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## Preliminary Plan 4-05108

Application	General Data
<b>Project Name:</b> <b>KIRBY WOODS</b> <b>LOTS 1-9</b> <b>(SINGLE-FAMILY DETACHED)</b>  <b>Location:</b> North side of Kirby Road, 1,000 feet east of its intersection with Temple Hill Road.  <b>Applicant/Address:</b> <b>Marrick Properties</b> <b>3140 West Ward Road</b> <b>Dunkirk, MD 20754</b>	Date Accepted: 11/14/05
	Planning Board Action Limit: 02/7/06
	Plan Acreage: 2.91
	Zone: R-80
	Lots: 9
	Parcels: 0
	Planning Area: 81A
	Tier: Developing
	Council District: 09
	Municipality: N/A
200-Scale Base Map: 210SE05	

Purpose of Application	Notice Dates
<b>SINGLE-FAMILY RESIDENTIAL</b> <b>SUBDIVISION</b>	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 12-06-05

Staff Recommendation		Staff Reviewer: Ivy R. Thompson	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-05108, Kirby Woods, Lots 1–9.

OVERVIEW

The subject property is located on Tax Map 106, Grid F-4. It consists of approximately 2.91 acres of land in the R-80 Zone. The applicant is proposing to subdivide the parcel into nine lots for single-family residences. The property was previously the subject of Preliminary Plan 4-02132, approved by the Planning Board on March 27, 2003. The resolution of approval, PGCPB Resolution 03-63, was adopted on May 8, 2003; that preliminary plan expired on May 8, 2005, prior to the submission of final plats. Previously, the property was encumbered by a 15-foot right-of-way for a water main extension. That has since been removed and the right-of-way abandoned.

The property has frontage on Kirby Road to the south and Marwood Drive to the east. Because of the exceptional amount of frontage on Kirby Road (704 feet) and the narrow configuration (168-foot average depth), there is limited opportunity for the applicant to provide an internal public road to the site. Proposed Lots 54–61, Block A, have frontage on and are proposed with direct vehicular access onto Kirby Road, an existing 60-foot-wide right-of-way. Kirby Road has an ultimate right-of-way of 80 feet. Lot 62 is a corner lot with frontage on both Kirby Road and Marwood Drive. Lot 62 is proposed with direct vehicular access onto Marwood Drive.

SETTING

The subject property is located in the northeast quadrant of the intersection of Kirby Road and Marwood Drive. This site is located in the Developing Tier. All of the abutting properties are zoned R-80. To the north is the Kirby Woods Subdivision developed with single-family dwellings. To the west is an acreage parcel of land developed with a single-family dwelling unit. South across Kirby Road is vacant R-80-zoned land. To the east across Marwood Drive is the Tinkers Creek Subdivision, zoned R-80. Southeast across Kirby Road is an existing sand and gravel wet processing plant.

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-80	R-80
Use(s)	Vacant	Residential (single family)
Acreage	2.91	2.91
Lots	0	9
Parcels	1	0
Dwelling Units:		
Detached	0	9

2. **Environmental**—This property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the area of existing woodland is greater than 10,000 square feet and the area of the property is greater than 40,000 square feet. A Type I Tree Conservation Plan, TCPI/10/03, date stamped as revised on February 7, 2003, was reviewed and found to address the requirements of the Woodland Conservation Ordinance.

This 2.91-acre property has a 20 percent woodland conservation threshold of 0.58 acre and replacement requirements of 0.67 acre, for a total requirement of 1.25 acres. The requirement for this property is to be satisfied by 1.25 acres of off-site mitigation at a site to be determined prior to the approval of a Type II Tree Conservation Plan and the issuance of any grading permits. No woodland conservation is proposed on this site because of the small size of the lots and the species composition of the existing woodlands. TCPI/10/03 is recommended for approval subject to conditions.

A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on the property. The soils found to occur, according to the Prince George’s County Soil Survey, include Beltsville silt loam, Chillum silt loam, and Sandy silt loam, which have an assortment of limitations that have no direct effect on the layout of this development. According to available information, Marlboro clay is not found to occur on this property.

There are no transportation-related noise impacts associated with Kirby or Temple Hill Roads. The sewer and water service categories are S-3 and W-3, according to information obtained from the Department of Environmental Resources dated September 2001. 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 in the vicinity of this property. This property is located in the Tinkers Creek watershed of the Potomac River Basin.

Water and Sewer—The 2001 Water and Sewer Plan designates this property in Water and Sewer Category 3. Water lines abut and traverse the property. A sewer line extension is required to serve the proposed subdivision and must be approved by the Washington Suburban Sanitary Commission before recordation of a final plat. A sewer line extension is required.

3. **Parks and Recreation**—In accordance with Section 24-134 of the Subdivision Regulations, the Park Planning and Development Division recommends that the applicant pay a fee-in-lieu of parkland dedication because the land available for dedication is unsuitable due to its size and location. The proposed preliminary plan is consistent with the land use recommendations for park issues in the master plan and General Plan.
4. **Trails**—There are no master plan trail issues identified in the adopted and approved Subregion V master plan that impact the subject site. Staff recommends the provision of a standard sidewalk along the subject site’s entire frontage of Kirby Road, unless modified by DPW&T. This is consistent with improvements made along Kirby Road in other areas. This sidewalk should connect to the exiting sidewalk along Marwood Drive.
5. **Transportation**—The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of 2.91 acres of land in the R-80 Zone. The property is located on the north side of Kirby Road, approximately 1,000 feet east of its

intersection with Temple Hill Road. The applicant proposes a residential subdivision consisting of 9 single-family detached dwellings.

The applicant was not required to provide traffic data. Staff relied upon a traffic study dated July 2005 submitted in support of Clinton Industrial Center, Preliminary Plan of Subdivision 4-05044. The findings and recommendations outlined below are based upon the review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

#### Growth Policy—Service Level Standards

The subject property is 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.

#### Staff Analysis of Traffic Impacts

The intersection of Temple Hill Road and Kirby Road is determined to be the critical intersection for the subject property. This intersection is the nearest major intersection to the site and would serve the majority of the site-generated traffic. It is unsignalized; therefore, the vehicle delay measure computed using the Highway Capacity Manual is appropriate. The turning movement counts indicate that the critical intersection operates with a maximum turning movement delay of 28.8 seconds during the AM peak hour. During the PM peak hour, the intersection operates with a maximum turning movement delay of 415.9 seconds.

There are three approved but unbuilt developments that would affect the intersection (including the recently approved Clinton Industrial Center). With background growth added, the critical intersection would operate as follows: AM peak hour—maximum delay of 70.0 seconds; PM peak hour—maximum delay of 923.2 seconds.

With the development of nine single-family detached residences, the site would generate 7 AM (1 in and 6 out) and 8 PM (6 in and 2 out) peak-hour vehicle trips. The site was analyzed with the following trip distribution: 35 percent—east along Kirby Road, 50 percent—north along Temple Hill Road, and 15 percent—south along Temple Hill Road. Given this trip generation and distribution, staff has analyzed the impact of the proposal. With the site added, the critical intersection would operate as follows: AM peak hour—maximum delay of 71.9 seconds; PM peak hour—maximum delay of 932.8 seconds. It is found, therefore, that the critical intersection operates unacceptably as an unsignalized intersection under existing, background and total traffic.

The traffic study done for Clinton Industrial Center, and the resulting Planning Board recommendation, included a recommendation for the performance of a traffic signal warrant

study at the Temple Hill Road/Kirby Road intersection. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections, which is the case at Temple Hill Road/Kirby Road. In response to this situation, the Planning Board has 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. Although the site is not large and has a small impact individually on the intersection, the critical intersection for this site operates at an unacceptable level of service.

**Plan Issues**

Kirby Road is a master plan collector facility. The plan shows correct dedication for Kirby Road of 40 feet from the existing centerline.

It is noted that the subdivision plan proposes that most lots in this subdivision would have driveway access onto Kirby Road. Typically collector roadways are designed to carry more through traffic at a higher vehicle speed, and where possible lot access to this type of facility is not recommended. Considering the physical configuration of the subject property, an exception to this practice is warranted, provided the applicant minimizes the number of driveways and minimizes the likelihood of vehicles backing onto Kirby Road from residences. To this end, it is recommended that the access to proposed Lot 62 shall be from Marwood Drive. Furthermore, the applicant should make use of shared-access driveways for the remaining lots, and the driveway to each lot should be designed with a turnaround capability.

**Transportation Staff Conclusions**

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

- 6. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this preliminary 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 and concluded the following.

**Finding**

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 5	Middle School Cluster 3	High School Cluster 3
Dwelling Units	9 sfd	9 sfd	9 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	2.16	0.54	1.08
Actual Enrollment	4,206	4,688	8,866
Completion Enrollment	112.80	69.06	136.68
Cumulative Enrollment	99.36	41.40	82.80

Affected School Clusters #	Elementary School Cluster 5	Middle School Cluster 3	High School Cluster 3
Total Enrollment	4,420.32	4,799	9,086.56
State Rated Capacity	4,215	5,114	7,752
Percent Capacity	104.87%	93.84%	117.22%

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

These figures are correct on the day the referral was written. They are subject to change under the provisions of CB-30-2003 and CR-23-2003. Other projects that are approved prior to the public hearing on this project will cause changes to these figures. The numbers shown in the resolution of approval will be the ones that 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 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. Council bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$7,412 and \$12,706 to be paid at the time of issuance of each building permit.

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.

The Historic Preservation and Public Facilities Planning Section staff finds that 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.

7. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(B)(E) of the Zoning Ordinance.

#### **Fire Facilities**

The Prince George's County Planning Department has determined that this preliminary plan is within the required seven-minute response time for the first due fire station, Clinton, Company 25, using the *7 Minute Travel Times and Fire Station Locations Map* provided by the Prince George's County Fire/EMS Department.

The Fire Chief has reported that the current staff complement of the Fire/EMS Department is 704 (101.73 percent), which is above the staff standard of 657, or 95 percent, of authorized strength of 692 as stated in CD-56-2005.

The Fire Chief has reported by letter dated November 1, 2005, that the department has adequate equipment to meet the standards stated in CB-56-2005.

8. **Police Facilities**

The Prince George’s County Planning Department has determined that this preliminary plan is located in Police District V. The standard for emergency calls response is 10 minutes and 25 minutes for non-emergency calls. The times are based on a rolling average for the proceeding 12 months, beginning with January of 2005.

The preliminary plan was accepted for processing by the Planning Department on November 14, 2005.

Reporting Cycle	Date	Emergency Calls	Non-emergency
Acceptance Date	01/05/05-10/05/05	12.00	22.00
Cycle 1	01/05/05-11/05/05	12.00	23.00
Cycle 2			
Cycle 3			

The Police Chief has reported that the current staff complement of the Police Department is 1,302 sworn officers and 43 student officers in the academy for a total of 1,345 (95 percent) personnel, which is within the standard of 1,278 officers, or 90 percent, of the authorized strength of 1,420 as stated in CB-56-2005.

The response time standard of 10 minutes for emergency calls for police was not met on the date of acceptance or within the following monthly cycle. In accordance with Section 24-122.01 of the Subdivision Regulations, Preliminary Plan 4-05108 fails to meet the standards for police emergency response time. The Planning Board may not approve a preliminary plan until a mitigation plan between the applicant and the county is entered into and filed with the Planning Board in accordance with the County Council adopted *Guidelines for the Mitigation of Adequate Public Facilities for Public Safety Infrastructure*.

- 9. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is not required. A Stormwater Management Concept Plan, #8005380-1986-00, 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 that approval.
- 10. **Health Department**—The environmental engineering program has reviewed the preliminary plan of subdivision for Kirby Woods and has no comments to offer.
- 11. **Historic Preservation**—The Historic Preservation and Public Facilities division has reviewed the subject area and has found that there is no effect on historic resources.
- 12. At the Planning Board hearing of March 27, 2003, for Preliminary Plan 4-02132, residents of the Kirby Woods Subdivision to the north voiced concerns regarding several issues relating to the development of this subdivision. It is noted that the entrance feature for the existing Kirby Woods Subdivision was constructed off-site on the subject property (Parcel 340). Residents of the existing Kirby Woods Subdivision requested assurances that the entrance feature will remain. The applicant has proffered to convey an easement containing the entrance feature prior to final plat of the subject property. However, the Kirby Woods Subdivision to the north does not have a homeowners association (HOA) established to accept the conveyance of the easement.

The Planning Board has established a condition that provides the Kirby Woods subdivision residents additional time to create an HOA to accept the entrance feature easement. If the abutting Kirby Woods Subdivision to the north does not create an HOA by the time the applicant is ready to go to final plat, the applicant will create an HOA for the subject property to accept the conveyance of an easement for the entrance signage, in an effort to ensure the retention of the signage.

Residents of the Kirby Woods subdivision to the north also voiced concerns regarding drainage, stormwater management, buffering, and the appearances of the dwellings to be constructed on the subject property. Conditions were proffered by the applicant and agreed to by the residents and added by the Planning Board as conditions of the development of this property, for the previous preliminary plan. Those conditions have been brought forward with this recommendation as appropriate.

## **RECOMMENDATION**

APPROVAL, subject to the following conditions:

1. The following note shall be placed on the final plat of subdivision:

“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/10/03), 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 Ordinance.”
2. The applicant shall obtain approval from the Department of Public Works and Transportation and the State Highway Administration for the construction of double access aprons to be constructed for Lots 54 and 55, 56 and 57, 58 and 59, and 60 and 61. Any modification to this condition shall require the approval by the Planning Director or the designee.
3. The development of this property is subject to approved Stormwater Management Concept Approval #8005380-1986-00 and any revisions.
4. Prior to the issuance of permits a Type II tree conservation plan shall be approved.
5. Prior to the issuance of a grading permit for the development, a public safety mitigation fee shall be paid in the amount of \$34,020 (\$3,780 x 9 dwelling units). Notwithstanding the number of dwelling units and the total fee payments noted in this condition, the final number of dwelling units shall be as approved by the Planning Board and the total fee payment shall be determined by multiplying the total dwelling unit number by the per unit factor noted above. The per unit factor of \$3,780 is subject to adjustment on an annual basis in accordance with the percentage change in the Consumer Price Index for All Urban Consumers. The actual fee to be paid will depend upon the year the grading permit is issued.
6. Prior to approval of the final plat of subdivision, the applicant, his heirs, successors and or assignees shall pay a fee-in-lieu of parkland dedication.
7. The applicant shall provide a standard sidewalk along the entire frontage of Kirby Drive and Marwood Drive unless modified by the Department of Public Works and Transportation.



8. The final plat shall provide a note that direct vehicular access to Lot 62 will be provided via Marwood Drive unless modified for safety reasons by the Department of Public Works and Transportation.
9. The final plat shall provide a note that the applicant shall provide driveways with turnaround capabilities to each lot with vehicular access onto Kirby Road in order to minimize the need for vehicles accessing these lots to back onto Kirby Road.
10. At the time of final plat approval, the applicant shall dedicate right-of-way along Kirby Road of 40 feet from centerline, as shown on the submitted plan.
11. 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 Temple Hill Road and Kirby Road. If a traffic signal is deemed warranted by the Prince George's County Department of Public Works and Transportation (DPW&T) at this intersection, the applicant shall bond the signal(s) prior to the release of any building permits within the subject property and install the signal(s) at a time when directed by DPW&T. The applicant will be responsible for any additional pavement markings and signage at the intersection. The requirement for this study shall be waived upon a future determination by DPW&T in writing that peak-hour volumes are insufficient to meet minimum signal warrants. Such determination shall not be made more than three months prior to issuance of the initial building permit.
12. The existing Kirby Woods entrance monument that is located on proposed Lot 62 can remain. The applicant will renovate it in its present location or, if necessary, reconstruct it on Lot 62. The applicant will create an easement for the perpetual existence of the entrance monument on Lot 62. The easement will run to the benefit of a homeowners association to be established by the existing Kirby Woods subdivision. In the alternative, the applicant will create a homeowners association for its subdivision and the easement will run to the benefit of that homeowners association. The appropriate entity will be identified prior to final plat approval.
13. Prior to the issuance of the final building permit or earlier, the applicant, his heirs, successors and/or assignees shall install two staggered rows of Leland cypress or white pine trees. The trees shall be 6 feet in height at the time of planting and will be planted with a spacing of 16 feet on-center with an 8-foot stagger. The trees will be planted either within a landscape easement to be established along the rear of proposed Lots 56–62 inclusive, or along the rear of the abutting lots in the existing Kirby Woods subdivision to the north. All trees to be planted shall have a one-year warranty.
14. Dwelling units shall be constructed with 100 percent brick fronts and have a minimum floor area of 2,600 square feet. They will be colonial in style with garages.
15. Property owners of Lots 10–15 in the abutting Kirby Woods subdivision to the north have expressed concerns over stormwater management. The applicant will work with individual lot owners in the existing Kirby Woods subdivision to coordinate grading so as to ensure that no stormwater flooding occurs on existing lots in the Kirby Woods subdivision to the north as a result of grading operations for the subject property.
16. Development activity for the construction of single-family dwelling units shall be limited to 7:30 a.m. to 5:00 p.m., Monday thru Friday.

STAFF RECOMMENDS APPROVAL OF TREE CONSERVATION PLAN TCPI/10/05