



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

## Preliminary Plan 4-06098

Application	General Data
<b>Project Name:</b> <b>QUINCY COMMONS</b>  <b>Location:</b> Along the east side of Addison Road approximately 670 feet north of its intersection with Ronald Drive.  <b>Applicant/Address:</b> PDC Lincolnshire, Inc. 5840 Banneker Road, Suite #110 Columbia, Maryland 21044	Date Accepted: 9/5/06
	Planning Board Action Limit: 2/8/07
	Plan Acreage: 10.56
	Zone: R-T/R-18
	Units: 100
	Parcels: 2
	Planning Area: 75A
	Tier: Developed
	Council District: 6
	Municipality: N/A
200-Scale Base Map: 202SE06	

Purpose of Application	Notice Dates
RESIDENTIAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: 7/25/06 (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 12/29/06
<b>Staff Recommendation</b>	
<b>Staff Reviewer: John Ferrante</b>	
<b>APPROVAL</b>	<b>APPROVAL WITH CONDITIONS</b>
	<b>DISAPPROVAL</b>
	<b>DISCUSSION</b>
	<b>X</b>

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-06098  
Quincy Commons, Parcels A & B

OVERVIEW

The subject property is located on Tax Map 73, Grid D-3, and is known as Parcel A. The property is approximately 10.56 acres and consists of 5.63 acres within the R-T Zone and 4.93 acres within the R-18 Zone. The property is known as part of the Walker Mill Towne Subdivision (NLP 147@81 and 147@82), which was previously subdivided into 81 lots and two parcels for the construction of townhouses.

The Walker Mill Towne Subdivision was originally approved in 1987 pursuant to Preliminary Plan 4-87179, with a density of eight dwelling units per acre and in accordance with townhouse design standards that are no longer applicable for new townhouse development (Subtitle 27). Because the applicant did not have building permits issued for ten percent of the total dwelling units before December 30, 1997, the development of this site is now subject to current code and density requirements and requires the approval of a new preliminary plan of subdivision.

Detailed Site Plans SP-88050 and SP-95067 were approved for the subject property by the Prince George's County Planning Board on June 9, 1988, and February 22, 1996; however, both have subsequently expired. The prior approved detailed site plans proposed the development of single-family attached dwellings (townhouses), which are no longer being proposed, and with a density of eight dwelling units per acre, which is no longer applicable for new townhouse development.

The applicant is now proposing to resubdivide the property for the development of two-family dwellings within the R-T-zoned portion of the property (45 units) and multi family dwellings within the R-18-zoned portion of the property (55 units). The subdivision will be developed as a condominium regime, with common areas and a 26-foot-wide private street to serve the proposed 100 units. The private street will provide access to Addison Road, a four- to six-lane arterial roadway having 120 feet of right-of-way in this location.

The initial preliminary plan submitted for this application only proposed development on the eastern R-18-zoned portion of the property. With the western R-T-zoned portion of the property not being included within the limits of the preliminary plan, the proposed subdivision had no frontage on a dedicated public street. Although revised plans were submitted to include the entire property, some referral memos included within the backup for this report and generated upon the initial acceptance of the application, address only the eastern portion of the subject property.

The preliminary plan demonstrates a nonexclusive easement for parking and sidewalks along the southern portion of the property. The easement area consists of .26 acre and contains a portion of the required parking spaces for the adjacent Addison Arms Apartments, located just south of the subject

property. At the Subdivision Review Committee meeting for this application on September 22, 2006, staff had requested that the easement area containing the required parking spaces for Addison Arms Apartments be designated as an outlot and further conveyed to the Addison Arms Apartments at the time of final plat, should they choose to accept the additional land. The applicant has expressed a willingness to convey the area of land designated as the parking easement to the adjacent Addison Arms Apartments. However, revised plans submitted since that time have still not designated the easement area as an outlot. A technical revision has been included within this report to designate the parking easement as an outlot, prior to any signature approval of the preliminary plan.

**SETTING**

The property is located on the east side of Addison Road, approximately 670 feet north of its intersection with Ronald Road. To the northwest is improved land owned by the Seat Pleasant Methodist Church, and to the northeast and east are parcels owned by The Maryland-National Capital Park and Planning Commission (M-NCPPC) and zoned R-O-S. To the south are the Addison Arms Apartments, developed and zoned R-18.

**FINDINGS AND REASONS FOR STAFF RECOMMENDATION**

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

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	R-T (5.63 Acres) R-18 (4.93 Acres)	R-T (5.63 Acres) R-18 (4.93 Acres)
Use(s)	Undeveloped	Two-Family Dwellings (R-T) Multifamily Buildings (R-18)
Acreage	10.56	10.56
Lots	81	0
Parcels	2	2
Dwelling Units:		
Attached	0	R-T (45-Units), R-18 (55-Units)
Public Safety Mitigation Fee		No

2. **Environmental**—The Environmental Planning Section has reviewed the revised Preliminary Plan of Subdivision for Quincy Commons, 4-06098 and TCPI/10/04, stamped as received by the Countywide Planning Division on December 27, 2007. The Environmental Planning Section recommends approval of Preliminary Plan of Subdivision 4-06098 and TCPI/10/04 subject to conditions.

**Background**

The Environmental Planning Section previously reviewed the subject property as a preliminary plan of subdivision and various detailed site plans, under different names. In 2004, the subject property was reviewed as Preliminary Plan of Subdivision (4-04007) under the name of Lincolnshire, in conjunction with TCPI/10/04, but was later withdrawn. The subject property was again reviewed as Preliminary Plan 4-04173 under the name Quincy Commons, in conjunction with TCPI/10/04, but was denied. The subject property was last reviewed as Preliminary Plan of Subdivision 4-05131 in conjunction with TCPI/10/04, but was denied due to inadequate fire and rescue staffing levels pursuant to Section 24-122.01(e) of the subdivision regulations.

## **Site Description**

The site is characterized with terrain sloping toward the north of the property and drains into unnamed tributaries of the Lower Beaverdam Creek watershed within the Anacostia River basin. The predominant soil types on the site are Collington and Sassafra. These soil series generally exhibit slight to moderate limitations to development due to steep slopes. The site is undeveloped and fully wooded. Based on information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, publication entitled, "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened or endangered species found to occur in the vicinity of this site. There are no floodplains, streams, waters of the US, or wetlands associated with the site. There are no Marlboro clays or scenic or historic roads located on or adjacent to the subject property. The subject property is located on Addison Road, an arterial and major noise generator. This property is located in the Developed Tier as delineated on the 2002 General Plan.

## **Environmental Issues Addressed in the Suitland District Heights and Vicinity Approved Master Plan and Sectional Map Amendment**

There are no specific recommendations pertaining to the environmental elements of the master plan that refer to the subject property. The environmental protection of the site can be accomplished through the existing regulations.

## **Countywide Green Infrastructure Plan**

The site is not located within the designated network of the *Countywide Green infrastructure Plan*.

## **Environmental Review**

The preliminary plan application has a signed natural resources inventory (NRI/011/06) dated March 1, 2006, that was included with the application package. The TCPI and the preliminary plan show the required information correctly. No revisions are required for conformation to the NRI.

The property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet and there are more than 10,000 square feet of existing woodland on site. This site has a Type II tree conservation plan that was approved by the Planning Board but was never revised and certified. The Type I tree conservation plan as submitted has been reviewed and was found to require minor revisions to satisfy the Woodland Conservation Ordinance.

The woodland conservation threshold for the site is 2.11 acres. An additional 2.14 acres are required due to the removal of woodlands, for a total woodland conservation requirement of 4.25 acres. The plan shows the requirement being met with 1.27 acres of woodland preservation on site, 0.84 acre of reforestation, and 2.14 acres of off-site mitigation, for a total of 4.25 acres. The reforestation areas on the plan are appropriate because they are all areas that are adjacent to other woodlands and are along the perimeters of the site, except in reforestation areas 4, which abuts a tree save area not credited toward conservation, and reforestation area 3 with less than 35 feet in width counted. Reforestation area 4 should be subtracted from the computation and not all areas in reforestation area 3 should be counted. In addition, the plan must be revised to show areas of woodland that are saved but are not part of any requirement, eliminate counting of woodland areas that are less than 35 feet width, show conceptual grading in reference to building footprints,

revise the computation worksheet accordingly, and show all graphic symbols used on the plan clearly in the legend.

The property has a stormwater management concept approval letter (CSD 11411-2003-00) dated April 27, 2006. The plan as submitted currently shows one stormwater management pond on site. Requirements for stormwater management compliance will be met through technical review by the Department of Public Works and Transportation. No further information is required at this time with regard to stormwater management.

Addison Road is classified as an arterial roadway with a noise impact zone (65 dBA Ldn noise contour) extending approximately 228 feet from the centerline of the roadway as calculated using the Environmental Planning Section noise model. A Phase I noise study submitted with the review package reflects a contour 150 feet from the centerline. This contour was based on a reduction in the average daily traffic and did not include a justification of this reduction. The plans should either show the contour based on the Environmental Planning Section's model or the applicant must submit a revised noise study to justify the decrease in traffic counts.

Prior to signature approval of the preliminary plan, all plans should be revised to show the 65 dBA Ldn noise contour located 228 feet from the centerline of Addison Road or a revised noise study shall be submitted for review. The revised noise study should provide a justification for the reduction in traffic, base traffic counts on a 10-year projection, and include all relevant information. If approved, the resultant noise contour should be shown on all plans prior to signature approval.

### **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, and the site will, therefore, be served by public systems.

3. **Community Planning**—The property is located in Planning Area 75A within the Capitol Heights Community and is within the limits of the 1986 *Approved Master Plan and Adopted Sectional Map Amendment for Suitland-District Heights and Vicinity*. The master plan recommends an “Urban” density residential land use for the subject property. This application proposes an “Urban” density residential land use and is, therefore, consistent with the 1986 *Approved Master Plan and Adopted Sectional Map Amendment for Suitland-District Heights and Vicinity*.

The 2002 General Plan locates the subject property within the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit supporting, mixed-use pedestrian-oriented, medium- to high-density neighborhoods. This application proposes a medium- to high-density neighborhood, and is, therefore, consistent with the 2002 General Plan Development Pattern policies for the Developed Tier.

### **PLANNING ISSUES**

This site is a largely wooded area. The master plan and General Plan both recommend preserving existing woodlands to the greatest extent possible, particularly within the Developed Tier.

Portions of the property are located in the conditional reserve area. These sensitive environmental areas are located along the northern and western borders of the property. The conditional reserve areas are defined by the master plan as follows (p. 65):

“Conditional Reserve Areas have moderate development constraints and some bearing on natural processes. Parts of the Conditional Reserve Areas are appropriate for active recreation facilities, and some portions may bear limited development within prescribed guidelines. Development is permissible; but careful, innovative site planning is required to protect environmental assets and to meet environmental needs.”

4. **Parks and Recreation**—In accordance with Section 24-135(b) of the Subdivision Regulations, the Park Planning and Development Division of the Department of Parks and Recreation recommends that approval of the preliminary plan application be subject to the following:

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

The applicant should allocate appropriate and developable areas for the private recreational facilities on homeowners association (HOA) open space land. The private recreational facilities should comply with the standards outlined in the *Parks and Recreation Facilities Guidelines* and be reviewed by the Urban Design Section of DRD for adequacy and property siting in conjunction with the review of the detailed site plan.

The submission of three original, executed recreational facilities agreements (RFAs) to DRD for its review and approval is required three weeks prior to a submission of a final plat. Upon approval by DRD, the RFA should be recorded among the land records of Prince George’s County, Upper Marlboro, Maryland.

Also required is the submission of a performance bond, letter of credit or other suitable financial guarantee, in an amount to be determined by the DRD, within at least two weeks prior to applying for building permits.

The developer, his successor and/or assignees should satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.

The land to be conveyed to a homeowners association should be subject to the applicable conditions in attached Exhibit “A.”

The adjacent parkland should not be disturbed in any way without the prior written consent of the Department of Parks and Recreation (DPR).

Prior to signature approval of the preliminary plan, DPR staff should review and approve the stormwater management plan to assess the impact of stormdrain outfalls on adjacent parkland. Stormdrain outfalls should be designed to avoid adverse impacts on adjacent parkland. If the outfalls require drainage improvements on land owned by M-NCPPC, the Department of Parks and Recreation (DPR) should review and approve the location and design of these facilities. DPR may require a performance bond prior to issuance of grading permits.

5. **Trails**—There are no master plan trails issues identified in either the *Approved Master Plan and Adopted Sectional Map Amendment for Suitland-District Heights and Vicinity* or the *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* that impact the site. However, the sector plan includes a recommendation for a trail on

the parkland immediately adjacent to the subject property. The adjacent parkland is currently undeveloped. Pending the recommendation of DPR, an open space window from the subject property into the existing parkland may be warranted to allow access to the parkland and potentially accommodate a future trail connection.

The property is located along Addison Road, approximately 4,000 linear feet south of the Addison Road Metro Station. Sidewalks along Addison Road and along the internal streets were recommended during the review of the prior applications for the proposed development, 4-04173 and 4-05131. Currently, a variety of cross sections exist along Addison Road. Standard sidewalks have been provided in some areas, while other areas are still open section with no sidewalks. Standard sidewalks currently exist to the north and south of the subject property along the east side of Addison Road. The Transportation Planning Section recommends the provision of standard sidewalks along the property's entire street frontage of Addison Road, per the concurrence of DPW&T, and along both sides of the proposed internal roads. This is consistent with the development adjacent to the subject property and would facilitate pedestrian movement to the Addison Road Metro Station.

6. **Transportation**—The Transportation Planning Section has reviewed the subdivision application for Quincy Commons. The applicant proposes a residential subdivision consisting of 100 two-over-two condominium units with common entrances.

The applicant has submitted a traffic study dated January 8, 2007. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by 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 located within the Developed Tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

**Links and signalized intersections:** Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the guidelines.

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

#### **Staff Analysis of Traffic Impacts**

The applicant has prepared a traffic impact study in support of the application using new counts taken during June and October 2006. With the development of the subject property, the traffic consultant concluded that the signalized intersections of Addison Road and Ronald Road and

Addison and Wilburn Drive would operate at acceptable levels of service during the AM and PM peak hours.

The traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections during weekday peak hours:

- Addison Road/Ronald Road (signalized)
- Addison Road/Wilburn Drive (signalized)
- Addison Road/Site Access (unsignalized)

The following conditions exist at the critical intersections:

<b>EXISTING TRAFFIC CONDITIONS</b>				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(AM & PM)	
Addison Road/Ronald Road (signalized)	1,087	1,042	B	B
Addison Road/Wilburn Drive (signalized)	1,170	1,116	C	B
Addison Road/Site Access (unsignalized)	N/A	N/A	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

Background developments included 773 single-family units, 572 apartments, 552 townhouse units, 153,000 square feet of office space, 58,000 square feet of retail space, 894,250 square feet of industrial space, 322,700 square feet of warehouse space, and a church. Given these assumptions, background conditions are summarized below:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
Intersection	Critical Lane Volume		Level of Service	
	(AM & PM)		(AM & PM)	
Addison Road/Ronald Road (signalized)	1,343	1,455	D	E
Addison Road/Wilburn Drive (signalized)	1,424	1,461	D	E
Addison Road/Site Access (unsignalized)	N/A	N/A	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The level of service is acceptable at the signalized intersections of Addison Road/Ronald Road and Addison Road/Wilburn Drive, i.e., below a CLV of 1,600.

The site is proposed for development as a residential subdivision with 100 units. The guidelines do not include rates for two-over-two residences. The traffic study averages the townhouse and apartment rates in the guidelines. This represents an intermediate rate between apartments and



townhouses, which is accepted for this particular development. The resulting site trip generation would be 61 AM peak-hour trips (12 in, 49 out), and 70 PM peak-hour trips (46 in, 24 out). With site traffic, the following operating conditions were determined:

<b>TOTAL TRAFFIC CONDITIONS</b>				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (AM & PM)	
Addison Road/Ronald Road (signalized)	1,347	1,471	D	E
Addison Road/Wilburn Drive (signalized)	1,456	1,477	E	E
Addison Road/Site Access (unsignalized)	163.6*	223.1*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure, and should be interpreted as a severe inadequacy.				

With the proposed development included in total traffic conditions, the two signalized intersections on Addison Road still operate at acceptable levels of service during the AM and PM peak hours. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. This occurs at the proposed unsignalized intersection of Addison Road and the Site Access Road.

In response to inadequacies identified at unsignalized intersections, the Planning Board has generally recommended that the applicant provide a signal warrant study and install the signal if it is deemed warranted by the appropriate operating agency. The signal warrant study is, in itself, a more detailed study of the adequacy of the existing unsignalized intersection. With such a condition, and with any resulting improvements, the intersection will operate acceptably in both peak hours.

The Prince George's County FY 2006-2011 approved Capital Improvement Program contains a road project (CIP ID No. FD666601, Addison Road I and II). This project consists of reconstructing Addison Road from Walker Mill Road to MD 214 (Phase I). Initially four lanes will be constructed; also included will be the construction of brick paver crosswalks, sidewalks, landscaping, street lighting, and a roadway median to improve safety. Most of the funding for this project is beyond six years in the FY 2006-2011 CIP.

**Site Plan Comments and Access Issues**

One new access point on Addison Road is proposed to serve the site. Addison Road is listed in the Addison Road Metro Town Center Master Plan (October 2000) as a four- to six-lane arterial roadway with 120 feet of right of way. A private spine road is proposed by the applicant to intersect Addison Road approximately 325 feet south of the property's northwest corner. Individual residential units will be connected to the private spine road via private driveways and/or parking spaces.

Sight distance may be a problem along Addison Road based on rolling hills in the area. Any proposed access point to Addison Road must have the approval of the Prince George's County Department of Public Works and Transportation (DPW&T).

It is anticipated that Addison Road will be constructed as four lanes along the frontage of this property without a median break. Therefore, future access/egress will be limited to right turns in and right turns out. In anticipation of the road widening project and based on existing conditions, DPW&T provided the following comments:

- a. DPW&T reserves the right to eliminate full access to Addison Road when it is dualized if it is determined that the proposed site access point is less than 600 feet from Ronald Road.
- b. A left turn bypass lane will be required by DPW&T on southbound Addison Road at the Site Access Road.
- c. Deceleration and acceleration lanes will be required by DPW&T on northbound Addison Road.
- d. DPW&T foresees high levels of delay exiting the site access road.

Only one access point will be allowed onto Addison Road. The applicant may be required to provide frontage and/or additional safety improvements along Addison Road, if required by the Prince George’s County Department of Public Works and Transportation.

**Master Plan Comments**

The Approved Sector Plan for the Addison Road Metro Town Center (2000) lists Addison Road as A-33 with four to six lanes of traffic and 120 feet of right-of-way.

**Transportation Staff Conclusions and Recommendations**

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.

- 7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this preliminary plan for impact on 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.

**Impact on Affected Public School Clusters**

Affected School Clusters #	Elementary School Cluster 7	Middle School Cluster 4	High School Cluster 4
Dwelling Units	48 sfd	48 sfd	48 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	11.52	2.88	5.76
Actual Enrollment	35,388	11,453	16,879
Completion Enrollment	218	52	105
Cumulative Enrollment	102	25.50	51
Total Enrollment	35,719.52	11,533.38	17,040.76
State-Rated Capacity	39,187	11,272	15,314
Percent Capacity	91.15	102.32	111.28

Source: Prince George’s County Planning Department, M-NCPPC, December 2005

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 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.

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 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.

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 the property is within the required seven-minute response time for the first due fire station, Seat Pleasant, Company 8, using the Seven-Minute Travel Times and Fire Station Locations Map provided by the Prince George’s County Fire 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 subject property is located in Police District III. 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 proceeding 12 months. The preliminary plan was accepted for processing by the Planning Department on September 5, 2006.

<b>Reporting Cycle</b>	<b>Date</b>	<b>Emergency Calls</b>	<b>Nonemergency</b>
Acceptance Date	01/05/05-08/05/06	9.00	18.00
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 Environmental Engineering Program has reviewed the preliminary plan of subdivision for Quincy Commons and has no comments to offer.
11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. Stormwater Management Concept Plan 11411-2003-01 has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.
12. **Historic**—The Planning Department previously reviewed this property for archeological resources under prior Preliminary Plan 4-04173 and recommended a Phase I archeological survey be conducted on the 10.56-acre parcel. A Phase I archeological survey was conducted under prior Preliminary Plan 4-04173, which satisfied the county's requirements. The Planning Department concurred that no further archeological work is needed. The Planning Department accepted the final report on the archeological survey, *A Phase I Archeological Survey of the Proposed Quincy Commons Subdivision: A 10.56-Acre Development Property Located on Addison Road In Prince George's County, Maryland (Development Case No. 4-04173)*. This survey also included the 4.66 acres within Preliminary Plan 4-06098. Four copies of the final report were submitted to the Planning Department on July 12, 2006.

However, the applicant should be aware that Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties to include archeological sites. This review is required when state or federal monies, or federal permits are required for a project.

## RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised as follows:
  - a. Designate the parking easement as an outlot to be conveyed to the Addison Arms Apartments.
  - b. Delineate the R-T/R-18 zoning line on the TCP-I.
  - c. Delineate a "B" bufferyard in accordance with the *Landscape Manual* along the northern property line adjacent to the church property.
2. A Type II tree conservation plan shall be approved in conjunction with the detailed site plan.
3. Development of this site shall be in conformance with Stormwater Management Concept Plan 11411-2003-01 and any subsequent revisions.

4. Prior to signature approval of the preliminary plan of subdivision, the Type I Tree Conservation Plan (TCPI/10/04) shall be revised as follows.
  - a. Clearly identify and label each area not counted toward woodland requirements (don't count areas less than 35 feet in width).
  - b. Remove reforestation area 4 from computation.
  - c. Revise the legend to reflect all graphic symbols used on the plan clearly to include steep slopes on highly erodible soils.
  - d. Revise the computation worksheet accordingly to reflect changes made to the plan.
  - e. Have the revised plan signed and dated by the qualified professional who prepared the plan.

5. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/10/04). The following notes shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type I tree conservation plan (TCPI/10/04), 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. This property is subject to the notification provision of CB-60-2005.”

Copies of all approved tree conservation plans are available in the offices of The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department.

6. Prior to signature approval of the preliminary plan, all plans must be revised to show the 65 dBA Ldn noise contour located 228 feet from the centerline of Addison Road or a revised noise study shall be submitted for review. The revised noise study shall provide a justification for the reduction in traffic, base traffic counts on a 10-year projection, and include all relevant information. If approved, the resultant noise contour must be shown on all plans prior to signature approval.
7. Prior to signature approval of the preliminary plan of subdivision, all plans shall be revised to show a six-foot high, solid wood fence for all rear yard areas within the 65 dBA Ldn noise contour.
8. Prior to the approval of building permits for dwelling units within the 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells have been designed to reduce interior noise levels to 45 dBA (Ldn) or less.
9. The applicant, his heirs, successors and or assignees shall provide a standard sidewalk along the property's entire street frontage of Addison Road unless modified by the Planning Board at the time of issuance of street construction permits.

10. The applicant, his heirs, successors and or assignees shall provide standard sidewalks along both sides of the internal private street unless modified by the Department of Public Works and Transportation at the time of detailed site plan.
11. The applicant, his heirs, successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*.

The applicant shall allocate appropriate and developable areas for the private recreational facilities on homeowners association (HOA) open space land. The private recreational facilities shall be reviewed by the Urban Design Review Section of DRD for adequacy and property siting, at the time of detailed site plan approval of the preliminary plan by the Planning Board.

A site plan shall be submitted to the Development Review Division (DRD) of the Prince George's County Planning Department, which complies with the standards outlined in the *Parks and Recreation Facilities Guidelines*.

The submission of three original, executed recreational facilities agreements (RFAs) to DRD for its review and approval is required three weeks prior to a submission of a final plat. Upon approval by DRD, the RFA should be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.

The submission of a performance bond, letter of credit or other suitable financial guarantee, in an amount to be determined by the DRD, is required at least two weeks prior to applying for building permits.

The developer, his successor and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.

The adjacent parkland shall not be disturbed in any way without the prior written consent of the Department of Parks and Recreation (DPR).

12. Prior to signature approval of the preliminary plan of subdivision, the staff of DPR shall review and approve the stormwater management plan to assess the impact of stormdrain outfalls on adjacent parkland. Stormdrain outfalls shall be designed to avoid adverse impacts on adjacent parkland. If the outfalls require drainage improvements on land owned by M-NCPPC, the Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond prior to issuance of grading permits.
13. Prior to signature approval of the preliminary plan of subdivision the applicant shall submit two copies of the signed stormwater concept plan and approval letter, and delineate the stormwater concept plan approval number and approval date on the preliminary plan and TCPI. Any required stormwater facilities shall be shown on the TCPI.
14. Prior to approval of the final plat, the applicant, his heirs, successors and/or assignees shall have a detailed site plan approved by the Planning Board in accordance with Part 3, Division 9, of the Zoning Ordinance.
15. At the time of final plat approval, the applicant shall dedicate a right-of-way along Addison Road of 60 feet from the master plan centerline.

16. Prior to issuance of any building permits, the applicant, his heirs, successors, and or assignees shall provide for any necessary turn lanes and frontage improvements as required by DPW&T. These will include turn lanes for deceleration and acceleration of vehicles at the site entrance on northbound Addison Road. Additional right of way dedication to DPW&T may be required for these improvements.
17. Prior to issuance of any building permits, the applicant, his heirs, successors, and or assignees shall provide a left turn bypass lane on southbound Addison Road at the site access point.
18. Prior to the approval of a detailed site plan, the applicant his heirs, successors, and or assignees shall conduct a traffic signal warrant study and submit a sight distance study to DPW&T. The applicant shall be responsible for any safety features required by DPW&T including but not limited to a new traffic signal and any other improvements at the site access point.

STAFF RECOMMENDS APPROVAL OF TREE CONSERVATION PLAN TCP1/10/04.