



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Preliminary Plan 4-06091

| Application | General Data |
|--|---------------------------------------|
| Project Name: WILLOWS CONDOMINIUMS Location: North side of Annapolis Road (MD 450) between Seabrook Road to the west and Emack Road to the east. Applicant/Address: Enterprise Office Park 2200 Defense Highway Suite 101 Crofton, MD. 21114 | Date Accepted: 09/05/06 |
| | Planning Board Action Limit: 02/07/07 |
| | Plan Acreage: 11.05 |
| | Zone: C-O |
| | Units: 200 |
| | Parcels: 1 |
| | Planning Area: 70 |
| | Tier: Developing |
| | Council District: 03 |
| | Municipality: N/A |
| | 200-Scale Base Map: 207NE09 |

| Purpose of Application | Notice Dates |
|---|---|
| RESIDENTIAL SUBDIVISION 200 Townhouse Condominium Units | Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-58-2003) 07/10/06 |
| | Sign(s) Posted on Site and Notice of Hearing Mailed: 11/21/06 |

| Staff Recommendation | | Staff Reviewer: Tom Lockard | |
|----------------------|--------------------------|-----------------------------|------------|
| 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 4-06091
Willows Condominiums, Parcel 1

OVERVIEW

The subject property is located on Tax Map 44, Grid E-2, and is known as Parcels A, 10, 22, 33 and 270. Parcel A is the subject of NLP 151 @ 99, recorded in land records in 1990 and was a resubdivision of Sherman Park, Lots 209-311, WWW A @ 103. Parcel 22 is the result of the 1989 vacation (V-89134) of Lots 264-298 of the same subdivision. Existing Parcels 10, 33 and 270 are acreage parcels never having been the subject of a record plat of subdivision. All previously existing buildings on the site have been removed.

The applicant is proposing to combine these five properties and resubdivide them into a single parcel. The applicant is proposing to construct 200 townhouse condominium units, relying on changes to the Zoning Ordinance (CB-75-2003) that permit multifamily dwellings in the C-O Zone under certain circumstances. The applicant is proposing a type of townhouse condominium unit that does not conform to the definition of a multifamily dwelling. Staff would note, however, that the preliminary plan of subdivision does not establish the permitted use on a property or approve the improvements on the property. For the purposes of this report, staff is analyzing 200 multifamily dwellings, notwithstanding the units shown on the applicant's sketch plans.

Access to the site is proposed via two driveways to Seabrook Road. There is no access proposed to the residential neighborhood to the north and east.

SETTING

The property is located on the north side of Annapolis Road (MD 450) between Seabrook Road to the west and Emack Road to the east. The surrounding neighborhood is a mixture of single-family residences to the east, office-commercial to the south and west and the Seabrook Elementary School to the north.

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 | C-O | C-O |
| Use(s) | Vacant | 200 Multifamily condominium units |
| Acreage | 11.05 | 11.05 |
| Lots | 0 | 0 |
| Parcels | 5 | 1 |
| Dwelling Units | | |
| Multifamily | 0 | 200 |
| Public Safety Mitigation Fee | | No |

2. **Environmental**—The Environmental Planning Section previously reviewed this site as Special Exception SE-3178, approved in the 1980s and Preliminary Plans 4-99056, 4-05018 and 4-05106. A Type I Tree Conservation Plan, TCPI/37/99, was approved with Preliminary Plan 4-99056, with conditions of approval contained in PGCPB Resolution No. 99-242. Preliminary Plan 4-99056 was for 2.39 acres located in the northwest portion of the current application. Preliminary Plans 4-05018 and 4-05106 were for the entire 11.05-acre site, and were withdrawn prior to any Planning Board action.

Because there is an approved TCPI on a portion of the site, this development is being reviewed as an -01 revision to TCPI/37/99 which expands the boundaries of the previous plan. Because the proposed development represents a substantial change to the previously approved TCPI, the prior conditions of approval in Resolution No. 99-242 are not considered in the current review. There is an existing single-family detached dwelling unit on the site that is proposed to be demolished.

The site is located on the north side of MD 450, between Seabrook Road and Emack Avenue, and south of Linwood Avenue. The property is zoned C-O and contains 11.05 acres. Based on a review of Year 2005 aerial photos, the site is approximately 97 percent wooded; however, there are no significant environmental features associated with the site such as a stream, wetlands, 100-year floodplain or steep and severe slopes. Four soil types are associated with the site: Bibb silt loam, Christiana silt loam, Keyport silt loam and two types within the Sunnyside fine sandy loam series. Development constraints are associated with three of these soils. Bibb soils are prone to a high water table, flood hazard and poor drainage when associated with house foundations, streets and parking lots. Christiana soils have a high shrink-swell potential in relation to house foundations, streets and parking lots. Keyport soils have slow permeability and high erosion potential in relation to drainage systems. Based on available information, Marlboro clays are not found to occur at this location. MD 450 is classified as an arterial road and as such is a traffic noise generator. Noise impacts from MD 450 are anticipated. There are no designated scenic or historic roads in the vicinity of the site. According to the Maryland Department of Natural Resources Wildlife and Heritage Program staff, rare, threatened and endangered species are not found in the vicinity of this site. According to the Countywide Green Infrastructure Plan, the site is not within the designated network. The site is in the Folly Branch watershed of the Patuxent River basin, the Glenn Dale-Seabrook and Vicinity Planning Area and the Developing Tier of the General Plan.

Natural Resources Inventory

A signed natural resources inventory (NRI/140/05) was submitted. The NRI shows no regulated environmental features on this site. The preliminary plan and TCPI correctly reflect the information on the NRI.

Two forest stands have been identified on the site as the result of six sample points having been established in the preparation of a detailed forest stand delineation. A total of 15 specimen trees were found. Stand 1 contains 7.30 acres and is dominated by white oak, northern red oak and black oak. Stand 2 contains 3.40 acres and is dominated by Virginia pine and a mixture of oak species. Both stands were rated as having 'priority' retention potential. Because the site is not within the Countywide Green Infrastructure Plan designated network, on-site preservation and connectivity to adjacent woodlands are not priorities.

Woodland Conservation

The site is subject to the provisions of the Woodland Conservation Ordinance because there is an approved TCPI associated with a portion of the site. A Type I Tree Conservation Plan for the expanded boundaries of the current application has been submitted and reviewed as an -01 revision to TCPI/37/99.

This 11.05-acre site in the C-O Zone has a Woodland Conservation Threshold (WCT) of 15 percent or 1.66 acres. The woodland conservation requirement for the site is 6.11 acres. The TCPI proposes to meet the woodland conservation requirement entirely with off-site mitigation. This is appropriate given the site's location outside the green infrastructure network and the need to grade the site. The current TCPI shows an area of proposed off-site clearing for 0.53 acres in the revised worksheet. All the required revisions to the current TCPI have been made.

Noise

Annapolis Road (MD 450) is an existing arterial road, and as such is regulated for noise impacts to residential uses. A Phase I Noise Study was prepared on January 14, 2005, by Phoenix Noise and Vibration, LLC, of Frederick, Maryland, to determine locations of the unmitigated 65 and 70 dBA Ldn contours on the plans.

The current TCPI shows the unmitigated 65 dBA Ldn contour at ground level (at proposed two and ten foot contours) and upper level (height not specified), and unmitigated 70 dBA Ldn contour at ground and upper level (height not specified) in accordance with the submitted study. In April 2005, the Environmental Planning noise model was run to determine the approximate range of the 65 dBA Ldn based on the annual average daily traffic (ADT) of 16,850 vehicles. The approximate 65 dBA Ldn unmitigated noise contour was 124 feet from the centerline of the road. It appears the distance of the unmitigated 65 dBA Ldn contour on the plan is approximately 160 feet from the centerline of MD 450; however, this centerline is not graphically identified on the plan. At the time of detailed site plan review, both the DSP and TCPII should graphically show the distance from the centerline of MD 450 to this contour that was determined in the Phase I Noise Study.

As currently designed, all proposed buildings and outdoor activity areas are located outside the unmitigated 65 and 70 dBA Ldn noise contour, and noise mitigation will not be required. However, for purposes of consistency, the DSP and TCPII should delineate the unmitigated 65 and 70 dBA Ldn noise contours at ground and upper levels (with the heights specified) to

demonstrate that no residential buildings are proposed within the noise contours in relation to MD 450.

Water and Sewer Categories

The water and sewer service categories are W-3 and S-3 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003. The property will be served by public systems.

3. **Community Planning**—The subject property is located in Planning Area 70/Annapolis Road Community and is within the limits of the 1993 *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity*. The preliminary plan of subdivision does not conform to the land use recommendation for office commercial uses in the 1993 master plan. However, CB-75-2003 (DR-2) was enacted on November 25, 2003, to permit multifamily dwellings in the C-O Zone under certain circumstances. One of the requirements is that the property be less than 8 acres in size. CB-69-2004 (DR-2) was enacted on November 16, 2004, to change the 8-acre requirement to 12 acres. Staff would note that the applicant is proposing to combine the five parcels into one, consistent with either condominium or commercial office development.

The 2002 General Plan locates the property in the Developing Tier. 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.

4. **Parks and Recreation**—Staff of Department of Parks and Recreation (DPR) has reviewed the submitted subdivision plans and made the following findings in accordance with Section 24-135(b) of the Subdivision Regulations.

The applicant, his successors, and/or assignees, should provide adequate private recreational facilities on-site in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.

The preliminary plan shows several areas for private recreational facilities. The limits of the private recreational facility shall be reviewed by the Urban Design Section of the Development Review Division (DRD) for adequacy and property siting through a detailed site plan as set forth in the conditions of approval.

5. **Trails**—The Adopted and Approved Glenn Dale-Seabrook-Lanham and Vicinity Master Plan recommends master plan trail/bike facilities along MD 450 and Seabrook Road. A paved trail is recommended along MD 450, and this facility has been completed by SHA through a prior road improvement project. Seabrook Road is designated as a master plan bikeway, and the provision of bikeway signage is recommended.

The Seabrook Elementary School is immediately to the north of the subject site. The existing sidewalk along Seabrook Road will provide pedestrian access to the school from the subject site.

Sidewalk Connectivity

A sidewalk exists along the subject property’s entire frontage of Seabrook Road. The master plan trail exists along the subject site’s frontage of MD 450. Staff recommends the provision of a six-foot wide, asphalt trail connection from the internal subdivision to the master plan trail along MD 450. On the previously submitted preliminary plan, a trail connection was recommended from the end of proposed Road “K” to the master plan trail to provide connectivity between the development and the existing trail. No street details or lot layouts were shown in the plans submitted for review. However, staff still wants to ensure that a trail connection is provided from the subject site to the existing trail along MD 450. The submitted plans do not appear to indicate the proposal for a noise wall that would prohibit the inclusion of a trail connection.

6. **Transportation**—The subject application proposes the construction of 200 town homes. Because the proposed development could potentially generate more than 50 trips, a traffic study was required of the applicant by staff. The applicant presented staff with a traffic study that was prepared in March 2006.

Traffic Study Analyses

The study identified the following intersections as the ones on which the proposed development would have the most impact:

| EXISTING CONDITIONS | | |
|--|-----------|-----------|
| Intersection | AM | PM |
| | (LOS/CLV) | (LOS/CLV) |
| MD 450—Whitfield Chapel Road | A/941 | C/1307 |
| MD 450—Carter Avenue | A/717 | A/881 |
| MD 450—Forbes Boulevard | A/808 | A/738 |
| MD 450—Seabrook Road ** (unsignalized) | F/52.8 | C/19.4 |

Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the level-of-service and the intersection delay measured in seconds/vehicle. A level-of-service “E” which is deemed acceptable, corresponds to a maximum delay of 50 seconds/car. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the Guidelines.

The traffic study identified 12 background developments whose impact would affect some or all of the study intersections. Additionally, a growth rate of 1 percent was applied to the existing traffic counts at the subject intersections. A second analysis was done to evaluate the impact of the background developments on existing infrastructure. The analysis revealed the following results:

| BACKGROUND CONDITIONS | | |
|--|-----------|-----------|
| Intersection | AM | PM |
| | (LOS/CLV) | (LOS/CLV) |
| MD 450—Whitfield Chapel Road | B/1101 | D/1408 |
| MD 450—Carter Avenue | A/772 | B/1016 |
| MD 450—Forbes Boulevard | A/875 | A/979 |
| MD 450—Seabrook Road ** (unsignalized) | F/151.9 | C/30.9 |

Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the level-of-service and the intersection delay measured in seconds/vehicle. A level-of-service “E” which is deemed acceptable, corresponds to a maximum delay of 50 seconds/car. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the Guidelines.

Using the “Guidelines for the Analysis of the Traffic Impact of Development Proposals,” the study has indicated that the proposed development of 200 townhouse units will be adding 140 (28 in; 112 out) AM peak-hour trips and 160 (104 in; 56 out) PM peak-hour trips at the time of full buildout. A third analysis was done, whereby the impact of the proposed development was evaluated. The results of that analysis are as follows:

| TOTAL CONDITIONS | | |
|--|-----------|-----------|
| Intersection | AM | PM |
| | (LOS/CLV) | (LOS/CLV) |
| MD 450—Whitfield Chapel Road | B/1125 | D/1443 |
| MD 450—Carter Avenue | A/809 | B/1043 |
| MD 450—Forbes Boulevard | A/883 | B/1003 |
| MD 450—Seabrook Road ** (unsignalized) | F/357.6 | C/49.7 |

The traffic study concluded that all of the signalized study intersections will operate at acceptable levels-of-service (“D”) or better under future conditions. It further stated that the unsignalized

intersection of MD 450 and Seabrook Road is projected to operate with acceptable overall minor approach delays under future traffic conditions.

Transportation Staff Review

Upon review of the applicant's traffic study, staff concurs with its findings and conclusion but has concerns regarding delays at the intersection of MD 450 and Seabrook Road. In addition to the planning staff, the study was reviewed by two other agencies, the State Highway Administration (SHA) and the Department of Public and Transportation (DPW&T). Both agencies concurred with the study findings. The DPW&T staff did, however, express some concerns regarding the length of a left-turn lane along MD 450 at Seabrook Road.

Staff would ordinarily be recommending a signal warrant study at the intersection of MD 450 and Seabrook Road as a matter of course. However, SHA in its review of the traffic study and being the agency that has jurisdiction over the operation and maintenance of MD 450, suggested that a signal warrant study be done by the applicant for the MD 450/ Seabrook Road intersection upon completion of the proposed development. It further stated that should signalization be warranted, the design and installation should be borne by the applicant. Staff does not support this request by SHA, based on the fact that the Guidelines require adequacy to be determined at the time of the preliminary plan application, and not after the development is completed. If an applicant receives all of his/her building permits before making any off-site improvement, then the ability by the Planning Department to affect the implementation of said improvements becomes extremely limited. One possible solution for the Department to maintain some leverage with the applicant is to allow up to 75 percent of the development (150 units) to be built and then have the signal warrant study conducted. If the signal is deemed by SHA to be warranted, then the applicant would be required to install the signal, prior to the release of the remaining 25 percent (50 units) of the proposed development.

Transportation Findings and Conclusion

The application is a preliminary plan of subdivision for a residential development consisting of 200 town houses. The proposed development would generate 140 AM and 160 PM peak-hour vehicle trips as determined using the Guidelines. The traffic generated by the proposed preliminary plan would impact the following intersections:

- MD 450—Whitfield Chapel Road
- MD 450—Carter Avenue
- MD 450—Forbes Boulevard
- MD 450—Seabrook Road ** (unsignalized)

The section of MD 450 between Whitfield Chapel Road and Forbes Boulevard is currently being upgraded. The analyses and conclusions were based on the proposed improvements to the roadway.

The subject property is located within 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;

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 traffic controls) if deemed warranted by the appropriate operating agency.

As indicated in the traffic study, all of the intersections within the study area will operate adequately, based on the policy LOS threshold.

The Transportation and Public Facilities Planning Division concludes that the development will not be an unreasonable burden on available public facilities as required by Section 24-124 of the Prince George’s County Code if the application is approved with a condition requiring the applicant to conduct a signal warrant study prior to the issuance of the 151st building permit, as discussed above.

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 2 | Middle School Cluster 2 | High School Cluster 2 |
|----------------------------|-----------------------------|-------------------------|-----------------------|
| Dwelling Units | 200 mfd | 200 mfd | 200 mfd |
| Pupil Yield Factor | 0.24 | 0.06 | 0.12 |
| Subdivision Enrollment | 48 | 12 | 24 |
| Actual Enrollment | 6,327 | 7,218 | 10,839 |
| Completion Enrollment | 132 | 112 | 223 |
| Cumulative Enrollment | 11.28 | 237.78 | 476.64 |
| Total Enrollment | 6,518.28 | 7,579.78 | 11,562.64 |
| State-Rated Capacity | 6,339 | 6,569 | 8,920 |
| Percent Capacity | 102.83% | 115.39% | 129.63% |

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 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 amount of: \$7,000 per dwelling if a building is located between I-495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings. Council bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$7,671 and \$13,151 to be paid at the time of issuance of each building permit.

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 this subdivision plan for fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Ordinance.

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 West Lanham Hills, Company 48, using the Seven-Minute Travel Times and Fire Station Locations Map provided by the Prince George’s County Fire/EMS Department.

Pursuant to CR-69-2006, the Prince George’s County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A, B) regarding sworn police and fire and rescue personnel staffing levels.

The Fire Chief has reported that the department has adequate equipment to meet the standards stated in CB-56-2005.

9. **Police Facilities**—The preliminary plan is located in Police District II. The response standard is 10 minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The preliminary plan was accepted for processing by the Planning Department on September 5, 2006.

| Reporting Cycle | Date | Emergency Calls | Nonemergency |
|-----------------|-------------------|-----------------|--------------|
| Acceptance Date | 01/05/05-08/05/06 | 10.00 | 22.00 |
| Cycle 1 | | | |
| Cycle 2 | | | |
| Cycle 3 | | | |

The response time standards of 10 minutes for emergency calls and 25 minutes for nonemergency calls were met on August 5, 2006. Pursuant to CR-69-2006, the Prince George’s County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A, B) regarding sworn police and fire and rescue personnel staffing levels.

The Police Chief has reported that the department has adequate equipment to meet the standards stated in CB-56-2005.

10. **Health Department**—The Health Department has reviewed the application and has no comments.
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 has been approved for the site (#8382-2005-00, dated April 5, 2005) and is valid for three years from the date of issuance. The concept plan and approval letter indicate one underground facility, one pond facility and several bioretention areas are proposed.

To ensure that development of this site does not result in on-site or downstream flooding, it must be in accordance with this approved plan.

12. **Historic Preservation**—A Phase I archeological survey is not recommended for the above-referenced property. However, the applicant should be aware that state or federal agencies may require archeological investigation through the provisions of Section 106 of the National Historic Preservation Act.
13. **Public Utility Easement**—The preliminary plan includes the required ten-foot-wide public utility easement. This easement will be established by the recordation of the final plat.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. A Type II tree conservation plan shall be approved in conjunction with the detailed site plan.
2. The applicant, his successors, and/or assignees, shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*, subject to the following:
 - a. Submission of three original, executed Recreational Facilities Agreements (RFA) to DRD for their approval three weeks prior to a submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
 - b. Submission to DRD of a performance bond, letter of credit, other suitable financial guarantee, or other guarantee in an amount to be determined by DRD within at least two weeks prior to applying for building permits.
3. The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to ensure retention and future maintenance of the proposed recreational facilities.
4. The private recreational facilities shall be reviewed by the Urban Design Review Section of DRD for adequacy and property siting, prior to approval of the detailed site plan.
5. Development of this subdivision shall be in conformance with an approved Type I Tree Conservation Plan (TCPI/37/99-01). The following note shall be placed on the Final Plat of Subdivision:

“Development is subject to the restrictions shown on the approved Type I Tree Conservation Plan (TCPI/37/99-01), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department, Environmental Planning

Section, 4th floor, County Administration Building, 14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland.”

6. At the time of Detailed Site Plan review, the DSP and TCPII shall graphically show the unmitigated 65 dBA Ldn noise contours at ground level and upper levels as measured from the centerline of MD 450 based on the Phase I Noise Study. No residential structures or outdoor activity areas shall be placed within the ground level 65 dBA Ldn contour.
7. Prior to the issuance of the 151st building permit, the applicant shall conduct signal warrant studies at the MD 450/ Seabrook Road intersection, and install said signal if deemed to be warranted, or provide an alternate improvement as deemed necessary by SHA.
8. In conformance with the Adopted and Approved Glenn Dale-Seabrook-Lanham and Vicinity Master Plan, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following:
 - a. The Adopted and Approved Glenn Dale-Seabrook-Lanham and Vicinity Master Plan recommends that Seabrook Road be designated as a Class III bikeway with appropriate signage. Because Seabrook Road is a county right-of-way, the applicant, and the applicant’s heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the Department of Public Works and Transportation for the placement of this signage. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit.
 - b. A six-foot wide, asphalt trail connection from the subject site to the existing master plan trail along MD 450. A portion of this trail can coincide with the stormwater management access road.
 - c. Standard sidewalks along both sides of all internal roads, unless determined not to be appropriate at the time of detailed site plan.
9. Total development of the subject property shall be limited to uses that would generate no more than 140 AM and 160 PM peak hour trips. Any development generating and impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.