway Stables. The existing trail is natural surface, and links to natural surface, hiker-equestrian trails in Cosca Regional Park.

This trail will also serve as a major recreation facility for residents of Woodburn Estates and provide a nonmotorized connection for residents going to the recreational facilities in Cosca Regional Park. This trail is reflected on the submitted plat within the 20-foot-wide Parcel E.

Due to buffering concerns with the adjoining residential lots, staff recommends that this parcel be expanded to a 40-foot width. However, discussions with the applicant have indicated that this width cannot be accommodated around the proposed stormwater management pond due to topography and site constraints. Therefore, it is recommended that Parcel E be narrowed down, where necessary, as it goes around the stormwater management pond on Parcel C, but that a width of 40 feet be maintained where feasible.

The approximate length of the hiker-equestrian trail shown on the submitted plat is 4,310 feet. The estimated cost for a hiker-biker-equestrian trail (a paved trail with a clear grass strip for equestrians) would be approximately \$156,000. This is based on a cost estimate of \$27 per linear foot for the paved hiker-biker trail, plus \$9.40 per linear foot for a clear grass strip for equestrians. A wood chip hiking trail with an adjacent equestrian strip would cost approximately \$66,374. This is based on a cost estimate of \$9.40 per linear foot for the equestrian trail, and \$6 per linear foot for the wood chip path. Cost estimates are based on the current Parks and Recreational Facilities Guidelines.

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

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 6	Middle School Cluster 3	High School Cluster 3
Dwelling Units	122 sfd	122 sfd	122 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	29.28	7.32	14.64
Actual Enrollment	4,096	4,689	8,654
Completion Enrollment	180.48	86.22	158.07
Cumulative Enrollment	126.96	32.70	65.40
Total Enrollment	4,432.72	4,815.24	8,892.11
State Rated Capacity	4,214	5,114	7,752
Percent Capacity	105.19%	94.16%	114.70%

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

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

County Council bill CB-31-2003 establishes a school facilities surcharge in the amounts of \$7,000 per dwelling if a building is located between I-495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts 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 adequate public facilities policies for school facilities contained in Section 24-122.02, CB-30-2003 and CB-31-2003, and CR-23-2003. The school surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public fire and rescue facilities.
  - a. The existing fire engine service at Clinton Fire Station, Company 25, located at 9025 Woodyard Road, has a service travel time of 5.25 minutes, which is within the 5.25-minute travel time guideline for Lots 1–35 and 89–122. All other lots are beyond.
  - b. The existing ambulance service Clinton Fire Station, Company 25, has a service travel time of 6.00 minutes, which is within the 6.25-minute travel time guideline.
  - c. The existing paramedic service at Clinton Fire Station, Company 25, has a service travel time of 6.00 minutes, which is within the 7.25-minute travel time guideline.

To alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

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*.

9. **Police Facilities**—The proposed development is within the service area for Police District V-Clinton. 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 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.
10. **Health Department**—The Health Department noted the presence of domestic trash and scrap tires on the property. The trash and debris must be disposed of properly. The tires must be hauled by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility. A receipt must be turned in to the Health Department.
11. **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, #6001-2004-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. This plan incorporates the Low Impact Development technique. The approval is valid through May 12, 2007. Development must be in accordance with this approved plan or any revisions thereto.
12. **Cemeteries**—There are no known cemeteries on or adjoining the subject property. However, this land is close to and may be part of the antebellum landholdings of the Tarman and Hunter families. Therefore, documentary and archeological investigation should be required to determine whether there exists physical evidence of slave dwellings or burials or other significant archeological resources.
13. **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.

## RECOMMENDATION

DISAPPROVAL, based on inadequate transportation facilities.