

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with approval of Specific Design Plans pursuant to Part 8, Division 4 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on April 28, 2005, regarding Specific Design Plan SDP-0418 for Summerfield at Morgan station, Phase II, the Planning Board finds:

1. **Request:** The subject specific design plan application includes site, landscape and architectural drawings for 413 single-family attached dwelling units in the L-A-C Zone.

2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	L-A-C	L-A-C
Use(s)	Vacant	Single-family attached
Acreage	44.74	44.74
Lots	Part of Outlot 1 and Part of Parcel 16	413 SFA
Parcels	2	2
Square Footage/GFA	0	NA

3. **Location:** The subject site is located in Planning Area 72 of Council District 5. The site is located approximately 1,900 feet north of Central Avenue and is divided by Garrett A. Morgan Boulevard with part of Outlot 1 on the east side of Garrett A. Morgan Boulevard, south of Ridgefield Boulevard, and part of Parcel 16 on the west side of Garrett A. Morgan Boulevard, directly across from Ridgefield Boulevard.
4. **Surroundings and Use:** The eastern portion of the site is bounded by Ridgefield Boulevard to the north, apartments to the east, Phase 3 of Summerfield (future townhouses) to the south, and Garrett A. Morgan Boulevard to the west. The western portion of the site is bounded by single-family detached homes to the north and west; Phase I of Summerfield to the south; and Garrett A. Morgan Boulevard to the east.
5. **Previous Approvals:** On January 9, 1989, the Prince George's County District Council approved Zoning Map Amendment A-9678-C and the accompanying basic plan for the subject site (Zoning Ordinance No. 3-1989) for approximately 91.9 acres of land in the northwest quadrant of Brightseat Road and Central Avenue with nine conditions and 16 considerations and specific land use types and quantities applicable to the L-A-C-zoned portion of the site.

On January 27, 2004, the District Council approved Comprehensive Design Plan CDP-0301 for the Summerfield at Morgan Station project, consisting of approximately 91.90 gross acres and proposed to be developed with 900 residential units comprising 500 townhouses and 400 multifamily units and a maximum of 114,000 square feet of retail and 200,000 square feet of office.

On July 29, 2004, the Planning Board approved Preliminary Plan 4-04032 (PGCPB No. 04-186) with 17 conditions for 44.74 acres of land known as part of Outlot 1 and part of Parcel 16 and 415 townhouse lots.

6. **Design Features:** The proposed development will consist of 413 townhouse lots with a variety of lot and unit sizes. The units vary in width from 16 feet wide to 24 feet wide. All of the units will have rear-loaded garages, except for 66 units that have front-loaded garages because they are located along open space areas near the perimeter of the site or along environmentally sensitive areas. Seventy-eight of the units will have separate two-car garages accessed by alleys. Access to the development is from Garrett A. Morgan Boulevard. The streets on the western part of the site are connected to the streets in Phase I to provide easy pedestrian access to the Metro station. The townhouses are laid out in a grid fashion surrounding a central open space consisting of a wooded stream valley.

A clubhouse and pool are located in the central open space. The clubhouse is a two-story facility, approximately 6,000 square feet in area, with an exercise room, changing rooms, club/social room with bar/kitchen and party facilities, business center with internet access, and offices.

The design elements for the townhouses consist of traditional architecture including a combination of brick, stone, stucco, and vinyl siding. The clubhouse is designed to have similar architectural features and materials as the townhouses. The proposed design elements add to the overall superior architectural quality of the development.

#### CONFORMANCE WITH EVALUATION CRITERIA

7. **Basic Plan:** The proposed specific design plan is in conformance with the Basic Plan, A-9678-C, and all applicable conditions of approval.
8. **Zoning Ordinance:** The proposed townhouse development is in general conformance with the Zoning Ordinance and the requirements of the L-A-C Zone.

Section 27-480 of the Zoning Ordinance provides general development regulations for townhouses in Comprehensive Design Zones. In the L-A-C Zone, townhouses are exempt from lot area requirements, the restrictions on units per building group, and the minimum building width if any portion of the site lies within one-half mile of an existing or planned Washington Metropolitan Area Transit Authority Metrorail station. The entire site of the subject specific design plan lies within one-half mile of the existing Morgan Boulevard Metro Station. Other regulations that are applicable to this site under Section 27-480 have been generally met. There

are no building groups with more than nine units in a row. All of the units will have front or rear-loaded garages, except for 66 units that back up to environmental features. The cover sheet should be amended to provide minimum lot coverage requirements, maximum building height, and standards for decks. The cover sheet should also be amended to include typical building footprints and the minimum gross living space for each unit. In this case, the minimum gross living space for a townhouse is 1,250 square feet. There are about 123 dwelling units that are below this standard and the plans should be revised to rectify this deficiency.

The specific design plan is not in conformance to certain requirements of Part 11, Off Street Parking and Loading requirements. The following deficiencies are noted and should be provided prior to certification of the specific design plan:

Parking calculations should be provided for the community building based on the various uses that make up the facility.

The parking schedule should be revised to include handicapped accessible parking requirements.

Dimensions should be provided for all parking spaces.

Loading calculations should be provided for the community building if it is over 10,000 square feet.

The specific design plan is not in conformance with Part 12, Signs. The location and design for all signage, consistent with signage proposed for the Summit Property in Phase I, should be provided for the development prior to certification of the specific design plan.

9. **Comprehensive Design Plans:** The District Council approved Comprehensive Design Plan CDP-0301 with 22 conditions of approval on January 27, 2004. The following conditions of CDP-0301 are applicable to the subject specific design plan:

**16. At the time of the Specific Design Plan, the following shall be shown on the Specific Design Plan drawings:**

- a. **A continuous minimum eight-foot-wide sidewalk or trail along the subject site's entire road frontage on the west side of Morgan Boulevard to complement the existing trail on the east side of Morgan Boulevard and allow for safe pedestrian travel to and from the Metro and FedEx Field.**

Compliance with this condition is addressed in Finding 16 below.

- b. **A pedestrian connection from the end of Willow Hills Drive to Morgan Boulevard. In areas where the connection is located along planned roadways, a six-foot wide sidewalk can be substituted for the trail.**

The specific design plan provides for a six-foot-wide pedestrian walkway from the end of Willow Hills Drive to Garrett A. Morgan Boulevard.

- c. A pedestrian connection from the end of Willow Hills Drive to Metro to link the existing communities and the subject site to Metro immediately to the south. In areas where the pedestrian connection is located along planned roadways, an eight-foot wide sidewalk can be substituted for the trail.**

An eight-foot-wide pedestrian connection has been provided from the end of Willow Hills Drive to the Metro site.

- d. A pedestrian connection from Morgan Boulevard, through the East Village, and to the existing trails in the adjoining Summerfield community which abuts the subject property.**

Compliance with this condition will be addressed during the review of future specific design plans for Phase III.

- e. Standard sidewalks along both sides of all roads.**

Standard sidewalks have been provided along both sides of all roads.

- f. Comprehensive trail and sidewalk map showing the proposed location of all master plan trails, feeder trail connections and sidewalks.**

A comprehensive trail and sidewalk map has been provided for Phase II.

- g. HOA feeder trails a minimum of six feet wide and asphalted.**

The HOA feeder trails have been provided at six feet wide.

- h. Appropriate pedestrian safety measures such as well-marked crosswalks, signage, adequate lighting and curb bump outs.**

Crosswalks at major intersections should be provided with special paving. Signage and lighting should be provided prior to certification of the specific design plan.

- i. Appropriate in-road bicycle facilities along some internal roads on the subject site in keeping with the 1999 AASHTO Guide for the Development of Bicycle Facilities.**

Compliance with 16.a thru i are further addressed in Finding 16 below.

**j. Location of private recreational facilities. The location and adequacy of the private recreational facilities shall be reviewed by the Urban Design Section.**

The specific design plan shows the location of the private recreational facilities for the development. The proposed facilities exceed the adequate recreational facilities requirement of the *Park and Recreation Facilities Guidelines*. The facilities consist of a clubhouse with a pool, summer lounge, vending room, men's and women's changing rooms, internet café, business office, community room, kitchen and exercise room. Other recreational facilities in the development will consist of three separate play areas with benches, trails and sitting areas. Prior to certification of the specific design plan, the plans should be revised to provide details of the benches, provide matching trash receptacles at all facilities, and provide resilient surface materials for all playgrounds. Additionally, the entrance to the clubhouse should be designed with attractive landscaping and provide a wider paved area with special paving, benches and trash receptacles.

**17. Prior to approval of a Specific Design Plan for the subject property, the applicant shall:**

- b. Submit acceptable traffic signal warrant studies to DPW&T at Garrett A. Morgan Boulevard at Ridgefield/site access. 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 improvements at this location shall include the modification of the intersection to provide a left-turn bay to serve the site access.**

Compliance with this condition is addressed in Finding 14 below.

**22. The applicant shall provide better connectivity by providing the proposed trails and shall provide or make a good faith effort to work with WMATA to provide a covered sidewalk of sufficient width to connect the Metro station to Garrett A. Morgan Boulevard to qualify for a 10% increase in dwelling units (77 units) and a 5% increase in FAR (6,412 square feet).**

The specific design plan is for 413 townhouse dwelling units. Combined with the recent approval of an SDP for Summit at Morgan Station (SDP-0403) for 478 multifamily dwelling units, the total number of dwelling units for Phase I and II is 891, which is below the threshold of 900 dwelling units that requires public benefit features to be provided.

10. **Preliminary Plan of Subdivision:** The Planning Board approved Preliminary Plan 4-04032 for Phase II of the CDP on July 29, 2004 (PGCPB No. 04-186). The specific design plan is in general conformance with the approved preliminary plan. Conditions of approval that warrant discussion are as follows:

**17. The Specific Design Plan for the townhouse units along Garrett A. Morgan Boulevard shall include detailed designs for the landscaping, sidewalks and fences. The townhouse design shall include a variety of superior architectural elements and a variety of techniques to enhance the views of the townhouses from the street.**

The applicant has provided attractive architecture with a variety of styles, colors and building materials. Attractive brick walls and landscaping has been provided in front of each unit to enhance the views from Garrett A. Morgan Boulevard. The following architecture models are proposed, along with their livable floor area:

<b>Model</b>	<b>Livable Floor Area (square feet)</b>
Mountainview	2,240
Hayden	2,545
Clifton	2,564
Walden	1,977
Stratton	1,913
Meadowview	1,437
Rivermeade	1,437
Annapolis	2,247

Note: The site plan should be amended to reflect the square footages above.

In a memorandum dated April 13, 2005 (Chellis to Wagner), the Subdivision offered the following additional comments with regard to alleys:

The proposed SDP incorrectly labels the reduced standard private streets as alleys. The SDP should be revised to correctly label these as private streets. Although the approved preliminary plan labels "20-foot alleys," the use of alleys to serve the single-family attached units within the L-A-C Zone is not permitted. The use of alleys would require a legislative amendment (in the L-A-C Zone only) to the Subdivision Regulations.

The standard minimum private right-of-way width is 22 feet to serve single-family attached dwelling units, with an 18-foot paving section. DPW&T has previously agreed with the use of 20-foot wide private streets, to be maintained by the HOA, with a paving section of 18 feet. The applicant should demonstrate the concurrence of DPW&T for the use of reduced standard private streets.

The applicant has proposed a modification in the street layout on the north side of Garrett Morgan Boulevard. While the proposed SDP is in substantial conformance with the approved preliminary plan, the use of reduced standard private streets as the primary access is not adequate access. The use of modified private streets is to provide secondary rear-load access to rear-load garages.

11. **Landscape Manual:** The proposal is subject to the requirements of Section 4.1 (Residential Requirements) of the *Landscape Manual*. The Landscape Plan is short by 164 shade trees. The applicant proposes to put 164 required shade trees in a woodland conservation area, but has not specified the size and type of shade trees to be provided. Shade trees can be placed on the lots or in common open space, but they must be a minimum of 2.5"-3" in caliper and 12-14 feet in height. The plan should be revised to correct this deficiency.
12. **Woodland Conservation Ordinance:** The Environmental Planning Section recommends approval of the Type II Tree Conservation Plan (TCPII/83/04-02) submitted with the specific design plan for conformance with the Woodland Conservation Ordinance. The TCPII covers both Phase I and Phase II of the development. For further information with regard to the Environmental Planning Section's comments, see Finding 13 below.

#### REFERRAL COMMENTS

13. In a memorandum dated April 13, 2005, the Environmental Planning Section provided the following comments:

#### **BACKGROUND**

The Environmental Planning Section previously reviewed the subject property in 1996 in conjunction with Basic Plan Amendment A-9685; Comprehensive Development Plan CDP-0301; and substantially as Preliminary Plans of Subdivision 4-03124 and 4-04032 in conjunction with TCPI/27/03-01 and TCPI/27/03-02, respectively, all of which were approved with conditions. A Specific Design Plan (SDP-403) and TCPII/83/04 covering Phase I (12.72 acres) was approved on June 29, 2004. Specific Design PlanSDP-0408 and TCPII/83/04-01 for Phases I and II covering 57.43 acres was approved on November 4, 2004. The overall site totals 91.48 acres.

#### **SITE DESCRIPTION**

The specific design plan, which covers this submittal, is 57.43 acres and is part of an overall site totaling 91.48 acres in the L-A-C Zone. This site is located on the east and west side of Garrett A. Morgan Boulevard, adjacent to Ridgefield Boulevard. A review of the available information indicates that streams, wetlands, 100-year floodplain, areas of steep slopes with highly erodible soils, and severe slopes are found to occur within the limits of the specific design plan and in other areas of the subject property. Garrett A. Morgan Boulevard and the above-ground portions of the existing Metro station are transportation-related noise generators that will adversely impact the residential portions of this site. The soils found to occur, according to the Prince George's

County Soil Survey, include Collington fine sandy loam, Adelphia silt loam, Mixed alluvial land, and Sunnyside loam. The Mixed alluvial land, Adelphia and Sunnyside soils have detrimental limitations due to high water tables and impeded drainage. Collington soils pose few limitations to development. According to available information, 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 and historic roads located in the vicinity of this property. This property is located in the Southwest Branch watershed of the Patuxent River basin and in the Developed Tier as reflected in the adopted General Plan.

#### **ENVIRONMENTAL CONDITIONS OF APPROVAL FROM PREVIOUS APPLICATIONS**

Basic Plan A-9678C contained several environmental conditions of approval. The conditions were appropriately addressed during the preparation and approval of the conceptual development plan.

The approval of the CDP and subsequent preliminary plans by the Planning Board included numerous conditions that dealt with environmental issues to be addressed during subsequent reviews. The environmental issues to be addressed during the review of this specific design plan are addressed below. The respective conditions are in **bold** type, the associated comments are in standard type, and the required revisions or information are in *italics*.

#### **COMPREHENSIVE DESIGN PLAN, CDP-0301**

- 2. Prior to certification of the CDP, the CDP and TCPI shall be revised to:**
  - e. Show the estimated location of the 65 dBA Ldn noise contour along Garrett A. Morgan Boulevard and along the Metro line as appropriate.**

The 65 dBA Ldn contour lines are shown on the SDP as well. This condition has been satisfied and the contour has also been shown on this SDP.

**Comment:** No further information is required with regard to this condition.

- 5. The Woodland Conservation threshold portion of the requirement (8.97 acres) shall be satisfied as on-site preservation of priority woodlands. The balance of the requirements may be satisfied by additional off-site preservation, on-site reforestation, or at an approved off-site mitigation bank in the Developing Tier. If the project is phased, woodland on-site that will be cleared in the future can be used to meet the requirements until such time as the off-site mitigation requirement is applicable.**



At the end of the project the threshold will be met on site. Currently, the site is being developed in phases. As subsequent phases are submitted, on-site woodlands are being used to meet the requirements until such time as the amount of clearing reaches a point where the off-site requirements must be met. Staff is concerned that the applicant may not be seeking appropriate properties to meet this condition, ahead of the need to meet the requirement.

**Recommended Condition:** Prior to submission of the preliminary plan for Phase 3, which includes land area shown on the TCPII associated with the subject application, evidence shall be provided that the applicant either has secured off-site mitigation in conformance with Condition 5 of the CDP, or that the mitigation acquisition is in the process of being secured.

**13. At time of Preliminary Plan of submittal, a TCPI shall be submitted that includes the following.**

- a. Elimination of isolated woodland conservation areas by adjusting the layout and providing larger contiguous forest areas in the vicinity of the PMA and thus further minimizing proposed impacts.**

Isolated areas have been eliminated for the area currently under review and the forested areas of the PMA have been preserved to the fullest extent possible.

**Comment:** No further information is required with regard to this condition.

- b. The location of all sewer and water lines and stormwater outfalls including those connecting to existing facilities located outside the limits of the application.**
- c. Mitigation of any off-site clearing at a 1:1 ratio for all woodlands cleared as part of TCPI/27/03.**

The revised TCPI pending signature approval does show utilities, proposed buildings, and proposed grading. The amount of off-site clearing has not been determined at this time because Phase 3 is yet to be included to account for total woodland cleared.

**Comment:** No additional information is needed at this time. As future phases are developed, off-site clearing totals will need to be adjusted.

- d. A DER-approved, 100-year floodplain study shall be submitted and the floodplain shown on the TCPI shall be revised accordingly.**

The floodplain study was received prior to the signature approval of the TCPI associated

with the CDP.

**Comment:** No further information is required at this time as it relates to the approval of the 100-year floodplain study

- 14. The Preliminary Plan of Subdivision shall be designed to preserve the PMA to the fullest extent possible. If impacts are proposed a Letter of Justification shall be submitted with the preliminary plan application. It shall include a description and justification of each proposed area of impacts. The impacts to each features of the PMA shall be quantified and shown on 8 ½ x 11-inch sheets.**

PMA impacts were reviewed and approved with the preliminary plans.

**Comment:** No additional information is needed to address this prior condition.

- 15. As part of the submission package for the Preliminary Plan, a copy of the currently approved Stormwater Management Concept Plan and Letter shall be included.**

A copy of the concept plan was submitted as required. However, this is a general approval for Phases I and II only. The approved concept plan does not include Phase III. A separate concept approval letter is required for each construction phase.

**Comment:** No further action is required at this time with regards to stormwater management. The requirements for stormwater management compliance will be met through subsequent reviews by the Department of Environmental Resources.

#### **PRELIMINARY PLAN 4-03124, PHASE 1 (PGCPG No. 04-46)**

This preliminary plan has a series of environmental conditions related to the revision of the Type I Tree Conservation Plan for this phase. All required revisions have been made and the TCPI has received signature approval.

#### **PRELIMINARY PLAN 4-04032, PHASE 2**

- 1. Prior to signature approval of the preliminary plan:**
- a. A revised TCPI shall be submitted that shows the provision of the woodland conservation threshold on-site and a worksheet that states how the requirements will be met.**

**Comment:** This condition has been addressed.

- b. The TCPI shall be revised as follows:**

- (1) **Address all previous comments of the CDP.**
- (2) **Remove notes that apply only to the CDP.**
- (3) **Identify the off-site clearing in the worksheet and add it to the mitigation requirements.**
- (4) **Remove the shading so that the plan is readable but keep the boundaries of the phases and make them clearer.**
- (5) **Revise the worksheet to contain one box at the top for the gross tract area figures or leave the divisions and label them by phase and provide a column for the total.**
- (6) **Resolve the discrepancy between the area of the TCPI for the CDP and the TCPI for the preliminary plan.**
- (7) **Have the revised plan signed and dated by the qualified professional who prepared it.**

**Comment:** The TCPI associated with the preliminary plan has been revised to address the above comment.

- c. **The plan and the TCPI shall be revised to show the 65 dBA Ldn and all subsequent plans shall show this line when submitted.**

**Comment:** The plans submitted show the 65 dBA Ldn.

2. **Prior to signature approval of the Type II Tree Conservation Plan, evidence shall be provided that the Department of Parks and Recreation has approved the proposed clearing and grading on their property.**

**Comment:** The TCPII is under review now and no evidence has been provided with regard to this condition.

12. **A Type II Tree Conservation Plan shall be approved in conjunction with the Specific Design Plan.**

**Comment:** A TCPII is currently under review with this SDP.

## **ENVIRONMENTAL REVIEW**

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

1. A forest stand delineation (FSD) was reviewed as part of the CDP review process. The FSD was found to be in compliance with the requirements of the Woodland Conservation Ordinance.

**Comment:** No additional information is needed with regard to the FSD.

2. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site has previously approved tree conservation plans. A Type I Tree Conservation Plan, TCPI/27/03, was approved with the CDP and covers 91.48 acres. The worksheet on the CDP TCP was later revised showing a breakdown of the requirements in each phase, making it easier to determine the ability of the overall site meeting the requirements. The revised TCPI for Phase 2 has received signature approval on February 25, 2005. The Type II tree conservation plan as submitted is in conformance with the revised approved TCPI except for minor errors.

The Type II tree conservation plan as submitted (TCPII/83/04-02), needs minor revisions and has other minor errors. They include but are not limited to: no grading shown in areas to be cleared and reforested; two different existing tree lines shown; a worksheet that does not show all three phases; and several incorrect calculations in the worksheet. The plan also does not clearly delineate all proposed phases, nor was the limit of disturbance shown in its entirety.

The worksheet contains several acreage calculations that are not consistent with the previous TCPI approval. The net tract area is 67.75 acres. The floodplain to be shown on the TCP with the preliminary plan must be based on an approved 100-year floodplain study from DER, which has not been received to date. There may be other revisions needed to the TCPII after the TCPI has been properly prepared and signed.

**Recommended Condition:** Prior to certification of the specific design plan, the TCPII (TCPII/83/04-02) shall be revised as follows:

- a. Remove reforestation in areas where no grading is proposed and adjust the limits of disturbance accordingly or show the proposed grading.
- b. Show a limit of disturbance in its entirety including conceptual limits in Phase 3.
- c. Address all comments and conditions that relate to the TCPI.
- d. Remove from the plan "Standard General Notes and Application Specific Notes."
- e. Label the match lines for all the sheets.
- f. Show an LOD that incorporates all the clearing proposed, including that needed

for the stream restoration work.

- g. Revise the plan to more clearly show the tree protection devices. As currently drawn all the lines overlap, making it impossible to see the locations for the fencing. If necessary, place the fencing inside the LOD so that it is visible. Make the symbol larger so that it is legible on the detail sheets.
  - h. When all the revisions have been completed, have the plan reviewed, signed and dated by the qualified professional that prepared the plan.
3. This site is located at the headwaters of the Southwest Branch watershed, a tributary to the Patuxent River. The Patuxent River primary management area (PMA) is defined by Section 24-101 of the Subdivision Ordinance to include streams, a 50-foot stream buffer, wetlands, a 25-foot wetland buffer, the 100-year floodplain, steep slopes (15 to 25 percent) with highly erodible soils, severe slopes of 25 percent or greater, and special habitat areas. Section 24-130 of the Subdivision Ordinance mandates that these features be protected to the fullest extent possible. The revised plans correctly show the PMA for areas south and north of Garret A. Morgan Boulevard.

Proposed impacts to the PMA as shown on the SDP are consistent with the impacts approved by the Planning Board as part of the preliminary plan approval. However, in a meeting of the Interagency Task Force, the representative of the Maryland Department of the Environment expressed concern regarding the proposed stream crossing. He stated that it is not necessary for the development of the property and should be eliminated. If MDE will not issue permits for the stream crossing because this impact can be avoided, it is not appropriate to move forward with the specific design plan that shows this impact. Significant redesigns may result if the permits cannot be obtained.

**Recommended Condition:** Prior to issuance of a building permit, either revise the plans to eliminate the road crossing; design two alternatives, one showing the road crossing and one without it; or obtain evidence from MDE regarding the potential for the issuance of a permit to construct the road crossing.

4. A condition of the CDP requires that the 65 dBA Ldn noise contours from Garrett A. Morgan Boulevard and the Metro lines be added to the CDP and the associated TCPI. These noise contours indicate that a substantial number of residential units will be within the 65 dBA noise contours. No outdoor activity areas are proposed that would be subjected to high levels of noise; however, interior noise levels of 45 dBA Ldn or less must be achieved in this area.

**Recommended Condition:** Prior to the issuance of building permits for residential units within the 65 dBA Ldn corridor, the building permits shall be modified to contain certification by a professional engineer with competency in acoustical analysis that the building shells have been designed to attenuate noise levels to 45 dBA Ldn or less.

5. Soils found on this site (Mixed alluvial land, Adelphia sandy loams, and Sunnyside loams) have limitations with respect to impeded drainage, high water tables, or slopes. These limitations will not affect the proposed development layout or infrastructure, but may have an impact during the construction phase of the project.

**Discussion:** During the design phase of this project special consideration should be given to areas with impeded drainage and high water tables because many residences in this area and throughout the county experience basement flooding during the winter months and during storm events of extended duration. The plans should account for natural drainage away from the residences and for backup systems.

6. A stormwater management concept approval letter (CSD# 39562-2003-00) dated April 26, 2004, was submitted with the subject application. Requirements for the stormwater management will be met through subsequent reviews by the Department of the Environmental Resources.

**Comment:** No further information is required at this time with regards to stormwater management.

14. In a memorandum dated April 18, 2005, the Transportation Planning Section offered the following comments:

Prior applications A-9678, CDP-0301, and 4-04032 contain a number of transportation-related conditions. The status of the transportation-related conditions is summarized below:

**A-9678:**

Condition 1: OK. This condition requires that the development show that transportation service would be maintained at levels that would exist without the development. A traffic study was submitted and reviewed at the time of preliminary plan, and the recommendations conform to the subject condition as well as current county regulations.

Conditions 7 and 8: OK. These conditions require that Metrorail alignments and station locations be shown on the CDP. The Metrorail Blue Line extension is funded and is already open. All needed right-of-way has been purchased. The right-of-way for the tracks and the station is accurately shown on the CDP and SDP.

Consideration 7: OK. This consideration requires the construction of a number of highway improvements at MD 214/Brightseat Road and MD 214/Ritchie Road. These improvements have since been constructed and are operational.

Consideration 11: OK. The alignment for the Blue Line Extension was fully reflected on the CDP and is reflected on the current plan.

Consideration 16: OK. This consideration requires that the applicant develop a trip reduction program prior to CDP approval. With the proximity of the Morgan Boulevard Metrorail station, however, there is minimal need for a formal program beyond employing good principles of transit-oriented development and planning needed nonvehicular connections to the station. As this was written as a consideration and not a condition, given the proximity of the site to mass transportation facilities, there is little need for a trip reduction program to be developed and implemented. The current SDP displays good principles of transit-oriented design.

**CDP-0301:**

Condition 9: OK. This condition requires the modification of the CDP to show a vehicular connection to the M-NCPPC property to the west of the site. The subject plan reflects this connection.

Condition 17a: OK. This condition requires the provision of needed traffic signal warrant studies to DPW&T at the time of SDP at the Garrett A Morgan Boulevard/Metrorail station entrance intersection. When the preliminary plan was approved, it was determined that there was evidence that other parties would install the traffic signal at that location. Evidence of such was reviewed at the time of review of SDP-0408 and was found to be acceptable.

Conditions 17b & 17c: OK. This condition requires the provision of needed traffic signal warrant studies to DPW&T at the time of SDP at the Garrett A Morgan Boulevard/Fieldstone and the Garrett A Morgan Boulevard/Ridgefield intersections. When the preliminary plan was reviewed, it was determined that the intersections failed at later stages of development, and these intersections are being considered during review of each preliminary plan. The Garrett A Morgan Boulevard/Ridgefield intersection has been determined by DPW&T to warrant a signal, and the applicant will be required by DPW&T to install the signal. Development at the Garrett A Morgan Boulevard/Fieldstone intersection is not proposed by this plan; therefore, signal warrants should be studied once development adjacent to that intersection is proposed by a future specific design plan.

Condition 19: OK. These improvements would be enforceable at the time of building permit. However, the condition includes a notation that these improvements or others could be required and possibly modified at the time of preliminary plan in conjunction with an assessment of area traffic with the opening of the I-95/Ritchie Marlboro interchange. On page 18 of the resolution approving Preliminary Plan of Subdivision 4-04032, it was found that the LOS E standard was met with existing roadway configurations (i.e., no improvements) at this location. In particular, the finding makes special note of the MD 214/Ritchie Road/Garrett A Morgan Boulevard intersection, notes its analysis with actual counts based on the opening of the I-95/Ritchie Marlboro Road interchange, and finds that prior conditions required by 4-03124 (and CDP-0301) are not needed to order to achieve adequacy. Therefore, it is determined that this condition is met by the updated study with actual counts, and that the improvements under this condition will not be required of this applicant at this time.

**Preliminary Plan of Subdivision 4-04032:**

Condition 3: OK. This condition requires the study of a traffic signal at Garrett A Morgan Boulevard/Ridgefield, and is reviewed above under the CDP.

Condition 4: OK. This condition requires the construction of left-turn bays along Garrett A. Morgan Boulevard at the two new access points. The plans show these left turn bays accurately, and their construction is enforceable at the time of building permit.

Access and circulation is acceptable and is consistent with the preliminary plan.

The subject property is required to make roadway improvements in the area pursuant to a finding of adequate public facilities made in 2004 for Preliminary Plan of Subdivision 4-04032. These findings were supported by a traffic study submitted in 2004. Insofar as the basis for the findings is still valid, and in consideration of the scope of this application, the transportation staff can make a finding that the subject property is in general conformance with the approved preliminary, comprehensive design, and basic plans. The Transportation Planning Section also finds that the subject application will be served by adequate transportation facilities within a reasonable period of time.

15. In a memorandum dated January 27, 2005 (Harrell to Adams), the Public Facilities Planning Section offered the following comments:

The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of public facilities and concluded the following.

#### **Fire and Rescue**

The existing fire engine service at Ritchie Fire Station, Company 37, located at 1415 Ritchie-Marlboro Road has a service travel time of 3.42 minutes, which is within the 5.25-minute travel time guideline.

The existing ambulance service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road has a service travel time of 3.42 minutes, which is within the 6.25-minute travel time guideline.

The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South has a service travel time of 4.99 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 service.

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



### **Police Facilities**

The proposed development is within the service area for Police District III, Landover. 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 1/02/04, the county had 823 sworn staff and a total of 101,303 feet of station space. Based on available space, there is the capacity for an 57 additional officers. The staff concludes that the existing county's police facilities will be adequate to serve the 413-unit townhouse complex proposed.

16. In a memorandum dated April 13, 2005 (Shaffer to Wagner), the Trails Planner for the Transportation Planning Section offered the following comments:

#### **BACKGROUND:**

As noted in prior submittals, nonmotorized access is a crucial element of transit-oriented development (TOD). The subject site's location next to Metro makes it ideal for the provision of bicycle and pedestrian facilities. The adopted and approved Landover and Vicinity Master Plan makes several bicycle, pedestrian, and trail recommendations for the subject site, and the more recently adopted and approved Morgan Boulevard and Largo Town Center Sector Plan has reinforced the priority of nonmotorized connections in the vicinity of the subject site. Furthermore, an extensive network of trails and sidewalks exist in the adjacent Summerfield development and on several roads leading to FedEx Field. Opportunities exist to connect the subject site to these existing trails and to Metro.

Discussions have occurred between staff and the applicant at the time of the prior approvals that resulted in several conditions and revised conditions regarding trail and pedestrian connections. These conditions implement the connections envisioned in the master plan. This submitted SDP reflects these prior approvals. These recommendations were included as Condition 17 of approved CDP-0301, Condition 5 of 4-04032, and Conditions 8 through 12 for 4-03124. These prior conditions include:

- An eight-foot-wide sidewalk or trail along the subject site's entire frontage of the west side of Morgan Boulevard. This requirement has been deleted below based on a recent road improvement project by DPW&T.
- A pedestrian connection from the end of Willow Hill Drive to Morgan Boulevard. This is reflected on the submitted plan as six-foot-wide sidewalks along each side of Private Street "A." This connection is also accommodated through standard sidewalks along the street along the northern edge of the natural preservation area (Parcel A) and by the 14-foot-wide concrete sidewalk along the northern side of Morgan Boulevard Station concourse.

- A pedestrian connection from the end of Willow Hill Drive to Metro. This is reflected on the submitted plans as an eight-foot-wide trail and eight-foot-wide sidewalk along Private Street “B.”
- Standard sidewalks along both sides of all internal roads, unless modified by DPW&T.
- A pedestrian connection from Morgan Boulevard through the East Village and to the existing trails in the adjoining Summerfield community. This connection is reflected on the comprehensive trail and sidewalk map within the Phase 3 portion of the development and does not impact the subject application.

The basic plan and comprehensive trails and sidewalk plan reflect a trail/pedestrian connection through the east village and to the adjoining Summerfield development. Several of the trails in Summerfield are being relocated due to the Metro construction. The relocation of these trails is being coordinated with DPR. Therefore, the trail connection through the east village will have to be coordinated with DPR and the planned trail relocations in Summerfield. However, this connection is shown within the Phase 3 portion of the development, and does not impact the subject application for Phase 2.

The trail and sidewalk network proposed is comprehensive, links to all portions of the subject site, and meets the intent of prior approvals. The local trail connections (shown in green on the comprehensive trail and sidewalk map) supplement the trails and sidewalks and improve the overall usability and accessibility of the pedestrian connections.

Staff is concerned regarding the impact of the private roadways on the planned master plan connections. The sector plan intended to provide for multiple routes to Metro for residents of surrounding communities, including numerous trail or pedestrian routes. These facilities are intended to serve the entire community in the vicinity of the Metro, and not just the subject site. More specifically, a wide sidewalk is recommended along Morgan Boulevard, and trail/pedestrian connections are recommended from Willow Hill Drive to Morgan Boulevard and to Metro. These have been accommodated in the submitted plan. However, to ensure that these connections remain open to the public as envisioned in the sector plan, staff recommends that the master plan connections and main pedestrian routes to Metro be placed within public use easements. This should ensure public access to the pedestrian routes to Metro even if these facilities are along private streets. Facilities to be placed within a public use easement are noted in the recommendations below. Public use easements appear to be indicated at some locations, but staff recommends that this be more clearly marked and labeled on the SDP. It should be clearly demonstrated that each of the master plan connections is within a public use easement.

#### **ADDITIONAL BACKGROUND:**

The Department of Public Works and Transportation has recently completed most of a road improvement project along Morgan Boulevard, including a decorative six-foot-wide sidewalk along the west side of Morgan Boulevard. This sidewalk is six feet wide in most locations, and

eight feet wide at the locations of the decorative art. This wide sidewalk fulfills the requirements of the prior approvals and negates the necessity of the condition of approval requiring an eight-foot-wide sidewalk or trail to be constructed by the applicant. Based on discussions with the applicant and the Department of Public Works and Transportation, it was determined that this recently completed sidewalk meets the intent of the master plan. However, DPW&T has indicated that it will monitor pedestrian use along the sidewalk to ensure that it is adequate for pedestrian traffic walking from Metro to FedEx Field. The previously approved condition for an eight-foot-wide sidewalk along Morgan Boulevard has been eliminated in recognition of the improvements being completed by DPW&T.

#### **SIDEWALK CONNECTIVITY:**

In addition to the master plan trail connections discussed above, the subject application includes sidewalks along both sides of all other internal roads. This network also includes many trail connections between units that further complete the network and make for more direct pedestrian connections.

17. In a memorandum dated April 18, 2005 (Asan to Wagner), the Department of Parks and Recreation offered the following comments:

The staff of the Department of Parks and Recreation (DPR) has reviewed the above-referenced specific design plan application for conformance with the requirements of the approved Comprehensive Design Plan CDP-0301 and the approved Preliminary Plan of Subdivision 4-04032, the approved Master Plan and Sectional Map Amendment for Landover and Vicinity (Planning Area 72), and the current zoning regulations as they pertain to public parks and recreation.

#### **FINDINGS**

The project area consists of 44.7 acres of land in the Local Activity Center (L-A-C) Zone and includes a 413-unit townhouse development. The subject property is immediately adjacent to the 42-acre Hill Road Community Park on the west. The community park is mostly wooded. The applicant proposes access to the parkland via a public use easement over a private street. To accommodate site grading of the developer's property and future vehicular access to the parkland at this location, the applicant proposes grading on the portion of Hill Road Community Park. The applicant also proposes construction of a stormdrain inlet on parkland to accommodate stormwater drainage from the parkland at this location. DPR staff has reviewed the concept plans and finds them acceptable.

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

*The plan conforms to the approved comprehensive design plan, the applicable standards of the Landscape Manual, and for specific design plans for which an application is filed after December 30, 1996, with the exception of the V-L and V-M Zones, the applicable*

*design guidelines for townhouses set forth in Section 27-274(a)(1)(B) and (a)(11), and the applicable guidelines for townhouses set forth in Section 27-433(d) and, as it applies to property in the L-A-C Zone, if any portion lies within one-half mile of an existing or Washington Metropolitan Area Transit Authority Metrorail station, the regulations set forth in Section 27-480(d) and (e).*

As stated in Findings 9 and 11, the proposed specific design plan will be in conformance with the above required finding when the conditions in the recommendation section are met.

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

As explained in Findings 14 and 15 above, this required finding has been met.

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

Compliance with this requirement has been demonstrated as discussed in Finding 13 above.

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

Compliance with this requirement has been demonstrated in Finding 13 above.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII/83/04-02), and further APPROVED Specific Design Plan SDP-0418 for the above-described land, subject to the following conditions:

1. Prior to certification of the specific design plan, the following revisions or information shall be provided:
  - a. The cover sheet shall be amended to provide minimum lot coverage requirements, maximum building height, and standards for decks.
  - b. The cover sheet shall be amended to include typical building footprints and the minimum gross living space for each unit. In this case, the minimum gross living space for a townhouse is 1,250 square feet.
  - c. The parking schedule shall include required handicapped accessible parking requirements. Handicapped parking is two percent of the provided parking.
  - d. The parking schedule shall include all uses within the community building and pool.

- e. Ten additional guest parking spaces shall be provided in front of Units 16-22, Block K.
  - f. All alleys shall be relabeled as private streets. A standard private right-of-way width of 22 feet with an 18-foot-wide paving section shall be provided subject to DPW&T approval. The right-of-way width may be reduced to 20 feet, subject to DPW&T approval.
  - g. Provide details of the benches and matching trash receptacles for all recreational facilities, consistent with street furniture used in Phase I.
  - h. Provide resilient surface materials for all playgrounds.
  - i. The entrance to the clubhouse shall be designed with attractive landscaping. Provide a wider paved entrance area with special paving, benches and trash receptacles.
  - j. Details of all walls shall be provided. All walls shall be faced with either brick or stone or equal product. The walls to be constructed for the stream crossover shall consist of a product called Redi-Rock and be designed consistent with Staff Exhibit "A".
  - k. The location and design of all signs, consistent with the sign design for the Summit Property in Phase I, shall be provided.
  - l. Special paving crosswalks shall be provided at all major intersections where high pedestrian traffic is anticipated.
  - m. A lighting plan with details of all lighting, consistent with Phase I, and matching proposed street furniture.
  - n. The landscape plan shall be revised to provide 164 additional shade trees at two and one-half to three-inch caliper.
2. Prior to submission of the preliminary plan for Phase 3, which includes land area shown on the TCPII associated with the subject application, evidence shall be provided that the applicant either has secured off-site mitigation in conformance with Condition 5 of the CDP or that the mitigation acquisition is in the process of being secured.
  3. Prior to certification of the specific design plan, the TCPII (TCPII/83/04-02) shall be revised as follows:
    - a. Remove reforestation in areas where no grading is proposed and adjust the limits of disturbance accordingly or show the proposed grading.
    - b. Show a limit of disturbance in its entirety including conceptual limits in Phase 3.
    - c. Address all comments and conditions that relate to the TCPI.

- d. Remove from the plan “Standard General Notes and Application Specific Notes.”
  - e. Label the match lines for all the sheets.
  - f. Show an LOD that incorporates all the clearing proposed, including that needed for the stream restoration work.
  - g. Revise the plan to more clearly show the tree protection devices. As currently drawn all the lines overlap, making it impossible to see the locations for the fencing. If necessary, place the fencing inside the LOD so that it is visible. Make the symbol larger so that it is legible on the detail sheets.
  - h. When all the revisions have been completed, have the plan reviewed, signed and dated by the qualified professional that prepared the plan.
4. Prior to issuance of building permit, either revise the plans to eliminate the road crossing; design two alternatives, one showing the road crossing and one without it; or obtain evidence from MDE regarding the potential for the issuance of a permit to construct the road crossing.
  5. Prior to the issuance of building permits for residential units within the 65 dBA Ldn corridor, the building permits shall be modified to contain certification by a professional engineer with competency in acoustical analysis that the building shells have been designed to attenuate noise levels to 45 dBA Ldn or less.
  6. Prior to issuance of final plats, the applicant shall enter into a private recreational facilities agreement with the Urban Design Review Section. The private recreational facilities agreement shall include the construction phasing of the various recreational facilities, which shall be as follows:
    - a. The clubhouse, pool, and adjacent playground shall be constructed prior to the issuance of the 250th building permit.
    - b. The two playgrounds on the eastern parcel shall be constructed prior to the issuance of 50 percent of the building permits for that parcel.
  7. A pedestrian connection from the end of Willow Hill Drive to Morgan Boulevard shall be provided. In areas where the connection is located along planned roadways, a six-foot-wide sidewalk can be substituted for the trail. For Phase 2, this connection is accommodated with six-foot-wide sidewalks along both sides of Private Street “A.” These sidewalks shall be within public use easements that are marked and labeled on the approved specific design plan.
  8. A pedestrian connection from the end of Willow Hill Drive to Metro to link the existing communities and the subject site to Metro immediately to the south shall be provided. In areas where the pedestrian connection is located along planned roadways, an eight-foot-wide sidewalk

can be substituted for the trail. This trail and sidewalk shall be placed within a public use easement that is marked and labeled on the approved specific design plan. This trail appears to be within a PUE, but additional labeling may be necessary for clarification.

9. Provide standard sidewalks along both sides of all roads, unless modified by DPW&T.
10. Appropriate pedestrian safety measures such as well-marked crosswalks, signage, adequate lighting and curb bump outs are encouraged at all pedestrian crossings.
11. Prior to signature approval of the SDP-0418, the applicant shall provide to the Department of Parks and Recreation, for review and approval, the construction drawings for the grading and improvements proposed on park property. The improvements shall be constructed in accordance with *Park and Recreation Facilities Guidelines* and the Department of Parks and Recreation standards.
12. The applicant shall enter into a right-of-entry agreement with the Department of Parks and Recreation for the construction on park property.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

\* \* \* \* \*

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, Vaughns, Eley and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, April 28, 2005, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 19th day of May 2005.

Trudye Morgan Johnson  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:GW:rmk