

The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



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

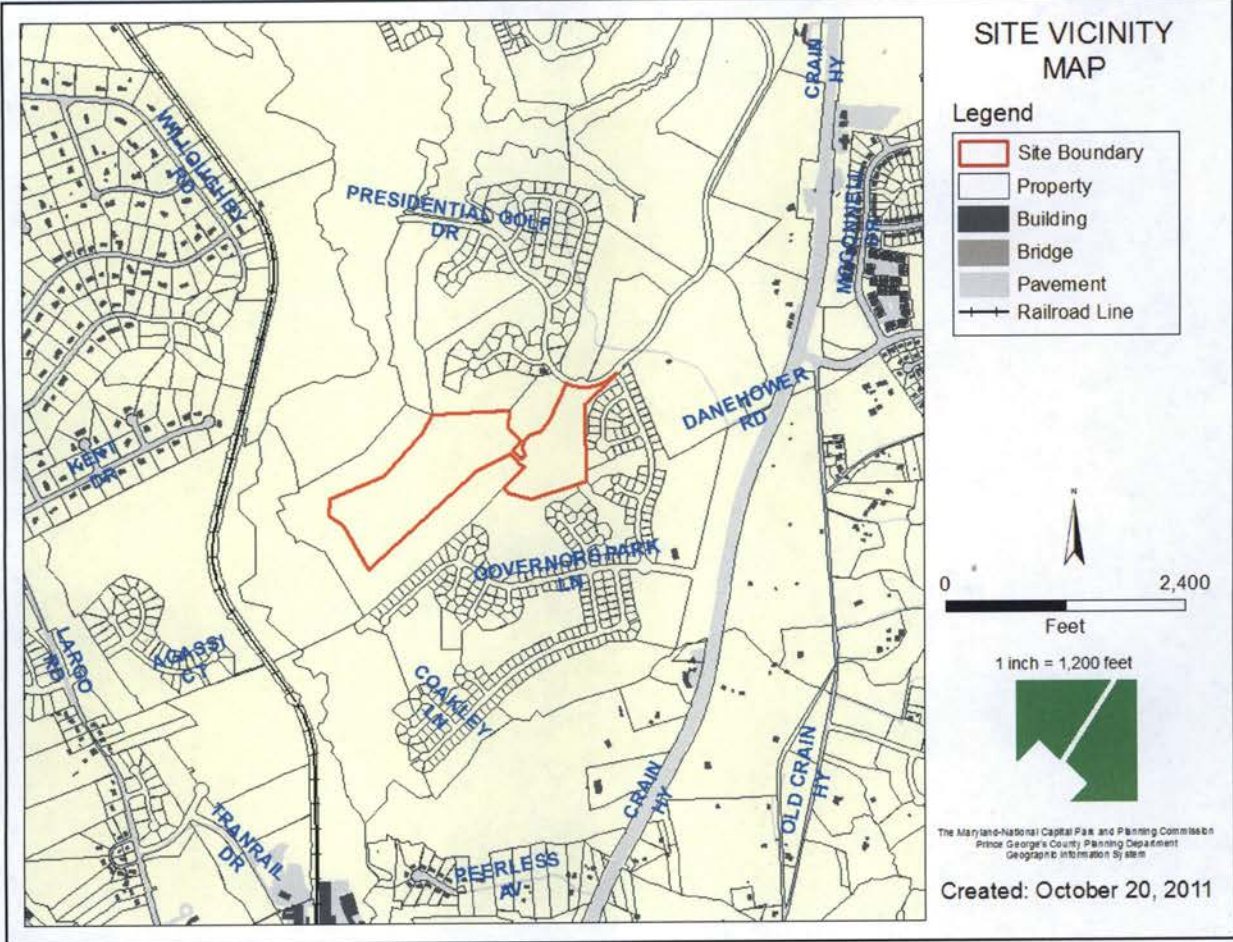
Specific Design Plan

SDP-9907-01

Application	General Data	
Project Name: Beech Tree, East Village, Infrastructure Transportation Staging Plan Revision Location: Southwestern quadrant of the intersection of Robert Crain Highway (US 301) and Leeland Road. Applicant/Address: VOB Limited Partnership 8133 Leesburg Pike, Suite 300 Vienna, VA 22182	Planning Board Hearing Date:	06/27/13
	Staff Report Date:	06/19/13
	Date Accepted:	05/25/12
	Planning Board Action Limit:	N/A
	Plan Acreage:	1,212.06/68.39
	Zone:	R-S
	Dwelling Units:	130
	Gross Floor Area:	N/A
	Planning Area:	79
	Tier:	Developing
	Council District:	06
	Election District:	03
	Municipality:	N/A
200-Scale Base Map:	204SE13	

Purpose of Application	Notice Dates	
Revise the approved transportation improvement staging plan.	Informational Mailing:	04/06/12
	Acceptance Mailing:	05/23/12
	Sign Posting Deadline:	05/28/13

Staff Recommendation		Staff Reviewer: Ruth Grover, M.U.P., A.I.C.P. Phone Number: (301) 952-4317 Email: Ruth.Grover@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Specific Design Plan SDP-9907-01
Beech Tree, East Village, Infrastructure
Transportation Staging Plan Revision

The Urban Design staff has completed its review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

This specific design plan was reviewed and evaluated for compliance with the following criteria:

- a. Zoning Map Amendment (Basic Plan) A-9763-C;
- b. Comprehensive Design Plan CDP-9706;
- c. Preliminary Plans of Subdivision 4-99026 and 4-00010;
- d. Specific Design Plan SDP-9907 for Infrastructure;
- e. Specific Design Plan SDP-0410;
- f. Umbrella Specific Design Plan SDP-0001 for Architecture;
- g. Special Purpose Specific Design Plan SDP-9905 for Community Character;
- h. The requirements of the Prince George's County Zoning Ordinance, specifically Sections 27-511, 27-512, 27-513, and 27-514, governing development in the Residential Suburban Development (R-S) Zone;
- i. The requirements of the 2010 *Prince George's County Landscape Manual*;
- j. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- k. The Prince George's County Tree Canopy Coverage Ordinance; and
- l. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject specific design plan (SDP), the Urban Design staff recommends the following findings:

1. **Request:** This application proposes to revise the approved transportation improvement staging plan that was approved previously in conjunction with this SDP.
2. **Development Data Summary:**

	Existing Approvals	Proposed
Zones	R-S	R-S
Uses	Residential	Residential
Acreage in Beech Tree	1,212.06	1,212.06
Acreage in subject SDP	68.39	68.39
Lots	130 single-family detached	0

3. **Location:** The Beech Tree project site is located on the west side of Robert Crain Highway (US 301), south of Leeland Road, in Planning Area 79 and Council District 6. The area covered by Specific Design Plan SDP-9907 is located in the northeastern portion of the Beech Tree development.
4. **Surrounding Uses:** The Beech Tree project, as a whole, is bounded to the north by residential and agricultural land use in the Residential-Agricultural (R-A) Zone and Leeland Road; to the east by residential land use in the R-A Zone and Robert Crain Highway (US 301); to the west by residential and agricultural land use in the Residential-Estate (R-E) and Residential Urban Development (R-U) Zones; and to the south by residential land use in the R-A Zone. The subject site is bounded to the north by the Local Activity Center (L-A-C) zoned portion of the development; to the west and south by other residential portions of the Beech Tree development; and to the east by open space/sensitive environmental features within the Beech Tree development with US 301 beyond.
5. **Previous Approvals:** The subject site is part of a larger project with a gross residential acreage of 1,200±. The site is known as Beech Tree, which was rezoned from the R-A Zone to the R-S Zone (2.7-3.5) through Zoning Map Amendment (Basic Plan) A-9763-C for 1,765 to 2,869 dwelling units. Basic Plan A-9763-C was approved by the Prince George's County Council, sitting as the District Council, on October 9, 1989 (Zoning Ordinance No. 61-1989) subject to 17 conditions and 14 considerations. On July 14, 1998, Comprehensive Design Plan CDP-9706 for the entire Beech Tree development was approved by the District Council, subject to 49 conditions. Following the approval of CDP-9706, three preliminary plans of subdivision have been approved: 4-98063 for a golf course (PGCPB Resolution No. 98-311); 4-99026 for 458 lots and 240 apartments (PGCPB Resolution No. 99-154); and 4-00010 for 1,653 lots and 46 parcels (PGCPB Resolution No. 00-127). The site is also subject to the requirements of the approval of SDP-9907, approved by the District Council on October 30, 2000 subject to conditions.

Two SDPs for the entire site have also been approved for the Beech Tree development. Specific Design Plan SDP-9905, which was approved by the District Council on October 22, 2000, is a special purpose SDP for community character. Specific Design Plan SDP-0001, which was approved by the District Council on October 30, 2000, is an umbrella architecture approval for

the Beech Tree development and has been revised several times. To date, 23 SDPs have been approved for the Beech Tree development including 18 for single-family attached and detached lots, one for the golf course, one for the golf clubhouse, and one for the installation of a sewer line. All of the SDPs have been reviewed and approved by the District Council as required by a previous condition of approval, and several SDPs have subsequently been revised. In addition, various types of tree conservation plans have been approved for the above-mentioned preliminary plans of subdivision and SDPs. The proposed site development has an approved Stormwater Management Concept Plan, 35714-2005-00, dated November 29, 2011 and valid until November 29, 2014.

6. **Design Features:** The SDP is located in the northwestern portion of the Beech Tree development and is comprised of 130 single-family detached units. The subject revision, however, solely seeks to revise the transportation staging plan contained therein and does not seek to revise the layout or other requirements of the SDP-9907 approval. More specifically, the subject application seeks to revise the portion of the staging plan contained in Finding 24 of PGCPB Resolution No. 00-111 regarding Phase IV of residential development, which required that the following improvements be made prior to issuance of the 1,001st building permit for any residential unit of the development:

- a. **Widen southbound US 301 to provide three exclusive thru lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.**
- b. **Widen northbound US 301 to provide three exclusive thru lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road.**
- c. **Widen Leeland Road to provide two exclusive left turn lanes and one free-flowing right turn lane.**

The applicant seeks to revise the above as follows (with new text to be inserted underlined):

Prior to issuance of the 1,001st building permit for any residential unit of the development, the applicant shall provide the State Highway Administration a complete set of approved design plans and the necessary bonds and fees for construction of the Phase IV improvements. Prior to issuance of the 1,101st building permit, construction of the Phase IV improvements must be initiated. Construction of the following improvements shall be completed by the applicant prior to issuance of the 1,251st building permit:

- a. Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.
- b. Widen northbound US 301 to provide three exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road.
- c. Widen Leeland Road to provide two exclusive left-turn lanes and one free-flowing right-turn lane.

In essence, rather than having the specified improvements in place prior to issuance of the 1,001st building permit, the improvements would be bonded prior to that threshold. Prior to issuance of the 1,101st building permit, construction of the same would have been started and, prior to issuance of the 1,251st building permit, construction shall be finished. This would have

the effect of allowing the applicant to build 250 more units before completion of the improvements than was originally contemplated when SDP-9907 was approved. See Finding 18 for a discussion of the Transportation Planning Section and the State Highway Administration's (SHA) rationale and findings leading to conditional support of the application as shown in the Recommendation section of this technical staff report.

7. **Zoning Map Amendment (Basic Plan) A-9763-C:** On October 9, 1989, the District Council approved Zoning Map Amendment (Basic Plan) A-9763-C, subject to 17 conditions and 14 considerations. The subject request does not affect previous findings of conformance to the requirements of this approval. Of the considerations and conditions attached to the approval of A-9763-C, the following condition is directly applicable to the review of this SDP. The requirement is included in **boldface** type below.

16. The District Council shall review all Specific Design Plans for Beech Tree.

The case will be transmitted to the District Council for mandatory review at the conclusion of the Planning Board approval process.

8. **Comprehensive Design Plan CDP-9706:** Comprehensive Design Plan CDP-9706 was approved with 49 conditions. The subject request does not affect previous findings of conformance to the requirements of this approval. Of the conditions attached to the approval of CDP-9706, the following are directly applicable to the review of this SDP. The requirements are included in **boldface** type below, followed by staff comment.

6. **Every Specific Design Plan for Beech Tree shall include on the cover sheet a clearly legible overall plan of the Beech Tree project on which are shown in their correct relation to one another all phase or section numbers, all approved or submitted Specific Design Plan numbers, and all approved or submitted Tree Conservation Plan numbers for Beech Tree.**

Comment: The required legible overall plan of the Beech Tree project, including all phase or section numbers and SDP numbers, is included on the coversheet of this SDP. Parallel information is included on the accompanying Type II tree conservation plan (TCPII).

7. **Every Specific Design Plan for Beech Tree shall adhere to Stormwater Management Plan #958009110 or any subsequent revisions. The applicant shall obtain separate Technical Stormwater Plan approvals from DER for each successive stage of development in accordance with the requirements set forth in Concept Plan #958009110 prior to certificate approval of any SDP.**

Comment: The subject SDP is in conformance with approved Stormwater Management Concept Plan 35714-2005-00, approved on November 29, 2011 and valid until November 29, 2014.

17. **The District Council shall review all Specific Design Plans for Beech Tree.**

Comment: The case will be transmitted to the District Council for mandatory review at the conclusion of the Planning Board approval process.

9. **Preliminary Plans of Subdivision 4-99026 and 4-00010:** Preliminary Plan of Subdivision 4-99026, which covers the subject site, was approved by the Planning Board on October 14, 1999 (PGCPB Resolution No. 99-154) subject to conditions. Preliminary Plan of Subdivision 4-00010 was approved with conditions by the Planning Board on July 6, 2000 (PGCPB Resolution No. 00-127). The relevant conditions of each approval are included in **boldface** type below, followed by staff comment:

Preliminary Plan of Subdivision 4-99026

17. **Prior to the issuance of any building permit, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:**

a. **Leeland Road**

- (1) **Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards.**

b. **Leeland Road/US 301 Intersection**

Construct a fourth southbound through lane along US 301 at Leeland Road to SHA standards.

c. **MD 193/Oak Grove Road Relocated Intersection**

- (1) **The applicant shall provide a half section of realigned MD 193 from the northern end of the proposed half section within Perrywood to connect to the existing MD 193 north of the realigned Oak Grove Road**
- (2) **The extension of the realigned Oak Grove from the end of Perrywood's construction, to the realigned MD 193. The realignment of MD 193 and Oak Grove Road shall provide a thru- and a right-turn lane at the northbound approach, a thru- and a left-turn lane at the southbound approach and a separate left- and right-turn lane on the westbound approach.**
- (3) **Provide for the installation of a traffic signal.**

d. **US 301/Swanson Road Intersection**

- (1) **The applicant shall re-configure this intersection to the requirements of SHA to prevent left turns from westbound Swanson Road. This reconfiguration shall occur at such time in the future when the volume at the intersection warrants the need for signalization.**
- (2) **Construct a fourth southbound through lane along US 301 at Swanson Road to SHA standards.**

18. Prior to approval of the first Specific Design Plan pursuant to this preliminary plat, the applicant shall prepare a report which will identify the number of units and access locations of each phase of development to occur pursuant to this preliminary plat, identify the transportation improvements to be constructed with each phase, and develop a financing plan and construction schedule for the improvements associated with each phase. This report shall be submitted with the first SDP application submitted pursuant to this preliminary plat and reviewed by DPW&T, SHA and Transportation Planning staff, who shall then report to the Planning Board on the status of the staging of transportation improvements with each phase of development. The report shall be revised and resubmitted by the applicant with any subsequent SDP application where the sequencing of the improvements or development phases is changed from that in the initial report.

Comment: In a memorandum dated June 26, 2012, the Subdivision Review Section stated that Preliminary Plan 4-99026 established the need for a phasing plan to be established for the subdivision prior to approval of the first SDP. The Subdivision Section further stated that SDP-9907 established a phasing plan to implement the roadway improvements tied to the number of building permits approved, and the applicant is requesting in the subject application to increase the number of permits by 250 before the required improvements are to be completed. In closing, the Subdivision Section stated that conformance to Conditions 17 and 18 should be reviewed and determined by the Transportation Planning Section. On June 17, 2013, the Transportation Planning Section verbally indicated to staff that the improvements required by Condition 17 had already been provided by the applicant. Also, in a memorandum dated May 20, 2013, the Transportation Planning Section offered the following commentary regarding Condition 18:

Pursuant to Condition 18 of PGCPB Resolution No. 99-154, the applicant has provided to staff a number of documents designed to demonstrate the impact of the proposed changes that are being sought. Among the documents presented by the applicant was a March 2013 analysis of the intersection of US 301 at Leeland Road. This analysis was based on a traffic count taken in September 2012, along with several development scenarios. The table below shows the results of those scenarios:

2012 Traffic Analysis at Leeland Road @ US 301		
Development Scenarios	AM (LOS/CLV)	PM (LOS/CLV)
2012 Existing Traffic with 850 built Beech Tree units	C/1250	C/1204
2012 Existing Traffic with 1,250 Beech Tree units <i>(400 proposed additional units without Phase IV improvement)</i>	D/1317	C/1256
2012 Existing Traffic with 1,250 built Beech Tree units <i>(including 100% CSC, 50% Locust Hill and 50% Willow Brook)</i>	D/1385	F/1653
2012 Existing Traffic with 1,250 built Beech Tree units <i>(Including 100% CSC, Locust Hill and Willow Brook & Phase IV imp.)</i>	E/1467	E/1476

The results showed that, even with an additional 400 dwelling units (for a total of 1,250), the intersection would operate acceptably with a LOS/CLV of D/1317 in the AM peak and C/1256 in the PM peak. It is worth noting that this analysis was done without the Phase IV improvements and without any background development included. It is a requirement of the "Transportation

Review Guidelines, Part 1” to include background developments when any analyses are being done for the purpose of making an adequacy finding. However, having already made an adequacy finding at the preliminary plan phases of this development, this exercise is to determine the levels-of-service at various stages of the proposed development along with a commensurate amount of transportation improvements.

Staff is in receipt of a letter from SHA dated May 17, 2013. In this letter, SHA proposed a different set of transportation conditions than was being proffered by the applicant. Specifically, SHA offers the following changes:

- a. Prior to issuance of the 1,001st building permit for any residential unit of the development, the developer will provide SHA a complete set of approved design plans and the necessary bonds and fees for the following improvements:
 - (1) Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.
 - (2) Widen northbound US 301 to provide three exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road.
 - (3) Widen Leeland Road to provide two exclusive left-turn lanes and one free-flowing right-turn lane.
- b. Prior to issuance of the 1,101st building permit for any residential unit of the development, the developer must initiate the improvements identified above.
- c. Prior to issuance of the 1,251st building permit for any residential unit of the development, the improvements above must be completed.

SHA further recommended that additional analyses will be required to evaluate changes to Phase V.

In reviewing SHA’s recommendations, they appear to represent a compromise between what the applicant was seeking and what is currently in the condition. Staff concurs with the threshold that is proposed by SHA. While the projected levels-of-service at 1,250 units will be D and C, and were achieved without the inclusion of background developments, it seems unlikely that the background developments (even partially) will be developed before the construction of 250 dwelling units within the Beech Tree development. Consequently, it is the opinion (and recommendation) of staff that a change in the wording of the conditions for Phase IV is justified. Like SHA, staff concurs that any change to the original Phase V development threshold (and beyond) will require a new evaluation of the original 2000 Beech Tree Staging Report, pursuant to Condition 18 of Resolution No. 99-154.

Comment: The Transportation Planning Section’s conclusions above are reflected in the proposed conditions in the Recommendation section of this technical staff report.

Preliminary Plan of Subdivision 4-00010

Preliminary Plan of Subdivision 4-00010 was approved by the Planning Board on July 6, 2000. Prince George’s County Planning Board Resolution No. 00-127 was subsequently adopted by the Planning Board on July 27, 2000, formalizing that approval. The following relevant conditions of that approval are included in **boldface** type below followed by staff comment:

14. **The applicant shall provide improvements to US 301 and Leeland Road as provided in the Recommended Staging Plan adopted as Finding 24 in the Approval of SDP-9907 on June 8, 2000. This Staging Plan provides for the applicant's participation in the construction of improvements to US 301 which will equal or exceed the pro-rata participation cost previously identified (\$1,194,805.00) in the approvals of CDP-9706 and Preliminary Plat 4-99026.**

Comment: In a memorandum dated June 26, 2012, the Subdivision Section stated that Condition 14 reiterates the staging plan contained in SDP-9907, and conformance to Condition 14 should be reviewed and determined by the Transportation Planning Section. On June 17, 2013, the Subdivision Section verbally indicated to staff that they would defer to the Transportation Planning Section's interpretation of the applicability of the preliminary plan requirements to the subject application. See Finding 18(b) for a full discussion of the Transportation Planning Section's analysis in this regard.

19. **Prior to the issuance of the 1,993rd building permit for any residential unit of development, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:**

- a. **Leeland Road/US 301 Intersection**

Construct a fourth southbound through lane along US 301 at Leeland Road to SHA standards.

- b. **US 301/Swanson Road Intersection**

Construct a fourth southbound through lane along US 301 at Swanson Road to SHA standards.

Comment: In a memorandum dated June 26, 2012, the Subdivision Section stated that Condition 19 appears to include a sixth phase of roadway improvements for the Beech Tree subdivision. Further, they stated that conformance to Condition 19 should be reviewed and determined by the Transportation Planning Section to see if the proposed revision to the staging plan is in conflict with this condition. On June 17, 2013, the Subdivision Section verbally indicated to staff that they would defer to the Transportation Planning Section's interpretation of the applicability of the preliminary plan requirements to the subject application. See Finding 18(b) for a full discussion of the Transportation Planning Section's analysis in this regard.

10. **Specific Design Plan SDP-9907 for Infrastructure:** Specific Design Plan SDP-9907 is an infrastructure plan for the East Village consisting of 130 single-family detached residential lots. However, SDP-9907 included, for the first time, a staging plan and the accompanying transportation improvements needed for the various development stages of Beech Tree. The Planning Board approved SDP-9907 on June 8, 2000 subject to 14 conditions, of which only the staging and transportation improvement-related finding and/or condition is applicable to the review of this SDP as follows:

11. **If in the future, the sequencing of the subsequent development phases or associated transportation improvements is proposed to be modified, the Recommended Staging Plan shall be revised and resubmitted by the applicant prior to approval of the SDP for which such a change is requested.**

Otherwise, with each subsequent SDP, the applicant shall provide evidence, in the form of a letter to the Planning Department, of (1) the aggregate number of building permit issuances for residential units, (2) the Phase within which the number of units for the proposed SDP would fall, and (3) the status of the associated transportation improvements. This letter shall be compared to the Staging Plan for transportation improvements in effect at that time in order to evaluate the adequacy of transportation facilities for report to the Planning Board.

Comment: The subject project falls within the requirements of the first paragraph of this condition as the applicant seeks to modify the transportation improvements associated with the development phases as specified in the staging plan contained in the approval of SDP-9907. Therefore, the letter normally required and provided from the applicant pursuant to the second paragraph of this condition stating the aggregate number of building permits for units, the phase within which the number of units for a proposed SDP would fall, and the status of the associated transportation improvements, is not required to be submitted prior to approval of the subject project. All other findings and conditions of the approval of SDP-9907 remain in full force and effect.

11. **Specific Design Plan SDP-0410:** Specific Design Plan SDP-0410 was approved by the Planning Board on July 7, 1005. The Planning Board subsequently adopted PGCPB Resolution No. 05-157 formalizing that approval on July 28, 2005. The District Council subsequently heard the case in oral argument and approved it on November 28, 2005. Each condition of that approval relevant to the subject application is included in **boldface** type below, followed by staff comment:

6. **Prior to issuance of the 132nd building permit for any residential unit of the development, the following improvements shall be completed by the applicant:**
 - a. **Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Trade Zone Avenue to 2,000 feet south of Trade Zone Avenue.**
 - b. **Construct internal site connection from Beech Tree Parkway to Leeland Road.**
 - c. **Modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.**

Comment: In a memorandum dated May 20, 2013, the Transportation Planning Section pointed out that, in the District Council's review of the case, they affirmed the Planning Board's approval with some modification to Condition 6. In its final decision, the Council increased the threshold for which certain building permits would be completed from 132 residential building permits to 350, causing the condition to read as follows:

6. **Prior to issuance of the 350th building permit for any residential unit of the development, the following improvements shall be completed by the applicant:**

- a. **Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Trade Zone Avenue to 2,000 feet south of Trade Zone Avenue.**
- b. **Construct internal site connection from Beech Tree Parkway to Leeland Road.**
- c. **Modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.**

Comment: These improvements have been built.

- 12. **Umbrella Specific Design Plan SDP-0001 for Architecture:** Specific Design Plan SDP-0001 is an umbrella SDP for single-family detached architecture for the entire Beech Tree development. This SDP was approved by the Planning Board on June 8, 2000, subject to three conditions. It was approved with 16 architectural models for the proposed single-family detached units in the East Village, but the approved models can be used in any other portion of the Beech Tree development. Since the approval of SDP-0001, several revisions have been approved. The subject revision of SDP-9907 is not affected by the previously approved findings and conditions of SDP-0001.
- 13. **Special Purpose Specific Design Plan SDP-9905 for Community Character:** Specific Design Plan SDP-9905 is a special purpose SDP pursuant to Condition 12 of CDP-9706 that was devoted to elements of streetscape including, but not limited to, street trees, entry monuments, signage, special paving at important facilities and intersections, and design intentions in the neotraditional area of the East Village. The subject revision of SDP-9907 is not affected by the previously approved findings and conditions of SDP-9905 for community character.
- 14. **Prince George's County Zoning Ordinance:** The proposed revisions to SDP-9907 will have no effect on previous findings of conformance with the applicable requirements of the Prince George's County Zoning Ordinance.

Section 27-528 requires the following findings for approval of a SDP:

- (a) **Prior to approving a Specific Design Plan, the Planning Board shall find that:**
 - (1) **The plan conforms to the approved Comprehensive Design Plan and the applicable standards of the Landscape Manual.**

Comment: As stated in Findings 8 and 15, the proposed SDP revision will continue to conform to the approved comprehensive design plan and the applicable standards of the 2010 *Prince George's County Landscape Manual*.

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

Comment: In a memorandum dated May 20, 2013, the Transportation Planning Section concluded that the subject development will be adequately served within a reasonable period of time if the subject application is approved with conditions for Phases IV through VI. Those conditions requested, including the applicant's, and SHA's supported change to Phase IV sequencing of transportation improvements and/or changes to thresholds identified in these conditions have been included in the Recommendation section of this technical staff report.

As for other public facilities such as fire engine, ambulance, paramedic, and police services, the subject revisions to SDP-9907 will not affect previous findings that the development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Prince George's County Capital Improvement Program (CIP) or provided as part of the private development, as it involves changes to the transportation staging plan and not the addition of any residential units or commercial or industrial square footage.

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

Comment: The applicant submitted an approved Stormwater Management Concept Plan, 35714-2005-00, dated November 29, 2011 and valid until November 29, 2014. Therefore, it may be said that adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or other properties.

- (4) **The Plan is in conformance with an approved Tree Conservation Plan.**

Comment: The subject SDP revision does not alter the site layout nor impact tree conservation previously required pursuant to the Woodland Conservation and Tree Preservation Ordinance (WCO). It will not affect previous findings of conformance to the requirements of the WCO previously made for the subject project.

- (5) **The plan demonstrates that the regulated environmental features are preserved and/or restored to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b) (5).**

Comment: As the subject project is grandfathered from the requirements of Subtitle 24 of the Prince George's County Code, this required finding need not be made.

15. **Prince George's County Landscape Manual:** The subject project amending the requirements of the staging plan for transportation improvements will not affect previous findings of conformance to the requirements of the 2010 *Prince George's County Landscape Manual*.

16. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The application is not subject to the Woodland and Wildlife Habitat Conservation Ordinance, Subtitle 25, Division 2, which became effective September 1, 2010, because there are previously approved Type I and Type II tree conservation plans for the site.
17. **Prince George's County Tree Canopy Coverage Ordinance:** The subject project does not affect previous findings of conformance to the requirements of the Prince George's County Tree Canopy Coverage Ordinance.
18. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning Division**—In a memorandum dated June 26, 2012, the Community Planning Division stated that the application is consistent with the 2002 *Prince George's County Approved General Plan Development Pattern* policies for the Developing Tier, conforms to the 2009 *Approved Subregion 6 Master Plan and Sectional Map Amendment*, and that the subject revision to amend the timing of certain improvements previously approved has no master plan or sectional map amendment implications.
- b. **Transportation Planning Section**—In a memorandum received May 23, 2013, the Transportation Planning Section stated the following regarding the project:

The Transportation Planning Section has received the above-mentioned SDP application for review and comment. Specific Design Plan SDP-9907-01 proposes an amendment to the approved Beech Tree Staging Report. Specifically, the applicant is seeking permission to change the development threshold (and the associated language) for Phases IV and V of the proposed development.

Background

On Thursday June 8, 2000, the Planning Board approved SDP-9907 (PGCPB Resolution No. 00-111). As part of the application for SDP-9907, the applicant submitted a staging plan which identified the transportation improvements needed for the various development stages of the Beech Tree subdivision. In reviewing the proposed staging and the associated road improvements, and after further consultation with the applicant, SHA, and DPW&T, staff concurs with the proposed staging report, with modifications:

Phase I: The golf course

1. **Prior to the issuance of the first building permit for the golf course clubhouse, the developer shall have begun construction of the improvements listed below:**
 - a. **Lengthen the northbound US 301 left turn lane at Swanson Road as required by the SHA.** [*This improvement has been met*]
 - b. **Construct a 500-foot-long southbound deceleration lane (include taper) along US 301 at Swanson Road as may be required by the SHA.** [*This improvement has been completed*]

- c. **Construct a 500-foot-long southbound acceleration lane (including taper) along US 301 from Swanson Road as may be required by the SHA. [This improvement has been completed]**

Phase II: residential development

- 2. **Prior to the issuance of any residential building permit, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:**

- a. **Leeland Road**

Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards. [This improvement has not yet begun; however, it has been bonded as per DPW&T]

Phase III: residential development - building permits # 132 - 1,000

- 3. **Prior to the issuance of the one hundred and thirty second (132nd) building permit for any residential unit of the development, the following improvements shall be completed by the applicant:**

- a. **Widen southbound US 301 to provide three (3) exclusive through lanes from 1,000 feet north of Trade Zone to 2,000 feet south of Trade Zone Avenue. [This improvement has been completed]**

- b. **Construct internal site connection from Beech Tree Parkway to Leeland Road. [This improvement has been met]**

- c. **Modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301. [SHA has signalized this intersection, which allows full movement from all approaches. Consequently, this condition is no longer relevant.]**

Phase IV: residential development - building permits # 1,001- 1,500

- 4. **Prior to the issuance of the 1,001st building permit for any residential unit of the development, the following improvements shall be completed by the applicant:**

- a. **Widen southbound US 301 to provide three (3) exclusive through lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.**

- b. **Widen northbound US 301 to provide three (3) exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road.**

- c. **Widen Leeland Road to provide two (2) exclusive left turn lanes and one (1) free flowing right turn lane.**

Phase V: residential development - building permits # 1,501 - 1,992

- 5. **Prior to the issuance of the 1,501st building permit for any residential unit of the development, the following improvements shall be completed by the applicant:**
 - a. **Widen southbound US 301 to provide three (3) exclusive through lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road. This improvement will augment an improvement from a previous phase.**

Phase VI: residential development - building permits # 1,993 - 2,400

- 6. **Prior to the issuance of the 1,993rd building permit for any residential unit of the development, a schedule for construction of either (a) the improvements in CIP Project FD669161 or (b) the upgrading of US 301 to a fully controlled access highway between MD 214 and MD 725 shall be provided by the SHA or by DPW&T to the Planning Department.**

On July 7, 2005, the Planning Board approved SDP-0410 (PGCPB Resolution No. 05-157) with nine conditions, including the following:

- 6. **Prior to issuance of the 132nd building permit for any residential unit of the development, the following improvements shall be completed by the applicant:**
 - a. **Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Trade Zone Avenue to 2,000 feet south of Trade Zone Avenue.**
 - b. **Construct internal site connection from Beech Tree Parkway to Leeland Road.**
 - c. **Modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.**

However, in its review of the Planning Board's action on SDP-0410, on November 28, 2005, the District Council, affirmed the Planning Board's approval with some modification to Condition 6. In its final decision, the Council increased the threshold for which certain transportation infrastructure must be completed from 132 residential building permits to 350 residential building permits. The new revised condition pursuant to the Council's action now reads as follows:

- 6. **Prior to issuance of the 350th building permit for any residential unit of the development, the following improvements shall be completed by the applicant:**

- a. **Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Trade Zone Avenue to 2,000 feet south of Trade Zone Avenue.**
- b. **Construct internal site connection from Beech Tree Parkway to Leeland Road.**
- c. **Modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.**

On September 9, 1999, the Planning Board approved Preliminary Plan of Subdivision 4-99026 for Beech Tree (PGCPB Resolution No. 99-154) with 22 conditions, including the following:

- 18. **Prior to approval of the first Specific Design Plan pursuant to this preliminary plat, the applicant shall prepare a report which will identify the number of units and access locations of each phase of development to occur pursuant to this preliminary plat, identify the transportation improvements to be constructed with each phase, and develop a financing plan and construction schedule for the improvements associated with each phase. This report shall be submitted with the first SDP application submitted pursuant to this preliminary plat and reviewed by DPW&T, SHA and Transportation Planning staff, who shall then report to the Planning Board on the status of the staging of transportation improvements with each phase of development. The report shall be revised and resubmitted by the applicant with any subsequent SDP application where the sequencing of the improvements or development phases is changed from that in the initial report.**

Analysis of Current Proposal

Pursuant to Condition 18 of Resolution No. 99-154, the applicant has provided to staff a number of documents designed to demonstrate the impact of the proposed changes that are being sought. Among the documents presented by the applicant was a March 2013 analysis of the intersection of Crain Highway (US 301) at Leeland Road. This analysis was based on a traffic count taken in September 2012, along with several development scenarios. The table below shows the results of those scenarios:

2012 Traffic Analysis at Leeland Road @ US 301		
Development Scenarios	AM (LOS/CLV)	PM (LOS/CLV)
2012 Existing Traffic with 850 built Beech Tree units	C/1250	C/1204
2012 Existing Traffic with 1,250 Beech Tree units <i>(400 proposed additional units without Phase IV improvement)</i>	D/1317	C/1256
2012 Existing Traffic with 1,250 built Beech Tree units <i>(including 100% CSC, 50% Locust Hill and 50% Willow Brook)</i>	D/1385	F/1653
2012 Existing Traffic with 1,250 built Beech Tree units <i>(Including 100% CSC, Locust Hill and Willow Brook & Phase IV imp.)</i>	E/1467	E/1476

The results showed that, even with an additional 400 dwelling units (for a total of 1,250), the intersection would operate acceptably with an LOS/CLV of D/1317 in the AM peak and C/1256 in the PM peak. It is worth noting that this analysis was done without the Phase IV improvements and without any background development included. It is a requirement of the "Transportation Review Guidelines, Part 1" to include background developments when any analyses are being done for the purpose of making an adequacy finding. However, having already made an adequacy finding at the preliminary plan phases of this development, this exercise is to determine the levels-of-service at various stages of the proposed development along with a commensurate amount of transportation improvements.

Staff is in receipt of a letter from SHA dated May 17, 2013. In this letter, SHA proposed a different set of transportation conditions than was being proffered by the applicant. Specifically, SHA offers the following changes:

- (1) Prior to issuance of the 1,001st building permit for any residential unit of the development, the developer will provide to SHA a complete set of approved design plans and the necessary bonds and fees for the following improvements:
 - (a) Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.
 - (b) Widen northbound US 301 to provide three exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road.
 - (c) Widen Leeland Road to provide two exclusive left-turn lanes and one free-flowing right-turn lane.
- (2) Prior to issuance of the 1,101st building permit for any residential unit of the development, the developer must initiate the improvements identified above.
- (3) Prior to issuance of the 1,251st building permit for any residential unit of the development, the improvements above must be completed.

SHA further recommended that additional analyses will be required to evaluate changes to Phase V.

In reviewing SHA's recommendations, they appear to represent a compromise between what the applicant was seeking and what is currently in the condition. Staff concurs with the threshold that is proposed by SHA. While the projected levels-of-service at 1,250 units will be D and C, and were achieved without the inclusion of background developments, it seems unlikely that the background developments (even partially) will be developed before the construction of 250 dwelling units within the Beech Tree development. Consequently, it is the opinion (and recommendation) of staff that a change in the wording of the conditions for Phase IV is justified. Like SHA, staff concurs that any change to the original Phase V development threshold (and beyond) will require a new evaluation of the original 2000 Beech Tree Staging Report, pursuant to Condition 18 of Resolution No. 99-154.

Transportation Conclusions

In closing, staff recommends that SDP-9907-01 be approved with the following conditions:

Phase IV: Residential Development—Building Permits 1,001–1,500

- (1) Prior to issuance of the 1,001st building permit for any residential unit of the Beech Tree development, the applicant shall provide to the State Highway Administration, a complete set of approved design plans and the necessary bonds and fees for the following improvements:
 - (a) Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.
 - (b) Widen northbound US 301 to provide three exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road.
 - (c) Widen Leeland Road to provide two exclusive left-turn lanes and one free-flowing right-turn lane.
- (2) Prior to issuance of the 1,101st building permit for any residential unit of the development, the developer shall initiate construction of the improvements identified above.
- (3) Prior to issuance of the 1,251st building permit for any residential unit of the development, the improvements above shall be completed.

Phase V: Residential Development—Building Permits 1,501–1,992

- (4) Prior to issuance of the 1,501st building permit for any residential unit of the development, the following improvement shall be completed by the applicant:
 - (a) Widen southbound US 301 to provide three exclusive through lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road. This improvement will augment an improvement from a previous phase.

Phase VI: Residential Development—Building Permits 1,993–2,400

- (5) Prior to issuance of the 1,993rd building permit for any residential unit of the development, a schedule for construction of either (a) the improvements in CIP Project FD669161 or (b) the upgrading of US 301 to a fully controlled access highway between MD 214 and MD 725 shall be provided by the State Highway Administration or by the Department of Public Works and Transportation to the Planning Department.

- c. **Subdivision Review Section**—In a memorandum dated June 26, 2012, the Subdivision Review Section offered the following:

The subject property is located on Tax Map 93 in Grid C-3, is 1,212.06 acres, is within the Residential Suburban Development (R-S) Zone, and is known as the Beech Tree

Subdivision. The applicant submitted a revision to the specific design plan for Phases IV and V for the approved transportation improvement staging plan only. There are two Preliminary Plans of Subdivision, 4-99026 and 4-00010, which contain roadway improvement conditions. Condition 17 of 4-99026 and Condition 14 of 4-00010 allow for a staging plan to be used to provide improvements, and Condition 18 of 4-99026 sets up the requirements for the staging plan to be created prior to approval of any SDPs. See Finding 9 for a discussion of these conditions of the relevant preliminary plans of subdivision. In closing, the Subdivision Section stated that it appeared as though not all transportation conditions regarding road improvements are included in the established phasing plan established by SDP-9907. Further, they stated that Condition 17 of 4-99026 was one example where the condition is not a part of the phasing plan and that the Transportation Planning Section should review all of the preliminary plan transportation-related conditions to determine if other improvements should be included in the revised phasing plan. In closing, the Subdivision Section stated that SDP-9907-01 is in substantial conformance with approved Preliminary Plans of Subdivision 4-99026 and 4-0010.

Comment: On June 16, 2013, the Transportation Planning Section verbally informed staff that Condition 17 of Preliminary Plan 4-99026 need not have been included in the staging plan, as conformance to it was required prior to signature approval of the plans, rather than at some future date. Further, they indicated that they reviewed the requirements of the relevant preliminary plans of subdivision and found that no additional transportation improvements should be included in the revised phasing plan.

- d. **Permit Review Section**—In a memorandum dated June 25, 2012, the Permit Review Section stated that no zoning issues are raised by the proposed amendment to the transportation staging plan.
- e. **Public Facilities**—The Public Facilities Section verbally indicated to staff that referral comments for this application from them were unnecessary as the application did not involve the addition of any gross floor area or residential units.
- f. **Department of Public Works and Transportation (DPW&T)**—In an email received June 17, 2013, DPW&T offered the following:

Just to make sure I understand, the applicants are basically asking to be allowed to pull more building permits before they have to start the required improvements on Crain Highway (US 301) and the US 301/Leeland Road intersection. One of the conditions affecting DPW&T is the required widening of Leeland Road to provide two exclusive left-turn lanes and one free-flow right-turn lane. This has already been done. The rest of the improvements include widening along US 301 which hasn't been done.

There is an approved Stormwater Management Concept Plan (35714-2005) for the transportation improvements along US 301, so DPW&T is satisfied that stormwater management is being adequately addressed. We do not have additional comments on the revision to the transportation improvement staging plan since the improvements along Leeland Road have already been done.

- g. **Prince George's Police Department**—In a memorandum dated May 12, 2012, the Prince George's County Police Department stated that there are no crime prevention through environmental design (CEPTED) concerns at the present time for Beech Tree, South Village 6 or East Village 14.
- h. **Prince George's County Health Department**—In a memorandum dated June 8, 2012, noting that there are multiple prior approvals on record for the subject project and that the scope of the current SDP is limited to revision of previously approved staging plan for required off-site roadway improvements, the Prince George's County Health Department stated that they had completed a health impact assessment review of SDP-9907-01 and had no specific comments or recommendations regarding the subject project.
- i. **Maryland State Highway Administration (SHA)**—In a letter dated May 17, 2013 to Mr. Glenn Cook of the Traffic Group Inc., SHA offered the following summary of the proposed changes to the Beech Tree Staging Plan, and their comments and conclusions regarding them:

- Condition 18 of Preliminary Plan 4-99026 required that the improvements to the US 301/Leeland Road intersection and their approaches should be in place prior to issuance of the 1,001st unit building permit for Phase IV of the development and the 1,501st unit building permit for Phase V. The required improvements are as follows:

Completed prior to Phase IV (Issuance of 1,001st Building Permit):

- Widen southbound US 301 to provide three exclusive lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.
- Widen northbound US 301 to provide three exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road.
- Widen Leeland Road to provide two exclusive left-turn lanes and one free-flow right-turn lane.

Completed prior to Phase V (Issuance of 1,501st Building Permit):

- Widen southbound US 301 to provide three exclusive through lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road.
- In the March 22, 2013 study, the developer proposes to issue an additional 250 permits prior to completion of these recommended improvements citing that traffic volumes projected in the 2000 staging analysis were never realized. The study notes that the improvements would be designed, approved, and bonded in accordance with SHA requirements prior to issuance of the 1,001st permit, however, the improvements would not actually be completed until the 1,250th permit is issued. An analysis is also included which proposes to defer the required Phase V improvements to some point beyond the 1,501st permit.

Based on the information provided, SHA offers the following comments concerning the request for 250 additional building permits:

- (1) Results for the 2012 with 1,250 Beech Tree Units (400 increase in permits without improvements) scenario shown on Exhibit 2 do not include any background developments.

The scenario which includes some portion of the background developments, 2012 with 1,250 Beech Tree Units (w/100 percent CSC and 50 percent LHIWB), shows that, during the PM peak hour, the intersection will operate at LOS F, with a CLV 1,653. Please provide additional information validating the assumptions of the build-out timeframes for the background developments versus the subject development.

- (2) Please provide the count data used as the basis for this study.

It is SHA's position that, prior to issuance of the 1,001st building permit, the developer will provide SHA a complete set of approved design plans and the necessary bonds and fees for the Phase IV improvements. Prior to issuance of the 1,101st permit, construction of the Phase IV improvements must be initiated. Construction of the Phase IV improvements must be completed prior to issuance of the 1,251st.

It is SHA's further recommendation that the applicant be required to provide an additional analysis to determine the staging of the Phase V improvements, which reflects a more accurate timeframe for the anticipated build-out.

SHA will require the submission of six hard copies and one electronic revised traffic impact study and point-by-point response. Please send this information to the SHA Access Management Division addressed to Mr. Steven D. Foster to the attention of Mr. Nick Driban and reference the SHA tracking number on the submission. Unless specifically indicated in the SHA response on this report, the comments contained herewith do not supersede previous comments made on this development application. Please keep in mind that you can view the reviewer and project status via the SHA Access Management Division's web page at (<http://www.roads.maryland.gov/pages/amd.aspx>).

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Specific Design Plan SDP-9907-01, Beech Tree, East Village, Infrastructure, subject to the following conditions:

Phase IV: Residential Development—Building Permits 1,001–1,500

1. Prior to issuance of the 1,001st building permit for any residential unit of the Beech Tree development, the applicant shall provide to the State Highway Administration, a complete set of approved design plans and the necessary bonds and fees for the following improvements:
 - a. Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.

- b. Widen northbound US 301 to provide three exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road.
 - c. Widen Leeland Road to provide two exclusive left-turn lanes and one free-flowing right-turn lane.
- 2. Prior to issuance of the 1,101st building permit for any residential unit of the development, the developer shall initiate construction of the improvements identified above.
 - 3. Prior to issuance of the 1,251st building permit for any residential unit of the development, the improvements above shall be completed.

Phase V: Residential Development—Building Permits 1,501–1,992

- 4. Prior to issuance of the 1,501st building permit for any residential unit of the development, the following improvement shall be completed by the applicant:
 - a. Widen southbound US 301 to provide three exclusive through lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road. This improvement will augment an improvement from a previous phase.

Phase VI: Residential Development—Building Permits 1,993–2,400

- 5. Prior to issuance of the 1,993rd building permit for any residential unit of the development, a schedule for construction of either (a) the improvements in CIP Project FD669161 or (b) the upgrading of US 301 to a fully controlled access highway between MD 214 and MD 725 shall be provided by the State Highway Administration or by the Department of Public Works and Transportation to the Planning Department.

ITEM:

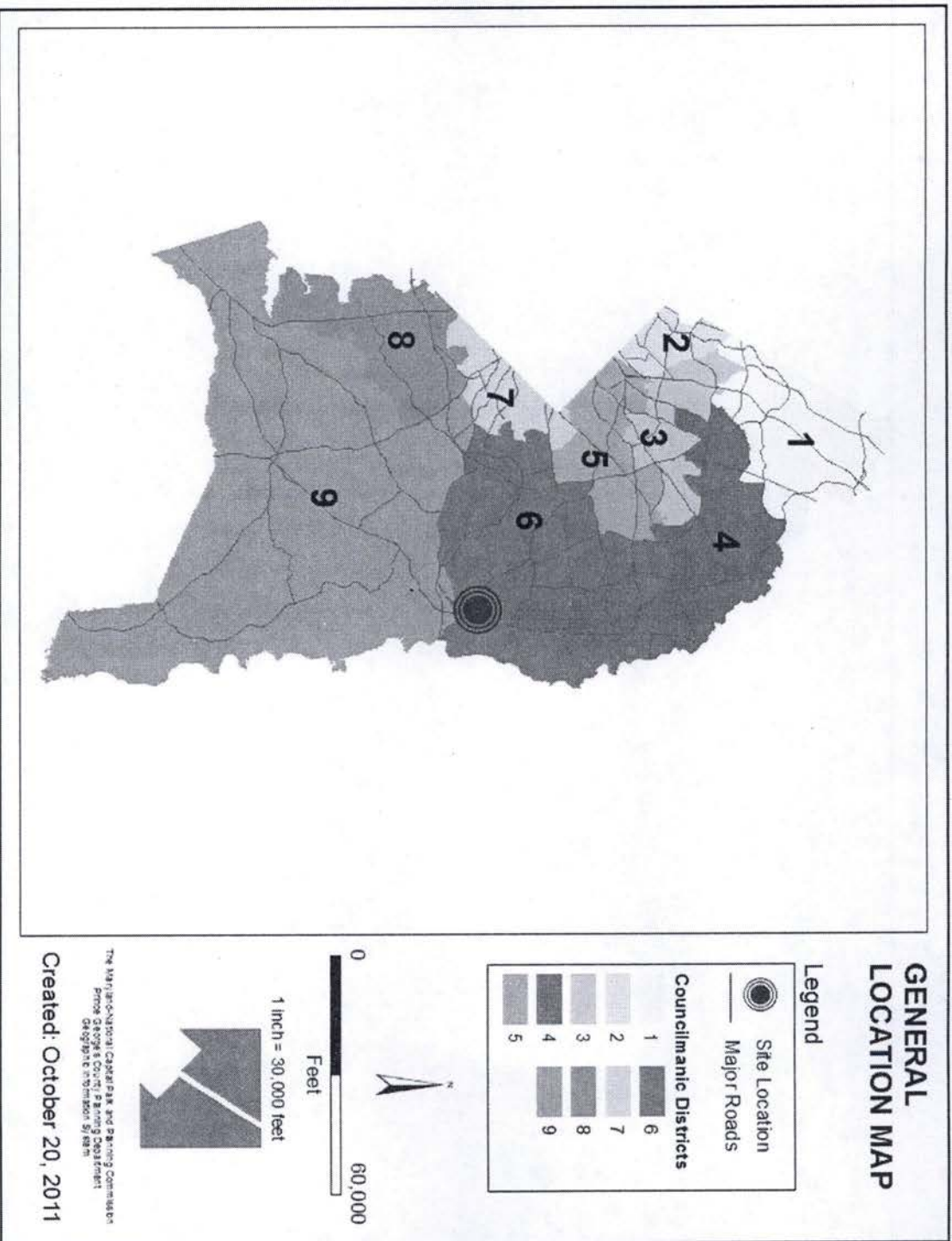
CASE: SDP-9907-01

**BEECH TREE
EAST VILLAGE
PHASE 1**

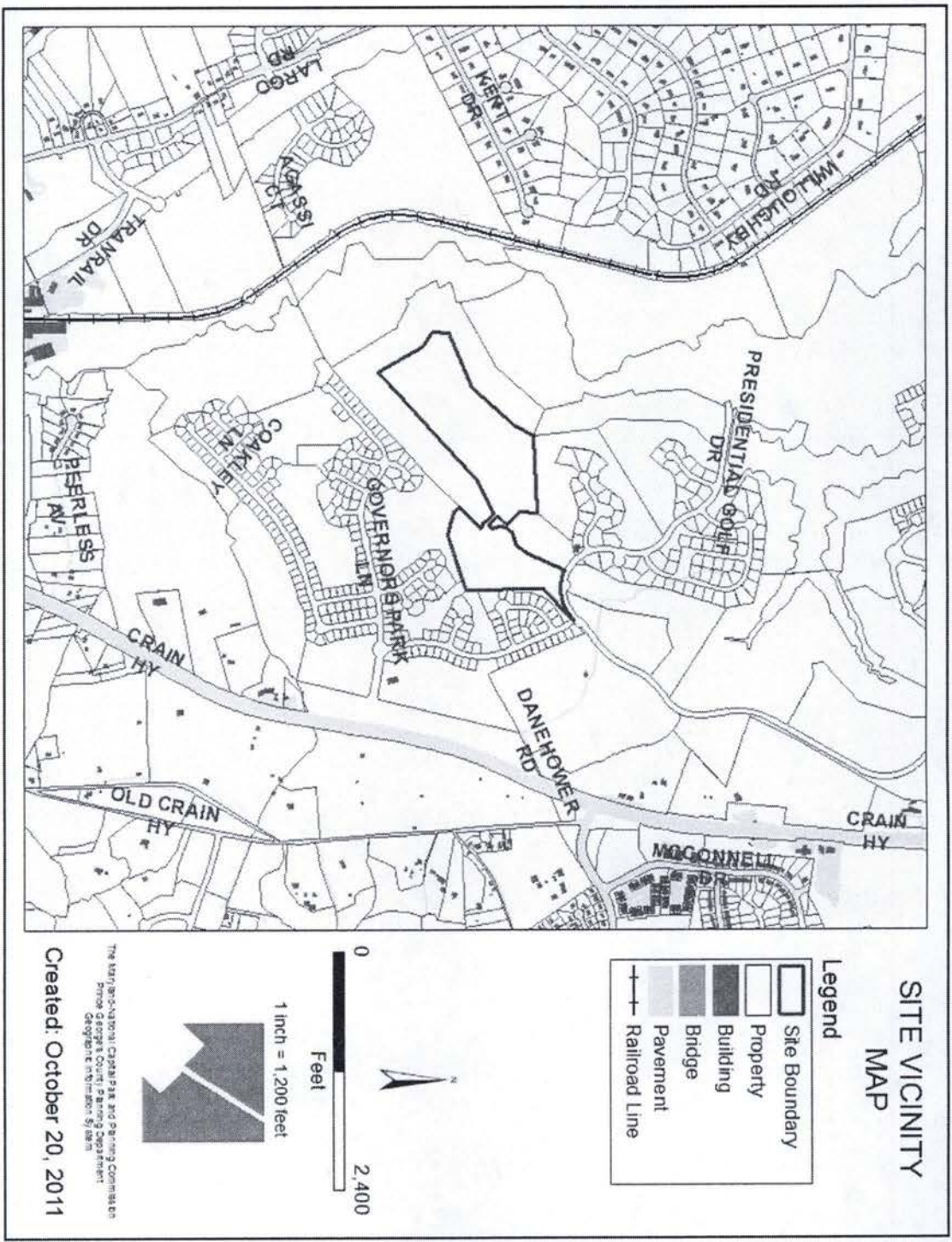
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



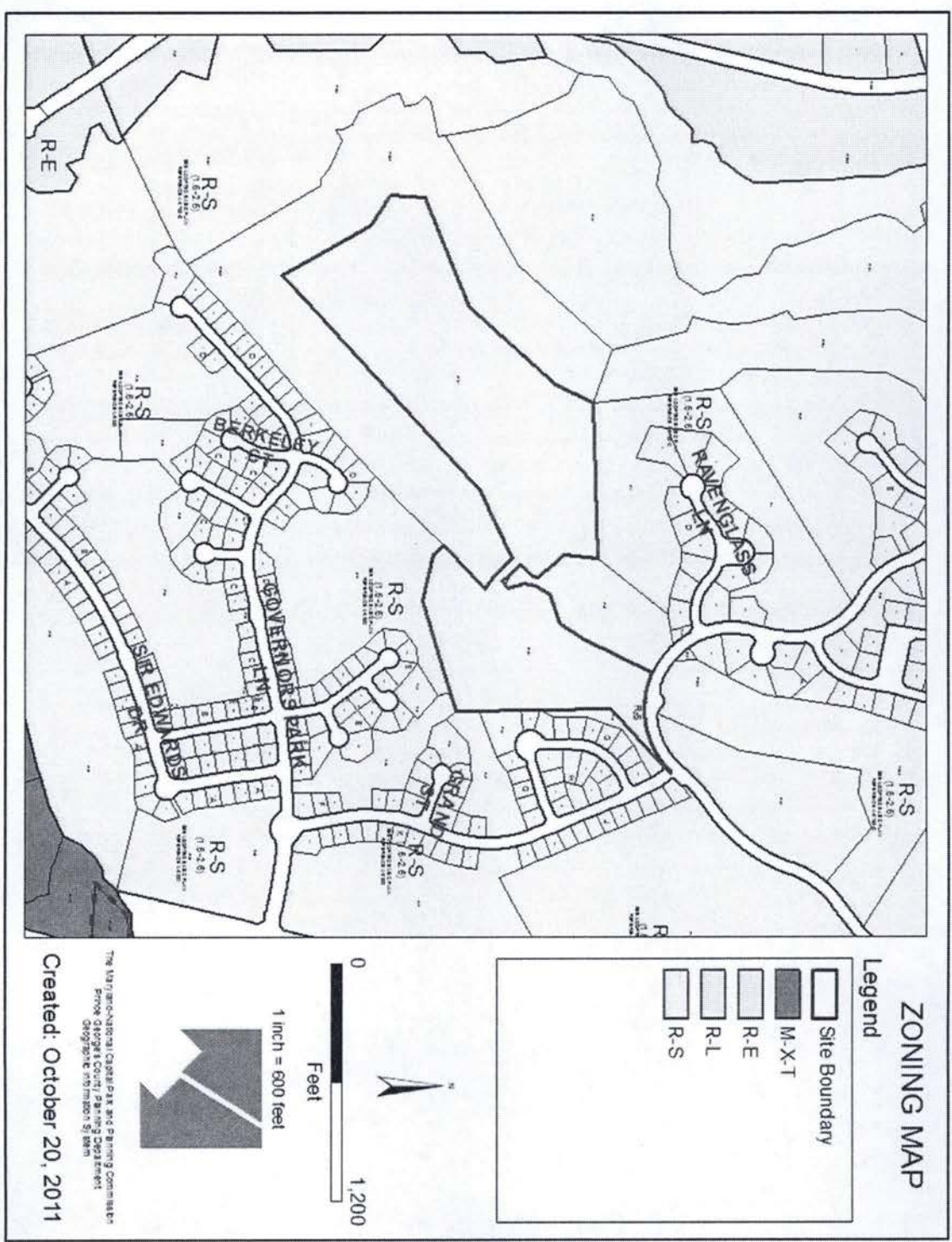
GENERAL LOCATION MAP



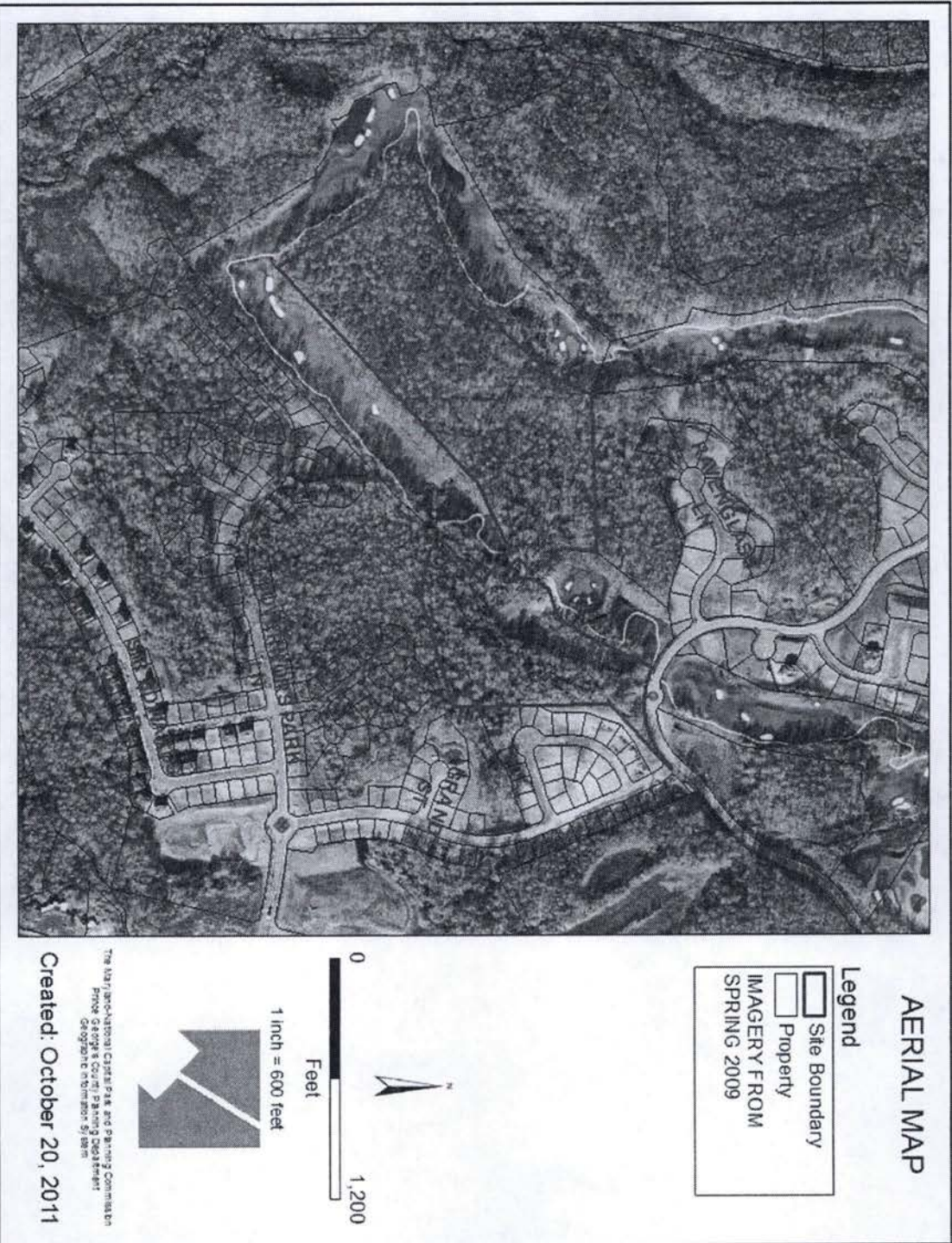
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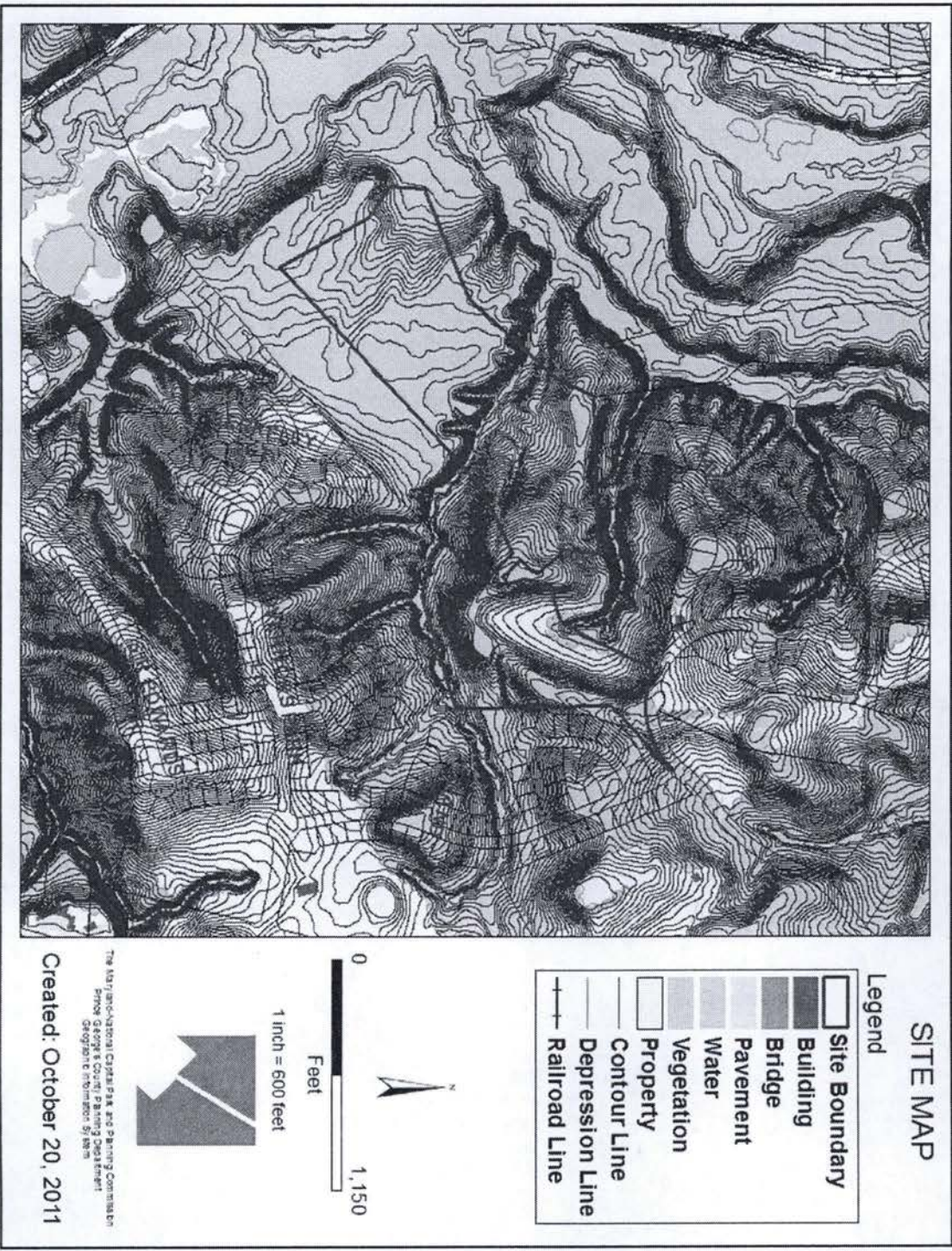
ZONING MAP



AERIAL MAP



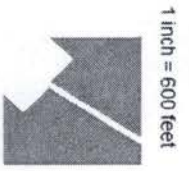
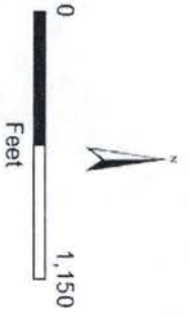
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SITE MAP

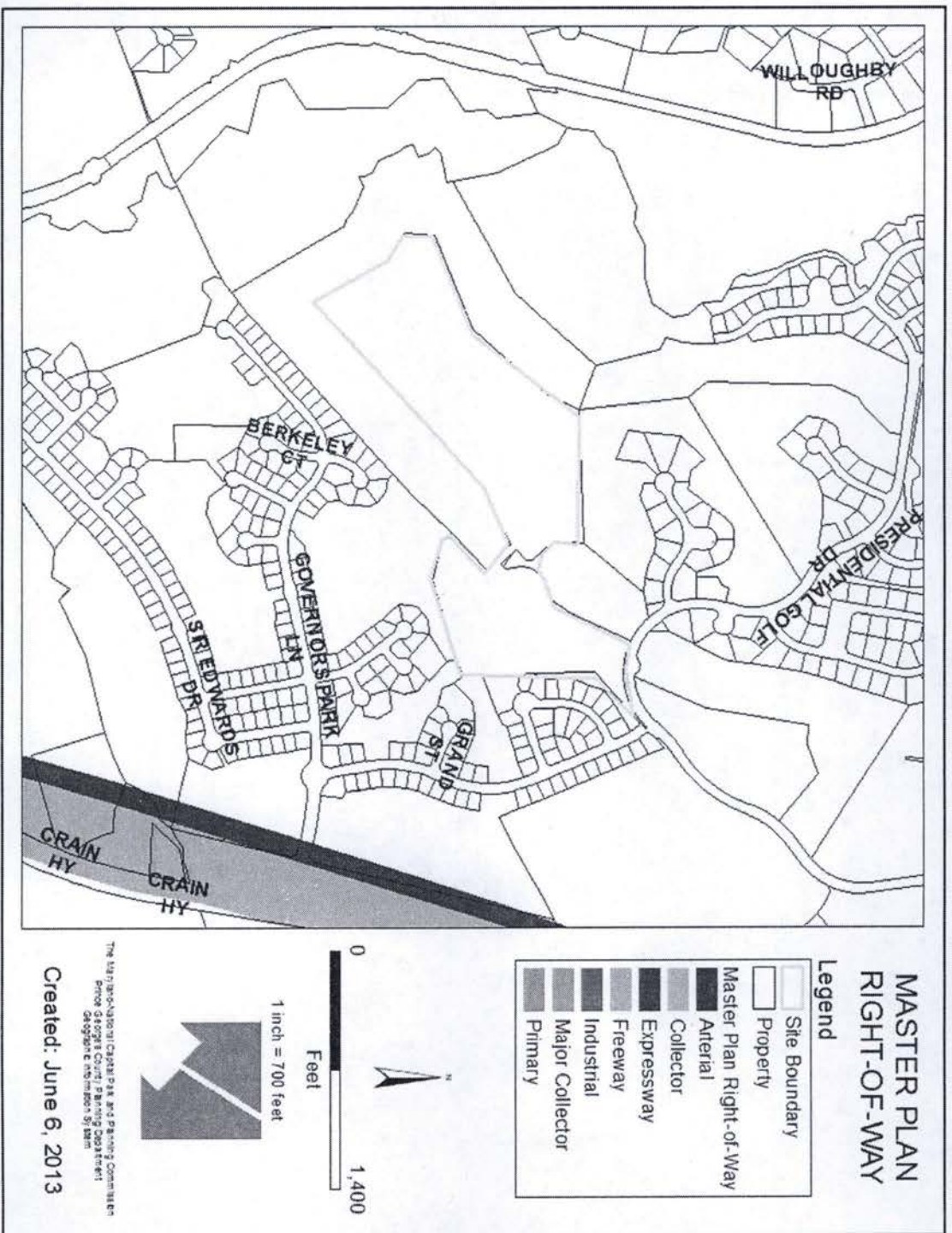
Legend

- Site Boundary
- Building
- Bridge
- Pavement
- Water
- Vegetation
- Property
- Contour Line
- Depression Line
- Railroad Line



The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Geographic Information System
 Created: October 20, 2011

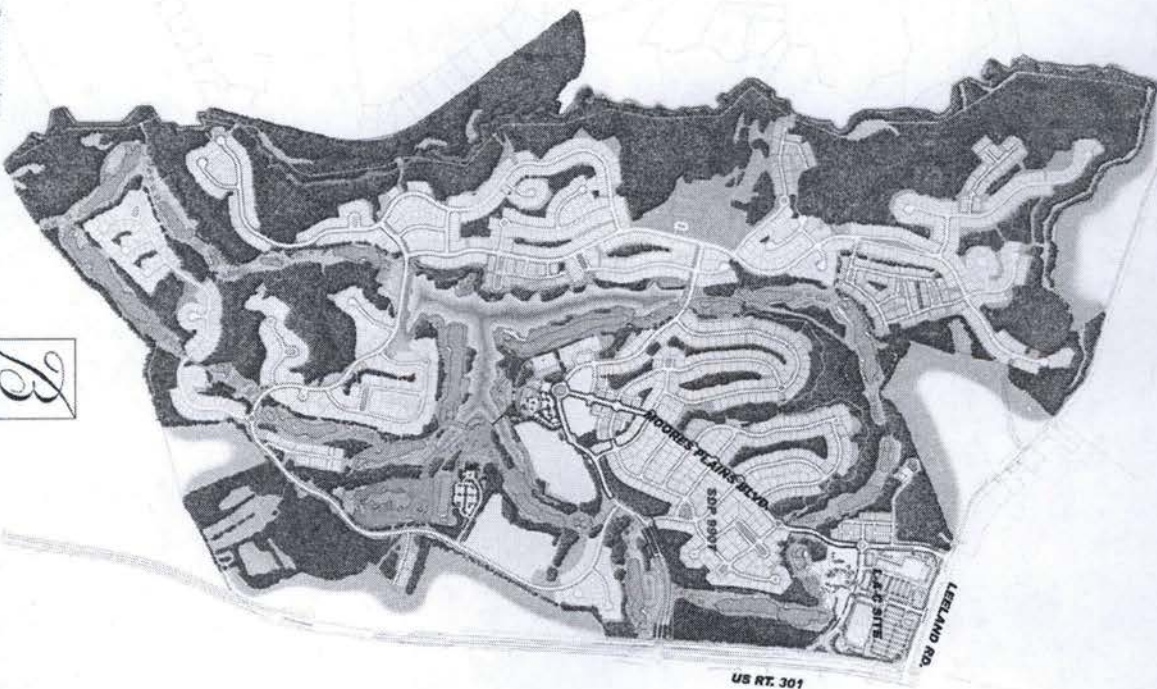
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



RENDERED LANDSCAPE PLAN FOR THE OVERALL BEECH TREE DEVELOPMENT



MANAGEMENT, INC.



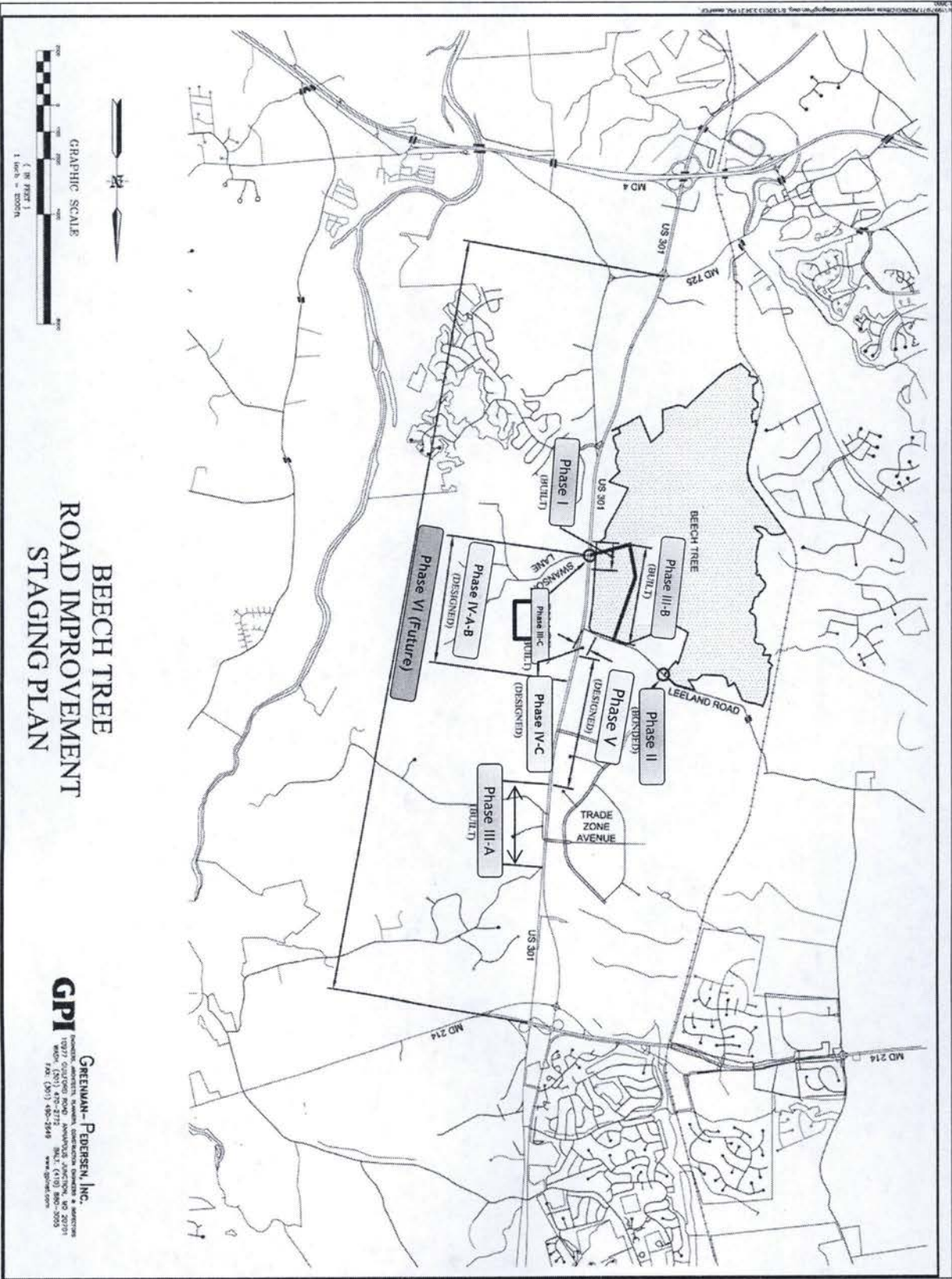
BEECHTREE

Map Scale: 1" = 100 Feet
Map Date: 6/19/2013

RENDERED LANDSCAPE PLAN FOR SDP-9907

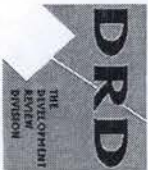


STAGING PLAN EXHIBIT



BEECH TREE ROAD IMPROVEMENT STAGING PLAN

GPI
GREIVAN-PODERSEN, INC.
1977 COLLEGE ROAD, JAYCOCK, MD 20715
TEL: (301) 480-5448
WWW.GPI.COM



INFRASTRUCTURE TRANSPORTATION STAGING PLAN REVISION PHASE I & II

PHASE I: THE GOLF COURSE

1. PRIOR TO THE ISSUANCE OF THE FIRST BUILDING PERMIT FOR THE GOLF COURSE CLUBHOUSE, THE DEVELOPER SHALL HAVE BEGUN CONSTRUCTION OF THE IMPROVEMENTS LISTED BELOW:
 - A. LENGTHEN THE NORTHBOUND US 301 LEFT TURN LANE AT SWANSON ROAD AS REQUIRED BY THE SHA.
 - B. CONSTRUCT A 500-FOOT-LONG SOUTHBOUND DECELERATION LANE (INCLUDE TAPER) ALONG US 301 AT SWANSON ROAD AS MAY BE REQUIRED BY THE SHA.
 - C. CONSTRUCT A 500-FOOT-LONG SOUTHBOUND ACCELERATION LANE (INCLUDING TAPER) ALONG US 301 FROM SWANSON ROAD AS MAY BE REQUIRED BY THE SHA.

PHASE II: RESIDENTIAL DEVELOPMENT

2. PRIOR TO THE ISSUANCE OF ANY RESIDENTIAL BUILDING PERMIT, THE FOLLOWING IMPROVEMENTS SHALL BE IN PLACE, UNDER CONSTRUCTION, BONDED (OR LETTER OF CREDIT GIVEN TO THE APPROPRIATE AGENCY FOR CONSTRUCTION), 100 PERCENT FUNDED IN A CIP/CTP OR OTHERWISE PROVIDED BY THE APPLICANT, HEIRS, SUCCESSORS OR ASSIGNS:
 - A. LEELEAND ROADWIDEN THE ONE-LANE BRIDGE APPROXIMATELY 3,500 FEET WEST OF US 301 TO 22 FEET OF PAVING IN ACCORDANCE WITH DPW&T STANDARDS.



INFRASTRUCTURE TRANSPORTATION STAGING PLAN REVISION PHASE III & IV

PHASE III: RESIDENTIAL DEVELOPMENT - BUILDING PERMITS # 132 - 1,000

3. PRIOR TO THE ISSUANCE OF THE ONE HUNDRED AND THIRTY SECOND (132ND) BUILDING PERMIT FOR ANY RESIDENTIAL UNIT OF THE DEVELOPMENT, THE FOLLOWING IMPROVEMENTS SHALL BE COMPLETED BY THE APPLICANT:

- A. WIDEN SOUTHBOUND US 301 TO PROVIDE THREE (3) EXCLUSIVE THROUGH LANES FROM 1,000 FEET NORTH OF TRADE ZONE TO 2,000 FEET SOUTH OF TRADE ZONE AVENUE.
- B. CONSTRUCT INTERNAL SITE CONNECTION FROM BEECH TREE PARKWAY TO LEELAND ROAD.
- C. MODIFY THE EXISTING MEDIAN OPENING TO PRECLUDE LEFT TURNS FROM EASTBOUND SWANSON ROAD TO NORTHBOUND US 301.

PHASE IV: RESIDENTIAL DEVELOPMENT - BUILDING PERMITS # 1,001 - 1,500

4. PRIOR TO THE ISSUANCE OF THE 1,001ST BUILDING PERMIT FOR ANY RESIDENTIAL UNIT OF THE DEVELOPMENT, THE FOLLOWING IMPROVEMENTS SHALL BE COMPLETED BY THE APPLICANT:
- A. WIDEN SOUTHBOUND US 301 TO PROVIDE THREE (3) EXCLUSIVE THROUGH LANES FROM 1,000 FEET NORTH OF LEELAND ROAD TO BEECH TREE PARKWAY.
 - B. WIDEN NORTHBOUND US 301 TO PROVIDE THREE (3) EXCLUSIVE THROUGH LANES FROM 1,000 FEET SOUTH OF LEELAND ROAD TO 2,000 FEET NORTH OF LEELAND ROAD.
 - C. WIDEN LEELAND ROAD TO PROVIDE TWO (2) EXCLUSIVE LEFT TURN LANES AND ONE (1) FREE FLOWING RIGHT TURN LANE.



INFRASTRUCTURE TRANSPORTATION STAGING PLAN REVISION PHASE V & VI

PHASE V: RESIDENTIAL DEVELOPMENT - BUILDING PERMITS # 1,501 - 1,992

5. PRIOR TO THE ISSUANCE OF THE 1,501ST BUILDING PERMIT FOR ANY RESIDENTIAL UNIT OF THE DEVELOPMENT, THE FOLLOWING IMPROVEMENTS SHALL BE COMPLETED BY THE APPLICANT:

A. WIDEN SOUTHBOUND US 301 TO PROVIDE THREE (3) EXCLUSIVE THROUGH LANES FROM 2,000 FEET SOUTH OF TRADE ZONE AVENUE TO 1,000 FEET NORTH OF LEELAND ROAD. THIS IMPROVEMENT WILL AUGMENT AN IMPROVEMENT FROM A PREVIOUS PHASE.

PHASE VI: RESIDENTIAL DEVELOPMENT - BUILDING PERMITS # 1,993 - 2,400

6. PRIOR TO THE ISSUANCE OF THE 1,993RD BUILDING PERMIT FOR ANY RESIDENTIAL UNIT OF THE DEVELOPMENT, A SCHEDULE FOR CONSTRUCTION OF EITHER (A) THE IMPROVEMENTS IN CIP PROJECT FD669161 OR (B) THE UPGRADING OF US 301 TO A FULLY CONTROLLED ACCESS HIGHWAY BETWEEN MD 214 AND MD 725 SHALL BE PROVIDED BY THE SHA OR BY DPW&T TO THE PLANNING DEPARTMENT.

AS PROVIDED IN CONDITION 18 OF PRELIMINARY PLAT 4-99026, THE RECOMMENDED STAGING PLAN SHALL SERVE AS THE BASIS FOR DETERMINING ADEQUACY OF TRANSPORTATION FACILITIES IN SUBSEQUENT SDPS FOR THE DEVELOPMENT APPROVED IN PRELIMINARY PLAT 4-99026. IN THE EVENT THAT THE SEQUENCING OF THE SUBSEQUENT DEVELOPMENT PHASES OR ASSOCIATED TRANSPORTATION IMPROVEMENTS IS PROPOSED TO BE MODIFIED, THE RECOMMENDED STAGING PLAN AS DESCRIBED ABOVE SHALL BE REVISED AND RESUBMITTED BY THE APPLICANT PRIOR TO APPROVAL OF THE SDP FOR WHICH SUCH A CHANGE IS REQUESTED.

OTHERWISE, WITH EACH SUBSEQUENT SDP, THE APPLICANT SHALL PROVIDE EVIDENCE, IN THE FORM OF A LETTER TO THE PLANNING DEPARTMENT, OF (1) THE AGGREGATE NUMBER OF BUILDING PERMIT ISSUANCES FOR RESIDENTIAL UNITS, (2) THE PHASE WITHIN WHICH THE NUMBER OF UNITS FOR THE PROPOSED SDP WOULD FALL, AND (3) THE STATUS OF THE ASSOCIATED TRANSPORTATION IMPROVEMENTS. THIS LETTER SHALL BE COMPARED TO THE STAGING PLAN FOR TRANSPORTATION IMPROVEMENTS IN EFFECT AT THAT TIME IN ORDER TO EVALUATE THE ADEQUACY OF TRANSPORTATION FACILITIES FOR REPORT TO THE PLANNING BOARD.



INFRASTRUCTURE TRANSPORTATION STAGING PLAN REVISION CONCLUSION

CONCLUSION

IN CLOSING, BASED ON THE RECOMMENDED STAGING PLAN FOR TRANSPORTATION IMPROVEMENTS, STAFF FINDS THAT THE DEVELOPMENT PROPOSED IN SDP-9907 WILL BE ADEQUATELY SERVED WITHIN A REASONABLE PERIOD OF TIME IF APPROVED WITH THE FOLLOWING CONDITIONS:

1. PRIOR TO THE ISSUANCE OF ANY RESIDENTIAL BUILDING PERMIT, THE FOLLOWING IMPROVEMENTS SHALL BE IN PLACE, UNDER CONSTRUCTION, BONDED (OR LETTER OF CREDIT GIVEN TO THE APPROPRIATE AGENCY FOR CONSTRUCTION), 100 PERCENT FUNDED IN A CIP/CTP OR OTHERWISE PROVIDED BY THE APPLICANT, HEIRS, SUCCESSORS OR ASSIGNS:

A. LEELEND ROAD

WIDEN THE ONE-LANE BRIDGE APPROXIMATELY 3,500 FEET WEST OF US 301 TO 22 FEET OF PAVING IN ACCORDANCE WITH DPW&T STANDARDS.



Prince George's County Planning Department
Community Planning South Division

301-952-3972
www.mncppc.org

June 26, 2012

MEMORANDUM

TO: Ruth Grover, Urban Design Section, Development Review Division
VIA: Teri Bond, Supervisor, Community Planning South Division
FROM: Betty Carlson-Jameson, Planner Coordinator, Community Planning South Division
SUBJECT: SDP-9907-01 (Beech Tree)

DETERMINATIONS

- This application is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier.
- The development proposal conforms to the 2009 Subregion 6 Master Plan Study Area and SMA.
- This revision to amend the timing of certain transportation improvements previously approved has no master plan or SMA implications.

BACKGROUND

Location: The subject site is located on the west side of MD 301, just south of the intersection of Leeland & MD 301
Size: 1212.06 acres.
Existing Uses: Residential
Proposal: Amend timing of certain transportation improvements

GENERAL PLAN, MASTER PLAN AND SMA

2002 General Plan: 2002 General Plan: This application is located 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.

Master Plan: *Subregion 6 Master Plan*

SDP-9907-01 Beech Tree

6/26/12

Page 2

Planning Area/
Community: P.A. 79 – Upper Marlboro and Vicinity

Land Use: Suburban Residential

SMA/Zoning: The subject property was classified in the R-S Comprehensive Design Zone by application A-9763-C in 1989. The 2009 Sectional Map Amendment for Subregion 6 retained the R-S Zone.

cc: Ivy A. Lewis, Chief, Community Planning South Division
Long-range Agenda Notebook

Received May 23, 2013



MEMORANDUM

May 20, 2013

TO: Ruth Grover, Urban Design Review Section, Development Review Division

VIA:  Tom Masog, Transportation and Public Facilities Planning Division

FROM:  Glen Burton, Transportation and Public Facilities Planning Division

SUBJECT: SDP 9907/01: Staging Plan Amendment, Phase IV and Phase V

The Transportation Planning Section has received the above-mentioned SDP application for review and comment. SDP-9907/01 proposes an amendment to the approved *Beechtree Staging Report*. Specifically, the applicant is seeking permission to change the development threshold (and the associated language) for Phase IV and Phase V of the proposed development.

BACKGROUND

On Thursday June 8, 2000, the Planning Board approved SDP-9907 (PGCPB-00-111). As part of the application for SDP-9907, the applicant submitted a staging plan, which identified the transportation improvements needed for the various development stages of the Beech Tree subdivision. In reviewing the proposed staging and the associated road improvements, and after further consultation with the applicant, SHA and DPW&T, staff concurs with the proposed staging report, with modifications:

Phase I: The golf course

- I. Prior to the issuance of the first building permit for the golf course clubhouse, the developer shall have begun construction of the improvements listed below:
 - a. Lengthen the northbound US 301 left turn lane at Swanson Road as required by the SHA. [*This improvement has been met*]
 - b. Construct a 500-foot-long southbound deceleration lane (include taper) along US 301 at Swanson Road as may be required by the SHA. [*This improvement has been completed*]
 - c. Construct a 500-foot-long southbound acceleration lane (including taper) along US 301 feet from Swanson Road as may be required by the SHA. [*This improvement has been completed*]

Phase II: residential development

2. Prior to the issuance of any residential building permit, the following improvements shall be place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:

a. Leeland Road

Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards. [*This improvement has not yet begun, however, it has been bonded as per DPW&T*]

Phase III: residential development -building permits # 132 - 1,000

3. Prior to the issuance of the one hundred and thirty second (132nd) building permit for any residential unit of the development, the following improvements shall be completed by the applicant:

- a. Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Trade Zone to 2,000 feet south of Trade Zone Avenue. . [*This improvement has been completed*]
- b. Construct internal site connection from Beech Tree Parkway to Leeland Road. [*This improvement has been met*]
- c. Modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301. [*SHA has signalized this intersection, which allows full movement from all approaches. Consequently, this condition is no longer relevant.*]

Phase IV: residential development - building permits # 1,001- 1,500

4. Prior to the issuance of the 1,001st building permit for any residential unit of the development, the following improvements shall be completed by the applicant:

- a. Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.
- b. Widen northbound US 301 to provide three exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road
- c. Widen Leeland Road to provide two exclusive left turn lanes and one free flowing right turn lane.

Phase V: residential development - building permits # 1,501 - 1,992

5. Prior to the issuance of the 1,501st building permit for any residential unit of the development, the following improvements shall be completed by the applicant:
 - a. Widen southbound US 301 to provide three exclusive through lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road. This improvement will augment an improvement from a previous phase.

Phase VI: residential development - building permits # 1,993 - 2,400

6. Prior to the issuance of the 1,993rd building permit for any residential unit of the development, a schedule for construction of either (a) the improvements in CIP Project FD669161 or (b) the upgrading of US 301 to a fully controlled access highway between MD 214 and MD 725 shall be provided by the SHA or by DPW&T to the Planning Department.

On July 7, 2005, the Planning Board approved SDP 0410 (PGCPB 05-157) with nine (9) conditions, including the following:

- “6. Prior to issuance of the 132nd building permit for any residential unit of the development, the following improvements shall be completed by the applicant:
 - a. Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Trade Zone Avenue to 2,000 feet south of Trade Zone Avenue.
 - b. Construct internal site connection from Beech Tree Parkway to Leeland Road.
 - c. Modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.”*

However, in its review of the Planning Board’s action on SDP-0410, the Prince George’s County Council, sitting as the District Council on November 28, 2005, affirmed the Planning Board’s approval with some modification to condition 6. In its final decision, the Council increased the threshold for which certain transportation infrastructure must be completed from 132 residential building permits to 350 residential building permits. The new revised condition pursuant to the Council’s action now reads as follows:

- “6. Prior to issuance of the 350th building permit for any residential unit of the development, the following improvements shall be completed by the applicant:
 - a. Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Trade Zone Avenue to 2,000 feet south of Trade Zone Avenue.
 - b. Construct internal site connection from Beech Tree Parkway to Leeland Road.
 - d. Modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301.”*

On September 9, 1999, the Planning Board approved a Preliminary Plan of Subdivision (4-99026) for Beechtree (PGCPB 99-154,) with 22 conditions, including the following:

“18. Prior to approval of the first Specific Design Plan pursuant to this preliminary plat, the applicant shall prepare a report which will identify the number of units and access locations of each phase of development to occur pursuant to this preliminary plat, identify the transportation improvements to be constructed with each phase, and develop a financing plan and construction schedule for the improvements associated with each phase. This report shall be submitted with the first SDP application submitted pursuant to this preliminary plat and reviewed by DPW&T, SHA and Transportation Planning staff, who shall then report to the Planning Board on the status of the staging of transportation improvements with each phase of development. The report shall be revised and resubmitted by the applicant with any subsequent SDP application where the sequencing of the improvements or development phases is changed from that in the initial report.”

ANALYSIS OF CURRENT PROPOSAL

Pursuant to Condition 18 of PGCPB 99-154, the applicant has provided to staff a number of documents designed to demonstrate the impact of the proposed changes that are being sought. Among the documents presented by the applicant was a March 2013 analysis of the intersection of US 301 @ Leeland Road. This analysis was based on a traffic count taken in September 2012, along with several development scenarios. The table below shows the results of those scenarios:

2012 Traffic Analysis at Leeland Road @ US 301		
Development Scenarios	AM	PM
	(LOS/CLV)	(LOS/CLV)
2012 Existing Traffic with 850 built Beechtree units	C/1250	C/1204
2012 Existing Traffic with 1,250 Beechtree units <i>(400 proposed additional units without Phase IV improvement)</i>	D/1317	C/1256
2012 Existing Traffic with 1,250 built Beechtree units <i>(including 100% CSC, 50% Locust Hill and 50% Willow Brook)</i>	D/1385	F/1653
2012 Existing Traffic with 1,250 built Beechtree units <i>(Including 100% CSC, Locust Hill and Willow Brook & Phase IV imp.)</i>	E/1467	E/1476

The results showed that even with an additional 400 dwelling units (for a total of 1,250), the intersection would operate acceptably with an LOS/CLV of D/1317 in the AM peak and C/1256 in the PM peak. It is worth noting that this analysis was done without the Phase IV improvements and without any background development included. It is a requirement of the “Guidelines” to include background developments when any analyses are being done for the purpose of making an adequacy finding. However, having already made an adequacy finding at the preliminary plan phases of this development, this exercise is to determine the levels of service at various stages of the proposed development along with a commensurate amount of transportation improvements.

Staff is receipt of a letter from the State Highway Administration (SHA) dated May 17, 2013. In this letter, the SHA proposed a different set of transportation conditions than was being proffered by the applicant. Specifically, SHA offers the following changes:

1. Prior to the issuance of the 1,001st building permit for any residential unit of the development, the Developer will provide to SHA, a complete set of approved design plans, and the necessary bonds and fees for the following improvements;
 - a. Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.
 - b. Widen northbound US 301 to provide three exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road
 - c. Widen Leeland Road to provide two exclusive left turn lanes and one free flowing right turn lane.
2. Prior to the issuance of the 1,101st building permit for any residential unit of the development, the Developer must initiate the improvements identified above.
3. Prior to the issuance of the 1,251st building permit for any residential unit of the development, the improvements above must be completed.

The SHA further recommended that additional analyses will be required to evaluate changes to Phase V.

In reviewing SHA recommendations, they appear to represent a compromise between what the applicant was seeking and what is currently in the condition. Staff concurs with the threshold that is proposed by SHA. While the projected levels of service at 1,250 units will be D and C, and were achieved without the inclusion of background developments, it seems unlikely that the background developments (even partially) will be developed before the construction of 250 dwelling units within the Beechtree development. Consequently, it is the opinion (and recommendation) of staff that a change in the wording of the conditions for Phase IV is justified. Like SHA, staff concurs that any change to the original Phase V development threshold (and beyond) will require a new evaluation of the original *2000 Beechtree Staging Report*, pursuant to Condition 18 of PGCPB 99-154.

TRANSPORTATION STAFF CONCLUSIONS

In closing, staff recommends that SDP-9907/01 be approved with the following conditions:

Phase IV: residential development - building permits # 1,001 - 1,500

1. Prior to the issuance of the 1,001st building permit for any residential unit of the Beechtree development, the Applicant will provide to SHA, a complete set of approved design plans, and the necessary bonds and fees for the following improvements;
 - a. Widen southbound US 301 to provide three exclusive through lanes from 1,000 feet north of Leeland Road to Beech Tree Parkway.
 - b. Widen northbound US 301 to provide three exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road
 - c. Widen Leeland Road to provide two exclusive left turn lanes and one free flowing right turn lane.

2. Prior to the issuance of the 1,101st building permit for any residential unit of the development, the Developer must initiate the improvements identified above.
3. Prior to the issuance of the 1,251st building permit for any residential unit of the development, the improvements above must be completed.

Phase V: residential development - building permits # 1,501 - 1,992

4. Prior to the issuance of the 1,501st building permit for any residential unit of the development, the following improvements shall be completed by the applicant:
 - a. Widen southbound US 301 to provide three exclusive through lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road. This improvement will augment an improvement from a previous phase.

Phase VI: residential development - building permits # 1,993 - 2,400

5. Prior to the issuance of the 1,993rd building permit for any residential unit of the development, a schedule for construction of either (a) the improvements in CIP Project FD669161 or (b) the upgrading of US 301 to a fully controlled access highway between MD 214 and MD 725 shall be provided by the SHA or by DPW&T to the Planning Department.

June 26, 2012

MEMORANDUM

TO: Ruth Grover, Urban Design Section

VIA: Whitney Chellis, Subdivision Section *WC*

FROM: Patrick Reidy, Subdivision Section

SUBJECT: Referral for Beech Tree, SDP-9907-01

The subject property is located on Tax Map 93 in Grid C-3, is 1,212.06 acres, and is within the Residential Suburban Development (R-S) Zone and known as the Beech Tree Subdivision. The applicant submitted a revision to the specific design plan for Phases 4 and 5 for the approved transportation improvement staging plan only. There are two Preliminary Plan of Subdivisions, 4-99026 and 4-00010 that contain roadway improvement conditions. Condition 17 of 4-99026 and Condition 14 of 4-00010 allow for a staging plan to be used to provide improvements; Condition 18 of 4-99026 sets up the requirements for the staging plan to be created prior to the approval of any SDPs. These conditions are discussed further below.

The site is subject to the approved Preliminary Plan 4-99026 and the resolution was adopted by the Prince George's County Planning Board on October 14, 1999 (PGCPB No. 99-154). The resolution contains 22 conditions and the following conditions in bold relate to the review of this application:

17. **Prior to the issuance of any building permit, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:**

a. **Leeland Road**

(1) **Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards.**

b. **Leeland Road/US 301 Intersection**

Construct a fourth southbound through lane along US 301 at Leeland Road to SHA standards.

c. **MD 193/Oak Grove Road Relocated Intersection**

- (1) **The applicant shall provide a half section of realigned MD 193 from the northern end of the proposed half section within Perrywood to connect to the existing MD 193 north of the realigned Oak Grove Road**
- (2) **The extension of the realigned Oak Grove from the end of Perrywood's construction, to the realigned MD 193. The realignment of MD 193 and Oak Grove Road shall provide a thru- and a right-turn lane at the northbound approach, a thru- and a left-turn lane at the southbound approach and a separate left- and right-turn lane on the westbound approach.**
- (3) **Provide for the installation of a traffic signal.**

d. US 301/Swanson Road Intersection

- (1) **The applicant shall re-configure this intersection to the requirements of SHA to prevent left turns from westbound Swanson Road. This re-configuration shall occur at such time in the future when the volume at the intersection warrants the need for signalization.**
- (2) **Construct a fourth southbound through lane along US 301 at Swanson Road to SHA standards**

- 18. Prior to approval of the first Specific Design Plan pursuant to this preliminary plat, the applicant shall prepare a report which will identify the number of units and access locations of each phase of development to occur pursuant to this preliminary plat, identify the transportation improvements to be constructed with each phase, and develop a financing plan and construction schedule for the improvements associated with each phase. This report shall be submitted with the first SDP application submitted pursuant to this preliminary plat and reviewed by DPW&T, SHA and Transportation Planning staff, who shall then report to the Planning Board on the status of the staging of transportation improvements with each phase of development. The report shall be revised and resubmitted by the applicant with any subsequent SDP application where the sequencing of the improvements or development phases is changed from that in the initial report.**

Preliminary Plan 4-99026 established the need for a phasing plan to be established for the subdivision prior to the approval of the first SDP. SDP-9907 established a phasing plan to implement the roadway improvements tied to the number of building permits approved. The applicant is requesting to increase the number of permits by 250 before the required improvements are to be completed. Conformance to Conditions 17 and 18 should be reviewed and determined by the Transportation Planning Section.

The site is also subject to the approved Preliminary Plan 4-00010 and the resolution was adopted by the Prince George's County Planning Board on July 6, 2000 (PGCPB No. 00-127). The resolution contains thirty conditions and the following conditions in bold relate to the review of this application:

- 14. The applicant shall provide improvements to US 301 and Leeland Road as provided in the Recommended Staging Plan adopted as Finding 24 in the Approval of SDP-9907 on June 8, 2000. This Staging Plan provides for the applicant's participation in the construction of improvements to US 301 which will equal or exceed the pro-rata participation cost previously identified (\$1,194,805.00) in the approvals of CDP-9706 and Preliminary Plat 4-99026.**

Condition 14 reiterates the Staging Plan contained in SDP-9907 and conformance to Condition 14 should be reviewed and determined by the Transportation Planning Section.

19. Prior to the issuance of the 1,993rd building permit for any residential unit of development, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:

a. Leeland Road/US 301 Intersection

Construct a fourth southbound through lane along US 301 at Leeland Road to SHA standards.

b. US 301/Swanson Road Intersection

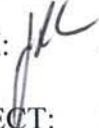
Construct a fourth southbound through lane along US 301 at Swanson Road to SHA standards

Condition 19 appears to include a sixth phase of roadway improvements for the Beech Tree Subdivision. Conformance to Condition 19 should be reviewed and determined by the Transportation Planning Section to see if these roadway improvements should also be revised or if the proposed revisions are in conflict with this condition.

It appears as though not all transportation conditions regarding road improvements are included in the established phasing plan established by SDP-9907. Condition 17 of 4-99026 is one example where the condition is not a part of the phasing plan. The Transportation Planning Section should review all of the Preliminary Plan of Subdivision (4-99026 and 4-00010) transportation conditions to determine if other improvements should be included in the revised phasing plan. The SDP-9907-01 is in substantial conformance with the approved Preliminary Plans 4-99026 and 4-00010 if the above comments are addressed. There are no other subdivision issues at this time.

June 25, 2012

MEMORANDUM

TO: Ruth Grover, Urban Design Section
FROM:  John Linkins, Permit Review Section
SUBJECT: Beech Tree East Village, SDP-9907-01

No zoning issues appear at this time for the transportation improvement staging plan..

Grover, Ruth

From: Nwolisa, Ikem <INwolisa@co.pg.md.us>
Sent: Monday, June 17, 2013 3:41 PM
To: Grover, Ruth; Abraham, Dawit A.; Holmes, George
Cc: Mazelev, Inna; De Guzman, Reynaldo S.
Subject: RE: Morning, Dawit

Good Afternoon Ruth,

Just to make sure I understand, the applicants are basically asking to be allowed to pull more building permits before they have to start the required improvements on route 301 and the route 301/leeland road intersection. One of the conditions affecting us (DPW&T) is the required widening of Leeland Road to provide two exclusive left-turn lanes and one free-flow right turn lane. This has already been done. The rest of the improvements include widening along route 301 which hasn't been done.

There is an approved Stormwater concept plan (35714-2005) for the transportation improvements along rt. 301 so we(DPWT) are satisfied that stormwater management is being adequately addressed. I didn't get a chance to speak to Dawit but I don't think we have additional comments on the revision to the transportation improvement staging plan since the improvements along Leeland Road has already been done.

Thanks

Ikem

From: Grover, Ruth [mailto:Ruth.Grover@ppd.mncppc.org]
Sent: Monday, June 17, 2013 9:06 AM
To: Abraham, Dawit A.; Holmes, George; Nwolisa, Ikem
Cc: Mazelev, Inna; De Guzman, Reynaldo S.; Adams, Steven
Subject: RE: Morning, Dawit

Thanks, Dawit!

George and Ikem,

I will send a copy of my draft staff report when it is available, which should be later today. At present, I simply say that at the present time I have not received comment on SDP-9907-01. Please let me know if I can be of assistance as you either prepare your comments or decide that DPW&T does not want to comment on the subject application. I would, however, appreciate it if you would provide e with at least an email confirming that the SWM information below is correct for the project.

Best,
Ruth



Ruth E. Grover, M.U.P., A.I.C.P.
Planner Coordinator
Urban Design Section
Maryland-National Capital Park and Planning Commission
Prince George's County Planning Board



**PRINCE GEORGE'S COUNTY
POLICE DEPARTMENT**



MEMORANDUM

DATE: May 12, 2012

TO: Ruth E. Grover, M.U.P., A.I.C.P., Planner Coordinator
Urban Design Section
Development Review Division

FROM: Cpl. Kwesi Dadzie
Prince George's County Police Department
Community Services Division

SUBJECT: **SDP-9907-01 Beech Tree and SDP – 0615-02 East Village-Phase 1**

There are no CPTED concerns at this time for Beech Tree South Village 6 or East Village 14..



Division of Environmental Health

Date: June 8, 2012

To: Ruth Grover, Urban Design MNCPPC

From: Frank L. Wise, Subdivision Review Specialist, Environmental Engineering Program

Re: SDP-9907-01, Beech Tree East Village-Phase 1

The Environmental Engineering Program of the Prince George's County Health Department has completed a health impact assessment review of the Specific Design Plan "01" revision submittal for Beech Tree East Village-Phase 1, and has no specific comments or recommendations.

NOTE: There are multiple prior approvals on record for this project. The scope of the current specific design plan submission is limited to revision of the previously approved staging plan for required offsite roadway improvements.

If you have any questions or need additional information, please contact me at 301-883-7651 or flwise@co.pg.md.us



Environmental Engineering Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681. Fax 301-883-7266. TTY/STS Dial 711
www.princegeorgescountymd.gov/health



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

Darrell B. Mobley, Acting Secretary
Melinda B. Peters, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

May 17, 2013

RE: Prince George's County
US 301
Beechtree – Phase IV
SHA Tracking No. 04APPG016
Phasing Change Study

Mr. Glenn Cook
The Traffic Group, Inc.
Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236

Dear Mr. Cook,

Thank you for the opportunity to review the study in support of phasing changes to the Beechtree Residential Development in Prince George's County, Maryland, prepared by The Traffic Group, Inc., dated March 22, 2013. The summary of proposed changes and the Maryland State Highway Administration (SHA) comments and conclusions are as follows:

- Condition #18 of the approved Preliminary Plan 4-99026 required that the improvements to the US 301 & Leeland Road intersection and their approaches should be in place prior to the issuance of the 1,001st unit building permit for Phase IV of the development and the 1,501st unit building permit for Phase V. The required improvements are as follows:

Completed prior to Phase IV (Issuance of 1,001st Building Permit):

- Widen southbound US 301 to provide three exclusive lanes from 1,000 feet north of Leeland Road to Beechtree Parkway.
- Widen northbound US 301 to provide three exclusive thru lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road.
- Widen Leeland Road to provide two exclusive left-turn lanes and one free-flow right-turn lane.

Completed prior to Phase V (Issuance of 1,501st Building Permit):

- Widen southbound US 301 to provide three exclusive thru lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road.
- In the March 22, 2013 study, the developer proposes to issue an additional 250 permits prior to the completion of these recommended improvements citing that traffic volumes projected in the 2000 Staging Analysis were never realized. The study notes that the improvements would be designed, approved, and bonded in accordance with SHA requirements prior to the issuance of the 1,001st permit, however the improvements

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

would not actually be completed until the 1,250th permit is issued. An analysis is also included which proposes to defer the required Phase V improvements to some point beyond the 1,501st permit.

Based on the information provided, the SHA offers the following comments concerning the request for 250 additional building permits:

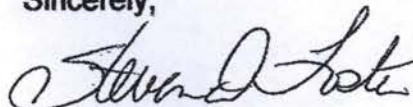
1. Results for the 2012 with 1,250 Beechtree Units (400 increase in permits without imp.) scenario shown on Exhibit 2 do not include any background developments. The scenario which includes some portion of the background developments, 2012 with 1,250 Beechtree Units (w/100% CSC and 50% LH/WB), shows that during the PM peak hour the intersection will operate at LOS F, with a CLV 1,653. Please provide additional information validating the assumptions of the build-out timeframes for the background developments versus the subject development.
2. Please provide the count data used as the basis for this study.

It is SHA's position that prior to the issuance of the 1,001st building permit, the developer will provide SHA with a complete set of approved design plans and the necessary bonds and fees for the Phase IV improvements. Prior to issuance of the 1,101st permit the construction of the Phase IV improvements must be initiated. The construction of the Phase IV improvements must be completed prior to the issuance of the 1,251st.

It is SHA's further recommendation that the applicant be required to provide additional analysis to determine the staging of the Phase V improvements, which reflect a more accurate timeframe for the anticipated build-out.

The SHA will require the submission of six (6) hard copies and one (1) electronic revised traffic impact study and point-by-point response. Please send this information to the SHA Access Management Division addressed to Mr. Steven D. Foster to the attention of Mr. Nick Driban and reference the SHA Tracking Number on the submission. Unless specifically indicated in the SHA response on this report, the comments contained herewith do not supersede previous comments made on this development application. Please keep in mind that you can view the reviewer and project status via the SHA Access Management Division's web page at (<http://www.roads.maryland.gov/pages/amd.aspx>). If you have questions or comments regarding the enclosed traffic review, please contact Mr. Nick Driban at 410-545-0398 or via email at CDriban@sha.state.md.us.

Sincerely,



Steven D. Foster, Chief
Access Management Division

SDF/cnd

cc: Mr. Eric Foster, M-NCPPC
Mr. Glen Burton, M-NCPPC
Ms. Venu Nemani, SHA District 3
Ms. Shaneka Owens, SHA District 3
Mr. Morteza Tadayon, SHA TFAD
Ms. Rola Daher, SHA TFAD
Mr. Subrat Mahapatra, SHA TFAD
Ms. Mary Deitz, SHA RIPD
Mr. Keith Kucharek, SHA RIPD
Mr. Vaughn Lewis, SHA RIPD
Mr. David Rodgers, SHA RIPD
Mr. Bob French, SHA CPD
Mr. Johnson Owusu-Amoako, SHA CPD
Mr. Errol Stoute, SHA TDSD
Mr. Saed Rahwanji, SHA TDSD
Mr. Joe Katzenberger, SHA AMD
Mr. Pranoy Choudhury, SHA AMD
Ms. Erica Rigby, SHA AMD
Mr. Michael Bailey, SHA AMD
Mr. Nick Driban, SHA AMD

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Russell W. Shipley
Arthur J. Horne, Jr.*
Dennis Whitley, III*
Robert J. Antonetti, Jr.

Bradley S. Farrar

* Also admitted in the District of Columbia

March 12, 2013

VIA ELECTRONIC MAIL AND HAND DELIVERY

Ms. Ruth Grover
Development Review Division
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772



**RE: Beechtree Specific Design Plan (SDP-9907/01) – REVISED
STATEMENT OF JUSTIFICATION**

Dear Ms. Grover:

On behalf of our client, V.O.B. Limited Partnership, Robert J. Antonetti, Jr., and Shipley & Horne, P.A., hereby submits this Statement of Justification in support of an application to revise Specific Design Plan (SDP-9907) that relates to certain offsite transportation infrastructure for Beechtree. Specifically, the Applicant requests a revision of the approved transportation phasing plan as it relates primarily to improvements to US 301 (between MD 214 and MD 725) as set forth in SDP-9907. The approved phasing plan set forth in the findings of the Planning Board (and adopted by the District Council) sets forth the construction and "completion" of specified offsite roadway improvements in six (6) phases before certain numbers of residential building permits can be issued (the "Phasing Plan"). The majority of these improvements involves US 301 which were included as part of an approved County Capital Improvement Program (CIP) when SDP-9907 was approved. The Applicant has completed Phases I-III and now requests a slight amendment to the Phasing Plan for Phases IV and V.

Quite simply put, the Applicant is requesting an amendment to the approval of the Phasing Plan contained in the findings of SDP-9907 to allow an increase of 250 building permits prior to **completion** of Phases IV and V respectively. Notwithstanding this requested increase, the Applicant will agree to **permit and bond** the improvements scheduled for Phases IV and V at the current permit thresholds contained in the approved Phasing Plan. It is also critical to note that such full financial assurances being guaranteed by the Applicant are routinely considered by the Subdivision Regulations, Zoning Ordinance, and Planning Board to be an acceptable means for providing transportation facilities as part of a development.

N:\Ryko\SDP-9907.01(Phasing Plan Revision)\SOJ 03.12.13.dot

As the background history (cited herein) relating to the formulation of the Phasing Plan clearly establishes, the improvements to be provided by the Applicant were already contained **as a part** of a more comprehensive series of improvements set forth in the County's CIP for US 301 between MD 214 (Central Avenue) and MD 725 (Marlboro Pike). As such, transportation adequacy along this portion of US 301 legally existed during CDP, Preliminary Plan (4-99026) under the relevant sections of County law that allow for a finding of adequacy when needed road improvements are 100% funded in the County's CIP. Moreover, the relevant portions of the administrative record for CDP-9706, Preliminary Plan 4-99026, and SDP-9907 (cited herein) clearly establish that the Phasing Plan obligations were inexorably linked to the Applicant's required financial contribution to the CIP, and not a finding of an adequate level of service for US 301.

There is an absence of any compelling justification to prevent the Applicant from revising the Phasing Plan as requested. Without approval of the instant request, Beechtree runs the very real possibility of having to STOP DEVELOPMENT unless the permit thresholds in the Phasing Plan are increased as proposed herein.

I. Background History Related to the Obligation for US 301 Improvements:

The concept of Beechtree's financial contribution to improvements for US 301 CIP (between MD 214 and MD 725) was initially set forth in the project's Comprehensive Design Plan (CDP) approved on May 18, 1998. Specifically, Condition 27 in CDP-9706 states in pertinent part as follows:

27. *With the submission of each building permit, the applicant shall pay to Prince George's County the following share of costs for improvements to US 301 between MD 725 and MD 214:*
 - A. *A fee calculated as **\$497.84/ residential DU** x (FHWA Construction Cost Index at time of payment)/(FHWA Construction Cost Index for 2nd quarter, 1989).*
 - B. *In lieu of the payment of fees required in Condition A above, and subject to approval by the Department of Public Works & Transportation (DPW&T) and the State Highway Administration (SHA), the applicant, his heirs, and/or successors may be required to construct a third southbound through lane on US 301 from a point 1,000 feet north of Leeland Road to a point 1,500 feet south of Village Drive, the total cost of which improvement shall not exceed an amount calculated as **\$1,194,805.00** x (FHWA Construction Cost Index at time of payment)/(FHWA Construction Cost Index for 2nd quarter, 1989). If agreed to by DPW&T and SHA, this improvement shall be constructed upon the first to occur of the following conditions: (1) coincident with the construction by*

the applicant of its southern access, opposite Village Drive; (2) the issuance of the 500th building permit without full internal access to the Property at Leeland Road; or (3) the issuance of the 700th building permit with full access to the property at Leeland Road. All contributions collected by DPW&T under condition 28A shall be refunded by agreement with the developer upon bonding and commencement of construction of the improvement. (See Exhibit 1, District Council Resolution for CDP-9706). (Emphasis Added).

Condition 18 of Preliminary Plan 4-99026 (approved October 14, 1999) required submission of a traffic phasing report to identify, among other items, the transportation improvements to be developed in each phase of development within Beechtree. Condition 18 also recognizes that it may be necessary to revise the sequencing of the construction of improvements in later development phases. Condition 18 of Preliminary Plan 4-99026 (PGCPB No. 99-154) states the following:

“Prior to approval of the first [SDP] pursuant to this Preliminary Plat, the applicant shall prepare a report which will identify the number of units and access locations of each phase of development to occur pursuant to this preliminary plat, identify the transportation improvements to be constructed with each phase, and develop a financing plan and construction schedule for the improvements associated with each phase. This report shall be submitted with the first SDP application submitted pursuant to this preliminary plan and reviewed by DPW&T, SHA and Transportation Planning staff, who shall then report to the Planning Board on the status of the staging of transportation improvements with each phase of development. The report shall be revised and resubmitted by the applicant with any subsequent SDP application where the sequencing of the road improvements or development phases is changed from that in the initial report.” (Emphasis added).

The transportation section (i.e. Mr. Burton) recognized in its review of Preliminary Plan 4-99026 that the relevant US 301 improvements (between MD 214 and MD 725) were programmed within the County's Capital Improvement Plan. (See attached Exhibit 1, PGCPB No. 98-50, p. 20). It was also acknowledged that the total improvement costs for the US 301 CIP was determined by the County to be \$24,000,000. Of the total CIP cost, it was also confirmed that all developer contributions to the US 301 CIP Project would equate to \$2.5 million. (See Exhibit 1, p. 20). Beech Tree's share of the developer contribution to the CIP cost was based on projected peak hour trips and was determined to be \$1,194,805.08. (See Exhibit 1, p. 20, and CDP-9706 condition 27).

Given the overall total cost and scope of the US 301 improvements in the CIP (far exceeding Beechtree's individual contribution), it is clear that Beechtree's financial contribution to the US 301 improvements was only representative of a portion of the overall improvements contained in the CIP that were needed for a finding of transportation adequacy. Thus, the CDP conditions and the above cited findings in Preliminary Plan 4-99026 clearly and unambiguously establish that

Beechtree's contribution to US 301 was to be driven by the pre-determined share of the overall CIP improvement cost (as set forth in CDP-9706, Condition 27), not by a finding of transportation adequacy created by any improvements provided by the Applicant for US 301.

Subsequently, Specific Design Plan (SDP-9907) was the first SDP approved for Beechtree on June 22, 2000. A *Staging Report for Road Improvements* (the "Staging Report") was submitted with SDP-9907 (See Attached Exhibit 2, March 1, 2000 Staging Report). This SDP was approved based in part upon the SHA adopting (with revisions) the Applicant's Staging Report. The Staging Report analyzed level-of-service based on number of dwellings being proposed commensurate with specific improvements along US 301 and within the site. More importantly, the Staging Report only proposed the construction of road improvements that could be funded by the Applicant's contribution of \$1,194,805.00 required in CDP-9706, Condition 27 (b) when combined with the funds that had already been collected by DPW&T from other developers in the vicinity. Specifically, the Staging Report stated as follows:

*As detailed in earlier correspondence, the Beechtree development has (under Condition 28B) an obligation of \$1,194,805. Additionally, DPW&T has available \$593,828 from three other developments resulting in a total obligation (including Beechtree) of \$1,788,633. **The developer is committed to undertake either Alternative A or Alternative B improvements assuming his funding and the funds already collected by DPW&T.** (Emphasis added). (See Exhibit 2, p. 4).*

Again, it is clear the Applicant's Staging Report, which formed the basis for the improvements to be made under the Phasing Plan, was based entirely on the developer contributions to be applied towards the US 301 CIP project and not on a separate finding of adequacy for any proposed improvements set forth therein.

The Applicant's Phasing Report submitted in SDP-9907 was ultimately endorsed by the transportation section of M-NCPPC and the State Highway Administration with some minor modifications. The Planning Board adopted the findings of the transportation section (i.e., Mr. Burton) in its resolution approving SDP-9907 (See Attached Exhibit 3, Page 22) by stating the following:

The SHA, in their analysis of the existing conditions on US 301, prioritized road improvements in the Staging Report to maximize the operating efficiency and take advantage of the investments available at the earliest possible time.

Based on the analysis and development projections out to year 2010, it was determined that the Phasing Plan should include the following road improvements for **Phase IV** (building permits #1,001-1,500) and that the following improvements be "completed" by the Applicant prior to issuance of the 1,001 building permit:

- a. *Widen southbound US 301 to provide three (3) exclusive through*

- lanes from 1,000 feet north of Leeland Road to Beechtree Parkway.*
- b. Widen northbound US 301 to provide three (3) exclusive thru lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road.*
 - c. Widen Leeland Road to provide two (2) exclusive left turn lanes and one (1) free-flowing right turn lane. (See Exhibit 3, p. 26).*

The Phasing Plan's recommendations for **Phase V** residential development (building permits #1,501-1,992) required that the following improvements be "completed" by the Applicant prior to issuance of the 1,501 building permit:

- d. Widen southbound US 301 to provide three (3) exclusive thru lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road. This improvement will augment an improvement from a previous phase.*

Beechtree has approximately 930 building permits issued for the development. Thus, the project only has a relatively few number of permits before Phase IV improvements are required to be "completed." Without the requested amendment to the Phasing Plan, it is entirely conceivable that Beechtree will have reached its maximum number of permits by the summer of 2013. Even if, as the Applicant has proposed, the Phase IV improvements are permitted and fully bonded, building permits would still be denied the project since said road improvements would not be "completed."

II. Changes Since the Original 2000 "Phasing Plan"

The attached March 1, 2012 traffic analysis from The Traffic Group documents how many things related to development and traffic have changed since the 2000 Phasing Plan was adopted in SDP-9907 (See Attached Exhibit 4). Among the findings are:

1. The Staging Report of 2000 based its conclusions on projected traffic levels for the year 2010 (See Exhibit 2, p. 2). Actual traffic counts conducted by the Applicant's traffic consultant in May 2010 indicate that the growth in traffic volumes envisioned in 2000 has not materialized. This includes regional growth along the US 301 Corridor and growth from other significant developments in the immediate area that were considered in the study. This has been a continuing trend in most areas of the County and is predominately due to the downturn in the economy. Based on these traffic counts, the intersection of US 301 and Leeland Road was operating at Level of Service "C" (CLV = 1,294) conditions during the morning peak hour and Level of Service "C" (CLV = 1,291) conditions during the evening peak period, which include 609 units which had already been constructed and occupied in the Beechtree Development.

2. The eastbound approach of Leeland Road has already been widened as required under Item c of the Phase IV conditions discussed above. These improvements have been implemented and have been open to traffic for several years now.

3. The Staging Analysis conducted in 2000, was based on the assumption that the primary means of egress for Beechtree traffic to the north along US 301 was to be from Leeland Road. The main access proposed along US 301 was to be designed to prohibit the left turn movement outbound from the Beechtree Development. This forced all traffic to utilize northbound US 301 in order to access the Leeland Road entrances or to proceed southbound on US 301 to make a U-turn to proceed in a northerly direction. Since that time, the SHA has reconsidered and has allowed the removal of this restriction. Today, Beechtree is served by a full movement signalized intersection at Beechtree Parkway along US 301. This is a significant change and has had a positive impact on the traffic conditions along US 301 in this area and particularly at the Leeland Road intersection.

It should also be noted that the Applicant's traffic consultant performed a trip count for the US 301/Leeland Road intersection on September 18, 2012. Improvements to this intersection are required in Phase IV of the phasing. The net result of this analysis was that the gap between number of trips projected in the original Staging Report and actual 2012 conditions showed that peak hour traffic volumes had been reduced even further than reflected in the traffic counts obtained as part of the March 2010 study. (See Attached Exhibit 5).

III. Requested Changes to Language for Phases IV and V

Phase IV: Residential development

Prior to the issuance of the 1,001st building permit for any residential unit of the development, the following improvements shall be bonded by the applicant:

- a. Widen southbound US 301 to provide three (3) exclusive through lanes from 1,000 feet north of Leeland Road to Beechtree Parkway.
- b. Widen northbound US 301 to provide three (3) exclusive through lanes from 1,000 feet south of Leeland Road to 2,000 feet north of Leeland Road
- c. Widen Leeland Road to provide two (2) exclusive left turn lanes and one (1) free flowing right turn lane.

The above improvements shall be completed by the applicant prior to the

issuance of the 1,251st building permit.

Phase V: Residential development

Prior to the issuance of the 1,501st building permit for any residential unit of the development, the following improvements shall be bonded by the applicant:

- a. Widen southbound US 301 to provide three (3) exclusive through lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road. This improvement will augment an improvement from a previous phase.

The above improvement shall be completed by the applicant prior to the issuance of the 1,751st building permit.

IV. Relationship to Requirements in the Zoning Ordinance:

Section 27-530 – Amendments:

- (a) ***All amendments of approved Specific Design Plans shall be made in accordance with the provisions of this Division for initial approval, except as set forth below.***
- (b) ***The Planning Director (or designee) may approve a minor amendment in the location of structures shown on an approved Specific Design Plan due to an engineering necessity if the Planning Director finds that:***
 - (1) ***It is in keeping with the architectural and site design characteristics of the approved Specific Design Plan; and***
 - (2) ***It does not increase the floor area ratio.***

RESPONSE: The proposed amendment does not qualify as a minor amendment under this section of the Zoning Ordinance and therefore must be reviewed in accordance with the findings necessary for approval in Section 27-528 of the Zoning Ordinance.

Section 27-528 – Required findings for approval:

- (a) ***Prior to approving a Specific Design Plan, the Planning Board shall find that:***
 - (1) ***The plan conforms to the approved Comprehensive***

Design Plan, the applicable standards of the Landscape Manual, and except as provided in Section 27-528(a)(1.1), for Specific Design Plans for which an application is filed after December 30, 1996, with the exception of the V-L and V-M Zones, the applicable design guidelines for townhouses set forth in Section 27-274(a)(1)(B) and (a)(11), and the applicable regulations for townhouses set forth in Section 27-433(d) and, as it applies to property in the L-A-C Zone, if any portion lies within one-half (1/2) mile of an existing or Washington Metropolitan Area Transit Authority Metrorail station, the regulations set forth in Section 27-480(d) and (e)

(1.1) For a Regional Urban Community, the plan conforms to the requirements stated in the definition of the use and satisfies all requirements for the use in Section 27-508 of the Zoning Ordinance;

RESPONSE: The instant request only relates to Condition 30 of CDP-9706 that requires certain offsite road improvements that have been incorporated into subsequent approvals, including SDP-9907 (applicable to this amendment request). This SDP amendment request also remains in conformance with all other conditions approved in CDP-9706. The Landscape Manual has no bearing on the request to amend road improvement staging. Also, the requested CDP amendment does not relate to design of townhouses or a designated Regional Urban Community.

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

RESPONSE: It has already been determined that adequate public facilities exist or will exist to serve the entire Beechtree Community. The instant amendment request is made in recognition that the assumptions regarding the relationship of traffic capacity to dwelling unit construction and roadway improvement staging (Condition 18 of Preliminary Plan 4-99026 and Condition 30 of CDP-9706) have changed significantly from those predicted in 2000 when the Planning Board approved the Applicant's Phasing Report.

Specifically, there has been a significant reduction in current US 301 traffic volumes from those predicted for 2010 by the original Phasing Report. That report was used to specify what roadway improvements were required to be "completed" before certain specified numbers of residential building permits were issued in Phase IV (permits no. 1,001 to 1,500)

and Phase V (permit no. 1,501 to 1,992). These reductions in projected traffic volumes require a reasonable adjustment of the relationship between number of building permits issued and completion of certain roadway improvements. A reasonable adjustment will allow the Applicant to continue residential development at Beechtree without impeding traffic or level-of-service. All required improvements will be in place to accommodate the 1,992 maximum dwelling units approved.

Condition 18 of Preliminary Plan 4-99026 and Condition 11 in SDP-9907 recognizes that, in the future, the sequencing of transportation improvements may need to be modified. In such event, the approved Phasing Plan shall be revised and approved. The Applicant has examined the 2000 Phasing Plan in the context of current economic conditions, residential development demand, and traffic trends. As a result, the Applicant requests that the number of residential building permits issued in Phases IV and V be increased by 250 each, before the roadway improvements in each Phase are required to be completed. This is necessary in order to keep development on pace with market demand and with actual traffic demand.

Moreover, the Applicant requests that the wording in the Phasing Plan be changed to be comparable with language typically used in formulating conditions of approval for required roadway improvements. Currently, Phase IV and Phase V require that the specified road improvements (discussed previously above) be "completed" before the number of building permits established in the 2000 Phasing Plan can be issued.

The Applicant has also proposed a construction schedule (See Attached Exhibit 6) which demonstrates that the improvements set forth in Phase IV can be completed on or about late October, 2013 (subject to permit issuance by SHA and weather conditions permitting). This is a relatively swift delivery schedule considering that there is relatively few new residential developments in the vicinity that could contribute any significant new traffic to US 301. Moreover, potential new developments such as Willowbrook, Locust Hill and Karrington all have not received approvals of required final development site plans and each has a preliminary plan of subdivision which is set to expire on December 31, 2013.

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

Response: This requirement has no bearing on the instant request to revise the staging of future roadway improvements.

- (4) ***The plan is in conformance with an approved Tree Conservation Plan.***

Response: This requirement has no bearing on the instant request to revise the staging of future roadway improvements. However, the overall Beechtree development remains in conformance with the approved Tree Conservation Plan(s)

for the project.

- (5) ***The plan demonstrates that the regulated environmental features are preserved and/or restored to the fullest extent possible.***

Response: This requirement has no bearing on the instant request to revise the staging of future roadway improvements.

- (b) ***Prior to approving a Specific Design Plan for Infrastructure, the Planning Board shall find that the plan conforms to the approved Comprehensive Design Plan, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.***

Response: The instant amendment request is not an SDP for infrastructure.

- (c) ***The Planning Board may only deny the Specific Design Plan if it does not meet the requirements of Section 27-528 (a) and (b), above.***

Response: The Applicant believes the proposed amendments to the approved roadway improvement staging contained in SDP-9907 is in conformance with Section 27-528 (a) and (b), as discussed above.

- (d) ***Each staged unit (shown on the Comprehensive Design Plan) shall be approved. Later stages shall be approved after initial stages. A Specific Design Plan may encompass more than one (1) stage.***

Response: The proposed SDP amendment proposes changes to the Phasing Report approved in SDP-9907 regarding the issuance of building permits related to Phase IV and V.

- (e) ***An approved Specific Design Plan shall be valid for not more than six (6) years, unless construction (in accordance with the Plan) has begun within that time period. All approved Specific Design Plans which would otherwise expire during 1994 shall remain valid for one (1) additional year beyond the six (6) year validity period.***

Response: The Applicant agrees to this requirement.

- (f) ***The Planning Board's decision on a Specific Design Plan shall be embodied in a resolution adopted at a regularly scheduled public meeting. The resolution shall set forth the Planning Board's findings.***

Response: The Planning Board is required to comply with this requirement.

- (g) ***A copy of the Planning Board's resolution and minutes on the Specific Design Plan shall be sent to the Clerk of the Council for any Specific Design Plan for the Village Zones.***

Response: The subject property is in the R-S (Comprehensive Design Zone) and is not within a Village Zone.

V. Conclusion:

In summary, traffic conditions on the relevant portions of US 301 which were projected in 2000 in support of the original Phasing Plan have not been realized. Actual traffic counts conducted by the Applicant's traffic consultant in May 2010 and September 2012 indicate that the growth in traffic volumes envisioned in 2000 has not materialized. This includes regional growth along the US 301 Corridor and growth from other significant developments in the immediate area that were considered in the study. This has been a continuing trend in most areas of the County and is predominately due to the downturn in the economy. Moreover, the relevant portions of the administrative record for CDP-9706, Preliminary Plan 4-99026, and SDP-9907 (cited herein) clearly establish that the Phasing Plan obligations were determined (with the exception of a few revisions by SHA) by the Applicant's required financial contribution to the CIP, and not a finding of adequacy for US 301. Without approval of the instant request, Beech tree runs the very real possibility of having to cease development unless the permit thresholds in the Phasing Plan are increased as proposed herein.

In light of the aforementioned points, the Applicant respectfully requests that the improvements established in the approved Phasing Plan for Phases IV and V be "completed" by the 1,251 permit and 1,751 permit respectively (an increase of 250 permits). Further, the Applicant will agree to bond the required improvements for Phases IV and V by the 1,001 permit and 1,501 permit respectively.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Antonetti, Jr.", with a long horizontal flourish extending to the right.

Robert J. Antonetti, Jr.

Enclosures

March 1, 2000

Maryland-National Capital
Park and Planning Commission
Mr. Eric Foster
Mr. Glen Burton
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: Beechtree
Prince George's County, Maryland
Our Job No.: 970819

Gentlemen:

The Traffic Group, Inc. has undertaken an additional analysis relating to the Staging of off-site road improvements for the proposed Beechtree development.

This report addresses Preliminary Plan Condition #18 (4-99026) and Section 27-528(a)(2) of the Zoning Ordinance for the SDP.

The following is the basis for our analysis:

1. We utilized our earlier Traffic Impact Analysis approved as part of the Preliminary Plat of Subdivision. The Traffic Impact Analysis for the Beechtree project was a two-volume analysis dated June 24, 1999.
2. We consulted with M-NCPPC Staff, SHA, and the Prince George's County DPW&T.
3. We determined the amount of funds available through both the Beechtree development and through Prince George's County DPW&T for other developments in the US 301 corridor.
4. We undertook analyses for both Alternative A and Alternative B traffic conditions.

The following is a result of our analysis.

EXHIBIT 1 details the existing lane use as detailed in our earlier reports and as exist in the field.

EXHIBIT 2 details existing peak hour traffic volumes from our June, 1999 traffic study based upon turning movement counts undertaken along US 301 in April, 1999.

EXHIBIT 3 details the growth in thru traffic that would occur along US 301 at both Trade Zone Avenue and Leeland Road assuming a 1% growth rate per year for 10 years. A 1% growth rate was discussed with M-NCPCC Staff and found to be appropriate based on actual traffic conditions along US 301 between 1991 and 1997.

EXHIBIT 4 details the year 2010 base peak hour volumes that take into consideration existing traffic plus growth in thru traffic for the next 10 years. It was determined that year 2010 would be an appropriate year for our analysis since it will likely take 10 years to develop the first 1,992 units detailed in this report.

EXHIBIT 5 shows the amount of traffic projected to be generated by the nearby approved, but unbuilt subdivisions. These traffic volumes are from the Approved Subdivisions listed on Exhibit 5B (page 14) of the June 24, 1999 study. This takes into consideration the build-out of the Collington Corporate Center (north and central) detailed in the APFO Study.

EXHIBIT 6 details the year 2010 background peak hour traffic volumes which takes into consideration existing traffic, growth in thru traffic for 10 years, plus approved, but unbuilt subdivisions.

EXHIBIT 7 shows the trip assignment for the build-out of the Beechtree development based upon the total traffic projected for Beechtree as detailed on Exhibit 8, page 21 of the June, 1999 report. This is based on 2,400 dwelling units and an 18-hole golf course.

EXHIBIT 8 details the amount of traffic projected to be generated by the Beechtree development assuming 83% of the 2,400 dwelling units which equates to 1,992 dwelling units plus the 18-hole golf course. It is expected that 1,992 dwelling units could be developed and completed within the next 10 years.

EXHIBIT 9 shows the year 2010 total peak hour traffic volumes assuming the 2010 background conditions plus 1,992 dwelling units for Beechtree.

APPENDIX A contains the results of the critical lane volume analyses for US 301 and Leeland Road while **APPENDIX B** contains the critical lane volume worksheets for US 301 and Trade Zone Avenue. Both Appendix A and Appendix B contain worksheets for existing, 2010 background traffic, and 2010 total traffic conditions for using both Prince George's County Methodology and Maryland State Highway Administration Methodology.

Both Appendix A and Appendix B detail the improvements that would occur when adding a third thru lane northbound and southbound along US 301 at Leeland Road and adding just a third southbound thru lane along US 301 at both Trade Zone Avenue and Leeland Road.

APPENDIX C contains a copy of the cost estimate prepared by GPI. Alternate A refers to the third thru lanes northbound and southbound at Leeland Road while Alternate B refers to the third southbound thru lane. We have manually adjusted the GPI cost estimate in Appendix C to reflect the labeling of the Alternates contained in our report.

EXHIBIT A AND EXHIBIT B shows the results of the critical lane volume analysis for both Alternate A and Alternate B utilizing the Prince George's County Guidelines for undertaking critical lane volume analyses. A review of Exhibit A details that a Level of Service "D" condition will exist for both the morning and evening peak hours for the US 301/Leeland Road intersection. The analysis is based on the following assumptions:

1. *THIRD THRU LANE NORTHBOUND AND SOUTHBOUND ALONG US 301 TO BE BUILT BY THE DEVELOPER.*
2. *YEAR 2010 CONDITIONS*
3. *1,992 DWELLING UNITS PLUS AN 18-HOLE GOLF COURSE FOR BEECHTREE.*

Exhibit B details the critical lane volume and level of service conditions under Alternate B conditions which are 2010 total peak hour volumes plus a third thru lane along southbound US 301 from Trade Zone Avenue to Leeland Road.

The following is a description of the Alternate A and Alternate B improvements.

ALTERNATE A

1. *CONSTRUCT A THIRD NORTHBOUND THRU LANE ALONG US 301 BEGINNING AT A POINT 1,000 FT. SOUTH OF LEELAND ROAD AND EXTENDING NORTHERLY TO A POINT 2,500 FT. NORTH OF LEELAND ROAD, A TOTAL DISTANCE OF 3,500 FT.*

2. *CONSTRUCT A THIRD SOUTHBOUND THRU LANE ALONG US 301 BEGINNING AT A POINT 1,000 FT. NORTH OF LEELAND ROAD AND EXTENDING SOUTHERLY TO BEECHTREE PARKWAY (SWANSON ROAD), 2,600 FT. SOUTH OF LEELAND ROAD, A TOTAL DISTANCE OF 3,600 FT.*

ALTERNATE B

1. *THIS ALTERNATE BEGINS 1,000 FT. NORTH OF TRADE ZONE AVENUE AND EXTENDS SOUTHERLY TO THE ENTRANCE TO BEECHTREE A DISTANCE OF APPROXIMATELY 8,200 FT. TO LEELAND ROAD, PLUS 2,900 FT. TO BEECHTREE PARKWAY, A TOTAL DISTANCE OF 12,100 FT.*

As detailed in earlier correspondence, the Beechtree development has (under Condition 28B) an obligation of \$1,194,805. Additionally, DPW&T has available \$593,828 from three other developments resulting in a total obligation (including Beechtree) of \$1,788,633. The developer is committed to undertake either Alternate A or Alternate B improvements assuming his funding and the funds already collected by DPW&T.

The developer of Beechtree will make improvements to southbound US 301 beginning at Leeland Road and extending southerly to a point 500 ft. south of Beechtree Parkway (a total distance of approximately 3,100 ft.) by the time building permits have been issued for 300 dwelling units for the Beechtree development.

Prior to the issuance of the 700th building permit, the road improvements for Alternate A or Alternate B will begin and either Alternate A or Alternate B improvements will be completed prior to the issuance of the 1,000th building permit.

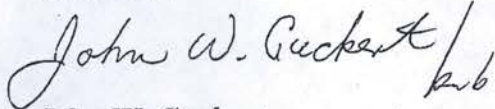
Prior to the 700th building permit, full access to Leeland Road will occur. Prior to the need for a traffic signal at US 301/Beechtree Parkway, modifications will be made to that intersection to preclude the need for a traffic signal and to preclude left turns from Beechtree Parkway to northbound US 301.

This report addresses Preliminary Plan Condition #18 (4-99026) and Section 27-528(a)(2) of the Zoning Ordinance for the SDP.

The above staging will then allow the development of Beechtree to continue through to 1,992 dwelling units. The balance of Beechtree would be constructed taking the CIP Improvements into consideration.

After you review this information, please call.

Sincerely,

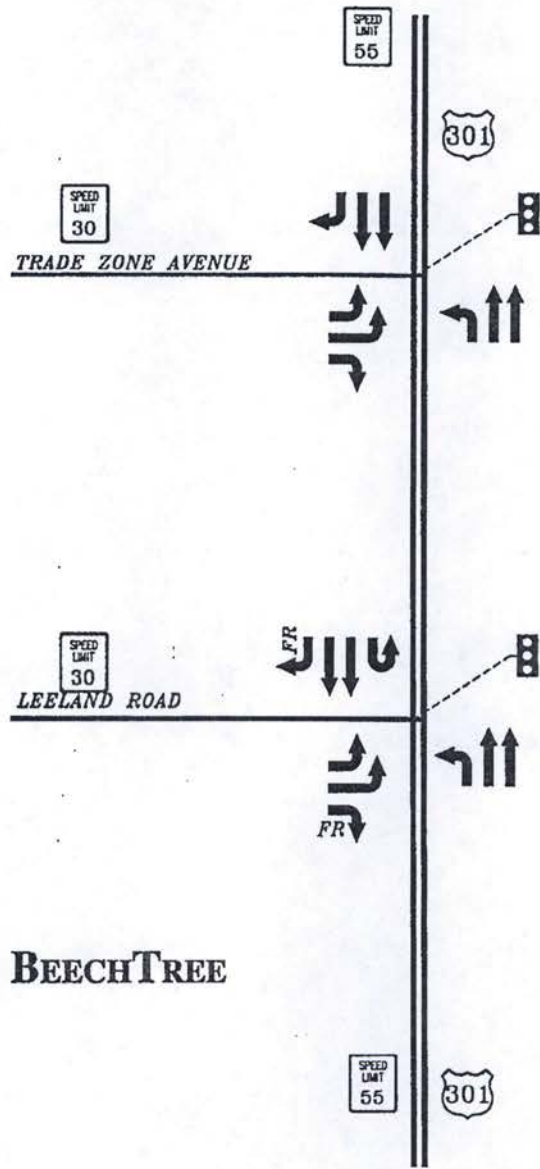
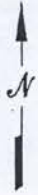


John W. Guckert
President

JWG:smb

cc: Bill Anthony
Chip Reed
Mickey Cornelius, P.E., P.T.O.E.
Derek Joost, P.E., P.T.O.E.
Shulin Li, P.E., P.T.O.E.
Mike Lenhart, P.E., P.T.O.E.

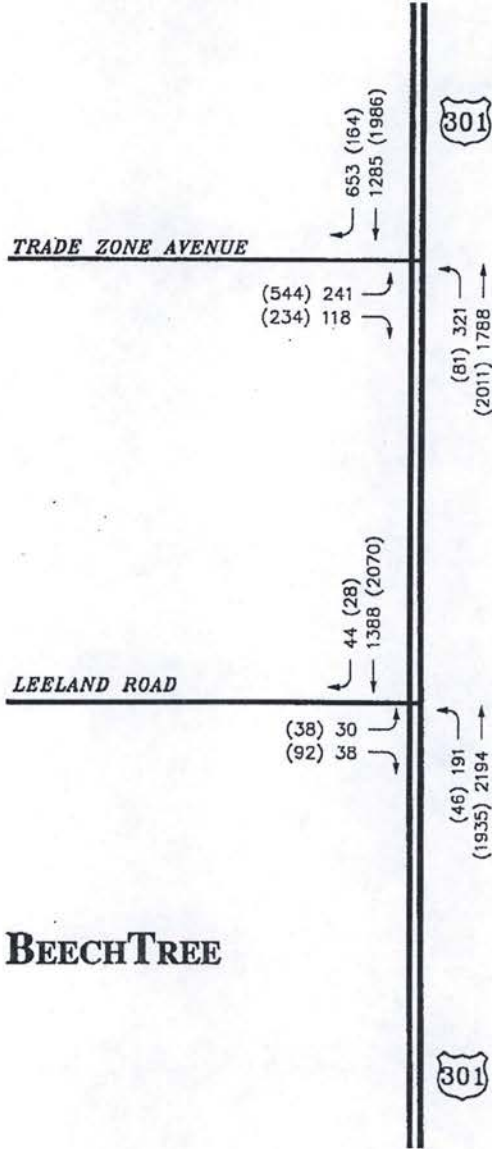
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 (00) - EVENING PEAK HOUR

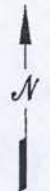
EXHIBIT 1
 EXISTING LANE USE



NOT TO SCALE

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(00) - EVENING PEAK HOUR

EXHIBIT 2
EXISTING PEAK HOUR
TRAFFIC VOLUMES



134 (208)

TRADE ZONE AVENUE

(210) 187

134 (208)

LEELAND ROAD

(210) 187

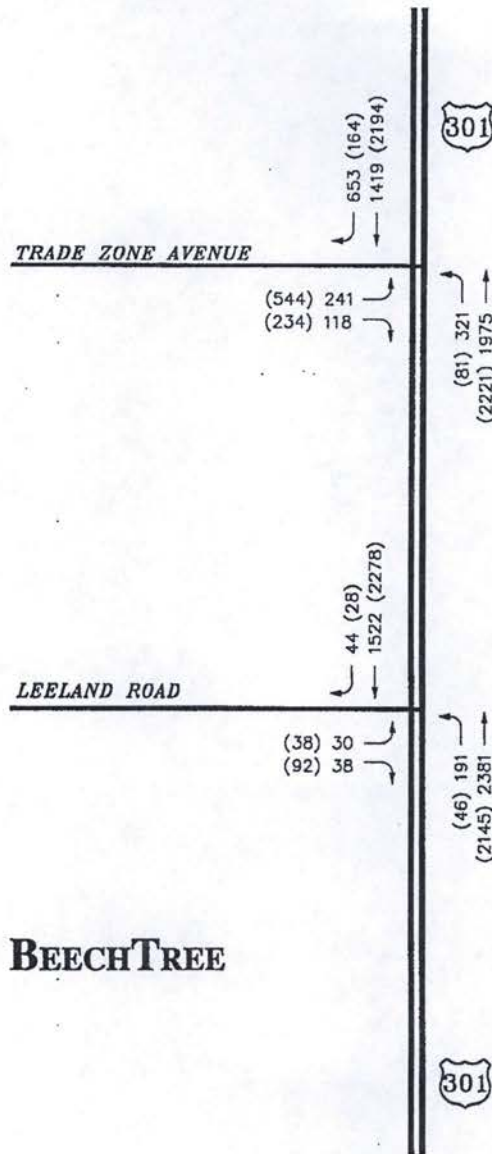
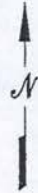
BEECHTREE



NOT TO SCALE

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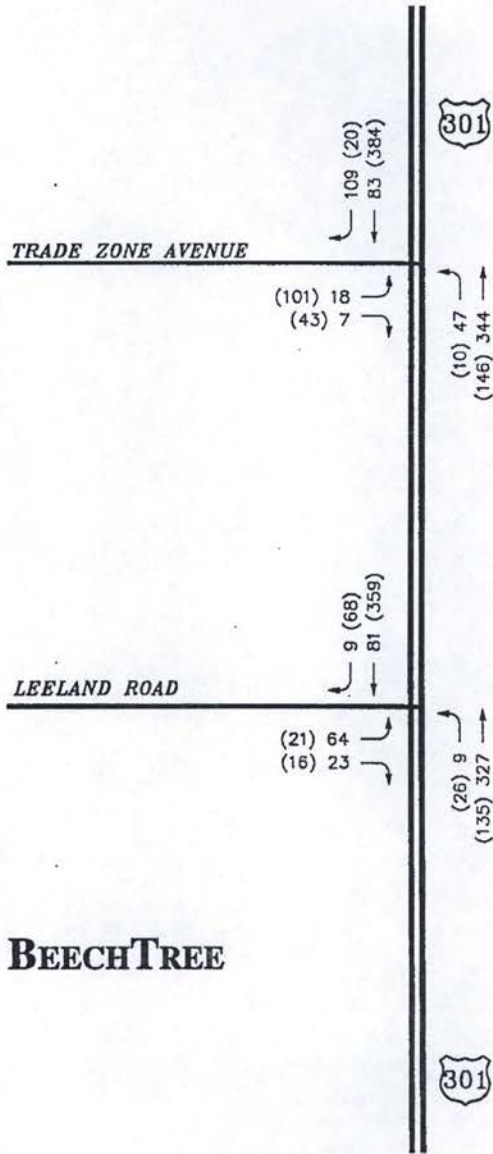
EXHIBIT 3
THRU TRAFFIC GROWTH
AT 1% FOR 10 YEARS



NOT TO SCALE

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(00) - EVENING PEAK HOUR

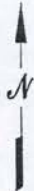
EXHIBIT 4
2010 BASE PEAK HOUR
TRAFFIC VOLUMES



NOT TO SCALE

00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR

EXHIBIT 5
COMBINED PEAK HOUR TRIPS
GENERATED BY APPROVED
DEVELOPMENTS



TRADE ZONE AVENUE

762 (184)
1502 (2578)



(645) 259
(277) 125

(91) 368
(2367) 2319

LEELAND ROAD

53 (96)
1603 (2637)



(59) 94
(108) 61

(72) 200
(2280) 2708

BEECHTREE



NOT TO SCALE

00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR

EXHIBIT 6
2010 BACKGROUND PEAK
HOUR TRAFFIC VOLUMES



TRADE ZONE AVENUE

198 (715)



(391) 733

LEELAND ROAD

111 (420)
87 (295)

(324) 632
(6) 15

(7) 5
(67) 101



BEECHTREE

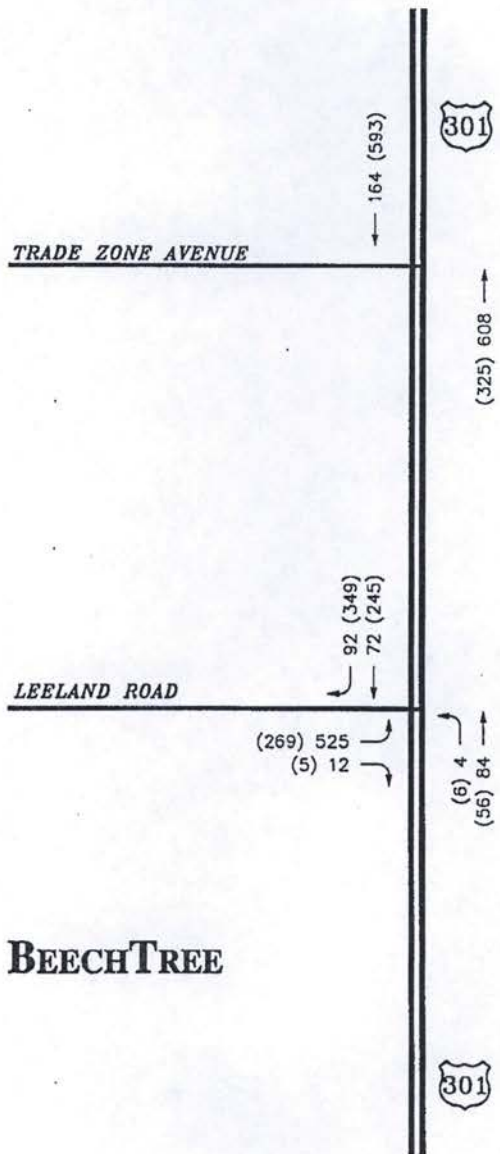
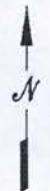
IN: 376 (1349)
OUT: 1385 (740)

NOT TO SCALE



00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR

EXHIBIT 7
TRIP ASSIGNMENT FOR
BEECH TREE (BUILDOUT)



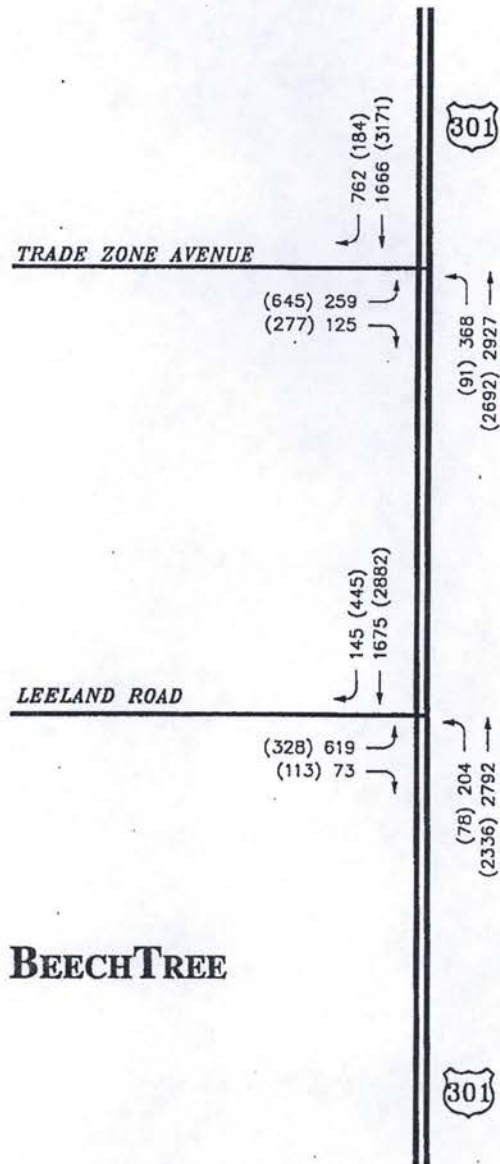
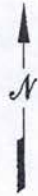
BEECH TREE



NOT TO SCALE

00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR

EXHIBIT 8
TRIP ASSIGNMENT FOR
BEECH TREE (83% COMPLETE)

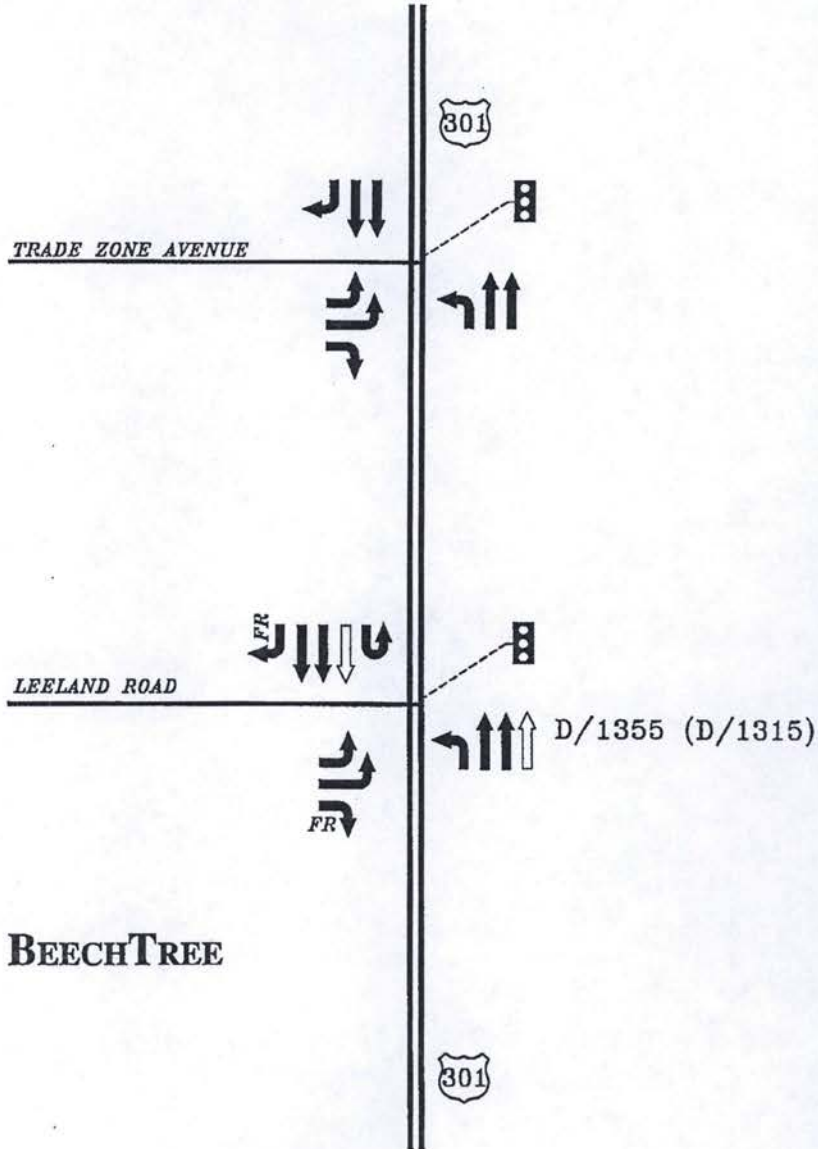


NOT TO SCALE



00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR

EXHIBIT 9
2010 TOTAL PEAK HOUR
TRAFFIC VOLUMES



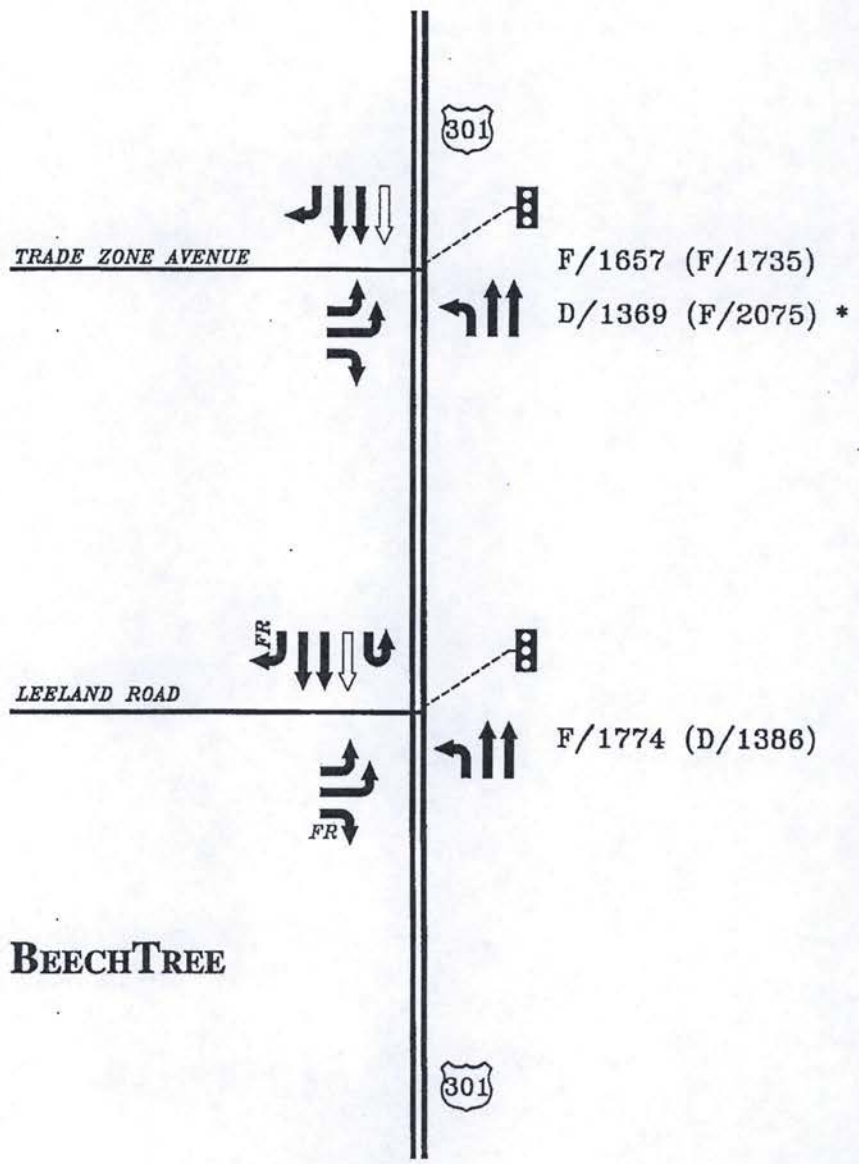
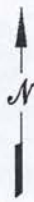
AM LOS/CLV (PM LOS/CLV)



NOT TO SCALE

-  EXISTING LANE USE
-  CIP/RECOMMENDED LANE USE

EXHIBIT A
2010 LEVEL OF SERVICE AND
RECOMMENDED FUTURE LANE USE
(ALTERNATE A)



*. IF ADD 3RD NB THRU LANE IN LIEU OF 3RD SB THRU LANE.

AM LOS/CLV (PM LOS/CLV)



NOT TO SCALE



-  EXISTING LANE USE
-  CIP/RECOMMENDED LANE USE

EXHIBIT B
2010 LEVEL OF SERVICE AND
RECOMMENDED FUTURE LANE USE
(ALTERNATE B)

APPENDIX A
Intersection Capacity
Analysis Worksheets
US 301 & Leeland Road

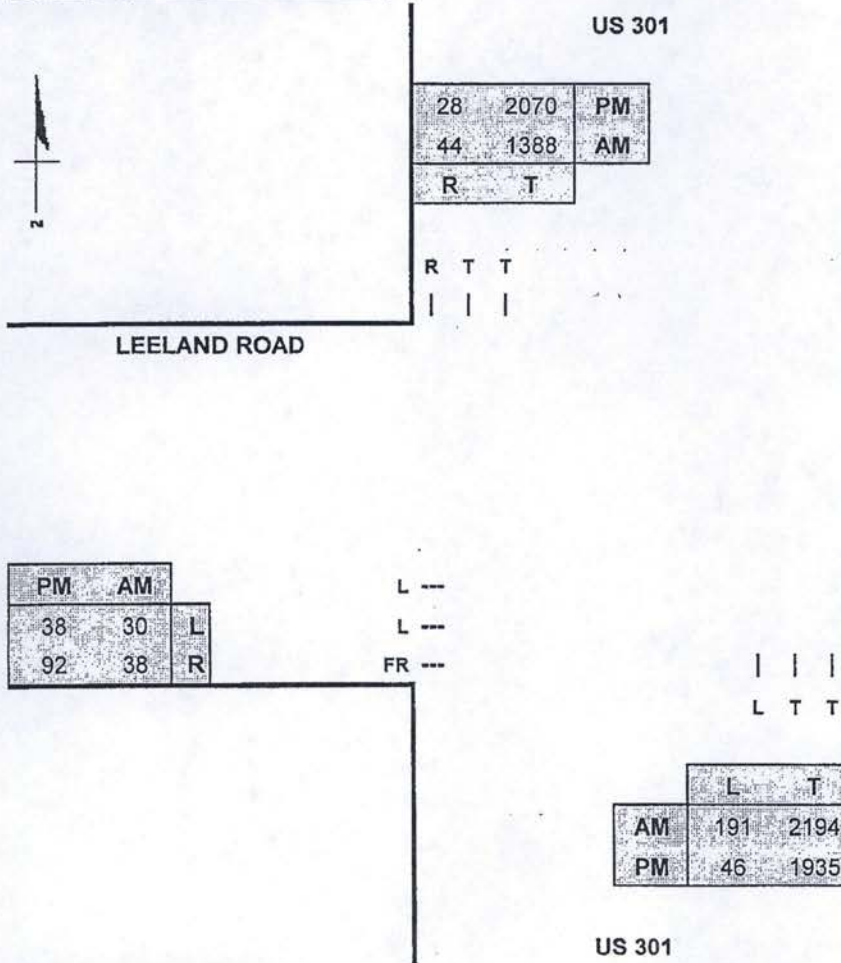
CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301
and: LEELAND ROAD
Conditions: EXISTING TRAFFIC

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	30	0.52	16				16
NB	2194	0.52	1141				1141
SB	1388	0.52	722	191	1.00	191	
CLV TOTAL=							1157
Level of Service (LOS)=							C

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	38	0.52	20				20
NB	1935	0.52	1006				1122
SB	2070	0.52	1076	46	1.00	46	
CLV TOTAL=							1142
Level of Service (LOS)=							B

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301

Date of Count: 04/15, 99

and: LEELAND ROAD

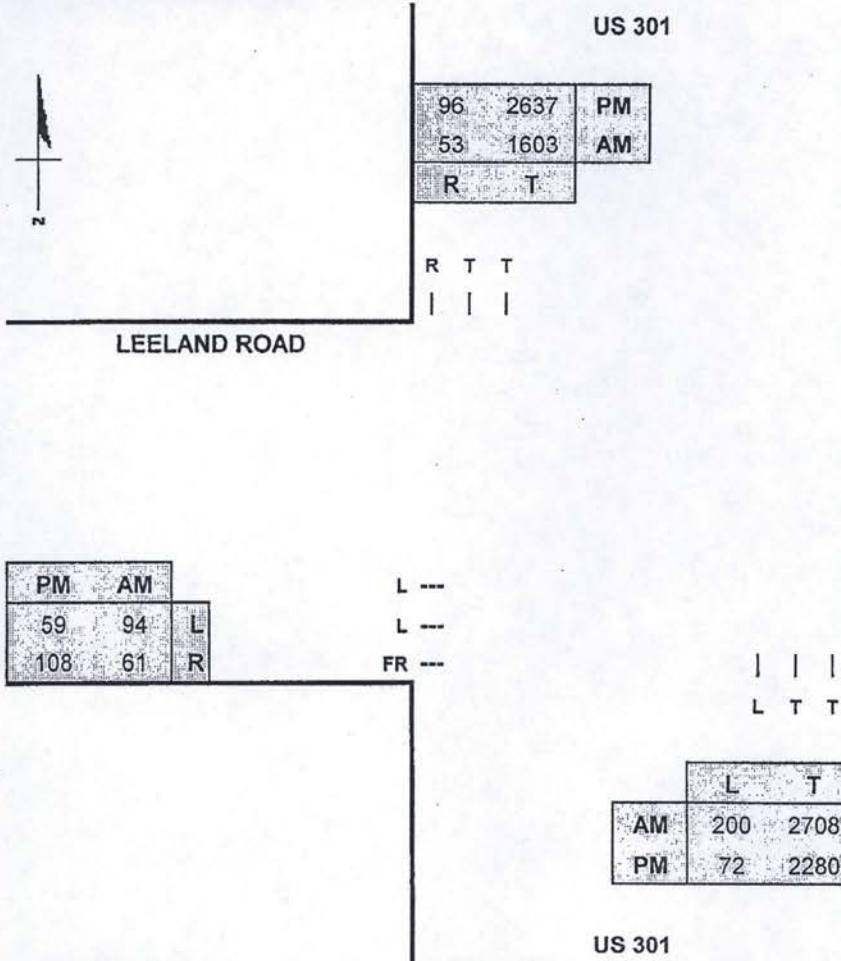
Day of Week: Thursday

Conditions: 2010 BACKGROUND TRAFFIC

Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
EB	94	0.52	49			49
NB	2708	0.52	1408			1408
SB	1603	0.52	834	200	1.00 200	
CLV TOTAL=						1457
Level of Service (LOS)=						E

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
EB	59	0.52	31			31
NB	2280	0.52	1186			1443
SB	2637	0.52	1371	72	1.00 72	
CLV TOTAL=						1474
Level of Service (LOS)=						E

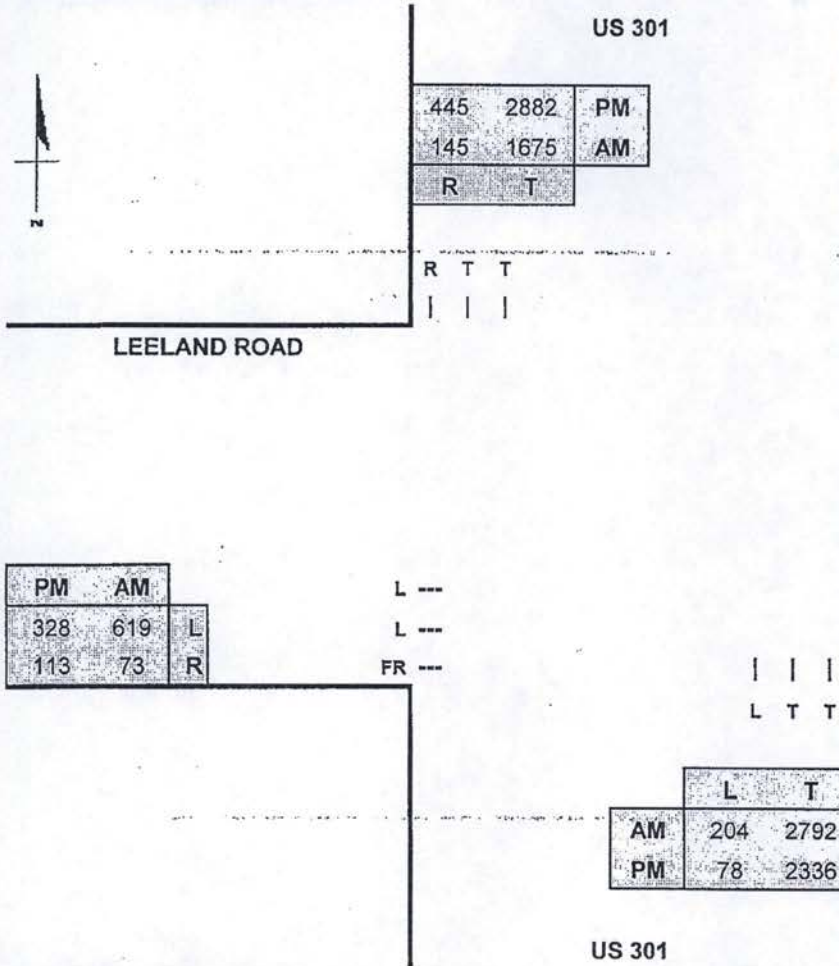
CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301
and: LEELAND ROAD
Conditions: 2010 TOTAL TRAFFIC

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
EB	619	0.52	322			322
NB	2792	0.52	1452			1452
SB	1675	0.52	871	204	1.00 204	
CLV TOTAL=						1774
Level of Service (LOS)=						F

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
EB	328	0.52	171			171
NB	2336	0.52	1215			1577
SB	2882	0.52	1499	78	1.00 78	
CLV TOTAL=						1748
Level of Service (LOS)=						F

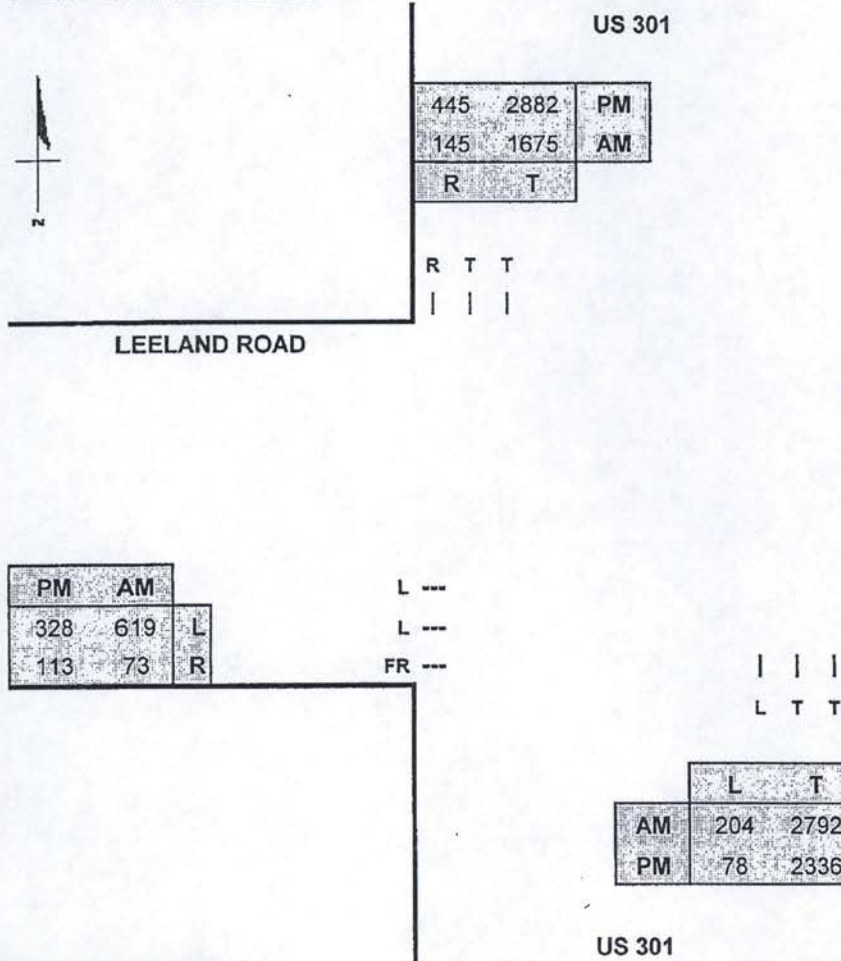
CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Intersection of: US 301
and: LEELAND ROAD
Conditions: 2010 TOTAL TRAFFIC

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	619	0.60	371				371
NB	2792	0.55	1536				1536
SB	1675	0.55	921	204	1.00	204	
CLV TOTAL=							1907
Level of Service (LOS)=							F

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	328	0.60	197				197
NB	2336	0.55	1285				1663
SB	2882	0.55	1585	78	1.00	78	
CLV TOTAL=							1860
Level of Service (LOS)=							F

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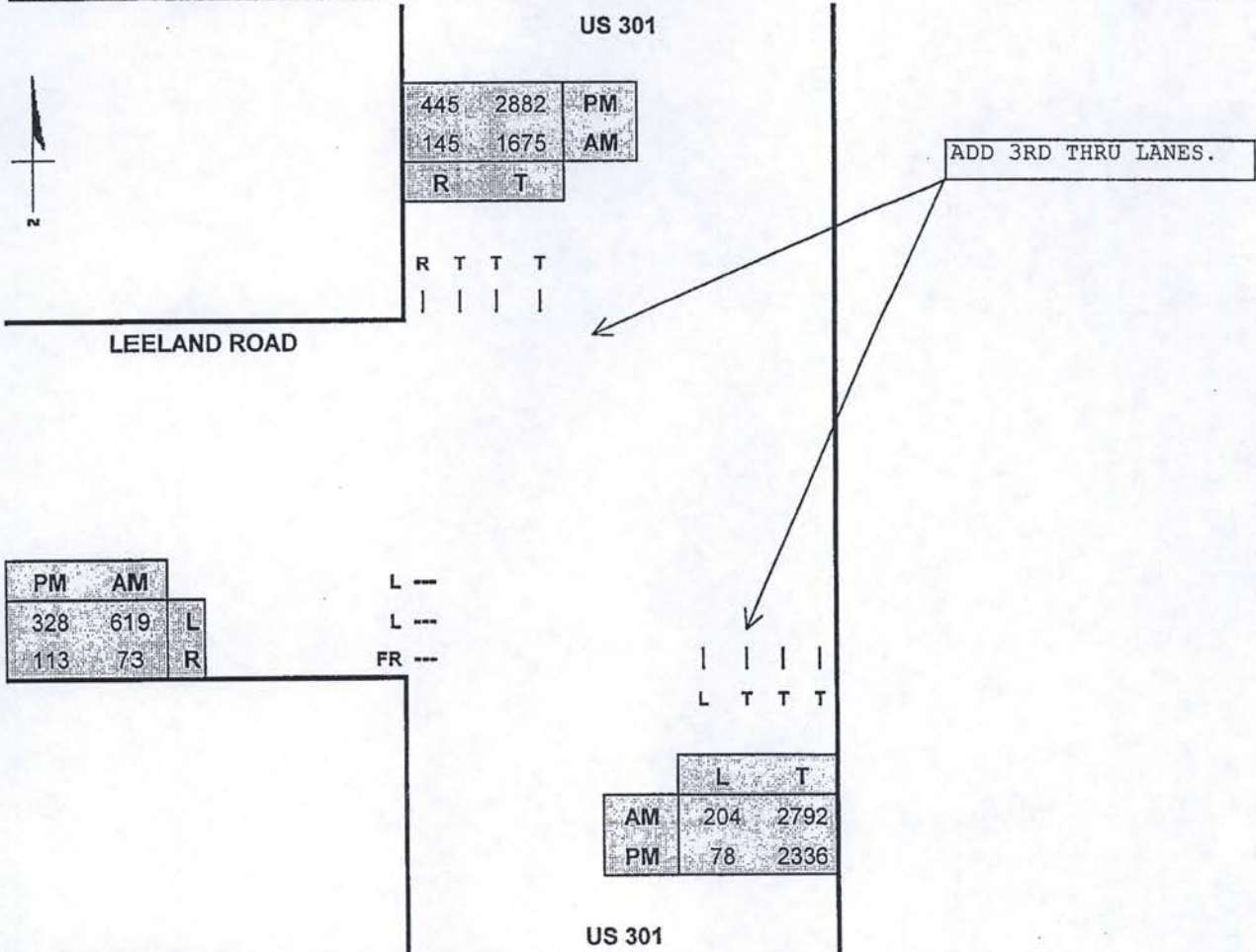
CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301
and: LEELAND ROAD
Conditions: 2010 TOTAL TRAFFIC
ALT A

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
EB	619	0.52	322			322
NB	2792	0.37	1033			1033
SB	1675	0.37	620	204	1.00 204	
CLV TOTAL=						1355
Level of Service (LOS) =						D

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
EB	328	0.52	171			171
NB	2336	0.37	864			1144
SB	2882	0.37	1066	78	1.00 78	
CLV TOTAL=						1315
Level of Service (LOS) =						D

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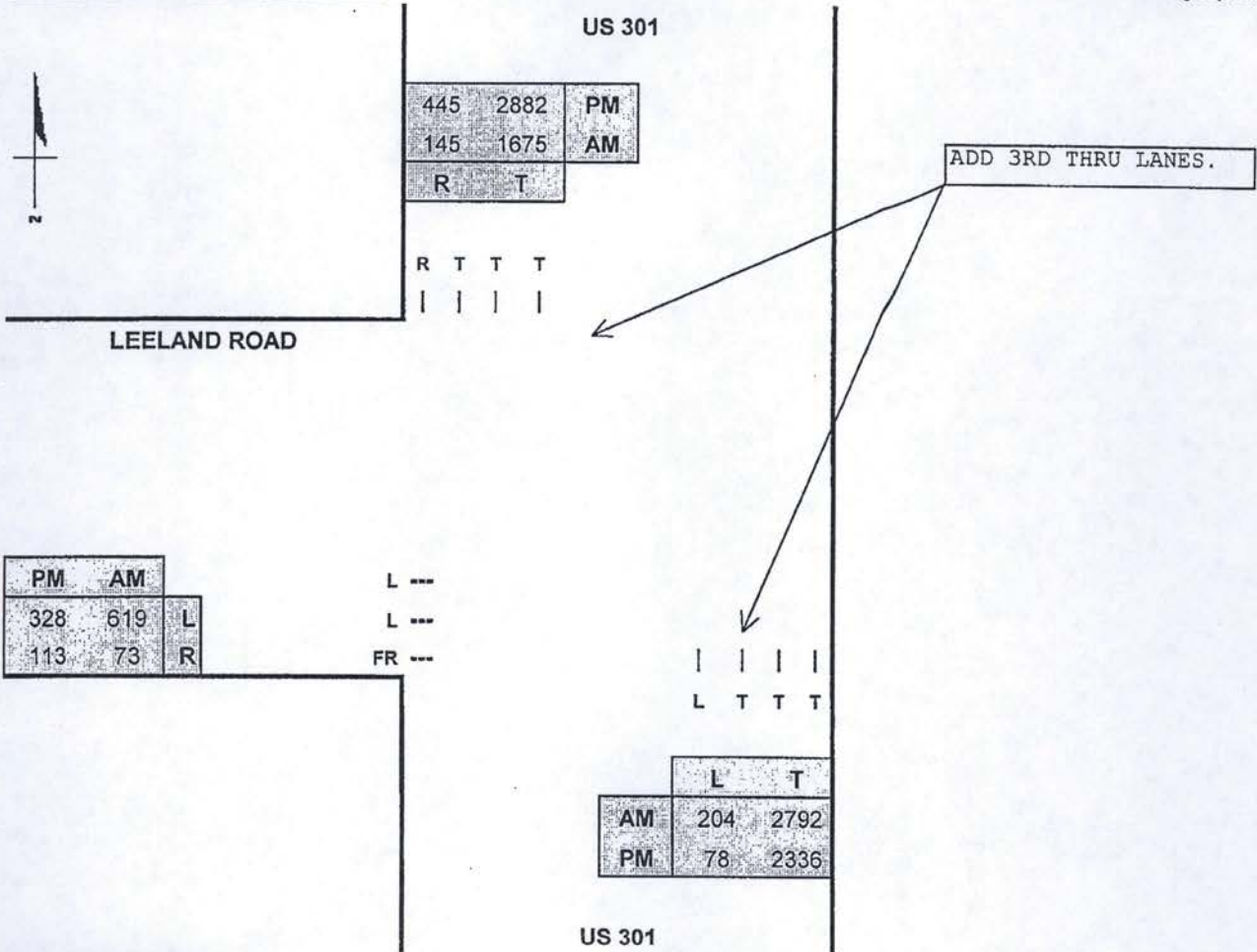
CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Intersection of: US 301
and: LEELAND ROAD
Conditions: 2010 TOTAL TRAFFIC
ALT A

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	619	0.60	371				371
NB	2792	0.40	1117				1117
SB	1675	0.40	670	204	1.00	204	
CLV TOTAL=							1488
Level of Service (LOS)=							E

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	328	0.60	197				197
NB	2336	0.40	934				1231
SB	2882	0.40	1153	78	1.00	78	
CLV TOTAL=							1428
Level of Service (LOS)=							D

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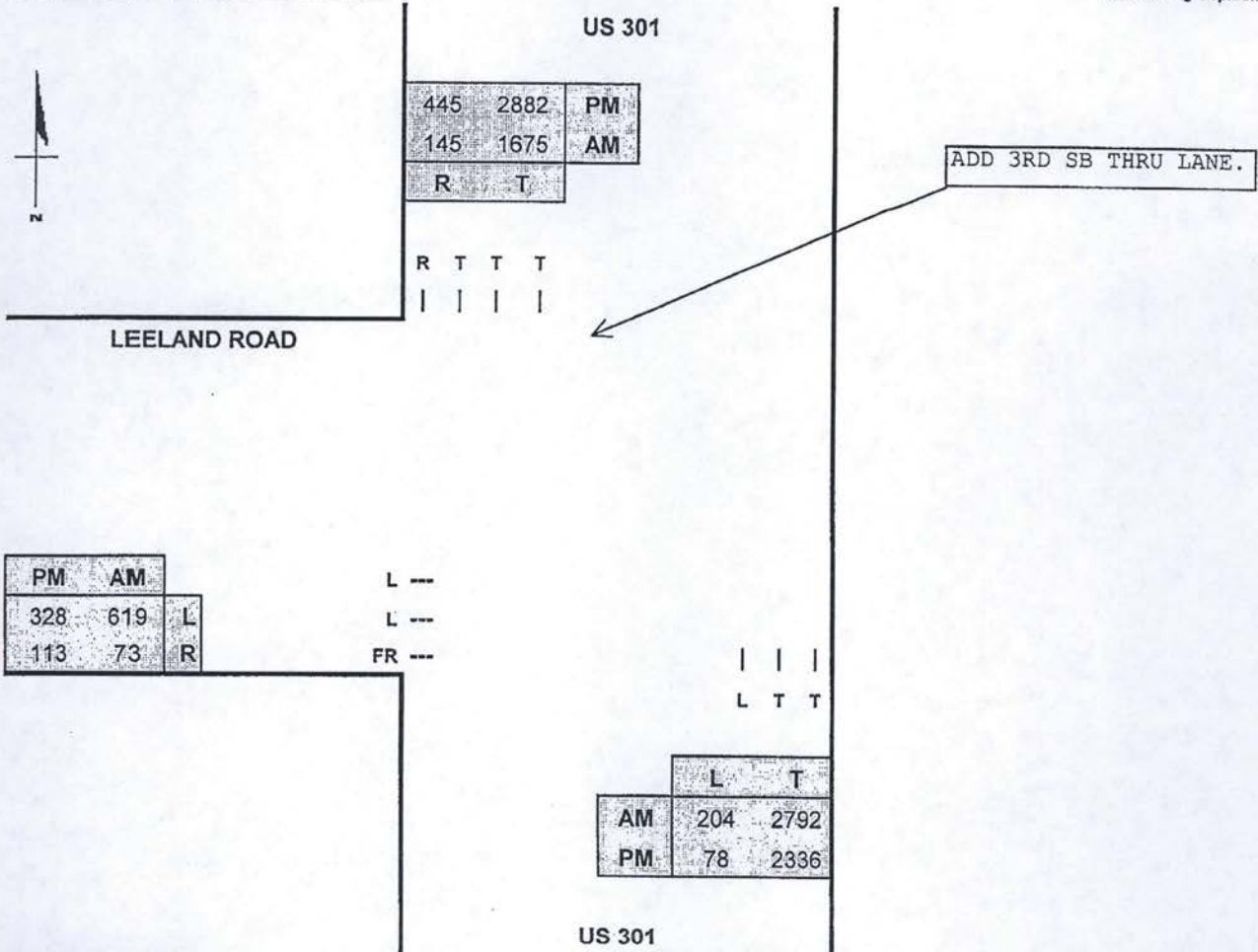
CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301
and: LEELAND ROAD
Conditions: 2010 TOTAL TRAFFIC
ALT B

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	619	0.52	322				322
NB	2792	0.52	1452				1452
SB	1675	0.37	620	204	1.00	204	
CLV TOTAL=							1774
Level of Service (LOS)=							F

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	328	0.52	171				171
NB	2336	0.52	1215				1215
SB	2882	0.37	1066	78	1.00	78	
CLV TOTAL=							1386
Level of Service (LOS)=							D

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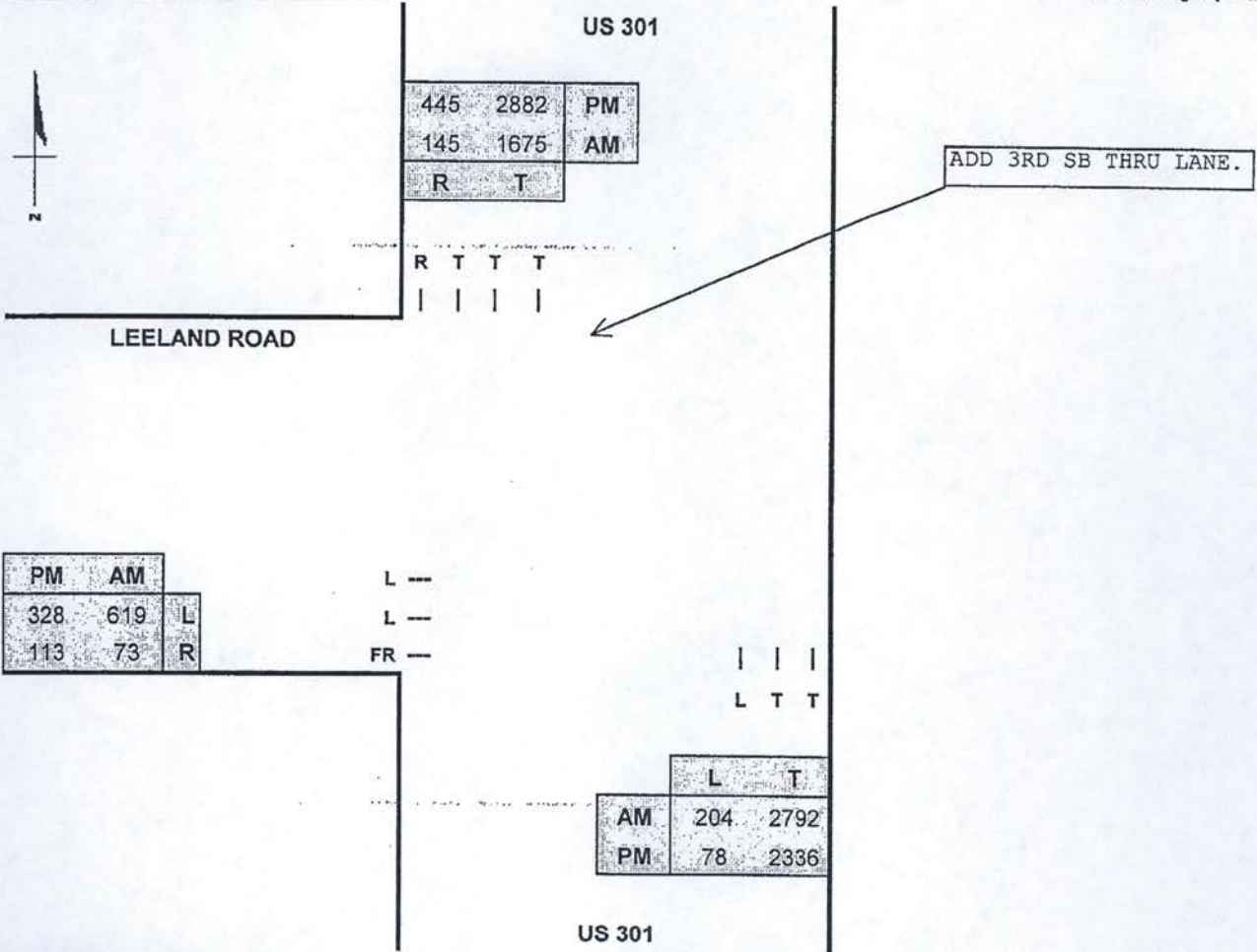
CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Intersection of: US 301
and: LEELAND ROAD
Conditions: 2010 TOTAL TRAFFIC
ALT B

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
EB	619	0.60	371			371
NB	2792	0.55	1536			1536
SB	1675	0.40	670	204	1.00 204	

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
EB	328	0.60	197			197
NB	2336	0.55	1285			1285
SB	2882	0.40	1153	78	1.00 78	

CLV TOTAL= **1907**

Level of Service (LOS)= **F**

CLV TOTAL= **1482**

Level of Service (LOS)= **E**

APPENDIX B
Intersection Capacity
Analysis Worksheets
US 301 & Trade Zone Avenue

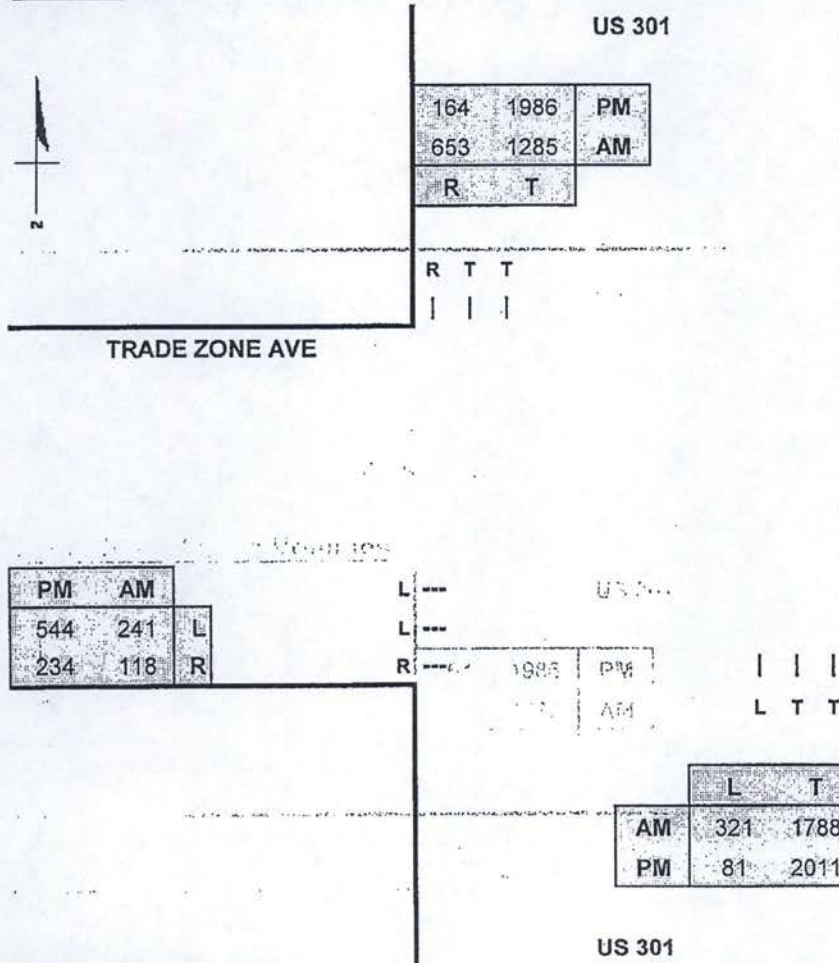
CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301
and: TRADE ZONE AVE
Conditions: EXISTING TRAFFIC

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour				
Dir	Thru Volumes		+ Opposing Lefts	AM
	VOL	x LUF = Total	VOL x LUF = Total	CLV
EB	241	0.52 = 125		125
NB	1788	0.52 = 930		989
SB	1285	0.52 = 668	321 1.00 = 321	
CLV TOTAL =				1114
Level of Service (LOS) =				B

Evening Peak Hour				
Dir	Thru Volumes		+ Opposing Lefts	PM
	VOL	x LUF = Total	VOL x LUF = Total	CLV
EB	544	0.52 = 283		283
NB	2011	0.52 = 1046		1114
SB	1986	0.52 = 1033	81 1.00 = 81	
CLV TOTAL =				1397
Level of Service (LOS) =				D

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TINT1

CRITICAL LANE VOLUME (CLV) METHODOLOGY

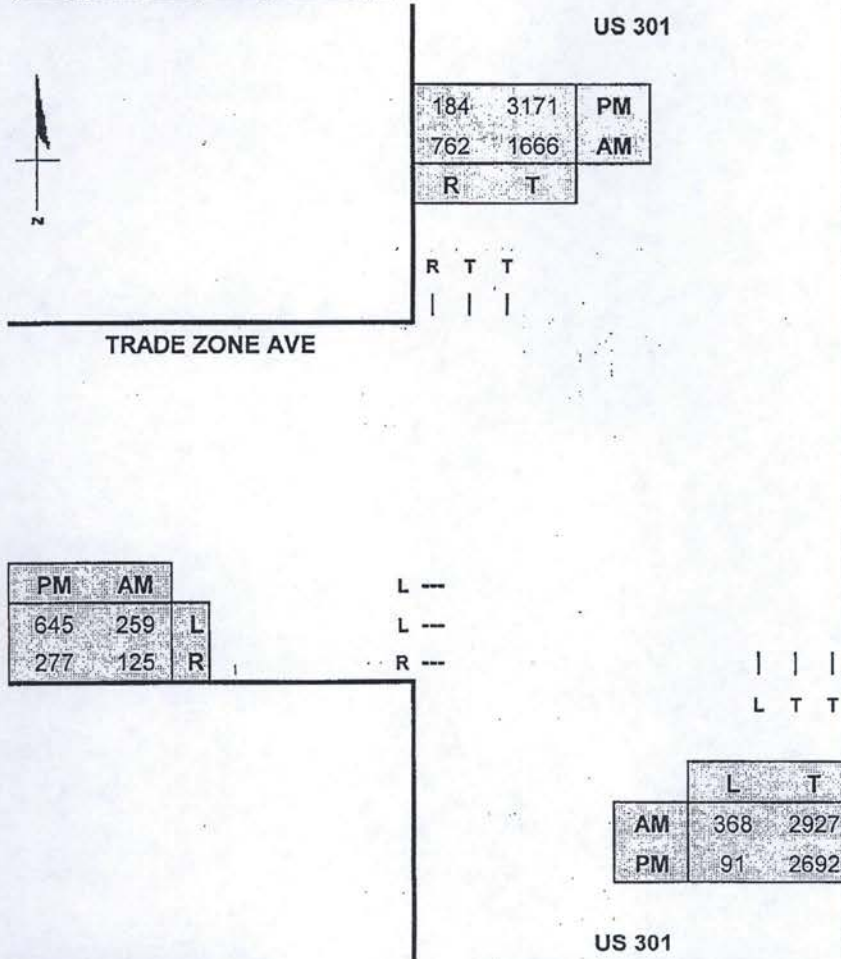
for Prince Georges County

Intersection of: US 301
and: TRADE ZONE AVE
Conditions: 2010 TOTAL TRAFFIC

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
EB	259	0.52	135			135
NB	2927	0.52	1522			1522
SB	1666	0.52	866	368	1.00 368	
CLV TOTAL=						1657
Level of Service (LOS)=						F

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
EB	645	0.52	335			335
NB	2692	0.52	1400			1740
SB	3171	0.52	1649	91	1.00 91	
CLV TOTAL=						2075
Level of Service (LOS)=						F

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TINT1

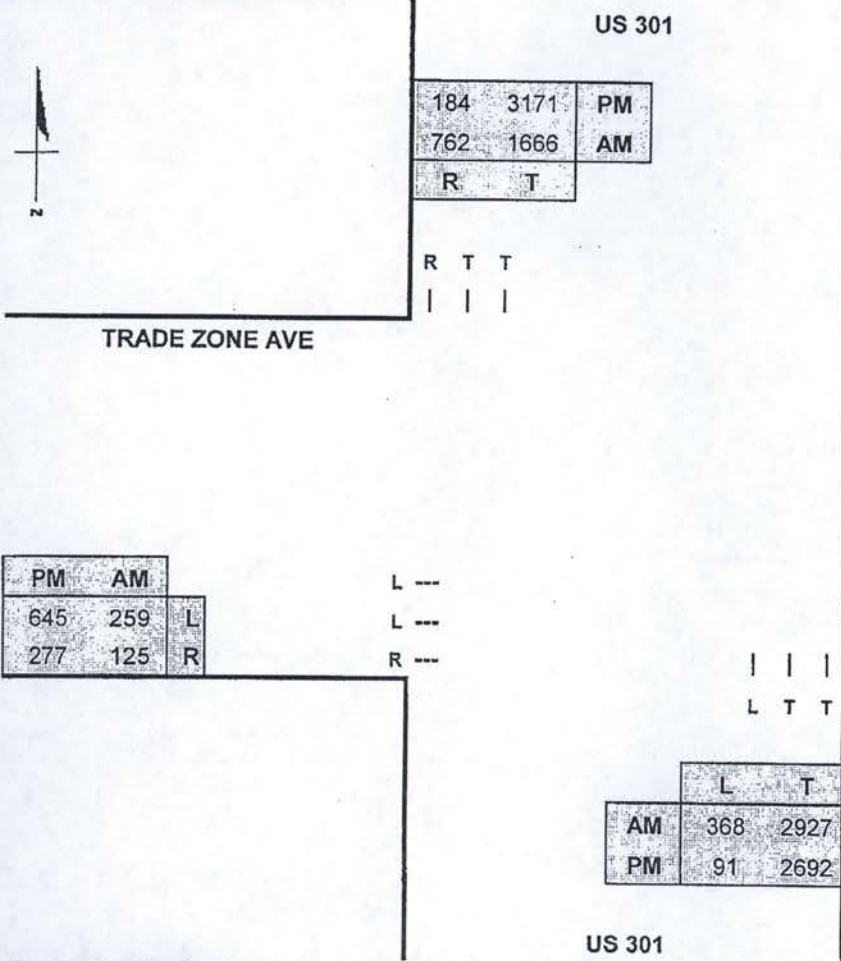
CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Intersection of: US 301
and: TRADE ZONE AVE
Conditions: 2010 TOTAL TRAFFIC

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
EB	259	0.60	155			155
NB	2927	0.55	1610			1610
SB	1666	0.55	916	368	1.00 368	
CLV TOTAL=						1765
Level of Service (LOS)=						F

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
EB	645	0.60	387			387
NB	2692	0.55	1481			1835
SB	3171	0.55	1744	91	1.00 91	
CLV TOTAL=						2222
Level of Service (LOS)=						F

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TINT1

CRITICAL LANE VOLUME (CLV) METHODOLOGY

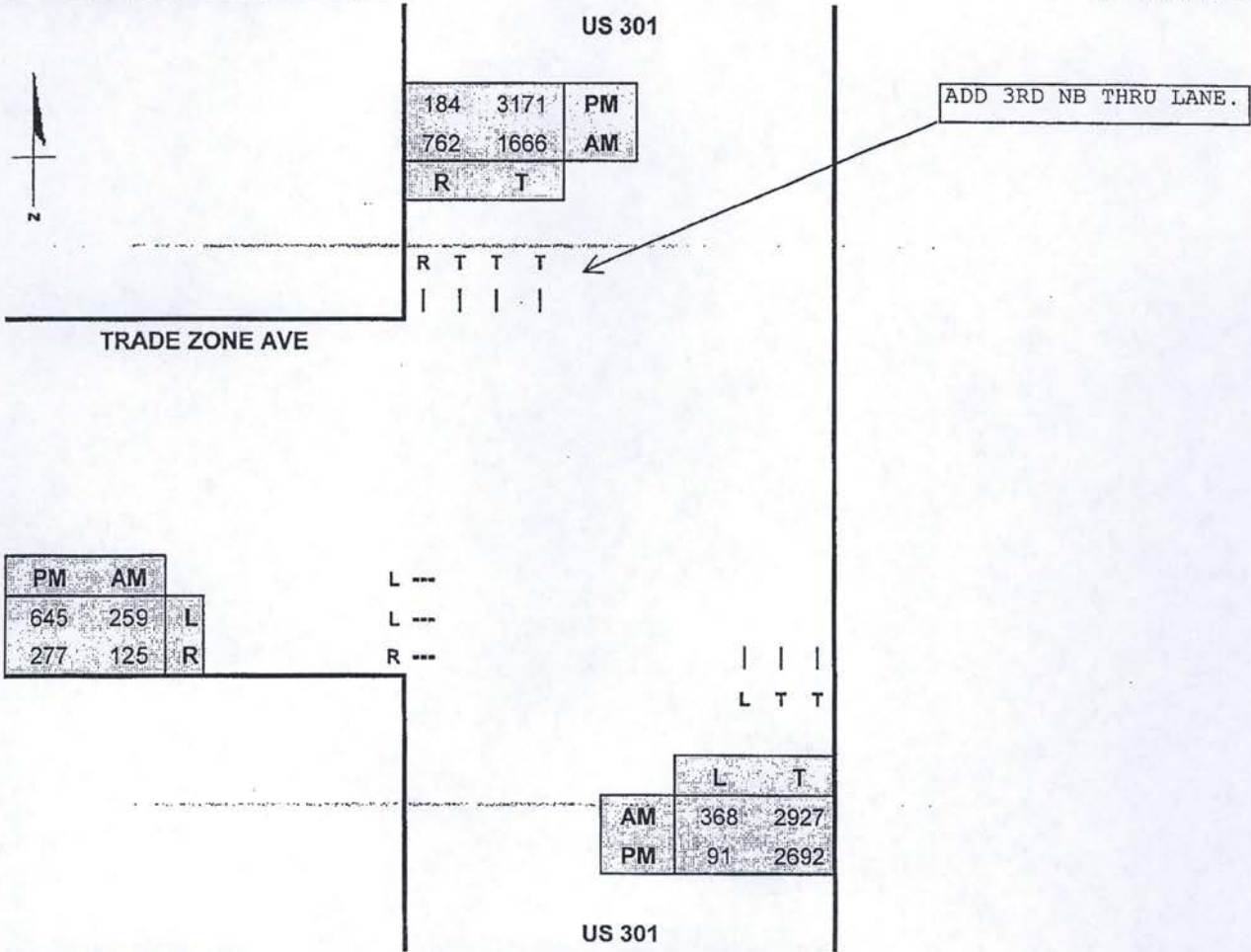
for Prince Georges County

Intersection of: US 301
and: TRADE ZONE AVE
Conditions: 2010 TOTAL TRAFFIC
ALT B

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
EB	259	0.52	135			135
NB	2927	0.52	1522			1522
SB	627	1.00	627	368	1.00 368	
CLV TOTAL=						1657
Level of Service (LOS)=						F

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
EB	645	0.52	335			335
NB	2692	0.52	1400			1400
SB	3171	0.37	1173	91	1.00 91	
CLV TOTAL=						1735
Level of Service (LOS)=						F

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TINT1

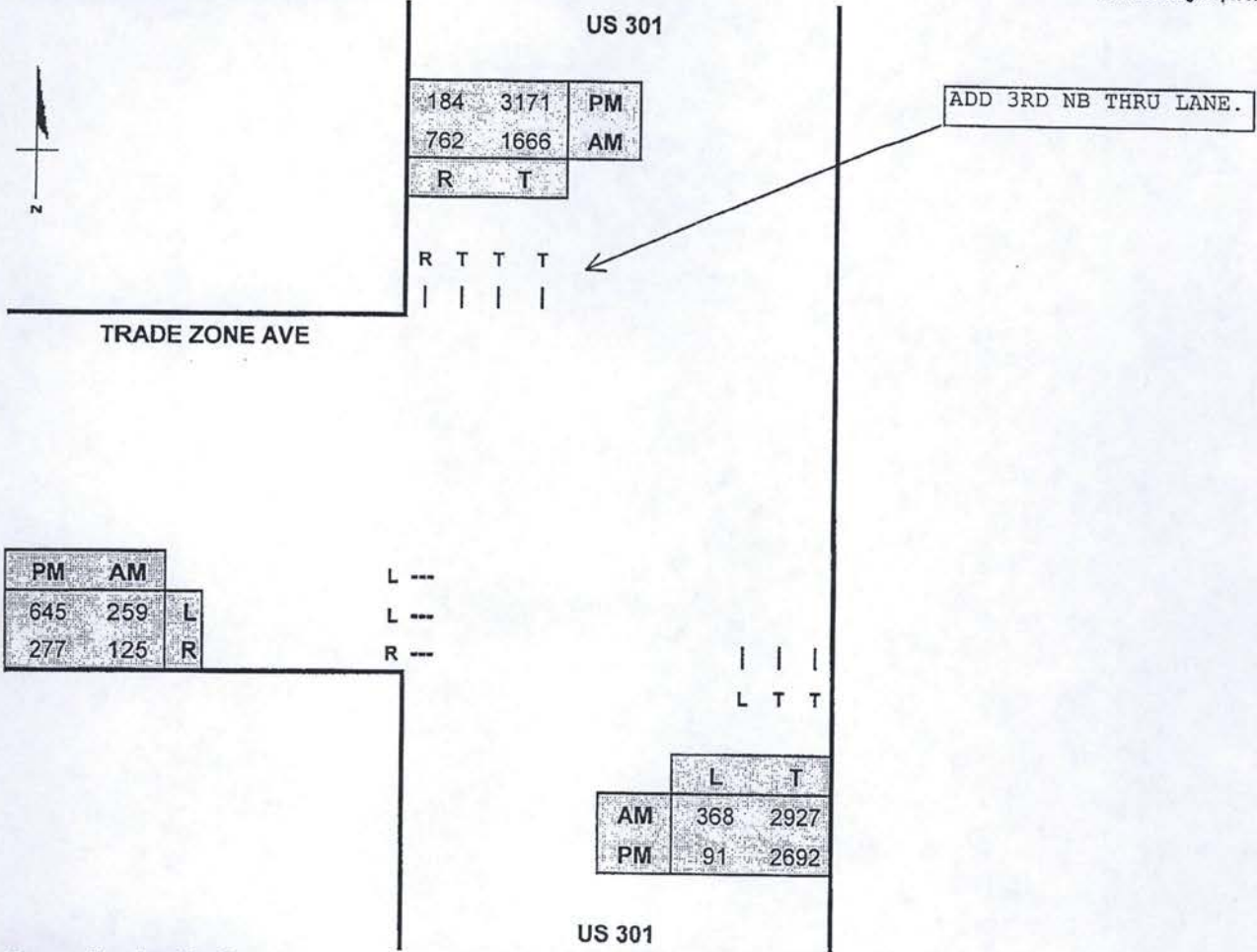
CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Intersection of: US 301
and: TRADE ZONE AVE
Conditions: 2010 TOTAL TRAFFIC
ALT B

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
EB	259	0.60	155			155
NB	2927	0.55	1610			1610
SB	1666	0.40	666	368	1.00	368
CLV TOTAL=						1765
Level of Service (LOS) =						F

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
EB	645	0.60	387			387
NB	2692	0.55	1481			1481
SB	3171	0.40	1268	91	1.00	91
CLV TOTAL=						1868
Level of Service (LOS) =						F

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TINT1

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

Intersection of: US 301

Date of Count: 04/15, 99

and: TRADE ZONE AVE

Day of Week: Thursday

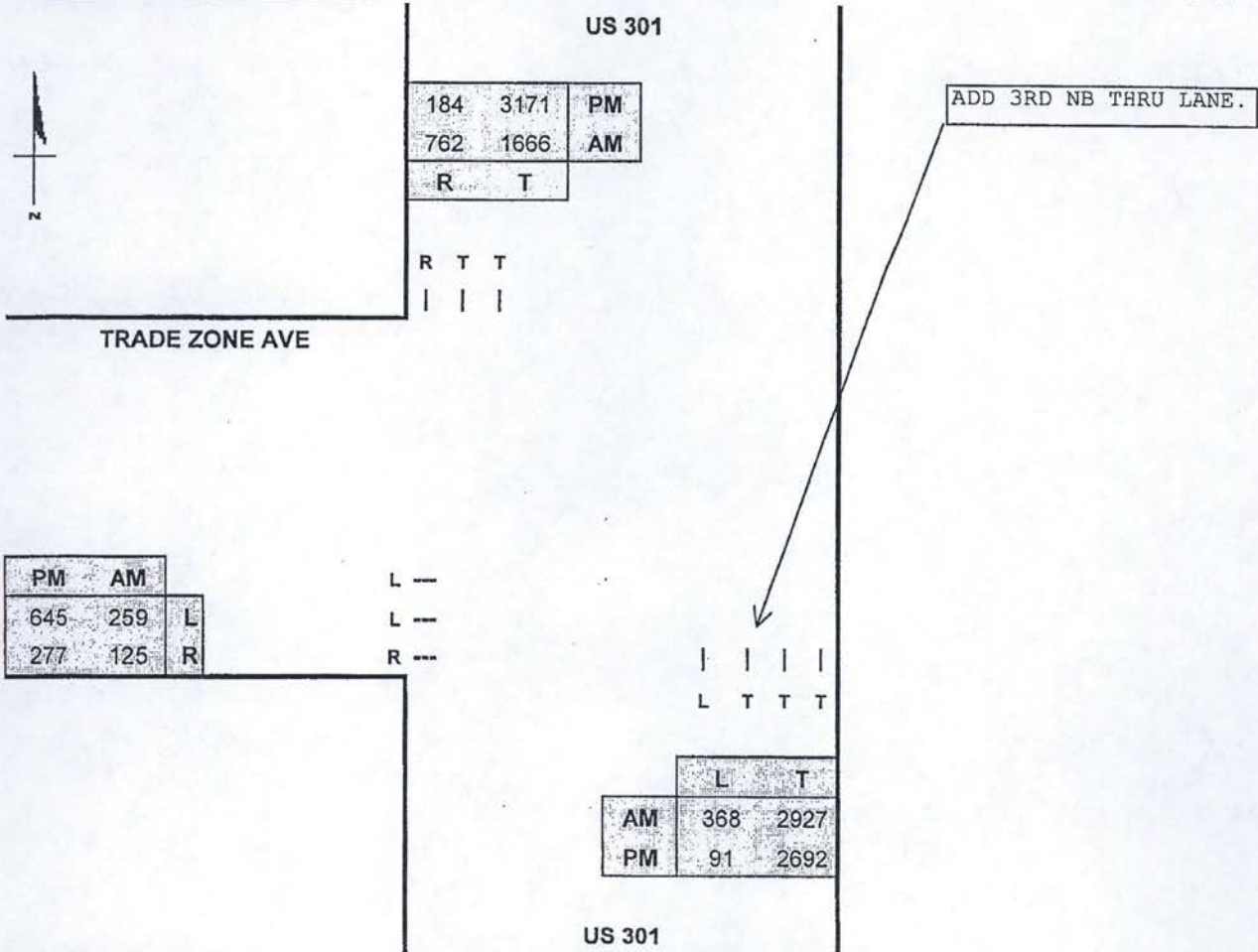
Conditions: 2010 TOTAL TRAFFIC

Analyst: SHULIN LI

ALT B



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
EB	259	0.52	135			135
NB	2927	0.37	1083			1234
SB	1666	0.52	866	368	1.00 368	
CLV TOTAL=						1369
Level of Service (LOS)=						D

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM CLV
	VOL	x LUF	= Total	VOL	x LUF = Total	
EB	645	0.52	335			335
NB	2692	0.37	996			1740
SB	3171	0.52	1649	91	1.00 91	
CLV TOTAL=						2075
Level of Service (LOS)=						F

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TINT1

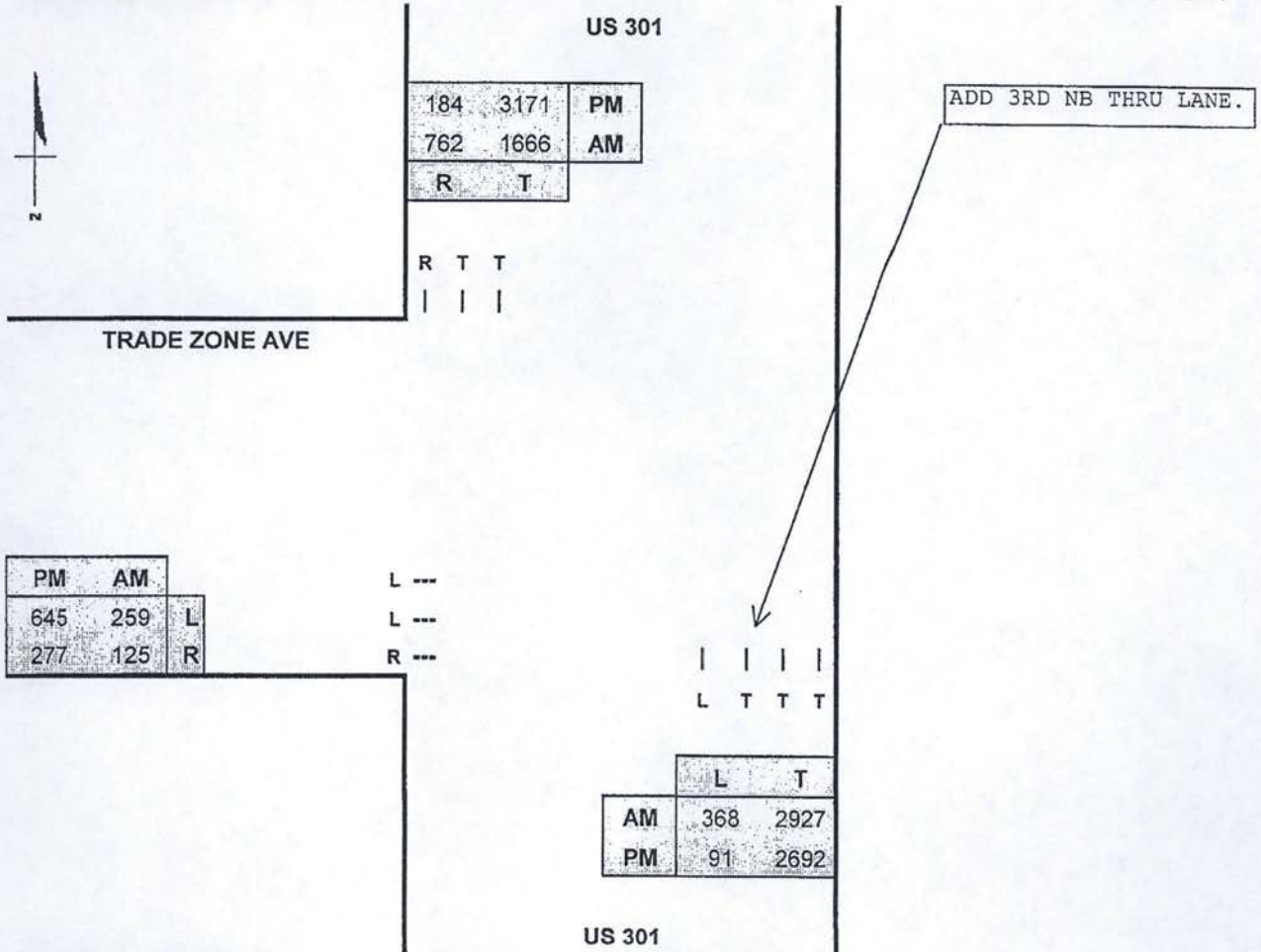
CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Intersection of: US 301
and: TRADE ZONE AVE
Conditions: 2010 TOTAL TRAFFIC
ALT B

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	259	0.60	155				155
NB	2927	0.40	1171				1284
SB	1666	0.55	916	368	1.00	368	
CLV TOTAL=							1439
Level of Service (LOS)=							D

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	645	0.60	387				387
NB	2692	0.40	1077				1835
SB	3171	0.55	1744	91	1.00	91	
CLV TOTAL=							2222
Level of Service (LOS)=							F

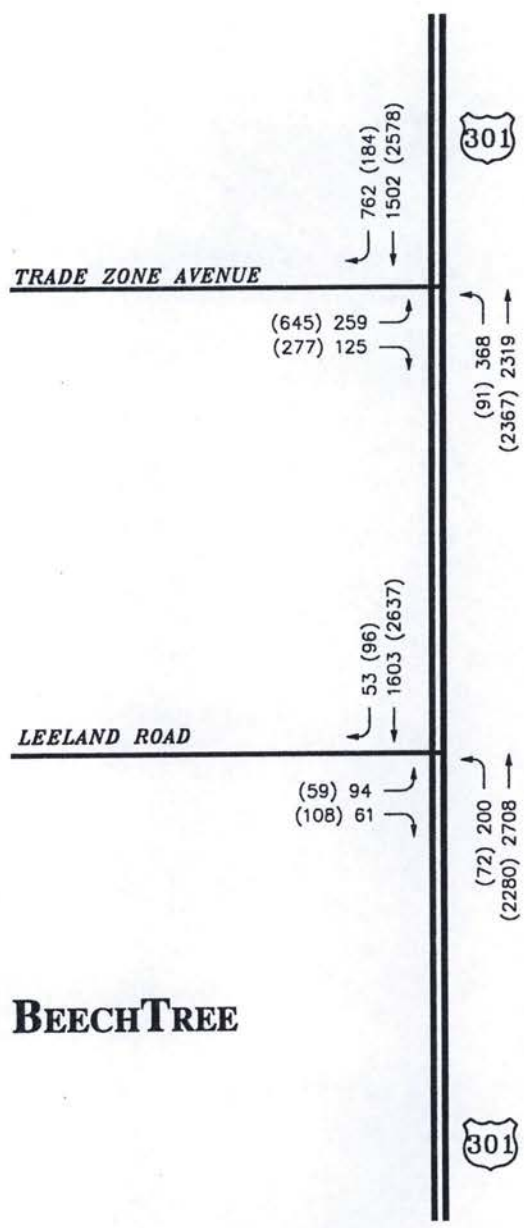
SL, F:\970819\ENG\2K02\1\ALT B.xls\CLV, 2/18/00

Permit Calculation for Beechtree (US 301 & Leeland Road)

	AM	PM
1. 2010 Background Condition (Approved Staging Report)	1457	1474
<i>See Pages A & B attached</i>		
2. 2010 Total Condition (Approved Staging Report, 1992 units)	1774	1748
<i>See Pages C, D, & E attached</i>		
3. Net Increase for Beechtree	317	274
4. 2012 Existing Traffic Includes 850 Units already built	1326	1259
<i>See Pages F & G attached</i>		
5. Capacity Available (CLV 1450 - Line 4)	124	191
6. % of Beechtree (Line 5 divide by Line 3)	39%	70%
7. Units Available to Reach Capacity (1992 x %)	777	1394
8. Already Built in 2012	850	850
9. Total Units Prior to LOS E	1627	2244



EXHIBIT
PERMIT CALCULATION
FOR BEECHTREE



NOT TO SCALE

00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR

EXHIBIT 6
2010 BACKGROUND PEAK
HOUR TRAFFIC VOLUMES

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301

Date of Count: 04/15, 99

and: LEELAND ROAD

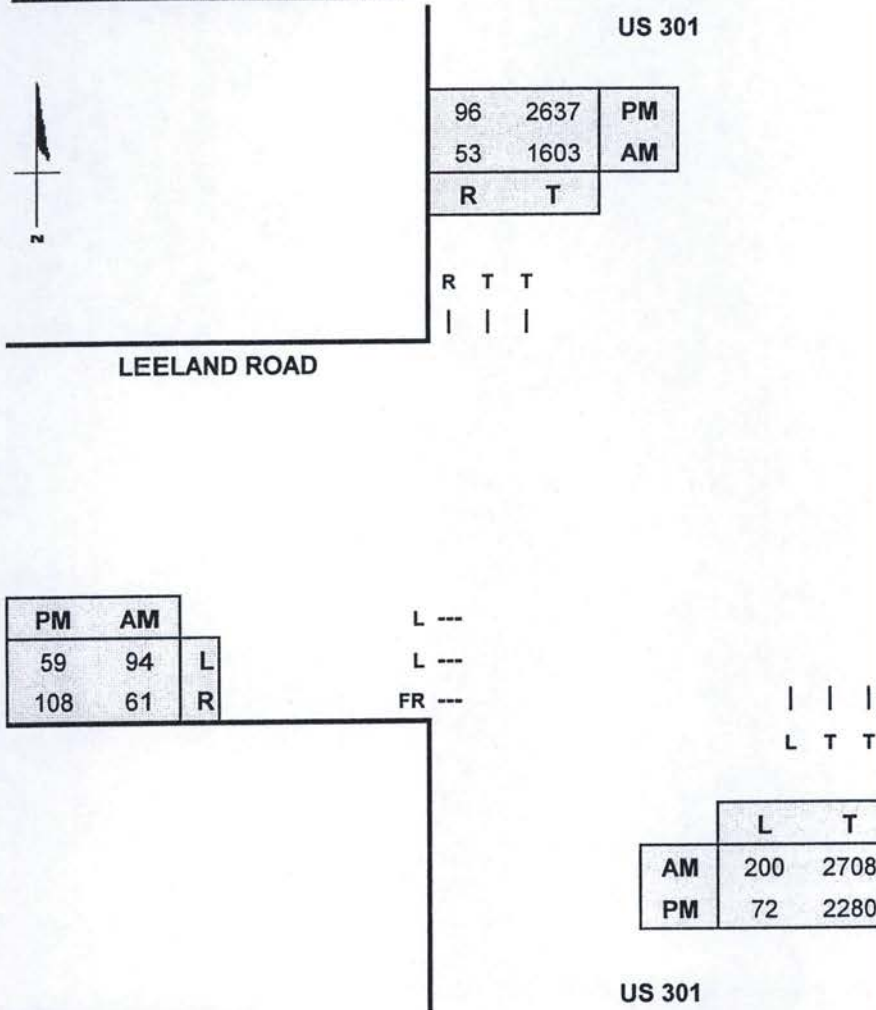
Day of Week: Thursday

Conditions: 2010 BACKGROUND TRAFFIC

Analyst: SHULIN LI



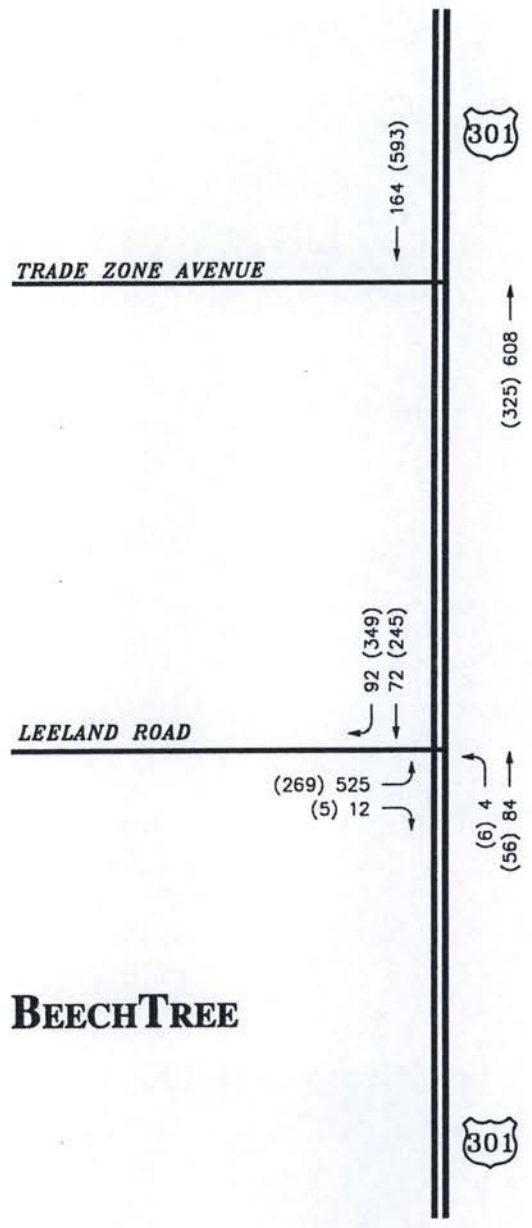
Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	AM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
EB	94	0.52	49		49
NB	2708	0.52	1408		1408
SB	1603	0.52	834	200 1.00 200	
CLV TOTAL=					1457
Level of Service (LOS)=					E

Evening Peak Hour					
Dir	Thru Volumes			+ Opposing Lefts	PM
	VOL	x LUF	= Total	VOL x LUF = Total	CLV
EB	59	0.52	31		31
NB	2280	0.52	1186		1443
SB	2637	0.52	1371	72 1.00 72	
CLV TOTAL=					1474
Level of Service (LOS)=					E



TRADE ZONE AVENUE

LEELAND ROAD

BEECH TREE

301

301

164 (593)

(325) 608

92 (349)
72 (245)

(269) 525
(5) 12

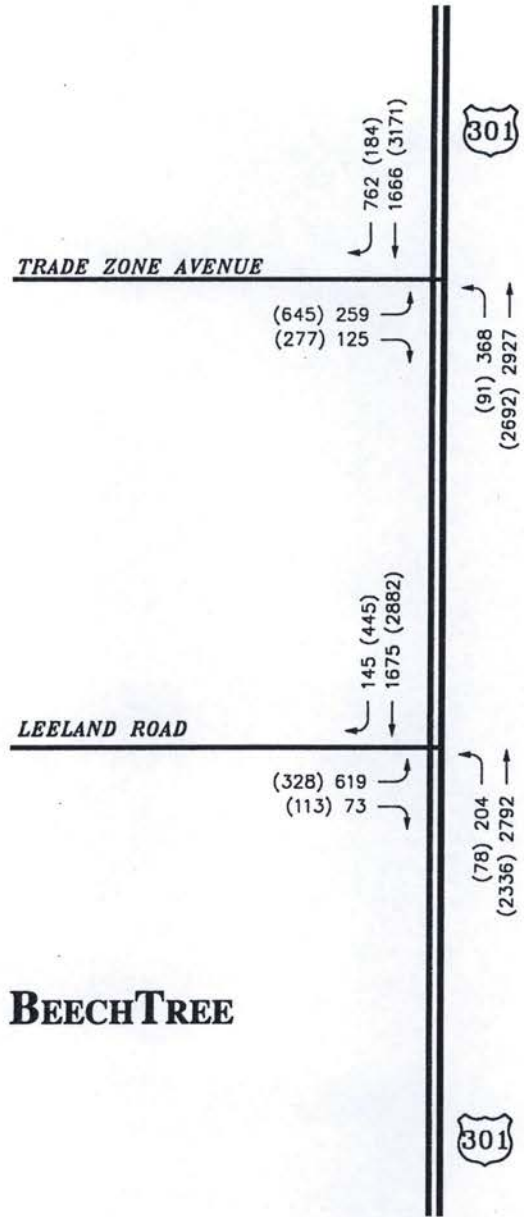
(6) 4
(56) 84

NOT TO SCALE



00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR

EXHIBIT 8
TRIP ASSIGNMENT FOR
BEECH TREE (83% COMPLETE)



NOT TO SCALE



00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR

EXHIBIT 9
2010 TOTAL PEAK HOUR
TRAFFIC VOLUMES



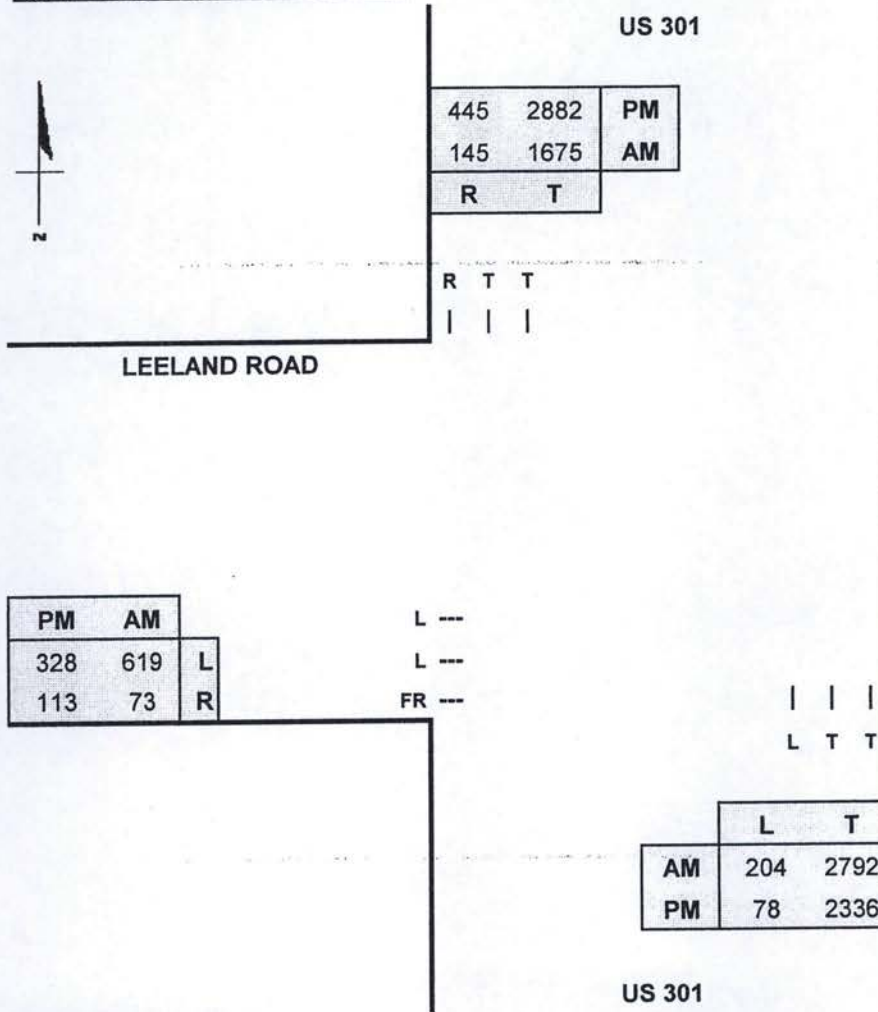
CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: US 301
and: LEELAND ROAD
Conditions: 2010 TOTAL TRAFFIC

Date of Count: 04/15, 99
Day of Week: Thursday
Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
EB	619	0.52	322			322
NB	2792	0.52	1452			1452
SB	1675	0.52	871	204	1.00 204	
CLV TOTAL=						1774
Level of Service (LOS)=						F

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
EB	328	0.52	171			171
NB	2336	0.52	1215			1577
SB	2882	0.52	1499	78	1.00 78	
CLV TOTAL=						1748
Level of Service (LOS)=						F

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: US 301
and: Leeland Road
Location: Prince George's Co., MD

Counted by: VCU
Date: September 18, 2012
Weather: Rain, Warm
Entered by: AG

Day: Tuesday



TIME	TRAFFIC FROM NORTH on: US 301					TRAFFIC FROM SOUTH on: US 301					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30-6:45	7	235	0	242	428	9	0	437	0	0	0	0	0	0	2	31	0	33	712		
6:45-7:00	17	215	0	232	506	13	0	519	0	0	0	0	0	0	0	20	0	20	771		
7:00-7:15	9	297	0	306	529	19	1	549	0	0	0	0	0	0	0	19	0	19	874		
7:15-7:30	14	302	0	316	542	16	0	558	0	0	0	0	0	0	0	23	0	23	897		
7:30-7:45	14	314	0	328	610	6	0	616	0	0	0	0	0	0	18	18	0	36	980		
7:45-8:00	18	333	2	353	657	27	0	684	0	0	0	0	0	0	6	16	0	22	1059		
8:00-8:15	15	307	0	322	546	17	1	564	0	0	0	0	0	0	10	27	0	37	923		
8:15-8:30	10	325	0	335	510	25	0	535	0	0	0	0	0	0	11	16	0	27	897		
8:30-8:45	11	308	0	319	424	9	0	433	0	0	0	0	0	0	1	15	0	16	768		
8:45-9:00	6	289	0	295	367	6	1	374	0	0	0	0	0	0	1	14	0	15	684		
9:00-9:15	6	245	0	251	332	6	0	338	0	0	0	0	0	0	0	16	0	16	605		
9:15-9:30	12	219	1	232	306	7	1	314	0	0	0	0	0	0	0	16	0	16	562		
3 Hr Totals	139	3389	0	3531	0	5757	160	4	5921	0	0	0	0	0	49	0	231	0	280	9732	
1 Hr Totals																					
6:30-7:30	47	1049	0	1096	0	2005	57	1	2063	0	0	0	0	0	2	0	93	0	95	3254	
6:45-7:45	54	1128	0	1182	0	2187	54	1	2242	0	0	0	0	0	18	0	80	0	98	3522	
7:00-8:00	55	1246	0	1303	0	2338	68	1	2407	0	0	0	0	0	24	0	76	0	100	3810	
7:15-8:15	61	1256	0	1319	0	2355	66	1	2422	0	0	0	0	0	34	0	84	0	118	3859	
7:30-8:30	57	1279	0	1338	0	2323	75	1	2399	0	0	0	0	0	45	0	77	0	122	3859	
7:45-8:45	54	1273	0	1329	0	2137	78	1	2216	0	0	0	0	0	28	0	74	0	102	3647	
8:00-9:00	42	1229	0	1271	0	1847	57	2	1906	0	0	0	0	0	23	0	72	0	95	3272	
8:15-9:15	33	1167	0	1200	0	1633	46	1	1680	0	0	0	0	0	13	0	61	0	74	2954	
8:30-9:30	35	1061	0	1097	0	1429	28	2	1459	0	0	0	0	0	2	0	61	0	63	2619	
PEAK HOUR	57	1279	0	1338	0	2323	75	1	2399	0	0	0	0	0	45	0	77	0	122	3859	
PM																					
4:00-4:15	14	463	0	477	312	6	0	318	0	0	0	0	0	0	30	12	0	42	837		
4:15-4:30	6	496	1	503	300	2	0	302	0	0	0	0	0	0	17	11	0	28	833		
4:30-4:45	12	550	0	562	338	5	0	343	0	0	0	0	0	0	16	13	0	29	934		
4:45-5:00	23	544	0	567	301	9	0	310	0	0	0	0	0	0	16	18	0	34	911		
5:00-5:15	10	525	1	536	294	6	0	300	0	0	0	0	0	0	24	9	0	33	869		
5:15-5:30	15	564	1	580	293	4	0	297	0	0	0	0	0	0	13	16	0	29	906		
5:30-5:45	19	511	1	531	282	4	0	286	0	0	0	0	0	0	10	14	0	24	841		
5:45-6:00	17	395	0	412	258	5	0	263	0	0	0	0	0	0	8	12	0	20	695		
6:00-6:15	17	382	0	399	239	8	1	248	0	0	0	0	0	0	7	14	0	21	668		
6:15-6:30	11	366	1	378	238	7	0	245	0	0	0	0	0	0	12	17	0	29	652		
6:30-6:45	17	297	0	314	203	5	0	208	0	0	0	0	0	0	4	18	0	22	544		
6:45-7:00	14	267	0	281	177	5	0	182	0	0	0	0	0	0	9	12	0	21	484		
3 Hr Totals	175	5360	0	5540	0	3235	66	1	3302	0	0	0	0	0	166	0	166	0	332	9174	
1 Hr Totals																					
4:00-5:00	55	2053	0	2109	0	1251	22	0	1273	0	0	0	0	0	79	0	54	0	133	3515	
4:15-5:15	51	2115	0	2168	0	1233	22	0	1255	0	0	0	0	0	73	0	51	0	124	3547	
4:30-5:30	60	2183	0	2245	0	1226	24	0	1250	0	0	0	0	0	69	0	56	0	125	3620	
4:45-5:45	67	2144	0	2214	0	1170	23	0	1193	0	0	0	0	0	63	0	57	0	120	3527	
5:00-6:00	61	1995	0	2059	0	1127	19	0	1146	0	0	0	0	0	55	0	51	0	106	3311	
5:15-6:15	68	1852	0	1922	0	1072	21	1	1094	0	0	0	0	0	38	0	56	0	94	3110	
5:30-6:30	64	1654	0	1720	0	1017	24	1	1042	0	0	0	0	0	37	0	57	0	94	2856	
5:45-6:45	62	1440	0	1503	0	938	25	1	964	0	0	0	0	0	31	0	61	0	92	2559	
6:00-7:00	59	1312	0	1372	0	857	25	1	883	0	0	0	0	0	32	0	61	0	93	2348	
PEAK HOUR	60	2183	0	2245	0	1226	24	0	1250	0	0	0	0	0	69	0	56	0	125	3620	

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

E/W Road Name: Leeland Rd

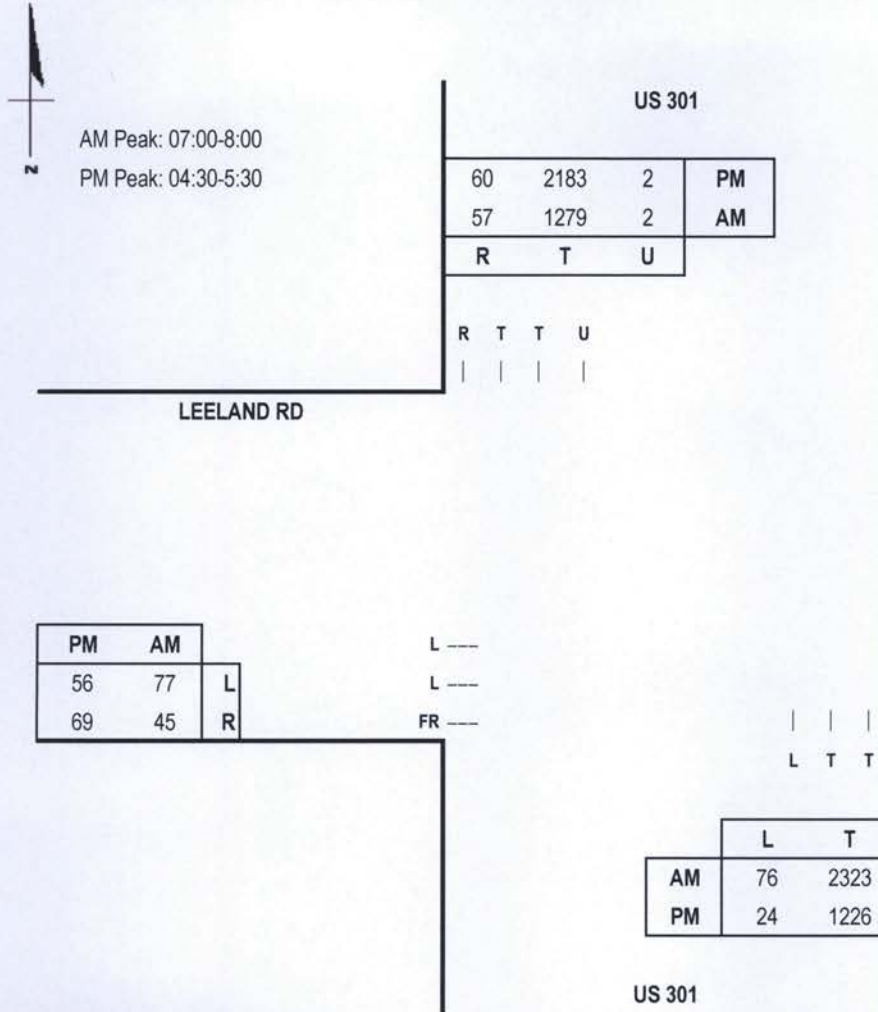
Date of Count: 9/18/2012

N/S Road Name: US 301

Day of Count: Tuesday

Conditions: 2012 Existing Traffic

Analyst: MYC



PM	AM	
56	77	L
69	45	R

L ---
L ---
FR ---

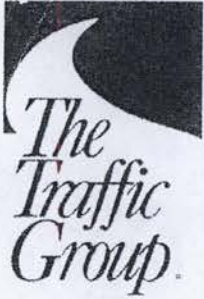
| | |
L T T

	L	T
AM	76	2323
PM	24	1226

Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	77	0.60	46				46
NB	2323	0.55	1278	2	1.00	2	1280
SB	1279	0.55	703	76	1.00	76	
CLV TOTAL=							1,326
Level of Service (LOS) =							D
							CLV V/C = 0.83

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	56	0.60	34				34
NB	1226	0.55	674	2	1.00	2	1225
SB	2183	0.55	1201	24	1.00	24	
CLV TOTAL=							1,259
Level of Service (LOS) =							C
							CLV V/C = 0.79



CORPORATE OFFICE

Baltimore, MD

Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410.931.6600
fax: 410.931.6601
1.800.583.8411

FIELD OFFICE LOCATIONS

Arkansas
Maryland
New York
Texas
Virginia

March 1, 2012

Mr. Bill Anthony
RYKO Development, Inc.
Suite 300
Tyson's Office Center
8133 Leesburg Pike
Vienna, Virginia 22182

RE: Beechtree Residential
Prince George's County, Maryland
Our Job No: 1997-0819

Dear Mr. Anthony:

In March of 2000, a Staging Analysis was prepared for the proposed development of the Beechtree Residential Subdivision located along the west side of US 301, south of Leeland Road. This Staging Analysis was prepared to comply with Condition #18 of the approved Preliminary Plan 4-99026. As a result of that study, conditions were placed on the various SDP's for the development of specific phases of development.

The conditions stated that for Phase IV of the Residential Development (building permits 1,001 through 1,500) required that the following improvements were to be "completed" by the applicant prior to the issuance of the 1,001 Building Permit.

- a. Widen southbound US 301 to provide three exclusive thru lanes from 1,000 feet north and Leeland Road to Beechtree Parkway.
- b. Widen northbound US 301 to provide three exclusive thru lanes from 1,000 feet south of Leeland Road to 2,000 north of Leeland Road.
- c. Widen Leeland Road to provide two exclusive left turn lanes and one free-flowing right turn lane.

For the Phase V of the Residential Development (Permits 1,501 through 1,992) the following improvements were required to be "completed" by the applicant prior to the issuance of the 1,501 Building Permit.

- d. Widen southbound US 301 to provide three exclusive thru lanes from 2,000 feet south of Trade Zone Avenue to 1,000 feet north of Leeland Road. This improvement will augment an improvement from a previous phase.

The above findings were made at that time primarily as a result of the March 1, 2000 Staging Analysis which was based on projected traffic conditions for the year 2010. The results of that study indicated that, based on the 2010 projections as developed at that time, the intersection of US 301 and Leeland Road would be operating at an unacceptable level of service based on the 2010 background traffic conditions which took into consideration ten years of regional traffic growth along US 301 and an extensive list of other approved developments. The study indicated that the US 301 and Leeland Road intersection would be operating at Level of Service "E" (CLV = 1,457) conditions during the morning peak hour and Level of Service "E" (CLV = 1,474) conditions during the evening peak hour before any traffic from the Beechtree Residential Development was even added to the road network.

Adding the 1,992 units from the Beechtree Development which would have included the total number of units through Phase V Development would have resulted in Level of Service "F" (CLV = 1,774) conditions during the morning peak hour and Level of Service "F" (CLV = 1,748) conditions during the evening peak hour. These deficiencies were the reason the improvements discussed above were made conditions of this project. It is important to note that these conditions required that the improvements needed to be "completed" prior to the start of each phase, versus "be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100% funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors, or assigns which was the requirement most commonly used for future road improvements.

It is our belief that since 2000 when these findings were made and today, many things have occurred that make the original findings of the Staging Analysis obsolete, some of which are as follows:

1. Actual traffic counts conducted in May 2010 indicate that the growth in traffic volumes envisioned in 2000 has not materialized. This includes regional growth along the US 301 Corridor and growth from other significant developments in the immediate area that were considered in the study. This has been a continuing trend in most areas of the County and is predominately due to the downturn in the economy. Based on these traffic counts, the intersection of US 301 and Leeland Road was operating at Level of Service "C" (CLV = 1,294) conditions during the morning peak hour and Level of Service "C" (CLV = 1,291) conditions during the evening peak period, which include 609 units which had already been constructed and occupied in the Beechtree Development.
2. The eastbound approach of Leeland Road has already been widened as required under Item c of the Phase IV conditions discussed above. These improvements have been implemented and have been open to traffic for several years now.
3. The Staging Analysis conducted in 2000, was based on the assumption that the primary means of egress for Beechtree traffic to the north along US 301, was to be from Leeland Road. The main access proposed along US 301 was to be designed to prohibit the left turn movement outbound from the Beechtree Development. This forced all traffic to northbound US 301 to utilize the Leeland Road entrances or to proceed southbound on US 301 to make a U-turn to proceed in a northerly direction. Since that time, the SHA has reconsidered and has allowed the removal of this restriction and today, Beechtree is served by a full movement signalized intersection along US 301. This is a significant change and has had a positive impact on the traffic conditions along US 301 in this area and particularly at the Leeland Road intersection.

Conclusions

Traffic conditions which were projected in 2000 have clearly not been realized through 2010. Some of the improvements required to maintain acceptable levels of service have been made or were no longer needed as anticipated in 2000 for the reasons discussed above. The Beechtree Residential Development through Permit #1992 would have resulted in CLV increases of 317 during the morning peak hour and 274 during the evening peak hour.

The actual counts conducted in 2010 indicated that the US 301 and Leeland Road intersection was in fact operating with CLVs that were 156 and 160 CLVs less than the capacity of the intersection. Therefore, 49% of the traffic which would have been generated by the 1,992 residential developments, or 976 units, could still be accommodated by the existing road network prior to the need for the remaining improvements. This would equate to a total of 1,585 units (609 existing in 2010) in the Beechtree development which could be built before the US 301 and Leeland Road intersection would require the remaining improvements to maintain acceptable traffic conditions.

Therefore, based on the above information, it appears that the remaining two improvements which were previously required for the Phase IV Development (Permits 1,001 through 1,500) could be deferred until the start of Phase V (Permits #1501-1992), at which time the improvements will be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100% funded in a CIP/CTP, or otherwise provided by the applicant, heirs, successors, or assigns.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Glenn E. Cook
Vice President

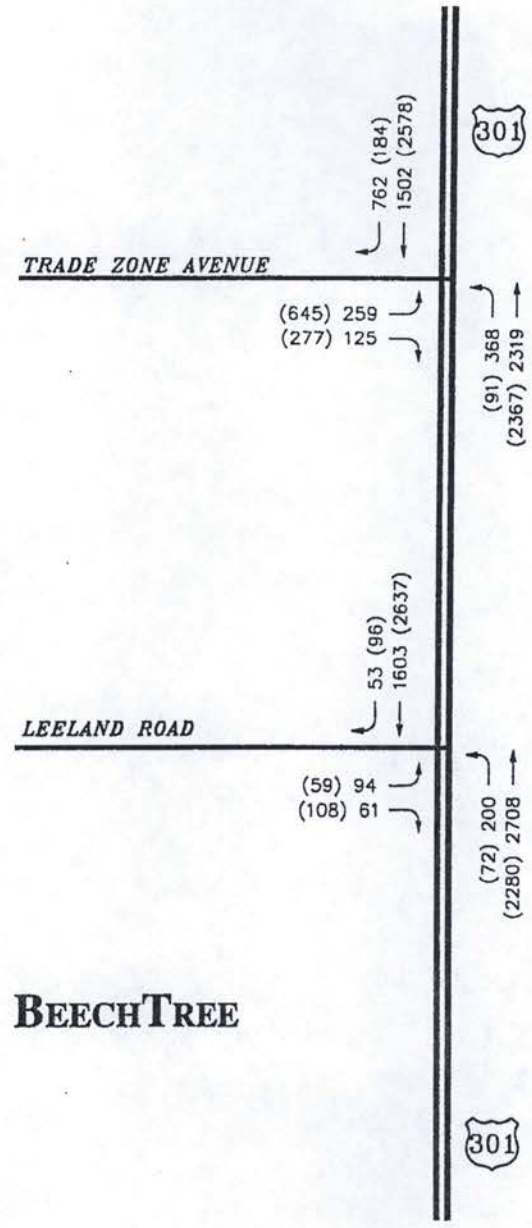
GEC:clg
(F:\1997\970819\WP\Ltr.docx)

Permit Calculation for Beechtree (US 301 & Leeland Road)

	AM	PM
1. 2010 Background Condition (Approved Staging Report) See Pages A & B attached	1457	1474
2. 2010 Total Condition (Approved Staging Report, 1992 units) See Pages C, D, & E attached	1774	1748
3. Net Increase for Beechtree	317	274
4. 2012 Existing Traffic Includes 850 Units already built See Pages F & G attached	1326	1259
5. Capacity Available (CLV 1450 - Line 4)	124	191
6. % of Beechtree (Line 5 divide by Line 3)	39%	70%
7. Units Available to Reach Capacity (1992 x %)	777	1394
8. Already Built in 2012	850	850
9. Total Units Prior to LOS E	1627	2244



EXHIBIT
PERMIT CALCULATION
FOR BEECHTREE



NOT TO SCALE

00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR

EXHIBIT 6
2010 BACKGROUND PEAK
HOUR TRAFFIC VOLUMES

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

Intersection of: US 301

Date of Count: 04/15, 99

and: LEELAND ROAD

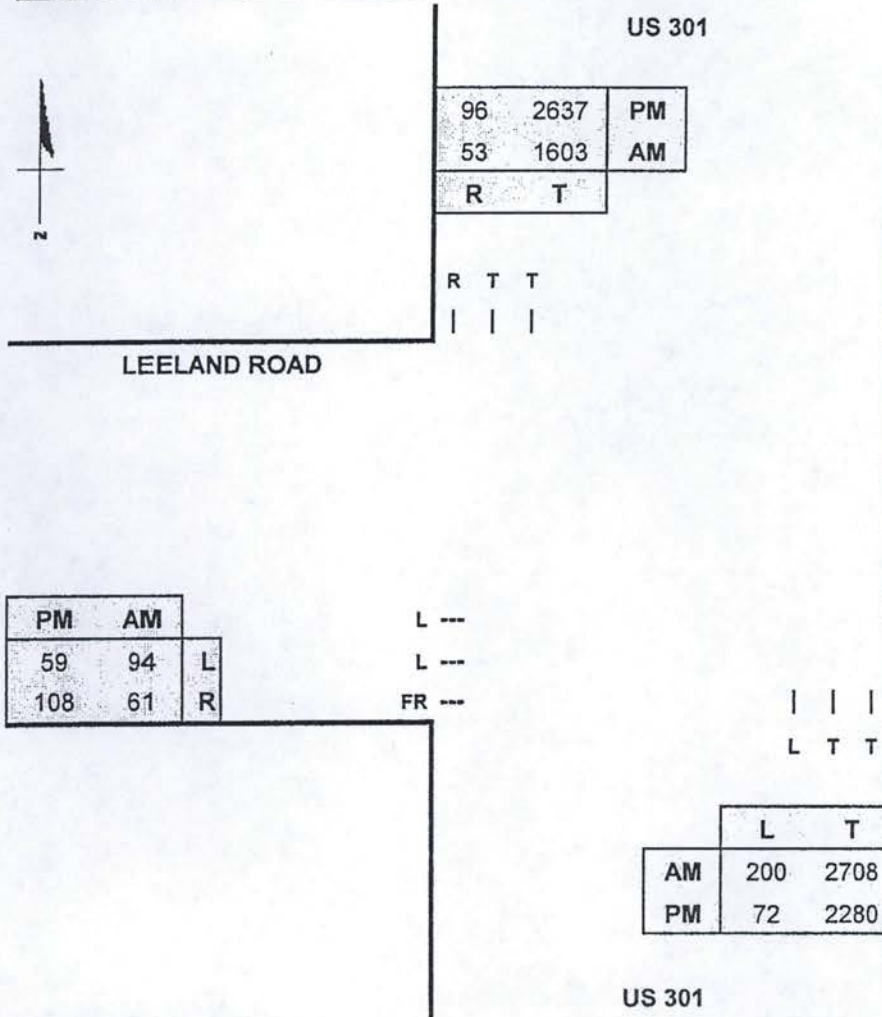
Day of Week: Thursday

Conditions: 2010 BACKGROUND TRAFFIC

Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	94	0.52	49				49
NB	2708	0.52	1408				1408
SB	1603	0.52	834	200	1.00	200	
CLV TOTAL=							1457
Level of Service (LOS) =							E

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	59	0.52	31				31
NB	2280	0.52	1186				1443
SB	2637	0.52	1371	72	1.00	72	
CLV TOTAL=							1474
Level of Service (LOS) =							E



TRADE ZONE AVENUE

← 164 (593)



(325) 608 →

LEEELAND ROAD

↪ 92 (349)
↪ 72 (245)

↪ (269) 525
↪ (5) 12

↪ (6) 4
↪ (56) 84



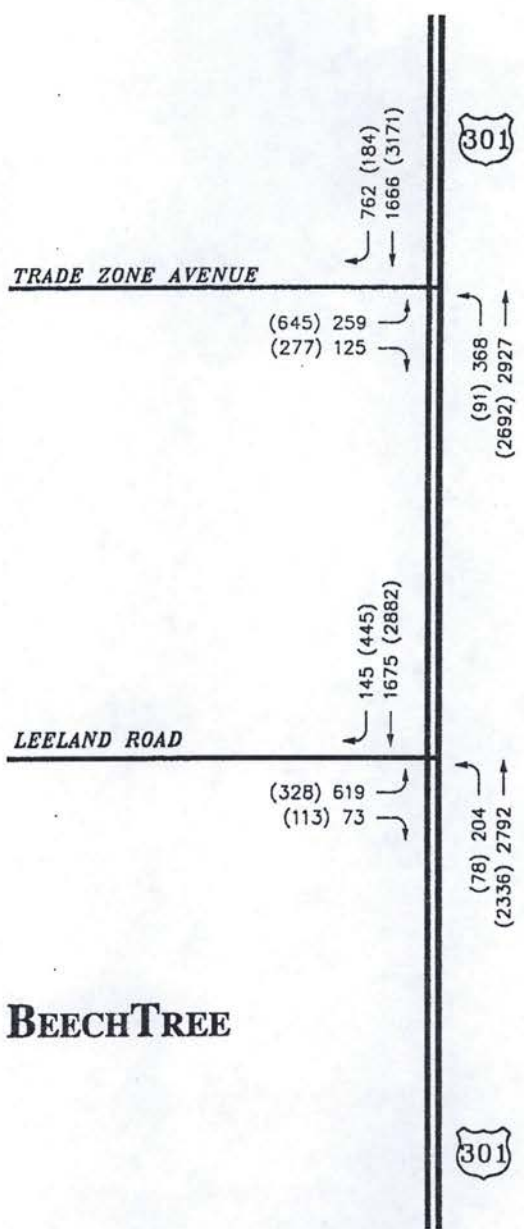
BEECHTREE



NOT TO SCALE

00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR

EXHIBIT 8
TRIP ASSIGNMENT FOR
BEECH TREE (83% COMPLETE)



NOT TO SCALE

00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR

EXHIBIT 9
2010 TOTAL PEAK HOUR
TRAFFIC VOLUMES

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

Intersection of: US 301

Date of Count: 04/15, 99

and: LEELAND ROAD

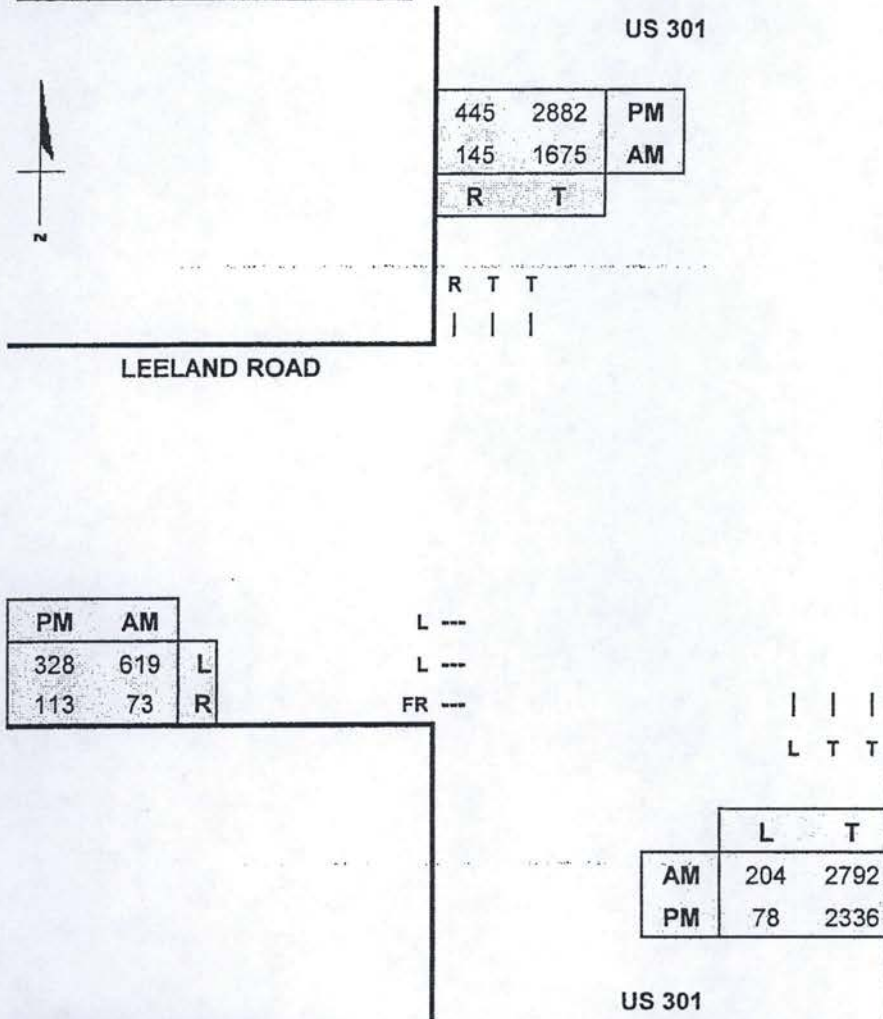
Day of Week: Thursday

Conditions: 2010 TOTAL TRAFFIC

Analyst: SHULIN LI



Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	619	0.52	322				322
NB	2792	0.52	1452				1452
SB	1675	0.52	871	204	1.00	204	
CLV TOTAL=							1774
Level of Service (LOS)=							F

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	328	0.52	171				171
NB	2336	0.52	1215				1577
SB	2882	0.52	1499	78	1.00	78	
CLV TOTAL=							1748
Level of Service (LOS)=							F

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: US 301
and: Leeland Road
Location: Prince George's Co., MD

Counted by: VCU
Date: September 18, 2012
Weather: Rain, Warm
Entered by: AG

Day: Tuesday

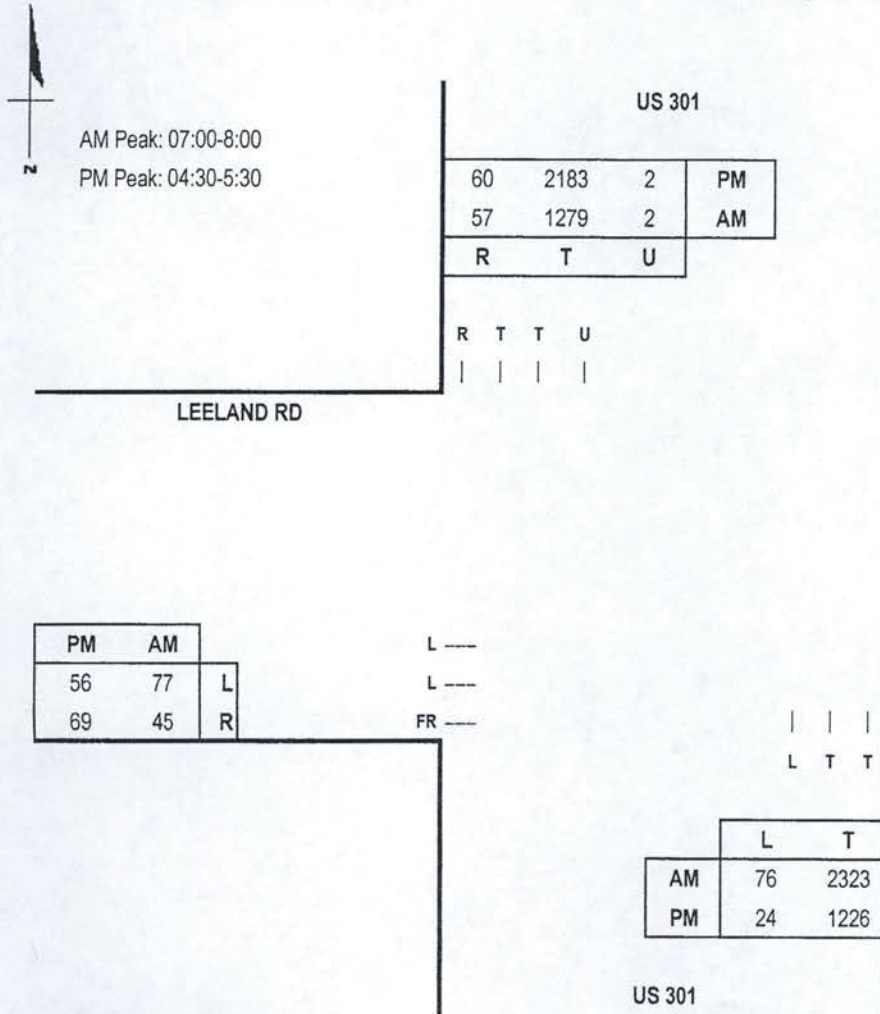


TIME	TRAFFIC FROM NORTH on: US 301					TRAFFIC FROM SOUTH on: US 301					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30-6:45	7	235	0	242	428	9	0	437	0	0	0	0	0	0	2	31	0	33	712		
6:45-7:00	17	215	0	232	506	13	0	519	0	0	0	0	0	0	0	20	0	20	771		
7:00-7:15	9	297	0	306	529	19	1	549	0	0	0	0	0	0	0	19	0	19	874		
7:15-7:30	14	302	0	316	542	16	0	558	0	0	0	0	0	0	0	23	0	23	897		
7:30-7:45	14	314	0	328	610	6	0	616	0	0	0	0	0	0	18	18	0	36	980		
7:45-8:00	18	333	2	353	657	27	0	684	0	0	0	0	0	0	6	16	0	22	1059		
8:00-8:15	15	307	0	322	546	17	1	564	0	0	0	0	0	0	10	27	0	37	923		
8:15-8:30	10	325	0	335	510	25	0	535	0	0	0	0	0	0	11	16	0	27	897		
8:30-8:45	11	308	0	319	424	9	0	433	0	0	0	0	0	0	1	15	0	16	768		
8:45-9:00	6	289	0	295	367	6	1	374	0	0	0	0	0	0	1	14	0	15	684		
9:00-9:15	6	245	0	251	332	6	0	338	0	0	0	0	0	0	0	16	0	16	605		
9:15-9:30	12	219	1	232	306	7	1	314	0	0	0	0	0	0	0	16	0	16	562		
3 Hr Totals	139	3389	0	3531	0	5757	160	4	5921	0	0	0	0	0	49	0	231	0	280	9732	
1 Hr Totals																					
6:30-7:30	47	1049	0	1096	0	2005	57	1	2063	0	0	0	0	0	2	0	93	0	95	3254	
6:45-7:45	54	1128	0	1182	0	2187	54	1	2242	0	0	0	0	0	18	0	80	0	98	3522	
7:00-8:00	55	1246	0	1303	0	2338	68	1	2407	0	0	0	0	0	24	0	76	0	100	3810	
7:15-8:15	61	1256	0	1319	0	2355	66	1	2422	0	0	0	0	0	34	0	84	0	118	3859	
7:30-8:30	57	1279	0	1338	0	2323	75	1	2399	0	0	0	0	0	45	0	77	0	122	3859	
7:45-8:45	54	1273	0	1329	0	2137	78	1	2216	0	0	0	0	0	28	0	74	0	102	3647	
8:00-9:00	42	1229	0	1271	0	1847	57	2	1906	0	0	0	0	0	23	0	72	0	95	3272	
8:15-9:15	33	1167	0	1200	0	1633	46	1	1680	0	0	0	0	0	13	0	61	0	74	2954	
8:30-9:30	35	1061	0	1097	0	1429	28	2	1459	0	0	0	0	0	2	0	61	0	63	2619	
PEAK HOUR																					
7:00-8:00	57	1279	0	1338	0	2323	75	1	2399	0	0	0	0	0	45	0	77	0	122	3859	
PM																					
4:00-4:15	14	463	0	477	312	6	0	318	0	0	0	0	0	0	30	12	0	42	837		
4:15-4:30	6	496	1	503	300	2	0	302	0	0	0	0	0	0	17	11	0	28	833		
4:30-4:45	12	550	0	562	338	5	0	343	0	0	0	0	0	0	16	13	0	29	934		
4:45-5:00	23	544	0	567	301	9	0	310	0	0	0	0	0	0	16	18	0	34	911		
5:00-5:15	10	525	1	536	294	6	0	300	0	0	0	0	0	0	24	9	0	33	869		
5:15-5:30	15	564	1	580	293	4	0	297	0	0	0	0	0	0	13	16	0	29	906		
5:30-5:45	19	511	1	531	282	4	0	286	0	0	0	0	0	0	10	14	0	24	841		
5:45-6:00	17	395	0	412	258	5	0	263	0	0	0	0	0	0	8	12	0	20	695		
6:00-6:15	17	382	0	399	239	8	1	248	0	0	0	0	0	0	7	14	0	21	668		
6:15-6:30	11	366	1	378	238	7	0	245	0	0	0	0	0	0	12	17	0	29	652		
6:30-6:45	17	297	0	314	203	5	0	208	0	0	0	0	0	0	4	18	0	22	544		
6:45-7:00	14	267	0	281	177	5	0	182	0	0	0	0	0	0	9	12	0	21	484		
3 Hr Totals	175	5360	0	5540	0	3235	66	1	3302	0	0	0	0	0	166	0	166	0	332	9174	
1 Hr Totals																					
4:00-5:00	55	2053	0	2109	0	1251	22	0	1273	0	0	0	0	0	79	0	54	0	133	3515	
4:15-5:15	51	2115	0	2168	0	1233	22	0	1255	0	0	0	0	0	73	0	51	0	124	3547	
4:30-5:30	60	2183	0	2245	0	1226	24	0	1250	0	0	0	0	0	69	0	56	0	125	3620	
4:45-5:45	67	2144	0	2214	0	1170	23	0	1193	0	0	0	0	0	63	0	57	0	120	3527	
5:00-6:00	61	1995	0	2059	0	1127	19	0	1146	0	0	0	0	0	55	0	51	0	106	3311	
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5:45-6:45	62	1440	0	1503	0	938	25	1	964	0	0	0	0	0	31	0	61	0	92	2559	
6:00-7:00	59	1312	0	1372	0	857	25	1	883	0	0	0	0	0	32	0	61	0	93	2348	
PEAK HOUR																					
4:30-5:30	60	2183	0	2245	0	1226	24	0	1250	0	0	0	0	0	69	0	56	0	125	3620	

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

E/W Road Name: Leeland Rd
 N/S Road Name: US 301
 Conditions: 2012 Existing Traffic

Date of Count: 9/18/2012
 Day of Count: Tuesday
 Analyst: MYC



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	77	0.60	46				46
NB	2323	0.55	1278	2	1.00	2	1280
SB	1279	0.55	703	76	1.00	76	
CLV TOTAL=							1,326
Level of Service (LOS)=							D
CLV VIC =0.83							

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
EB	56	0.60	34				34
NB	1226	0.55	674	2	1.00	2	1225
SB	2183	0.55	1201	24	1.00	24	
CLV TOTAL=							1,259
Level of Service (LOS)=							C
CLV VIC =0.79							





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-3796

PGCPB No. 99-154

File No. 4-99026

RESOLUTION

WHEREAS, VOB Limited Partnership is the owner of a 1,209.91-acre parcel of land known as Beech Tree (Blocks A-M, Lots 1-458 and 24 parcels), said property being in the 3rd Election District of Prince George's County, Maryland, and being zoned R-S; and

WHEREAS, on May 6, 1999, VOB Limited Partnership filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 458 lots and 24 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-99026, was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on September 9, 1999, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on September 9, 1999, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Variation Requests to Section 24-130 of the Subdivision Regulations and further APPROVED Preliminary Plat of Subdivision 4-99026 with the following conditions:

1. As part of the submission of a Specific Design Plan (SDP) for any of the High Risk Areas, the applicant, his heirs, successors and/or assigns shall submit a geotechnical report for approval by M-NCPPC Environmental Planning Section, the Prince George's County Department of Public Works and Transportation, and the Prince George's County Department of Environmental Resources. The SDP shall show the proposed 1.5 Safety Factor Line. Adjustments to lot lines and the public rights-of-way shall be made during the review of the SDP. No residential lot shall contain any portion of unsafe land.
2. At the Specific Design Plan stage, the applicant, his heirs, successors and/or assigns shall submit a noise study. Residential building envelopes are conceptual in nature and may be shifted at the approval of the Specific Design Plan when the noise study is approved by the Planning Board. The study shall specify the site and structural mitigation measures incorporated into the development to minimize noise intrusion and prevent noise levels exceeding 65 dBA (Ldn) exterior. Lots which cannot meet the noise level requirements shall be removed.

3. Prior to the approval of the specific design plan, the applicant shall provide appropriate screening between the cart path and Lots 106 - 110, Block A. If such screening is deemed ineffective, one or more of these lots shall be eliminated.
4. Prior to signature approval, the preliminary plat shall be revised:
 - a. To lot out Parcels K-6, K-7 and R-7.
 - b. To revise the relationship between Lots 142 and 143, Block A, to have a straighter common lot line.
 - c. To show the location of all on-site recreational facility areas.
 - d. To remove the shared driveway serving Lots 43 and 44, Block A.
 - e. To show the correct bufferyards on the flag lot sketches (Sheet 7 of 7).
 - f. To show all wells and/or septic systems within the preliminary plat boundary and a note as to their disposition. If none are present, a note to that effect shall be added to the preliminary plat.
5. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assigns shall pay a fee to Prince George's County of \$197.76 per single-family dwelling unit and a fee of \$80.75 per multifamily dwelling unit toward the provision of a fire station and an ambulance.
6. In accordance to HAWP #13-98, prior to approval of the Specific Design Plan for that portion of the public road within 100 feet of the Pentland Hills site, the applicant, his heirs, successors and/or assigns shall create the structural replication of the footprint of the **Pentland Hills** plantation house and prepare informational plaques and brochure, all to be reviewed by staff of the Historic Preservation Section for conformance to HAWP #13-98. The applicant, his heirs, successors and/or assigns shall also work with staff regarding donation to the *Newel Post* of recyclable architectural features from the house and/or outbuildings.
7. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assigns shall pay an adequate public facilities fee of \$1,740.00 per single-family dwelling unit to Prince George's County, of which \$813.00 shall be placed in an account to relieve overcrowding at Patuxent Elementary School and \$393.00 shall be placed in an account to relieve overcrowding at James Madison Middle School and \$534.00 shall be placed in an account to relieve overcrowding at Frederick Douglass High School.

8. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assigns shall pay an adequate public facilities fee of \$1,170.00 per multifamily dwelling unit to Prince George's County, of which \$660.00 shall be placed in an account to relieve overcrowding at Patuxent Elementary School and \$191.00 shall be placed in an account to relieve overcrowding at James Madison Middle School and \$319.00 shall be placed in an account to relieve overcrowding at Frederick Douglass High School.
9. No building permits shall be issued for this subdivision until the projected percentage of capacity at all affected schools is less than 130 percent or four years have elapsed since the date of the adoption of the resolution of the approval of this preliminary plat of subdivision. In addition to this Ordinance required restriction, the applicant has proffered the following additional restriction: If after four years, the projected capacity of the affected elementary school is over 130 percent, building permits may only be issued for elderly (age restricted) housing and for homes for which the sales price is a minimum of \$300,000.
10. Prior to issuance of building permits in the area of the house on top of the knoll behind the barns, the applicant, his heirs, successors and/or assigns shall provide to the Health Department written verification from an approved soil remediation company that oil-soaked soils have been appropriately excavated from that area.
11. All internal, HOA trails shall be six feet wide and asphalt. All bikeways shall be designated with striping and/or appropriate bikeway signage.
12. Prior to issuance of each building permit, the applicant shall pay to Prince George's County the following share of costs for improvements to US 301 between MD 725 and MD 214:
 - a. A fee calculated as $\$497.84/\text{residential DU} \times (\text{FHWA Construction Cost Index at time of payment})/(\text{FHWA Construction Cost Index for 2nd quarter, 1989})$.
 - b. The total fee to be paid shall not exceed an amount calculated as $\$1,194,805.00 \times (\text{FHWA Construction Cost Index at time of payment})/(\text{FHWA Construction Cost Index for 2nd quarter, 1989})$.
13. Prior to the issuance of any building permit, the applicant shall dedicate all rights-of-way for A-61, F-10 and C-58/C-600 (Leeland Road) as identified by the Planning Department.
14. The following roadways shall be built to DPW&T's Standard No. 12 (36-foot pavement within a 60-foot right-of-way) or as determined by DPW&T and as approved by the Planning Board at the Specific Design Plan:

- Presidential Golf Club Drive, loop road, from Beechtree Parkway to Leeland Road.
 - Road "N," from the intersection of Presidential Golf Club Drive to its intersection with Road "O."
 - Beechtree Parkway, the entire length other than the divided portion at its eastern limits.
 - Road "D." from Beechtree Parkway to Moors Plain Boulevard.
 - Moors Plain Boulevard, from Beechtree Parkway to Road "D."
 - The future roadway (the fifth access to Beechtree Subdivision) southwest of the proposed middle school. The exact location of this road (stub connection) needs to be shown on the preliminary plat.
15. The following roadways shall be built to DPW&T's **Standard No. 14** (80-foot right-of-way) or as determined by DPW&T and as approved by the Planning Board at the Specific Design Plan:
- The future un-named roadway tie-in to Village Drive extended, northeast of the proposed middle school.
 - Moors Plain Boulevard, from Road "D" to Leeland Road.
16. Prior to SDP approval, the applicant and DPW&T shall consider the location of the proposed middle school, the number of lots proposed in Parcels M, N and O, and the density of residences northeast of the commercial/recreational center to determine the necessity for sidewalks on both sides of the right-of-way along the following:
- Presidential Golf Club Drive, from Road "N" to Beechtree Parkway.
 - Moors Plain Boulevard, from the Recreational Center/proposed Roundabout to Leeland Road.
17. Prior to the issuance of any building permit, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:

- a. Leeland Road
 - (1) Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards.

- b. Leeland Road/US 301 Intersection

Construct a fourth southbound through lane along US 301 at Leeland Road to SHA standards.

- c. MD 193/Oak Grove Road Relocated Intersection
 - (1) The applicant shall provide a half section of realigned MD 193 from the northern end of the proposed half section within Perrywood to connect to the existing MD 193 north of the realigned Oak Grove Road
 - (2) The extension of the realigned Oak Grove from the end of Perrywood's construction, to the realigned MD 193. The realignment of MD 193 and Oak Grove Road shall provide a thru- and a right-turn lane at the northbound approach, a thru- and a left-turn lane at the southbound approach and a separate left- and right-turn lane on the westbound approach.
 - (3) Provide for the installation of a traffic signal.

- d. US 301/Swanson Road Intersection
 - (1) The applicant shall re-configure this intersection to the requirements of SHA to prevent left turns from westbound Swanson Road. This re-configuration shall occur at such time in the future when the volume at the intersection warrants the need for signalization.
 - (2) Construct a fourth southbound through lane along US 301 at Swanson Road to SHA standards

18. Prior to approval of the first Specific Design Plan pursuant to this preliminary plat, the applicant shall prepare a report which will identify the number of units and access locations of each phase of development to occur pursuant to this preliminary plat, identify the transportation improvements to be constructed with each phase, and develop a financing plan and construction schedule for the improvements associated with each phase. This report shall be submitted with the first SDP application submitted pursuant to this preliminary plat and reviewed by DPW&T, SHA and Transportation Planning staff, who shall then report to the Planning Board on the status of the staging of transportation improvements with each phase of development. The report shall be revised and

resubmitted by the applicant with any subsequent SDP application where the sequencing of the improvements or development phases is changed from that in the initial report.

19. Prior to signature approval of the preliminary plat of subdivision, the plan shall be modified to show the extension of the master plan stream valley trail to the northern end of Parcel G and to the south to a public trail connection to Outparcel H as shown on DPR Exhibit A. The trail connection to the neighborhood at the south end of Outparcel H shall be a six-foot-wide asphalt trail. An \$80,000 payment-in-lieu of the construction of the trail south of Outparcel H shall be provided to DPR prior to the issuance of the 1,801th building permit. These funds shall be placed into an account for the construction of the trail south of Outparcel H.
20. Prior to signature approval of the preliminary plat of subdivision, the plan shall be modified to show the entire trail through Outparcel H and along the western side of the lake within a 50-foot-wide right-of-way or easement to be conveyed to M-NCPPC.
21. All trails shall be constructed to assure dry passage. If wet areas must be traversed, suitable structures shall be constructed. Designs for any needed structures shall be reviewed by DPR.
22. Prior to approval of an SDP which includes any lots adjacent to the golf course, the applicant, his heirs, successors and or assigns shall submit a graphic study prepared by a nationally recognized golf course architect showing the most likely direction and distance of the errant golf shots expected from all tee locations of all holes, and from other locations on those holes from which errant shots may be expected. If in the judgement of the Planning Board or District Council, the layout of the golf course presents too great a hazard to residents or their property, the golf course layout shall be revised or, if this is not possible, the affected areas of residential lots shall be prohibited for residential use and shall become homeowners' open space or part of the golf course.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The Beech Tree property is located on the west side of US 301, south of Leeland Road. The property extends as far west as the Penn Central Railroad tracks and south of Dannenhower Road. The proposed preliminary plat includes only 323.63 acres of land that is generally on the east side of the overall Beech Tree property.
3. This site is subject to the provisions of the Woodland Conservation Ordinances because it has more than 10,000 square feet of woodland and the site is larger than 40,000 square

feet. A Type I Tree Conservation Plan, TCPI/73/97, was approved with conditions by the District Council as part of CDP-9706. A Type II Tree Conservation Plan was approved with conditions by the District Council as part of SDP-9803. The preliminary plan is consistent with the approved Tree Conservation Plans.

Marlboro Clay is a serious concern in the development of this site. Section 24-131 of the Subdivision Regulations controls the subdivision of unsafe land. CDP Condition 1.d. reads:

“The envelopes and road crossings shown on this plan [the CDP] are conceptual and may be modified at the time of approval of the Specific Design Plan to minimize risks posed by Marlboro Clay. Prior to the approval of any SDP which contains a High Risk Area, a Geotechnical Study, following the *Criteria for Soil Investigations and Reports on the Presence and Affect of Marlboro Clay upon Proposed Developments* prepared by the Prince George’s County Unstable Soils Taskforce, shall be submitted for review and approval by the Natural Resources Division and the Prince George’s County Department of Environmental Resources to satisfy the requirements of Section 24-131 of the Subdivision Regulations and Section 4-297 of the Building Code.”

The applicant has submitted with the preliminary plan two additional geotechnical reports. Staff has reviewed these in detail and reached the following conclusions. In a few areas, marked in blue on the Environmental Planning Section exhibit in the file, the proposed 1.5 Safety Factor line may impact lots or a public right-of-way. As part of the submission of the SDP for any of these areas, the applicant shall submit a geotechnical report for approval by M-NCPPC Environmental Planning Section, the Prince George’s County Department of Public Works and Transportation, and the Prince George’s County Department of Environmental Resources. The SDP shall show the proposed 1.5 Safety Factor Line. Adjustments to lot lines and the public rights-of-way shall be made during the review of the SDP. No residential lot shall contain any portion of unsafe land.

Variations are needed when disturbance is proposed within 50 feet of a stream [Section 24-130(b)(6)] or within a wetland [Section 24-130(b)(7)] and evaluated with reference to Section 24-113 of the Subdivision Regulations. Disturbance to other areas within the Patuxent River Primary Management Area Preservation Area that do not require variances, such as impacts to floodplain or adjacent slopes, are evaluated in accordance with Section 24-130(b)(5). The applicant has supplied a statement of justification. The site has particular topographical conditions that constrain development and is fragmented into sectors by numerous streams. In addition, the approved U.S. Army Corps of Engineers 404 Permit for impacts to wetlands and the independent review pursuant to that permit that included an evaluation to determine if the impacts would be detrimental to the public safety, health, or welfare, or injurious to other property.

Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of variation requests. The proposed impacts are deemed to be necessary and satisfy the following required findings:

- a. That the granting of the variation will not be detrimental to the public safety, health or welfare, or injurious to other property.
- b. The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties.
- c. The variation does not constitute a violation of any other applicable law, ordinance or regulation.
- d. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.

Staff has analyzed the variation requests in detail in light of these required findings. The following discussion references Exhibits A through F in the applicant's variation request.

Several of the impacts have the following in common: a public road crossing of a stream. These are shown as exhibits B(2), C(3), E(5B). The alignment of streets is regulated to ensure safety and the general location and number regulated to ensure adequate streets for fire, police and ambulance service to the community. Each of these crossings is approved by the U.S. Army Corps of Engineers 404 Permit. Failure to grant the variations would pose a hardship to the owner by interfering with rights granted by A-9763-C, CDP-9706 and SDP-9803.

Several of the impacts have the following in common: construction of a sanitary sewer. These are shown as exhibits A(1), D(4), E(5A), E(5B). The sanitary sewer is required for the health of the community. The alignment of a sanitary sewer is constrained by topography and gravity. While following a stream valley is typically an easier design, the applicant has provided an alternative solution with greater design challenges but relatively few impacts.

The total area of the PRPMAPA on the entire 1,209.01± acre property is approximately 329.80 acres. During the review of 4-98063, the Planning Board granted variation requests for 19.43 acres of the PRPMAPA [5.9 percent of the PRPMAPA]. Of the 19.43 acres, 8.43 acres are woodland that will be replaced by afforesting unwooded areas of the PRPMAPA.

The current variation requests propose to disturb an additional 2.51 acres. As required by the approved Tree Conservation Plan, all woodland areas cleared will need to be replaced on site by afforesting unwooded areas of the PRPMAPA. The applicant is thus preserving a minimum of 93.3 percent of the PRPMAPA.

Staff has reviewed each and every instance of proposed impact to the PRPMAPA, including the statement of justification for these impacts. It is clear that the applicant has preserved the Patuxent River Primary Management Area Preservation Area to the fullest extent possible, minimized impacts by reducing those necessary for the reasonable development of the site as approved by the Basic Plan, Comprehensive Design Plan and the Specific Design Plan, and by analyzing impacts by the stringent tests of Section 24-213, shown compliance with Section 24-130(b)(5).

The property is unique. While many properties are impacted by environmental features, the subject property is impacted by these features to a greater extent than other properties in the area. It is encumbered by the Collington Branch on the west, and then bisected by the East Branch, and further segmented by many tributaries to it. The result is that this large property is sectionalized, creating islands of developable property accessible only by crossing, in several places, tributaries to the Collington Branch. This is unique to this property, and denying the requested variations would result in a hardship to the property owner in that a majority of the property would be undevelopable.

Issues regarding noise have not yet been resolved. CDP Condition 1.e. reads:

“The residential building envelopes are conceptual in nature and may be shifted at the approval of the Specific Design Plan when a noise study is approved by the Planning Board. The study shall specify the site and structural mitigation measures incorporated into the development to minimize noise intrusion and prevent noise levels exceeding 65 dBA (Ldn) exterior.”

Lots which cannot meet the noise level requirements must be removed.

4. The Approved Subregion VI master plan places the property within a number of land use categories, including local activity center and medium-suburban residential land use. The approval of A-9863-C, which set the development potential for the property, was deemed to be in conformance with the master plan recommendations. No master plan issues present themselves. Trails issues, as well as park/school and transportation issues, will be discussed in subsequent sections of this report.
5. In accordance with Section 24-134(a) of the Prince George's County Subdivision Regulations, the Beech Tree development will be dedicating 243.69 acres to The Maryland-National Capital Park and Planning Commission. The dedication of parkland

also meets A-9763-C Condition 11: "The applicant shall provide 60+ acres of public parkland to be comprised of no more than two parcels, suitable for active recreational development. . ." through the dedication of Parcel T (29.68 acres) and Parcel U (35.81 acres), totaling 65.49 acres for two park sites. The remaining 178.20 acres of parkland will be dedicated for the Collington Branch Stream Valley park which is a requirement of CDP-9706 Condition 21.

In addition to dedication requirements, previous approval phases contained conditions for trail development that affect the preliminary subdivision plan.:

- a. In CDP-9706, Condition 1.1 states: "The trails system shall be expanded to show links from all residential areas to all commercial and recreational elements and school sites. . . . The trails shall be for the most part separated from vehicular rights-of-way."
- b. In CDP-9706, Condition 32 states: "The applicant shall construct an 8- to 10-foot-wide asphalt hiker-biker trail through the stream valley park and the community as shown on the Department of Parks and Recreation (DPR) Exhibit "B" . . . in a linear park at least fifty feet in width or in an easement (to M-NCPPC) through property of similar character. . . . The trail shall be 8 feet wide where it is adjacent to public roadways. In all other areas, it shall be 10 feet wide."
- c. Also in CDP-9706, Finding 21.2 states: "Dedicate the land along the Collington Branch Stream Valley to the Parks Department and construct the ten-foot wide hiker-biker trail the entire length of the stream valley."
- d. Furthermore, in 4-98063 Condition 9 requires "Prior to approval of preliminary plats on the outparcels, a 50-foot-wide right-of-way or easement shall be shown through the community to allow the construction of the master plan stream valley park trail from the stream valley to the west side of the planned lake, along the west side of the lake and back to the stream valley, at a location acceptable to the Department of Parks and Recreation."

In the Comprehensive Trail Plan submitted:

- a. The stream valley trail should extend the entire length of Parcel G.
- b. An undesignated trail is shown through Outparcel H and a homeowners association trail along the western edge of the lake.
- c. The legend notes a "25' MNCPPC Hiker/Biker Trail."

The applicant will construct the trail in the stream valley park from the northern end of the site to a point shown on Department of Parks and Recreation Exhibit "A" in the file. Instead of completing the trail all the way though to the southern end of the stream valley park, the applicant will pay a fee-in-lieu of \$80,000 for the ultimate construction of the trail connection. A connection from Parcel "J" to the stream valley will not be required.

6. In accordance with the Adopted and Approved Subregion VI Master Plan, A-9763-C, CDP-9706 and 4-98063:
 - a. The trail along the western edge of the lake shall be shown in a 50-foot right-of-way or in an easement to M-NCPPC.
 - b. All internal, HOA trails shall be six-feet wide and asphalt. All bikeways shall be designated with striping and/or appropriate bikeway signage.
 - c. All trails shall be assured dry passage. If wet areas must be traversed, suitable structures shall be constructed.

The Countywide Planning Section also recommended that striped bike lanes be included on the internal roads. These lanes were recommended to be designated as bike lanes either by appropriate bikeway signage or pavement markings. The internal trail and bikeway alignment was conceptually located at the time of CDP, and a timetable for its construction was established at that time as well. Its specific location will be determined at the specific design plan stage. With the recommended transportation conditions, sufficient right-of-way will exist for the provision of these trails. Striping will be required if determined appropriate at the SDP stage.

7. The approval of the basic plan by the District Council was predicated on seventeen (17) conditions and fourteen (14) considerations including the following pertaining to transportation:

"7 The applicant shall continue to demonstrate that adequate transportation facilities will be provided to serve the proposed development. In addition, the applicant shall address the need for the following transportation improvements":

- a. **Widening of northbound US 301 to 3 through-lanes from a point 1,500 feet south of MD 725 to a point 1,000 feet south of Trade Zone Avenue.**
- b. **Widening of northbound US 301 to 4 through-lanes from 1,000 feet south of Trade Zone Avenue to Old Central Avenue where one through-lane will become a right-turn lane.**

- c. Widening of northbound US 301 to three through-lanes from Old Central Avenue to a point north of the interchange of US 301 with MD 214 to be determined by State Highway Administration (SHA).
- d. Widening of southbound US 301 from the ramp from westbound MD 214 to the Old Central Avenue intersection.
- e. Widening of southbound US 301 to 4 through-lanes from Old Central Avenue to approximately 1,200 feet north of Trade Zone Avenue.
- f. Widening of southbound US 301 to five through-lanes from Trade Zone Avenue to Leeland Road.
- g. Widening of southbound US 301 to 4 through-lanes from Leeland Road to 1,000 feet south of MD 725.
- h. Double left-turn lanes and a free right-turn lane on northbound US 301 at MD 725.
- i. Double left-turn lane on eastbound MD 725 at US 301.
- j. Double left-turn lanes on northbound US 301 at Leeland Road.
- k. Double left-turn lane on eastbound Leeland Road MD 725 at US 301.
- l. Double left-turn lanes on northbound US 301 at Trade Zone Avenue.
- m. Double left-turn lane on southbound US 301 at Village Drive.
- n. Modification of the traffic signals at the intersections of US 301 with MD 725 and US 301 with Village Drive.
- o. Dedication of the area required to construct a grade-separated interchange at US 301 with Village Drive and the access road serving the subject property.
- p. An agreement to close the proposed access to US 301 and construct eastbound approaches to a new interchange when it is upgraded to a freeway.

- q. Location of the proposed temporary access to US 301 1,500 feet south of Swanson Road, closure of the Swanson Road median opening or as otherwise determined by the State Highway Administration.
- r. Two continuous travel lanes on Leeland Road from US 301 to MD 202.
- s. Erection of a railroad flashing light signal at the Leeland Road crossing of the Conrail line.
- t. The applicant shall address the feasibility of revising the T-intersections of the north/south roadway with the west roadway and the north/south roadway with the approach to the US 301 interchange to be realigned and combined to form one four-way intersection."

The District Council approved CDP-9706 with forty-four (44) conditions including the following which relate to transportation issues:

- "27. With the submission of each building permit, the applicant shall pay to Prince George's County the following share of costs for improvements to US 301 between MD 725 and MD 214:
 - a. A fee calculated as $\$497.84/\text{residential DU} \times (\text{FHWA Construction Cost Index at time of payment})/(\text{FHWA Construction Cost Index for 2nd quarter, 1989})$.
 - b. In lieu of the payment of fees required in Condition A above, and subject to approval by the Department of Public Works & Transportation (DPW&T") and the State Highway Administration (SHA), the applicant, his heirs, successors may be required to construct a third southbound through lane on US 301 from a point 1,000 feet north of Leeland Road to a point 1,500 feet south of Village Drive, the total cost of which improvement shall not exceed an amount calculated as $\$1,194,805.00 \times (\text{FHWA Construction Cost Index at time of payment})/(\text{FHWA Construction Cost Index for 2nd quarter, 1989})$. If agreed to by DPW&T and SHA, this improvement shall be constructed upon the first to occur of the following conditions: (1) coincident with the construction by the applicant of its southern access, opposite Village Drive; (2) the issuance of the 500th building permit without full internal access to the Property at Leeland Road; or (3) the issuance of the 700th building permit with full access to the Property at Leeland Road. All contributions collected by

DPW&T under condition 28A shall be refunded by agreement with the developer upon bonding and commencement of construction of the improvement.

28. At the time of preliminary plan, the applicant shall dedicate all rights-of-way for A-61, F-10 and C-58/C-600 (Leeland Road) as identified by the Planning Department.
29. Prior to the issuance of any building permit, excluding the permit(s) for the golf course clubhouse, the following improvements shall be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100% funded in a CIP/CTP or otherwise provided by the applicant, heirs, successors or assigns:

a. Leeland Road

- (i) Widen the one-lane bridge approximately 3,500 feet west of US 301 to 22 feet of paving in accordance with DPW&T standards.

b. MD 193/Oak Grove Road Relocated Intersection

- (i) The applicant shall provide a half section of realigned MD 193 from the northern end of the proposed half section within Perrywood to connect to the existing MD 193 north of the realigned Oak Grove Road; and
- (ii) The extension of the realigned Oak Grove from the end of Perrywood's construction, to the realigned MD 193.

The realignment of MD 193 and Oak Grove Road shall provide a thru and a right turn lane at the northbound approach, a thru and a left turn lane at the southbound approach and a separate left and right turn lane on the west bound approach.

- (iii) Provide for the installation of a traffic signal.

c. US 301/Leeland Road

Construct a fourth southbound through lane along US 301 beginning at a point approximately 500 feet north of Leeland Road and extending to a point approximately 2,600 feet south of Leeland Road (Swanson Road). (This improvement is subject to removal by DPW&T upon a finding that it is included in the CIP.)

d. US 301/Swanson Road

Construct a fourth southbound through lane along US 301 from Swanson Road to a point approximately 2,300 feet south of Swanson Road. (This improvement is subject to removal by DPW&T upon a finding that it is included in the CIP.)

- e. **US 301/Swanson Road. In conjunction with the development of the golf course, the developer will undertake the construction of the following roadway improvements (in accord with the normal SHA Access Permit procedures):**
 - (i) **Lengthen the northbound US 301 left turn lane at Swanson Road as may be required by the SHA.**
 - (ii) **Construct a 500-foot long southbound deceleration lane along US 301 at Swanson Road as may be required by the SHA.**
 - (iii) **Construct a 500-foot long southbound acceleration lane along US 301 from Swanson Road as may be required by the SHA;**
 - (iv) **When required by the SHA, modify the existing median opening to preclude left turns from eastbound Swanson Road to northbound US 301."**

Traffic Study Overview

In June 1999, staff received a traffic study in support of the subject preliminary plan phase of the property. The study identified the following links and intersections as the ones on which the proposed development would have the most impact:

EXISTING CONDITIONS		
Intersection/Link	(LOS/CLV)	(LOS/CLV)
US 301/MD 725	D/1,322	C/1,290
US 301/Village Drive	B/1,111	D/1,312
US 301/Swanson Road *	C/24.3	C/22.4
US 301/Leeland Road	C/1,157	B/1,142
US 301/Trade Zone Avenue	B/1,114	D/1,397
Oak Grove Road/Church Road *	B/6.3	A/4.3
Oak Grove Road/ MD 193 *	E/45.1	C/15.7

* 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 45 seconds/car. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the Guidelines.

The study cited 12 approved background developments which collectively will impact the above intersections and link during the morning and evening peak hours.

An analysis of the background developments was done based on a six-year (2005) buildout and an eight-year (2007) buildout. Those analyses yielded the following results:

BACKGROUND CONDITIONS				
Intersection/Link (with CIP improvements)	2005 (LOS/CLV)		2007 (LOS/CLV)	
	AM	PM	AM	PM
US 301/MD 725	C/1,167	B/1,148	C/1,206	C/1,189
US 301/Village Drive	B/1,076	C/1,212	B/1,115	C/1,253
US 301/Swanson Road *	C/19.4	C/16.5	C/20.2	C/17.3
US 301/Leeland Road	B/1072	A/897	B/1,111	A/938
US 301/Trade Zone Avenue	A/989	B/1146	B/1028	C/1187
Oak Grove/MD 193 *	F/301.2	F/270.9	F/380.6	F/343.7
Oak Grove/Church Road *	B/9.4	B/6.2	B/9.4	B/6.2

* Analyzed as signalized intersections.

Using the *Guidelines for the Analysis of the Traffic Impact of Development Proposals* and the Institute Of Transportation Engineers' *Trip Generation Manual 6th. edition*, the study has indicated that the proposed 2,400-unit residential, plus the 18-hole golf complex will be adding 1,761 AM peak hour trips and 2,089 PM peak hour trips at the time of full buildout. As was the case for the background analyses, the study assumed two buildout scenarios; one occurring as soon as the year 2007. Applying a growth rate of 3 percent per year for through traffic along US 301 and MD 193, and combining the site-generated traffic along with background developments, the following results were determined:

TOTAL TRAFFIC CONDITIONS (with improvements)				
Intersection/Link	2005 (LOS/CLV)		2007 (LOS/CLV)	
	AM	PM	AM	PM
Link - Leeland Road (b/t east & west access)	v/c = 0.45	v/c = 0.48	v/c = 0.45	v/c = 0.48
Link - Leeland RD. (b/t Church & west access)	v/c = 0.37	v/c = 0.38	v/c = 0.37	v/c = 0.38
Link - Oak Grove RD (b/t MD 193 & Church RD.)	v/c = 0.63	v/c = 0.61	v/c = 0.63	v/c = 0.61
<i>Phase III</i> US 301/MD 725	C/1,214	D/1,318	C/1,254	D/1,359
US 301/Village Drive	C/1,205	D/1,317	C/1,244	D/1,358
<i>Phase I</i> US 301/Swanson Road *	C/22.0	D/26.1	C/23.5	D/28.1
<i>Phase II</i> US 301/Leeland Road	D/1,343	B/1,099	D/1,383	B/1,132
<i>Phase II</i> US 301/Trade Zone Avenue	C/1,260	C/1,291	C/1,300	D/1,332
Oak Grove/MD 193	A/806	A/743	A/826	A/757
Oak Grove/Church Road *	C/14.9	C/11.9	C/14.9	C/11.9
Leeland Road & West Access *	B/13.1	C/19.7	B/13.1	C/19.7
Leeland Road & East Access *	D/29.5	F/56.7	D/29.5	F/56.7

* Analyzed as unsignalized intersections. For two-lane roads, a volume - to - capacity ratio (v/c) of 0.8 or less is considered acceptable as per the Guidelines.

To provide adequate levels of service at the facilities mentioned above, the traffic study cited improvements along US 301 between MD 214 and MD 725 which are described in the current Prince George's County Capital Improvement Program (CIP) FY 2000 - 2005 (Project FD669161). The improvements that are being considered by the applicant for either buildout scenario are as follows:

US 301/Trade Zone Avenue

- a. Construct an additional northbound left-turn lane along US 301 to result in a 600-foot double left-turn lane. (CIP Improvement)
- b. Construct a third eastbound left-turn lane along Trade Zone Avenue. (CIP Improvement)
- c. Construct a third southbound through lane along US 301. (CIP Improvement)

- d. Construct a fourth southbound through lane along US 301. (CIP Improvement)
- e. Construct a third northbound through lane along US 301. (CIP Improvement)
- f. Convert eastbound right-turn lane to free-flowing right turn. (CIP Improvement)

US 301/Leeland Road

- a. Construct a third northbound and southbound through lane along US 301. (CIP Improvement)
- b. Construct an eastbound triple left-turn lane along Leeland Road for approximately 375 feet and a free-flowing right-turn lane. (CIP Improvement)
- c. Construct a fourth southbound through lane along US 301 at Leeland Road to SHA standards

US 301/Swanson Road

- a. Construct a third southbound and northbound through lane along US 301. (CIP Improvement)
- b. Construct a fourth southbound through lane along US 301 at Swanson Road to SHA standards.
- c. Eliminate westbound left turns at Swanson Road.

In a June 8, 1995 memorandum to staff, the SHA had stated that the US 301/Swanson Road intersection must be reconfigured to prevent left turns from westbound Swanson Road. This reconfiguration shall occur at such time in the future when the volume at the intersection warrants the need for signalization.

US 301/Village Drive

- a. Construct a third northbound and southbound through lane along US 301. (CIP Improvement)
 - b. Widen Village Drive (westbound) to provide four (4) lanes; two (2) exclusive left-turn lanes, an exclusive through lane, and a free-flowing right-turn lane. (CIP Improvement)
-

US 301/MD 725

- a. Construct a third northbound and southbound through lane along US 301. (CIP Improvement)
- b. Construct a fourth southbound through lane along US 301. (CIP Improvement)
- c. Re-stripe westbound approach to provide a second through lane. (CIP Improvement)

In addition to the aforementioned improvements along the US 301 corridor, there were other improvements along Leeland Road upon which the traffic consultant's finding of adequacy was predicated. These improvements are as follows:

Leeland Road/ Eastern Site Access:

- a. The provision of two through lanes, a left-turn lane and a right lane on the westbound approach.

MD 193/Oak Grove Road Relocated Intersection

- a. The provision of a half section of realigned MD 193 from the northern end of the proposed half section within Perrywood to connect to the existing MD 193 north of the realigned Oak Grove Road.
- b. Provision of the extension of the realigned Oak Grove from the end of Perrywood's construction to the realigned MD 193.

The realignment of MD 193 and Oak Grove Road shall provide a separate through and a right-turn lane at the northbound approach, a separate through and a left-turn lane at the southbound approach and a separate left- and right-turn lane on the westbound approach.

- c. Provision of a traffic signal.

The traffic study concluded that with the provision of an additional fourth through lane along southbound US 301, and a pro rata share of the \$2.5 million in developer contributions, satisfactory levels of service will be achieved at all of the key intersections.

Upon review of the applicant's study, staff provides the following comments:

Transportation Staff Analysis

The application represents phase two of a Preliminary Plat of subdivision for a residential development consisting of 1,680 single-family dwelling units, 480 townhomes and 240 multifamily homes on 1,209 acres of R-S-zoned property. Phase one was approved by the

Planning Board in December 1998 as an 18-hole golf course (4-98063). The residential component of the Beechtree development would generate 1,721 AM and 2,040 PM peak-hour vehicle trips as determined using *The Guidelines for the Analysis of the Traffic Impact of Development Proposals*. While the current application is for 458 single-family dwellings and 240 apartments only, the traffic study that was submitted by the applicant addressed traffic issues pertaining to the development of the entire site.

The traffic generated by the subject application would impact the following intersections and links:

- Link - Leeland Road (between east and west access)
- Link - Leeland Road (between Church Road and west access)
- Link - Oak Grove Road (between Church Road and MD 193)
- US 301/MD 725
- US 301/Village Drive
- US 301/Swanson Road
- US 301/Leeland Road
- US 301/Trade Zone Avenue
- Leeland Road /east access
- Leeland Road /west access
- Church Road/Oak Grove-Leeland Road
- MD 193/Oak Grove Road

All of the intersections along US 301 identified in b. above are programmed for improvement with 100 percent construction funding within the next six years in the current (FY 2000 - 2005) Prince George's County Capital Improvement Program (CIP).

CIP Project FD 669161 (US 301 Improvements) provides that \$24,000,000 in construction funds will be provided within six years, should the planned SHA improvements be delayed. The Project *Funding Schedule* identified \$2.5 million of the \$24 million as the portion to be used as the basis for developer contributions, while the remaining portion will come from the State of Maryland. To date, the following developments have made financial commitments toward the aforementioned CIP improvements through Planning Board resolutions:

*	Collington South	4-97044	PB97-214(C)	\$456,000.00
*	Marlboro Square	4-96084	PB96-342	\$30,880.00
*	Meadowbrook	4-89227	PB90-102	\$106,948.31
*	Beechtree	CDP-9706	PB98-50	<u>\$1,194,805.00</u>
TOTAL				\$1,788,633.00

The monetary contribution of Beechtree that was a condition recommended in PB 98-50 was also reaffirmed by the District Council in its approval on July 14, 1998.

The Prince George's County Planning Board, in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*, has defined Level-of-Service D (LOS D) as the lowest acceptable operating condition for signalized intersections on the transportation system and LOS E for unsignalized intersections. In the analysis for the intersection of Leeland Road and the east access, it was determined that the level of service under total traffic during the evening peak hour would be "F" with a delay of 56.7 seconds per car. As per the *Guidelines*, delays in excess of 45 seconds warrant the need for further analysis such as a signal warrant study. In light of this requirement, staff recommends that a traffic signal warrant study be done prior to the issuance of building permit.

Link analyses were done for three segments along Leeland Road between US 301 and MD 193. All three segments, according to the traffic study, were found to be operating at acceptable levels of service. Link analyses, as described in the *Highway Capacity Manual*, are based on minimum operating speeds of 50 MPH. There are a number of factors that determine the operating speed on a roadway. Among those factors is horizontal geometry, which includes lane widths. Along Oak Grove-Leeland Road at the crossing of a tributary of Collington Branch, which is approximately 3,500 feet west of US 301, the existing pavement is measured to be approximately 17 feet in width.

A review of the 1990 American Association of State Highway and Transportation Officials (AASHTO) design standard, *A Policy on Geometric Design of Highways and Streets* ("The Green Book"), indicates that the pavement widths of less than 20 feet are considered substandard for local and collector roads with current average daily traffic (ADT) of 250-400 or greater, or for local and collector roads with a projected design hour volume (DHV) of 400 or greater. The segment of Oak Grove-Leeland Road in question meets both of these volume criteria, based upon the figures presented in the studies submitted by the applicant's traffic consultant. Tables V-8 (for Local Roads) and VI-4 (for Collector Roads) in the AASHTO "Green Book" indicate that for current ADT between 250 and 400 with design speeds of 20-50 MPH, a 20-foot traveled way with a 2-foot shoulder is recommended. For a DHV of 400 and over, a 24-foot pavement with 8-foot shoulders is recommended.

Operating speeds along Oak Grove-Leeland Road are generally in the 20-40 MPH range, but in no case does the staff believe that they are 50 MPH or greater, or that the existing roadway conforms to 50 MPH design standards, as required in the two-lane link analysis procedure described in Chapter 8 of the *Highway Capacity Manual*. Therefore, in order for the link analysis presented by the applicant to be valid, the segment of Oak Grove-Leeland Road would have to be improved (at least) to the AASHTO standard. In light of these findings, staff is recommending that all segments along Leeland-Oak Grove Road be widened to at least twenty two (22) feet, so that two continuous travel lanes can be maintained. This recommendation is also consistent with previous conditions cited in both Planning Board and District Council resolutions.

The MD 193/Oak Grove Road intersection was analyzed based on its current configuration and was found to be operating at failing levels of service both currently, as well as in the

future. However, when the Master Planned realigned configuration was used in the analyses, acceptable levels of service were determined under background as well as total buildout of the subject property. Consequently, staff recommends that this applicant be conditioned on providing the improvements as outlined in the traffic study.

Regarding internal circulation of traffic, and given the fact that upwards of 21,000 average daily trips (ADT's) could be generated at full buildout of the site, staff required the applicant's traffic consultant to evaluate traffic operations at some of the key internal intersections. Five such intersections were identified by staff, and all were determined to be operating adequately, without the need for signalization, at the time of buildout. Aside from providing adequate levels of service at intersections, it is just as important that adequate circulation of traffic be maintained throughout the site. The importance of circulation takes on greater significance given the enormity of the subject property and the volume of traffic associated its size. To that end, staff, through the coordination of the traffic engineering staff at the Department of Public Works and Transportation (DPW&T), has determined that some of the proposed internal streets need to be wider than currently being proposed. An August 27, 1999, DPW&T memorandum (Hijazi to Motta) outlined similar concerns. In light of these concerns, staff recommends that the following roadways be built to DPW&T's Standard No. 12 (36-foot pavement within a 60-foot right-of-way):

- Presidential Golf Club Drive, loop road, from Beechtree Parkway to Leeland Road.
- Road "N," from the intersection of Presidential Golf Club Drive to its intersection with Road "O."
- Beech Tree Parkway, the entire length other than the divided portion at its eastern limits.
- Road "D," from Beechtree Parkway to Moors Plain Boulevard.
- Moors Plain Boulevard, from Beechtree Parkway to Road "D."
- The future roadway (the fifth access to Beechtree Subdivision) southeast of the proposed middle school. The exact location of this road needs to be shown on the preliminary plat.

Right-of-way dedication and street construction in accordance with the DPW&T's Standard No.14 (80-foot right-of-way) along the following roads are required:

-
- The future un-named roadway tie-in to Village Drive extended, northeast of the proposed middle school.
-
- Moors Plain Boulevard from Road "D" to Leeland Road.

Due to the close proximity to the proposed middle school, the high number of lots proposed in Parcels M, N and O, and the high density of residences northeast of the commercial/recreational center, sidewalks will be required on both sides of the right-of-way along the following:

- Presidential Golf Club Drive, from Road "N" to Beechtree Parkway.
- Beechtree Parkway, from Presidential Golf Club Drive to the Recreational Center/proposed Roundabout.
- Moores Plain Boulevard, from the recreational center/proposed Roundabout to Leeland Road.

The remaining roadways may have sidewalk on one side only.

STATUS OF US 301 IMPROVEMENTS

The letter from SHA dated August 18, 1999, submitted for this case contains a comment concerning the funding of improvements to US 301 which the staff believes is misleading and out of context in this case. The comment "a significant amount of time can be expected to elapse before such a project would be built" appears on page 2 of the SHA letter. The staff position, based on the FY 2000-05 CIP and the February 13, 1998, letter from the Deputy Chief Administrative Officer to the Chairman (copy attached), remains that this CIP project meets the requirements for a programmed project under Section 24-124 of the County Code. There is no statement to the contrary in the Justification for the CIP Project, which further supports this finding.

The staff acknowledges that the SHA does not have improvements to U.S. 301 in the vicinity of Beechtree funded for construction at this time. However, the following must also be considered in light of current requirements:

- Before any lots are recorded, the applicant must obtain Specific Design Plan (SDP) approval which will require a finding by the Planning Board [under Section 27-528 (a)(2)] that "the development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development." At a minimum, this means that a schedule for constructing the needed facilities must be furnished as a part of the SDP application or the accompanying traffic study.
- The US 301 Task Force and a successor Implementation Task Force, guided by the Policy Oversight Committee, have been working to identify the needs and obtain funding for improvement in the US 301 Corridor since 1994. The Tier I Draft Environmental Impact Statement for the portion of the corridor which includes Beechtree is essentially complete, and SHA has completed a US 301 Access Control

Study (March 1999) and a Park and Ride Feasibility Study (March 1999) in this portion of the corridor.

- The FY 1999-2004 CTP contains \$20,449,000 for right-of-way acquisition and other corridor preservation activities along the entire US 301 Corridor.
- The County has worked with Maryland DOT to include the upgrading of US 301 from MD 5 to US 50 in the National Capital Region Transportation Planning Board's FY 2000-2020 Constrained Long Range Transportation Plan, which means that funds have been identified as being available during that time period, and that the project is included in the Region's Transportation Plan for air quality planning purposes so that both the project and the Regional Plan will be found in conformance to the region's air quality implementation plan.
- As noted elsewhere in this memo, the Planning Board has conditioned the issuance of building permits on contributions to the US 301 CIP project. To date, two of these developments, Collington South (Safeway warehouse) and Meadowbrook, have contributed funds totaling approximately \$568,000 to the CIP project.

Staff believes that these facts indicate that SHA and the County are pursuing further improvements to US 301 diligently, and that the developer funds contributed to the CIP project, along with conditions of approval at SDP, will provide the basis for timely staging of development with the availability of transportation improvements prior to further major improvements which will be needed, but are beyond the scope of this development's impact on US 301.

Prior to approval of the first Specific Design Plan pursuant to this preliminary plat, the applicant shall prepare a report which will identify the number of units and access locations of each phase of development to occur pursuant to this preliminary plat, identify the transportation improvements to be constructed with each phase, and develop a financing plan and construction schedule for the improvements associated with each phase. This report shall be submitted with the first SDP application submitted pursuant to this preliminary plat and reviewed by DPW&T, SHA and Transportation Planning staff, who shall then report to the Planning Board on the status of the staging of transportation improvements with each phase of development. The report shall be revised and re-submitted by the applicant with any subsequent SDP application where the sequencing of the improvements or development phases is changed from that in the initial report.

Based on these findings, staff finds adequate access roads will exist, in accordance with Section 24-124 of the Subdivision Regulations, if this application is approved with the transportation conditions included in this report.

8. The Countywide Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.01 and 24-122.02 of the Subdivision Regulations and the *Regulations to Analyze the Development Impact on Public School Facilities* (CR-4-1998) and concluded the following:

Projected Impact on Affected Public Schools								
Affected School Name	Total D.U	Pupil Yield Factor	Total Development Pupil Yield	5-Year Projection	Adjusted Enrollment	Total Projected Enrollment	State Rated Capacity	Projected Percent Capacity
Patuxent Elementary School	462 SF 240 MF	0.22 0.23	101.64 <u>55.20</u> 157.04	576	0	733.04	516	142.06%
James Madison Middle School	462 SF 240 MF	0.08 0.05	36.96 <u>12.00</u> 48.06	1,125	0	1,173.96	864	135.87%
Frederick Douglass High School	462 SF 240 MF	0.13 0.10	60.06 <u>24.00</u> 84.06	1,677	0	1,761.06	1,200	146.75%

Since the affected Patuxent Elementary, James Madison Middle, and Frederick Douglass High Schools projected percentage of capacities are greater than 105 percent, the Adequate Public Facilities fee is 4,240.00 per single-family dwelling unit and \$3,670.00 per multifamily dwelling unit.

The amount of the Adequate Public Facilities fee for schools shall be offset by the School Facilities Surcharge fee of \$2500.00 per dwelling unit. Therefore, an Adequate Public Facilities fee is required in the amount of \$1,740.00 per single-family dwelling unit and \$1,170.00 per multifamily dwelling unit.

Section 24-122.02(a)(4) states that if any affected school's projected percentage of capacity exceeds 130 percent no permits may be issued until (a) capacity exists below 130 percent in all affected schools; or (b) four (4) years have elapsed since the time of the approval of the preliminary plan of subdivision.

Comprehensive Design Plan CDP-9706 contains conditions and findings concerning the dedication of property for the eventual construction of two schools on the subject property. There will be a 35-acre site dedicated on the eastern portion of the property and a 17-acre site on the western portion of the property as school sites. Condition 36 of the CDP states that each property will be rough graded and stabilized. In addition the applicant will construct a softball field and football/soccer field on the land dedicated on the west side of the property. On land dedicated on the east side of the property, the applicant will construct

two softball fields and two football/soccer fields. These fields will eventually be used by the two schools for outdoor recreation.

At the hearing, the applicant's attorney proffered an additional restriction beyond the four year building delay required by the Subdivision Regulations when affected schools have a projected capacity above 130 percent. The applicant proffered a condition that if the affected elementary school still has a projected capacity above 130 percent after four years, building permits may be issued only for elderly (age restricted) housing, or for homes with a minimum sales price of \$300,000.

9. The Countywide Planning Section has reviewed the subdivision plans for adequacy of public facilities and concluded the following.
 - a. The existing fire engine service at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Road, has a service response time of 6.23 minutes to Block "M." This is beyond the 3.25-minute response time guideline for multifamily homes. The service response time to Block "E" Lots 1-7 and Block "N" Lots 1-4 is 5.25 minutes, which is within the 5.25-minute response time guideline for single-family homes. All other blocks and lots are beyond the response time guideline.
 - b. The existing ambulance service at Bowie Fire Station, Company 43, has a service response time of 6.23 minutes to Block "M," which is beyond the 4.25-minute response time guideline for multifamily homes. The service response time to Block "E" Lots 1-45; Block "F" Lots 1-15; Block "G" Lots 1-16; Block "H" Lots 1-10; Block "I" Lots 1-24; Block "J" Lots 1-9; Block "K" Lots 1-4; Block "N" Lots 1-4, and Block "O" is 6.25 minutes, which is within the 6.25-minute response time guideline for single-family homes. All other blocks and lots are beyond the response time guideline.
 - c. The existing paramedic service at Bowie Fire Station, Company 43, has a service response time of 6.23 minutes to Block "M," which is within the 7.25-minute response time guideline for multifamily homes. The service response time to Block "B" Lot 45; Block "E" Lots 1-45; Block "F" Lots 1-15; Block "G" Lots 1-16; Block "H" Lots 1-10; Block "I" Lots 1-24; Block "J" Lots 1-9; Block "K" Lots 1-4; Block "N" Lots 1-4, and Block "O" is 7.25 minutes, which is within the 7.25-minute response time guideline for single-family homes. All other blocks and lots are beyond the response time guideline.
 - d. The existing ladder truck service at Bowie Fire Station, Company 39, located at 16400 Pointer Ridge Road, has a service response time of 14.72 minutes to Block "M," which is beyond the 4.25-minute response time guideline for multifamily homes.

These findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

Condition 3 of the approved Comprehensive Design Plan (CDP-9702) requires the Countywide Planning Division to calculate the amount of the contribution required to constitute the applicant's fair share toward the provision of the proposed Leeland Road Fire Station and an ambulance to alleviate the above inadequacies. As established when the Planning Board approved Preliminary Plat 4-98063 for the golf course, staff recommends that the applicant provide a fee of \$70.38 dollars (which is based upon the \$69 fee established by 4-98063 and two percent inflation factor from November 1998 to August 1999) for each of the 1,573 residents proposed in the 698 dwelling units. The total payment of \$110,708 should be provided prior to approval of the Final Plat of subdivision. The fee amount is based upon the construction cost of the station (\$2,500,000) and the purchase price of the ambulance (\$120,000) divided by the total amount of population and employees (37,767) within the service area at buildout. The service area includes those areas that are currently unserved within the response time standards of the proposed Leeland Road Station.

10. The proposed development is within the service area of the District II-Bowie. In accordance with Section 24-122.01(c)(1)(A) and (B) of the Subdivision Regulations of Prince George's County, existing County police facilities will be adequate to serve the proposed Beech Tree development. This police facility will adequately serve the population generated by the proposed subdivision
11. The Health Department reviewed the application and offered several comments regarding well and septic disposition, the proposed golf course well pump house, hazardous materials and oil-soaked soils. Prior to signature approval, the preliminary plat must be revised to show any existing wells and/or septic systems within the preliminary plat boundary and include a note as to their disposition. The property is in Water and Sewer Category 3 and residential lots will be served by public systems. Oil-soaked soils will need to be remediated prior to building permit issuance, and all hazardous materials must be removed from buildings and properly stored prior to demolition of any building.
12. The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. At the Comprehensive Design Plan stage, Stormwater Management Concept Plan #958009110 was 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.
13. The Comprehensive Design Plan for Beech Tree (CDP-9706) was approved by the District Council on July 14, 1998, and included 49 conditions. The conditions noted below are relevant to this preliminary plat:

3. **At the time of Preliminary Plat of Subdivision, the Planning Board shall determine, based upon advice from the Prince George's County Fire Department, the amount of any contribution to be made by the applicant toward the construction of a new fire station on Leeland Road and an ambulance unit for this station.**
4. **Prior to approval of a Preliminary Plat in which any of the family cemeteries on the Beech Tree property is located, the applicant shall notify the Subdivision Section and the Historic Preservation Section of its plans regarding the disposition of the burials located within the boundaries of the subject Preliminary Plat....**

The applicant has shown the location of all three cemeteries on the overall plan on the cover sheet of the Preliminary Plan. None of the three cemeteries is located within the boundaries of this Preliminary Plan.

At the Subdivision Review Committee meeting, staff had asked that the centerlines of fairways be shown on the preliminary plat. This would have aided in reviewing the plan. The applicant did not submit this revision. However, the applicant did submit an "Errant Golf Ball Safety Study" which did show the relationship between golf holes and lots. See discussion below.

On Sheet 2 of 7, the transition from the green of Hole 3 to the tees of Hole 4 across Road "N" looks like it will take golfers directly by the Pentland Hills ruins. This is not a problem, but the closeness of Lots 107-110 to the cart path looks somewhat objectionable, given the steep slopes on those lots. Golfers may be looking down a hill right into the rear yards, if not onto the roofs, of houses on those lots. The gap between the rears of Lots 106 and 109 should be wider at a minimum. To solve this problem, either Lot 6 or Lots 107 - 110 could be eliminated. In lieu of eliminating these lots the applicant may provide some screening or fencing that would block these unwanted views. This issue will be resolved at the Specific Design Plan Stage, or one or more of these lots will be lost.

Parcel K-2 seems to make more sense as part of the golf course, and Parcels K-6 and K-7, which are too hemmed in by lots, should be simply lotted out. These parcels appear to serve little purpose.

Lot 142 is very awkwardly shaped and should be revised. Its relationship to Lot 143 is particularly problematic. The developable portion of Lot 142 actually envelops Lot 143.

On Sheet 4 of 7, Parcel R-7 which is also hemmed in by lots, should be lotted out. Like Parcels K-6 and K-7, it is homeowners association space that appears to serve little purpose.

To determine whether adequate space is being provided for recreational facilities in this rather dense portion of the development, proposed locations for recreational facilities should be shown on this plat.

On Sheet 7 of 7, shared driveways as shown on the flag lot sketches are not allowed by the Subdivision Regulations, Section 24-138.01(d)(5).

The planting buffers shown on the flag lot sketches do not appear to provide the full amount of plant materials called for by Section 24-138.01(d)(6) and (7). The location of the required bufferyards are not shown on the plat as required by these sections.

14. A golf ball rolling into an adjoining yard does not pose a problem. While it may be a nuisance, it is part of the price one pays for living on a golf course. A golf ball flying into an adjoining yard is another matter altogether. Usually flying at high speeds, it can cause property damage and personal injury. This is more than mere nuisance.

Given this, an errant golf ball study was required by CDP Condition 10. This condition requires the applicant to submit a

"graphic study prepared by a nationally recognized golf course architect showing the most likely direction and distance of the errant golf shots expected from all tee locations of all holes, and from other locations on those holes from which errant shots may be expected."

The condition goes on to allow the prohibition of lots or the reconfiguring of the golf course layout if expected errant shots may cause a hazard to residents or their property.

Instead of this graphic depiction of likely errant golf shots, what staff received, though titled "Errant Golf Ball Safety Study," is simply a representation of the industry standard for the golf hole "corridor," according to the applicant's representative. It does not speak to where errant golf balls might fly and how often one would expect a golf ball to be hit outside the typical corridor. Apparently, such information does not exist. Staff is aware that golf balls can and do fly well outside the golf hole corridor.

The information supplied by the applicant falls well short of satisfying CDP Condition 10. While staff concedes that the information included in the applicant's "Errant Golf Ball Safety Study" accurately reflects the industry standard for golf hole corridors, we remain concerned that errant golf shots will harass homes on adjoining lots. This is not acceptable.

Therefore, to comply with Section 24-104 of the Prince George's County Subdivision Regulations, prior to the approval of any specific design plan for lots abutting any golf hole, the applicant should provide an errant golf ball safety study that satisfies the intent of the CDP condition.

15. The following is a chronology of the Historic Preservation issues relating to Beech Tree.

A-9763 (Basic Plan, December 1988) - Staff pointed out that Beechwood, recommended for Historic Site designation, was located on a 5.6-acre Environmental Setting, adjoining but not included in the developing property. Staff recommended that the developer consider moving the burials from the three cemeteries (of the Hilleary, Hodges and Smith families) located on the larger developing property into one location, if approval can be secured; that archaeological work be undertaken and a report be prepared for the site of Pentland Hills (Historic Site #79-38); and that historic names be incorporated into the development. Basic Plan A-9763-C (with conditions) was approved as Final Conditional Zoning Approval 61-1989 in October 1989.

A-9763 C (Basic Plan revision February 1994) - Historic Preservation staff commented that Beechwood, by this time a designated Historic Site (#79-60), was located in the LAC; it was recommended that the cemeteries located on the developing property be consolidated either at the site of one of them (the Hodges family graveyard) or off-site. Staff noted that Phase I and Phase II of the archaeology had been completed (as required in Condition #5 of Zoning Ordinance #61-1989) at Pentland Hills, but that a report must be submitted, with a copy to the Historic Preservation Commission. Staff noted that an Historic Area Work Permit will be required for removal of the Pentland Hills ruins. Finally staff recommended that a security program should be planned for the protection of Beechwood. (This revised Basic Plan was not approved by Council.)

CDP-9404 (July 1994 and January 1995) - Staff requested further information regarding the disposition of the cemeteries. Staff also requested that a report on the archaeological work at Pentland Hills be submitted as part of the CDP application, and that the CDP reflect more detailed guidelines for design of buildings adjacent to the Beechwood Historic Site. (This Comprehensive Design Plan is now inactive, and was superseded by CDP-9706.)

Comprehensive Design Plan 9706 (December 1997) - Staff recommended that the Hilleary, Hodges and Smith family cemeteries be shown on the Beech Tree plans, and that any plans regarding disposition of these burials be referred to the Historic Preservation Section. Applicants must follow guidelines in Article 27, #267 of annotated Code of Maryland, and Subdivision Regulations 24-135.2. Applicants must also submit (with a copy to the Historic Preservation Section) a report on Phase I and II archaeology at the Pentland Hills site, and must apply for an Historic Area Work Permit for removal of the Pentland Hills ruins. Regarding the Beechwood Historic Site, applicants must confirm or request change to the Environmental Setting, provide a landscape plan for the Environmental Setting, ensure that the Beechwood house is occupied and secured throughout the development process, and prepare a security plan for future preservation.

~~**SDP-9803 (May 1998)** - Staff pointed out several errors and omissions in the Specific Design Plan, and recommended that the following graphic additions be required: that the~~

Pentland Hills Historic Site (79-38) be shown on the SDP plats; that the three cemeteries (Hodges, Smith and Hilleary families) be shown on the SDP plats; and that the Beechwood Environmental Setting be shown on the SDP plats as required. Staff also commented that the Phase I/II archaeological report on the Pentland Hills Site must be reviewed by the Historic Preservation Section for sufficiency, and that the Historic Preservation Section must be informed of plans for incorporating any of the cemeteries into the development plans; staff also reiterated the requirement that, if the applicants propose to demolish the barn located within the Beechwood Environmental Setting, they must either apply for a demolition permit through the standard Historic Area Work Permit process, or apply to the HPC for a change in the boundaries of the Environmental Setting.

Preliminary Plan 4-98063 (October 1998) - Historic Preservation staff pointed out errors in the identification of two cemeteries within this plan, and made recommendations for correction; the revised plan incorporated these corrections. Staff also pointed out that applicants must apply for an Historic Area Work Permit for the demolition of (a) the Pentland Hills Ruins, and (b) the barn within the Beechwood Environmental Setting.

- a. An Historic Area Work Permit (#13-98) for demolition of the Pentland Hills Ruins was issued by the Historic Preservation Commission on December 15, 1998. Conditions (to which the applicants agreed) are: donation to the *Newel Post* of any recyclable features; providing information on historic Pentland Hills through the installation of interpretive plaques and the preparation of a brochure; and structural replication *in situ* of the footprint of the Pentland Hills plantation house.
- b. An Historic Area Work Permit (#1-99) for demolition of the tobacco barn within the Environmental Setting of the Beechwood Historic Site was issued by the Historic Preservation Commission on February 16, 1999. Conditions (to which the applicants agreed) are: before issuance of a grading permit for Hole 13 of the golf course, the owner of Beechwood shall draft and sign an Historic Property Security Agreement for the Beechwood Historic Site; the applicant will complete Phase II archaeology for areas affected by grading, and submit findings to the Historic Preservation Commission for review.

Sheet 2 of the subdivision plan shows the location of the Pentland Hills site. A major street is shown for construction in this location, very close to the location of the Pentland Hills plantation house; the house site itself is located within land which will be dedicated to the Homeowners Association. As indicated above, a structural replication of the footprint of the Pentland Hills plantation house will be created *in situ*, on part of this acreage.

Sheet 4 of the subdivision plan shows (at its northernmost boundary) the southerly section of the Environmental Setting of the Beechwood Historic Site. Shown within this part of the Environmental Setting is the tobacco barn which will be razed.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner McNeill, seconded by Commissioner Boone, with Commissioners McNeill, Boone, Brown and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, September 9, 1999, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of October 1999.

Trudye Morgan Johnson
Executive Director

Frances J. Guertin
By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:JPD:meg

APPROVED AS TO LEGAL SUFFICIENCY.

[Signature]
M-NCPPC Legal Department

Date 10/5/99