



MAYOR AND CITY COUNCIL OF LAUREL DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

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August 29, 2024

AGENDA ITEM NO.

TECHNICAL STAFF REPORT

TO: City of Laurel Planning Commission

FROM: Monta Burrough, Acting Director

CASE: M-X-T Subdivision Preliminary Site Plan No. 956, (Corridor Center Concept)
6820, 6900, 6902, 6920 Contee Road, Laurel, MD 20707
15203 Pirate Lane, Laurel, Maryland 20707

GENERAL INFORMATION

APPLICANT: Pulte Home Company, LLC
7807 Exeter Road
Bethesda, MD 20814

OWNER: FRD Properties, LLC
7807 Exeter Road
Bethesda, MD 20814

LOCATION: 6820, 6900, 6902, 6920 Contee Road, Laurel, MD 20707
15203 Pirate Lane, Laurel, Maryland 20707

ZONE: M-X-T (Mixed Use Transportation Oriented)

REQUESTED ACTION: M-X-T Subdivision Preliminary Site Plan No. 956 Approval

PREVIOUS ACTION:

- Annexation 2-2002, 2-2004, and 4-2004
- Adopted 2009, Land Use Map (M-X-T)
- Amended Master Plan adopted 7.25.2016, pursuant to Ordinance No. 1873
- Adopted 2023, Resolution Ordinance No. 2004

BACKGROUND INFORMATION:

The Applicant is seeking M-X-T Subdivision Preliminary Site Plan approval to subdivide 28.24+ acres of land to construct 293 residential units. The subject property is located on Contee Road and adjacent Pirate Land and highway Interstate 95. The property was annexed into the City

in 2004 as R-55 (One Family Detached). The current zoning of the property zoning is Mixed Use Transportation (M-X-T).

THE PROPERTY IS SURROUNDED BY THE FOLLOWING ZONING CLASSIFICATIONS:

NORTH: Route W 198 / Old Sandy Spring Road

WEST: Interstate 95

EAST: One Family Detached (R-55), single family dwellings

SOUTH: Located outside the Laurel city limits

Below the following Agencies and City Departments were notified:

Department of Agency	Comments Received
City of Laurel Department of Public Works	See Comments Below. (5.1.24), (8.12.24)
City of Laurel Police Chief	See Comments Below. (5.20.24) Need the anticipated population increase from this development to be able to provide an accurate review of needs.
City of Laurel Department of Parks and Recreation.	See comments below. (2.12.24), (5.23.24)
City of Laurel Fire Marshal	See Comments Below. (1.30.24), (7.31.24)
Emergency Operation Center	See Comments Below. (2.27.24)
Environmental Programs Manage	See Comments Below. (5.30.24)
Washington Suburban Sanitary Commission (WSSC)	No comments received
Prince George's County Health Department	See Comments Below. (5.30.24)
Maryland State Highway (SHA)	No comments received
Prince George's County Public Schools Department of Capitol Programs	No comments received
Maryland Department of Planning	No comments received. (5.20.24) Subject to local jurisdiction's procedures and approval processes.
Prince George's County Council, District 1 Member (Councilman Thomas Dernoga)	No comments received

Prince George's County Office of the Clerk of the Council	No comments received
Maryland-National Park and Planning Commission (MNPPC)	No comments. (2/21/24)
Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE)	No comments received
Baltimore Gas and Electric (BGE)	No comments received
Verizon	No comments received

Department of Public Works Memorandum Comments:

1. Label the width of all Street Pavements/ROW within the subdivision.

Response: The street widths have been labeled on the Preliminary Plan of Subdivision.

2. Label the streets that may have parallel parking on them.

Response: The streets that have parallel parking have been labeled on the Preliminary Plan of Subdivision.

3. Label all streets either public (to be Maintained by the City) or private (To be Maintained by the HOA).

Response: All internal streets within the subdivision will be private streets and therefore maintained by the HOA. A note has been added to the plan to this effect. The frontage road (Contee Road) is proposed to be improved and is already a county public road and will be maintained by the County.

4. Provide turning movements for City Tandem Axel Refuse Vehicles and Tandem Axel Emergency Vehicles.

Response: See the attached plan. Turning radius is demonstrated on this plan for both emergency vehicles and for refuse vehicles. The wheelbase used for the refuse vehicle is 17' with a length of 32' while the emergency vehicle has a wheelbase of 15' and a length of 30'. Internal streets will accommodate safe turning movements for these vehicles.

5. How will Refuse and Emergency Vehicles turn around at the ends of the courts?

Response: Most locations have through connections. Where through connections are not possible, adequate space has been provided to back up and turn around. In no

**location will an emergency vehicle need to back up more than 150' per NFPA 1
18.23.2.1. See exhibit.**

6. How will vehicles turn around at the end of Contee Road adjacent to the SWM Facility?

Response: Contee Road is a Public Street. The applicant is proposing dedication and undertaking improvements along the common frontage. The applicant will do so to the standards mandated by the Prince George's County Road Code. Emergency service users will be internal to the site and sufficient access is available to provide the necessary turnaround. If allowed by the operating agencies, a hammerhead turnaround could be provided within the public right of way that exists today.

7. What will happen with the buildings on the west end of the site? Will they be razed? If so, please state as such.

Response: With the exception of the tower and associated out building, all existing buildings on site will be razed.

8. Please show the fall zone of the tower, will any Buildings or HOA Facilities be impacted by a possible failure.

Response: The Fall Zone has been added. No buildings will be located within the fall zone.

9. Roadway planning is a delicate balance between meeting the needs of the community while also ensuring that roads are right sized to provide the right amount of paved surface. Currently, many communities built recently require residential street widths, 34, 36 or even 40 feet. All roadways should have some type of walking space outside of vehicular travel way and shall comply with all requirements of American with Disabilities Act (ADA).

Response: The site will comply with the ADA. 'Section 20-44.4 Road Widths" indicates specifically that roads need only be 30' curb to curb. Further, access roads have a minimum allowable width of 20'. The property subdivision meets these standards.

Additional Department of Public Works Comments:

Roadway planning is a delicate balance between meeting the needs of the community while also ensuring that roads are right sized to provide the right amount of paved surface. Currently, many communities built recently require residential street widths, 34, 36 or even 40 feet. All roadways should have some type of walking space outside of vehicular travel way and shall comply with all requirements of American with Disabilities Act (ADA).

Based on the review of the plans and a site visit, it has become apparent that there are variations in the width of Contee Road, ranging from 12 to 19 feet, and Pirate Lane, at 12 to 18

feet, may not sufficiently accommodate one-way vehicle travel for residents, service trucks, emergency vehicles, and school buses. In mixed-use urban areas, it is important that roadway design caters to all modes of transportation. While accommodating trucks may result in slower and more challenging maneuvers, it is crucial to provide turning movements and other street features that allow trucks to access and maneuver without hindrance.

- **According to Laurel, MD Unified Land Development Code Sec. 20-44.10. -**

Driveway entrance.

(a) Residential, commercial, and industrial driveway aprons may not be constructed within, or partially within, any intersection curb returns. Driveway entrances shall be placed across the parkway strip in accordance with City, county, or Maryland state standards and in accordance with the following requirements:

(1) *Residential driveway entrances.* The required width of the apron shall be not less than ten (10) feet. Widths may be required to correspond to the width of the driveway or parking pad including any garage, carport, or open parking pad within twenty-five (25) feet of the street right-of-way line but generally shall not be wider than twenty (20) feet. Residential driveway entrances shall be constructed in accordance with City of Laurel Standards.

- a. A residential driveway apron may not be constructed within, or partially within, the curb radius at an intersection.
- b. No residential driveway apron may be:
 1. Closer than three and one-half (3½) feet to the nearest abutting property line;
 2. Closer than three and one-half (3½) feet to the outside line of a storm drainage inlet;
 3. Closer than eighteen (18) feet of full curb height to the beginning of the flare of another driveway on any one (1) building site.
- ii. All measurements for Subsection (1) above shall be taken at the widest point on the driveway apron wing.

(2) Not less than one (1) standard driveway apron shall be provided for each dwelling unit abutting the permit limit in every detached, semi-detached, or triple-detached residential dwelling as defined in the Zoning Regulations.

(b) *Nonresidential driveway entrances.*

(1) Driveway entrances to commercial or industrial property shall have a minimum width of thirty (30) feet and a maximum width of forty-five (45) feet and shall be limited to a maximum of two (2) on each road. The Director may, at his/her discretion, approve additional driveways, width, or dualization, or may deny the construction of a driveway entrance on a street provided access is available on another public road.

(2) In the case of a corner lot, a driveway entrance shall not be located less than twenty (20) feet from the point of

curvature of the return as measured at the property line and shall provide for a minimum-sited distance in accordance with American Association of State Highway and Transportation Officials standards.

- **Sec. 20-44.4. - Road widths.**

The permittee shall construct roads consistent with the design and construction standards. The ultimate development of the roadway shall have a minimum width of thirty (30) feet from face of curb to face of curb, or such other width as may be permitted by the Planning Commission in accordance, with the Zoning Regulations, the subdivision regulations, and other applicable law. Each alley, service road, and access road shall be constructed consistent with the design and construction standards and the ultimate development of each shall have a minimum width of twenty (20) feet from face of curb to face of curb, or other width as may be permitted by the Planning Commission in accordance with applicable law.

- **Sec. 20-44.6. - Curb and gutter; hiker/biker trails; sidewalk; bike facilities.**

- (a) *Curb and gutter shall be required in the following circumstances:*

- (1) Where the majority of individual lots abutting any road have a frontage of one hundred (100) feet or less.
- (2) Where any road abuts property in the process of development for multifamily residential, commercial, or industrial use which is not being subdivided into individual building lots.
- (3) Where any road abuts property in the process of development for townhouses, cluster, or similar uses in which individual building lots are interior to the subdivision and the road abuts common or open space areas of the subdivision.
- (4) Where curb and gutter construction is required by traffic or pedestrian conditions as determined by the Director.

- (b) *Sidewalks:* Sidewalks shall be required along urban roads in the following circumstances:

- (1) Arterial—Both sides.
- (2) Collectors—Both sides.
- (3) Commercial/industrial—As determined by the Director.
- (4) Primary residential—On both sides.
- (5) Secondary residential—On both sides.

- a. *Sidewalk width.* All sidewalks required to be constructed within the City shall be a minimum of six (6) feet in width, except that in residential areas the Director of Public Works may approve sidewalks of a width of four (4) feet. Nothing contained in this section shall be construed to compel any person to remove

existing sidewalks to broaden them to the width herein provided until the existing sidewalk shall be in bad condition or require replacement.

b. *Sidewalk material.* Sidewalk shall be concrete. Asphalt sidewalks may be permitted only with Director of Public Works approval. Pervious/permeable material is encouraged, but subject to Director approval.

- **According to Prince George's County, MD – Specifications and Standards for Roadways and Bridges:**

5. Primary Residential Road (Urban and Rural):

A local roadway intended to distribute light vehicles and occasional service traffic into or through a large residential area from a dominant roadway. A primary residential road is intended to serve adjacent properties with a clear two-way roadway at low speeds subject to traffic interruption at intersections and driveways through and point-to-point traffic may occur. In urban areas, provides sidewalks for pedestrian use and shall comply with all ADA requirements, and must not block reasonable pedestrian access or flow.

Department of Fire Marshal Memorandum Comments:

1. After reviewing the proposed project, the Department's first concern is the junkyard currently located on the proposed site. Has the developer conducted an environmental study with regard to possible contamination and required mediation of the surrounding soils? If mediation is required, depending on the scope, it may delay the issuance of any permits.

Response: The applicant conducted a Phase I ESA which indicated no issues other than identifying two locations where there were petroleum tanks and recommended a Phase II ESA for those areas. Phase II ESA did borings 5' from existing surface and recommended removing the top layer of the tested site and the proper disposal of the contaminated soil. This will be done at the start of development.

2. The Department's second concern is for the non-tidal wetland areas which are an area of special concern for the State. Has the developer reached out to MDE Nontidal Wetlands and Waterways Division for a permit or letter of authorization?

Response: A jurisdictional delineation for on-site wetland was completed. Jurisdictional wetlands are not being impacted by this application. In some places, the 25' wetland buffer is being impacted. A Joint Application will be submitted to MDE later in the process. However, these wetlands are not identified as Wetlands of State Special Concern.

Emergency Management

1. The main concern of the Fire Department would be access to the community with large apparatus. Our Ladder Truck (Tower) is 45' 3" long; a wheel base of 244"; and 8' 1"

wide. The smaller streets in the development appear to have tight corners and roadways. The City requests that the architect ensure large apparatus have enough space to maneuver in the community and access the alleyways.

Response: The applicant has submitted a Truck Turning Radius plan that uses a vehicle that is 44.6' and has a wheelbase of 20.6'. City of Laurel vehicles fit.

2. The City requests for this community and the future that final lot plans with address numbers, hydrant locations (including flow rates and piping layout), utility shut-off locations (where applicable), and any fencing or barriers be provided to the Fire Department for the creation of pre-plan maps and training materials for emergency response. It would be appreciated if this could be provided in both a CAD and PDF format for the site.

Response: Addresses, utility, shut-off locations, fences and barriers, and Fire Hydrant locations are typically on plans prepared after the Preliminary Plan of Subdivision process is complete. At the appropriate time fire hydrant locations, addresses, and other elements can be provided.

Department of Parks and Recreation

1. The department takes exception to the comments by Soltesz LLC, page 3, letter f. The availability within a reasonable distance, and the adequacy of school, fire, police, utility, park and recreation services or the public services deemed necessary by the planning commission. “The development also provides for onsite recreational needs via on-site recreational amenities such as the clubhouse and pool.” We believe these will not be open to the public or will the public know they are available to the public.

Response: The recreational facilities within the community are for the residents only and are not open to the public. Schools, police, fire, and utility services are dealt with via payment of surcharges or submittal and approval of engineering documents to a specific agency.

2. Adequacy of open space and recreational facilities in relation to the proposed subdivision or development; and “The site proposes a one-acre open space parcel which will be the home of the community building and pool area. The site is connected with a trail that connects onto the sidewalk system.” We believe the proposed trail is mixed into the community not visible to the outside residents and won’t be used.

Response: The trail is located to serve the needs of the on-site residents and is located in a way that best suits the trail. We feel that the trail will certainly be used by the intended end user.

3. The Department believes the fee in lieu of calculation of \$341,000 is wrong and needs to be reviewed. Our calculations demonstrate the correct amount of the fee-in-lieu

to be \$366,250. The Department calculated this by multiplying 293 units by \$1250.00 per unit.

Response: Agreed. The fee in lieu calculation should result in a fee of \$366,250.

4. In lieu of a full payout for fees in lieu of, Parks and Recreation would like to see the money split between a new playground and parking area and the balance be a payout. Could this playground be added to the western corner of the property near the road just out of cell tower fall area?

Response: Per ULDC Section 20-29.10(f) it is our understanding that private recreation facilities can be counted toward meeting mandatory dedication/fee in lieu. We are also willing to provide a tot lot as well.

5. Parks and Recreation would like to see a path system around the property to be used by Corridor and Non-Corridor Center residents. The Department would like to see this path Contee Road Dead End Road might be re-purposed into part of the path system, since this would probably be abandoned. Lastly, the Department would like to see this system connected with the future Prince George's County Storm Water Partnership restoration project along the Bear Branch Stream.

Response: This effort is outside the ability of the applicant to provide. We can only work with the land bay that is within the control of the applicant.

6. What are the plans for the Champion Trees as listed on the plans by the Arborist?

Response: The site does not have any Champion trees. There are Specimen trees (30" diameter or more), some of which will be preserved as a part of the overall subdivision design

Environmental Programs Manager

1. On the CSP Corridor Center PDF, – see “Environmental Features” is shown in green, but it is not clear what this refers to.

Response: This action concerns the Preliminary Plan of Subdivision. The CSP was approved by the City in 2023. The environmental areas are a combination of landscaped areas and/or jurisdictional wetlands. The wetlands are not being disturbed.

2. The Forest Conservation Regulations require this project to have 8.68 acres of planting requirement. The developer is proposing 2.21 of on-site plantings, 1.00 of street tree plantings, and 5.47 acre of off-site reforestation through the acquisition of a protective easement and/or acquisition of credits in a Mitigation Bank.

Response: We will work with the City to identify off-site areas for forest mitigation/preservation.

3. Where are the EV charging stations? Response: The applicant is not proposing any EV Charging Stations on site. They can be provided to individual garages if the buyer desires.

4 HOA guidelines – refuse/recycling/composting carts are to be placed in front of the home no later than 7 a.m. on the day of collection – there is one day of collection for all trash/composting/recycling. Carts will be provided by the City. It seems odd that nowhere in the HOA document is the City mentioned – that the owners of the property must comply with the City's legislation with respect to trash/recycling/composting, yard debris and special collections. Also, I don't believe that drones are allowed in communities such as this.

Response: Noted. The draft HOA documents provided are to be refined and supplemented as the applicant works through the development process. A full HOA Declaration, Bylaws, Guidelines, and Rules/Regulations are currently being drafted.

Prince George County Health Department:

1. Health Department permit records indicate there are no existing carry-out/convenience store food facilities or markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

Response: Noted.

2. The project proposes recreational space that includes a swimming pool, clubhouse and a play area. These recreational amenities will be a positive health benefit to the residents of the community.

Response: Noted.

3. Before work is started:

Apply for a raze permit from the City of Laurel Department of Fire Marshall and Permit Service. Applications Link: <https://www.cityoflaurel.org>

Upon Completion:

Apply for a raze permit from the Department of Permits, Inspection, and Enforcement (DPIE) office. Applications are online at: DPIE Online Applications Link: <https://www.princegeorgescountymd.gov/1577/Applications>

Response: Noted.

4. Prior to the operation of the pool the facility should apply for a pool facility permit from the Health Department through the momentum website at MOMENTUM URL: <https://momentumhome.princegeorgescountymd.gov/>

Response: Noted.

5. Prior to construction, all abandoned well and septic structures are to be backfilled according to regulatory standards. Contact the Division of Environmental Engineering and Policy Program for guidance on backfilling abandoned well and septic structures at (301) 883-7681.

Response: Noted.

6. Current use is auto repair. The applicant must ensure that underground storage tanks are not disturbed by excavation or grading activities. Should the soil become contaminated during the construction/demolition activity or should the applicant discover contaminated soils, all impacted soils must be handled in a manner that comports with State and local regulations. The applicant may consider testing the soils for possible contaminates associated with the motorized vehicle maintenance prior to the redevelopment of the existing golf course to a residential community.

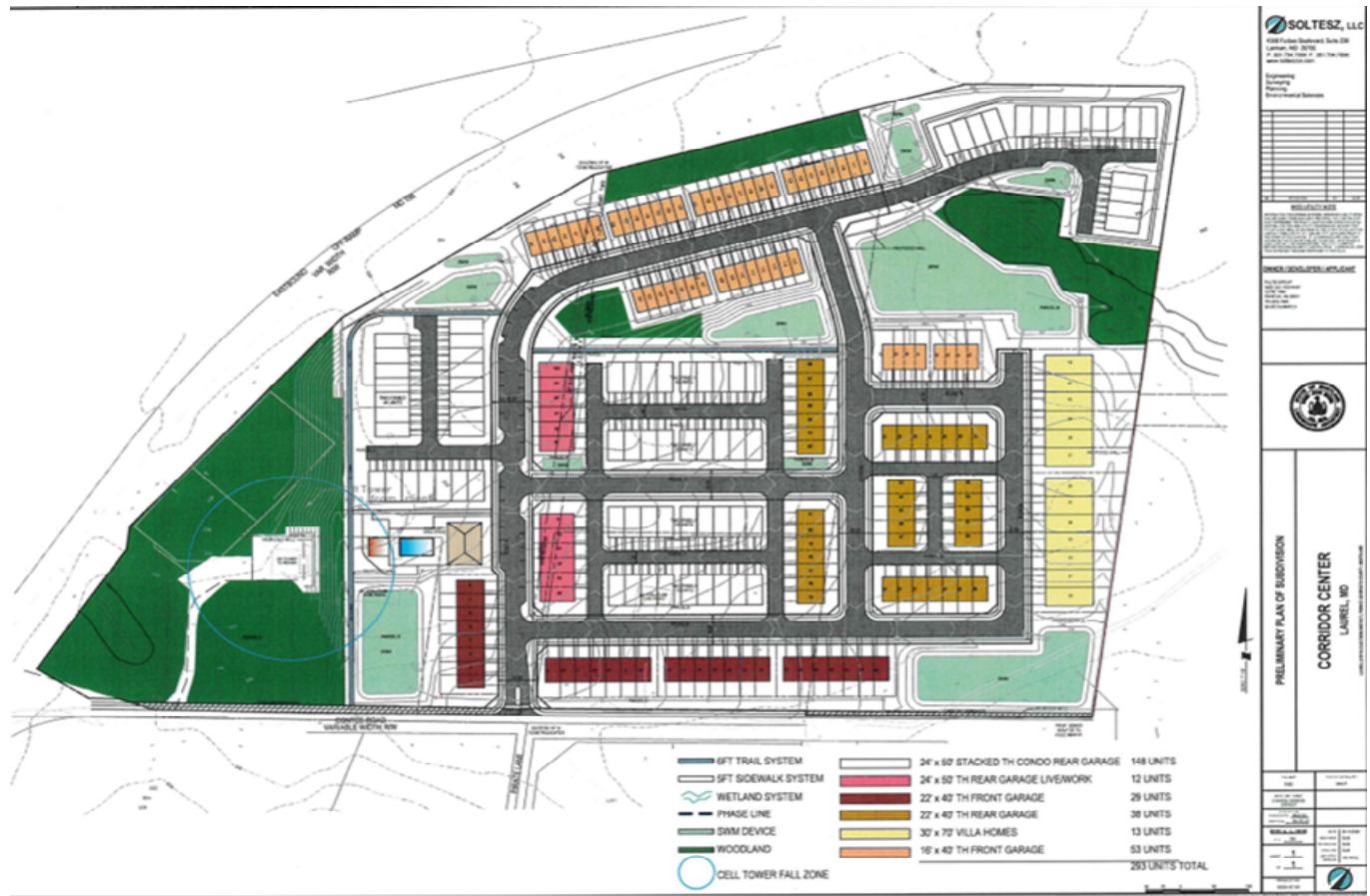
Response: Noted.

7. During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

Response: Applicant will conform to applicable standards.

8. During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.





ANAYLSIS:

The Applicant Pulte Home Company, LLC proposes a total of 293 residential units within Corridor Center. The Applicant purposes to construct – 148 stacked town home condominium units (Two-Family), 13 active adult villa homes (30' x 70'), and 132 single family attached townhomes inclusive of the 12 live/work units.

The units will be 24', 22', and 16' in width x 40' – 50' depth. The project will allocate several homes for sale as “affordable” and “workforce”. A component of the proposed Corridor Center development will be 12 live/work single family attached units which will be located directly along the primary access route into the community from Contee Road. The first floor of the live/work we be open to the public and they will include various service and retail uses.

The live/work units will be three stories plus a habitable attic with rear garage access and outdoor living on both the second and habitable attic.

The Pulte aim is to service a variety of housing needs to the City (all for-sale no rental):

- First Time Buyer
- Move Up Townhome Buyer

- Active Adult Villas with 1st Floor Master – **13** Villas
- Work Force Housing – **10** Townhomes ((**16'** for-sale towns) **5** @ **\$246K** & **5** @ **\$333K**)
- Moderate Income* - **10** Stacked Condominiums ((for-sale LL units) **5** @ **\$145K** & **5** @ **\$175K**)

*All Work Force and Moderate-Income Housing Prices will escalate @ 5% year from CSP approval date.

The current application is seeking a Subdivision Preliminary Site Plan approval in an M-X-T zone. The applicant meets the requirements of Section 20-12 of the Unified Land Development Code. The information required for a Subdivision Preliminary Plan per Section 20-12.5 is included beginning on page 20 of the Applicants Statement of Justification.

a) To promote the orderly development and redevelopment of land in the vicinity of major intersections, and major transit stops, so that these areas will enhance the economic status of the county and provide an expanding source of desirable employment and living opportunities for its citizens;

The property is located in the southeast quadrant of the intersection of I-95 and MD 198. I-95 is major interstate highway carrying traffic in both northbound and southbound directions along the entire east coast of the United States. The Property, being strategically located at this intersection and being within the municipal limits of the City of Laurel and immediately north of Washington, D.C., poised for development. There is a substantial residential population on both the northbound and southbound lanes of I-95 between its intersection with the Capital Beltway (I-495) and MD 198. The Property is a prime location for mixed-use development. Development of the Property will enhance the tax base of the City of Laurel and Prince George's County and will thus enhance the economic status of the City and also provide living and employment opportunities for residents on the City of Laurel.

(b) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, this might otherwise become scattered throughout and outside the City. to its detriment;

As noted, the overwhelming characteristics of the area is residential in nature. Therefore, Pulte is proposing the development of the Corridor Center which is primarily residential. That being said, the addition of live/work units within the project will respond to an emerging demand for the residences that is expressly allocated for commercial/business purposes. In addition, the project proposes to include residential units. This assists in maximizing the development potential for the Property inherent in the M-X-T zone.

(c) To promote the effective and optimum uses of transit and other major transportation systems;

There is no rail transit abutting the Property. However, the close proximity of the Property to I-95 creates an opportunity to promote use of that major thoroughfare for residents of Corridor

Center who desire to travel north to Baltimore or South into Washington, DC. Similarly, immediate access to MD 198 will allow residents to avail themselves of a transportation corridor which will run east through Prince George's County intersecting with the Baltimore Washington Parkway and thereafter, US Route 1. Residents traveling west of MD 198 can access MD 200 (the Intercounty Connector ("ICC")) and travel west into Montgomery County and across to MD 270. In summary, the Property is positioned from a transportation system standpoint to allow ready access for motorists to travel in any direction.

(d) To facilitate and encourage a twenty-four-hour environment to ensure continuing of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

The residential development being proposed by the Applicant is not just compatible but also in harmony with other residential development existing in the area and which has been described hereinabove. Residents of the Corridor Center development will be able to readily interact with residents of other communities in close proximity including, but not limited to, those in existence along Cherry Lane. This will foster interaction, not just between the uses, but between the residents of the various communities in this area.

(e) To encourage diverse land uses which blend together harmoniously.

As has been described in detail above, Pulte is proposing a mix of residential attached dwelling units for both market rate, affordable, workforce and active adult (55+) housing. In addition, 12 of the units will be live/work which will allow residents to operate their business on the ground floor of their residential unit. The ground floor will include a residential and separate commercial entrance and the conditioned space on the first floor will be permanently allocated to non-residential use. Most likely, the uses to be located there will include general commercial office and professional office space as well as the potential for personal services including doctors, dentists, accountants, etc.

(g) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;

The varying types of residential attached uses will create opportunities for home ownership for various segments of the population as the units will be for sale at varying prices. As described above, some units will also be allocated for affordable and workforce housing. The 12 live/work units will allow residents to work without leaving their homes.

(h) To permit a flexible response to the market;

As proposed at Watershed, Corridor Center is featuring larger townhomes to address consumer desire for more residential square footage at a more affordable price. The same holds true for older individuals hoping to downsize from a large single family detached home to attached villa homes with first floor owners. The live/work units, as has been discussed previously, provide a unique

opportunity which allows residents to work directly from the home in they live. The proposed recreational amenities will provide a complete and satisfying living experience with a community center which will include a swimming pool and playground. This will become a core gathering area for the community. In sum, the development responds to a marketplace demand and will represent a valuable addition to the City of Laurel inventory.

Traffic Analysis from Pulte

PURPOSE AND SUMMARY

Pulte Homes has received Concept Site Plan approval from the City of Laurel for the development of 302 townhouse units located along the north side of Contee Road as detailed on Figure 1. The City of Laurel Department of Economic Development at the Laurel Municipal Center has confirmed the scope of work for this Traffic Impact Analysis (TIA).

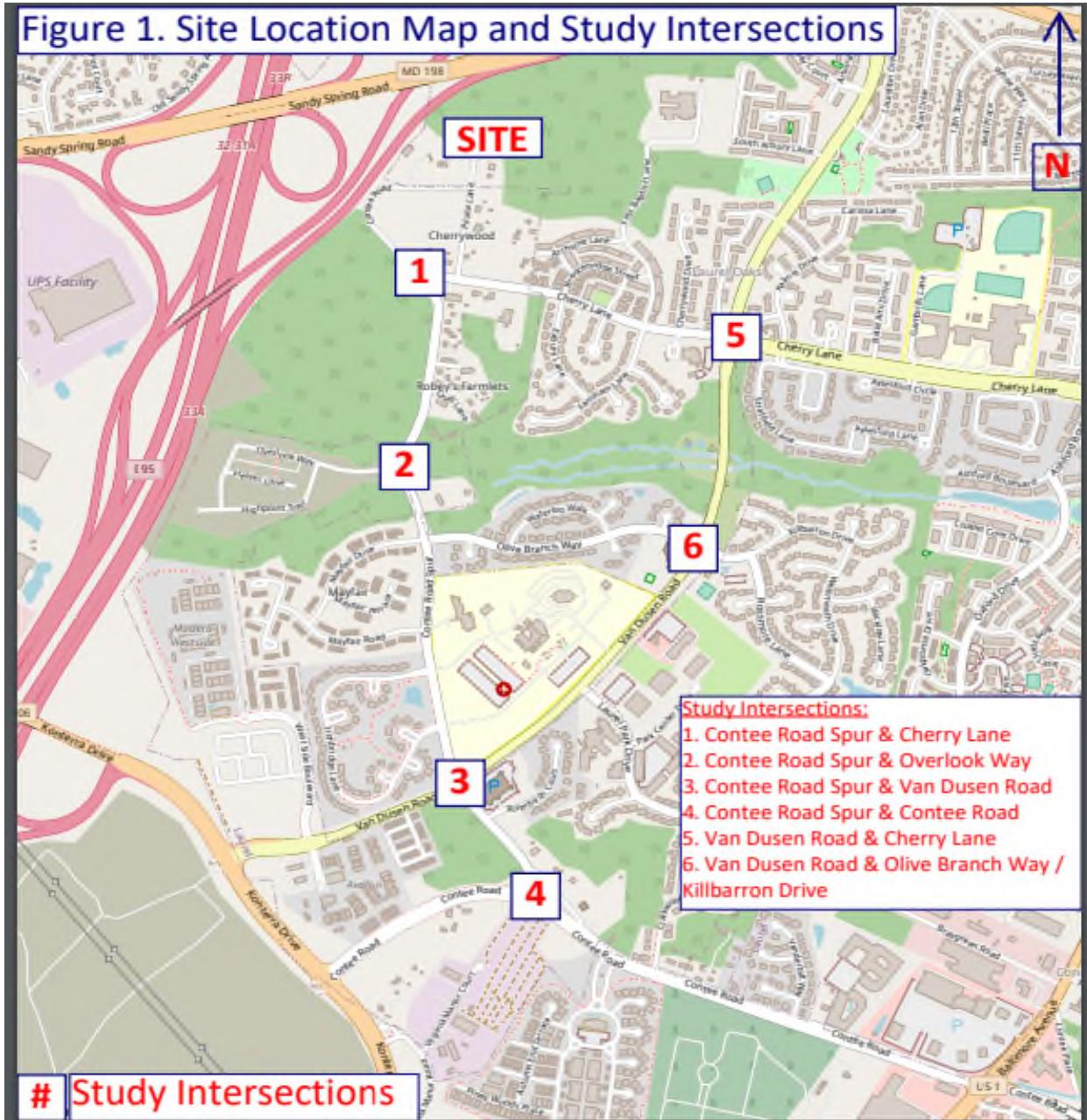
The scope includes the following intersections:

1. Contee Road Spur at Cherry Lane
2. Van Dusen Road at Cherry Lane
3. Contee Road Spur at Overlook Way
4. Van Dusen Road at Olive Branch Way
5. Contee Road Spur at Van Dusen Road
6. Contee Road at Contee Road Spur

In addition to conducting traffic counts and analyses at the above locations, the scope includes adding background development (developments that have been approved but not yet built) plus traffic growth.

The originally-proposed 302 townhouse unit development traffic was estimated using the Institute of Transportation Engineers (ITE) Trip Generation (11th Edition). This is a worst-case scenario since the live-work and active adult units generate fewer trips. Based upon the analysis included in this report, it has been determined that there are no offsite intersection improvements required to achieve satisfactory Level of Service “D” or better. The Applicant has since decreased the total number of units to 293. The Applicant’s traffic engineer has prepared a comparison trip generation analysis which concludes that the development of 293 units will generate 2 fewer AM peak hour trips, and 3 fewer PM peak hour trips than the original study for 302 units indicated.

Figure 1. Site Location Map and Study Intersections



Adequate Public Facilities Analysis Section 20-29.7

This report provides the City of Laurel with assistance in determining the adequacy of roads and other public facilities for the proposed M-X-T development located off Contee Road called Corridor Center. This proposed development is located within the Intermediate Growth Area according to the Master Plan of Laurel.

This report assesses the public services and facilities available to the proposed Corridor Center development as well as the project's consistency regarding the City's Master Plan and

Capital Improvement Plans (CIP), water and sewer plans, and other agencies with jurisdiction for the provision of public improvements. This report considers the potential of the proposed Corridor Center Preliminary Plan in relation to its surroundings, including the nature, extent, and size of the proposed subdivision or development.

The proposed Corridor Center Subdivision Preliminary Plan originally proposed 302 units consisting of 148 stacked townhouse condominiums, and 154 single family attached dwellings, 12 of which will be designated as live work units, and 13 of which were Active Adult Villa units on 28.24ac+-. As discussed above, the proposed development has now been reduced to a total of 293 units. The development will contain private streets and alleys. Approximately 0.23 acres along Contee Road is being dedicated to the City of Laurel. The following analyzes the assessment of public services and facilities of the proposed Corridor Center Preliminary Plan pursuant to Section 20-29.7(b) of the City of Laurel Unified Land Development Code:

- b. Before preliminary approval may be granted for any subdivision plat or site development plan, or a Final Plan of Revitalization Overlay area proposal, regardless of the zoning classification of the property involved, the Planning Commission may find that sufficient public facilities and services exist or are programmed for the area. It is the intent of this section that public facilities and services should be adequate to preclude danger or injury to the health, safety and welfare and excessive expenditure of public funds unless mitigated by funding requirements for specific public facilities, or the provision of equipment, services, or other means to provide for the inadequate public facilities concluded by the fiscal analysis provided by the applicant or determined by the Planning Commission.
1. The Planning Commission shall consider the potential of the proposed subdivision or site development or Final Plan for a Revitalization Overlay Area in relation to the surroundings, including the nature, extent and size of the proposed subdivision or development, the estimated increase in population, the anticipated timing of the development of the land proposed for subdivision, the degree of urbanization or development within a reasonable distance of the subject property, given the size and density of the proposed subdivision or development, and the following factors:
 - a. The availability of existing or programmed sewage or water mains.
 - The subject property will be served by public sewer connecting to an 8-inch sewer located at 165-N, 2005-4210B per the WSSC 200 scale sheet 219NE0 and an existing 10-inch water that traverses the site, as well as a 6-inch line that is located within Contee Road right of way.
 - b. The potential effect of the proposed subdivision on the efficient and economic operation of existing or programmed public facilities.
 - The proposed subdivision will upgrade the last portion of Contee Road with additional right of way dedication, plus infrastructure improvements within the right of way as directed by the operating agency. This will include curb and gutter, sidewalk, street trees and streetlights on the development side of Contee Road, and additional pavement to ensure a minimum total paved area of twenty-four feet

- c. The distance of any necessary extension of sewage and water facilities through unsubdivided lands which are indicated for eventual development on an approved plan.
 - The proposed extension of the proposed sewer and water facilities into the site will be through existing utilities located within the Contee right of way and Cherry Lane and existing utilities located within the lands that are part of the preliminary plan application. Offsite unsubdivided lands will be used to extend the water and sewer via easement. Water and sewer upgrades to line size in order to increase capacity will be directed by the operating agency (WSSC) and will only be done to service the proposed subdivision. Any disturbance to the existing right of way will be repaired as a part of the water and sewer installation.
- d. The location of the proposed subdivision in respect to the approved "Prince George's County Ten- Year Water and Sewage Plan," or in any plan which designates the timing of construction of facilities.
 - The Prince George's County Ten-Year Water and Sewage plan currently categorizes a portion of the property within the W-4 (the remainder being already in W-3) and S-4 categories, which means that this area is ready for future water and sewer service. After the Preliminary Plan and Detailed Site Plan processes, a category change application will be submitted for inclusion into category 3. As a significant portion of the property is already in category 3, there is evidence that a category 3 application is appropriate for the remainder.
- e. The availability of access roads adequate to serve traffic which would be generated by the subdivision, or the presence of a proposal for such road(s) on an adopted Master Plan and fully funded in the current Capital Improvement Program or the State Highway Administration (SHA) program.
 - The access into the proposed Corridor Center Property will be from Contee Road into the site via a new public roadway upgraded to the appropriate standards dictated by the operating agency. All the internal streets and alleys will be private roads. According to the Traffic Impact Analysis previously filed, this vehicular system will be adequate to accommodate traffic in and out of the proposed Corridor Center subdivision. Of the 6 intersections requested to be studied, none failed the rigorous traffic analysis mandated by the County government.
- f. The availability within a reasonable distance, and the adequacy of school, fire, police, utility, park and recreation services or other public services deemed necessary by the Planning Commission.
 - The police station in Laurel is located at 811 5th Street, approximately 2.5 miles from the Corridor Center site.
 - The Laurel University of Maryland Laurel Medical Center is located at 7300 Van Dusen Road, approximately 1.1 miles from the Corridor Center site.
 - The Corridor Center site will have access to electric and cable services via Contee Road.

- School adequacy is satisfied by payment per unit of a school surcharge fee. The impacted schools include Bond Mill Elementary School, Martin Luther King, Jr. Middle School, Laurel High School.
- There is currently a public bus service along the nearby Van Dusen Road and along Cherry Lane to the north. Both bus route lines are within one-half mile from the proposed property.
- The nearest fire station is the Laurel Volunteer Fire Station (PG Station 10) located at 7411 Cherry Lane, approximately 1.5 miles from the site.
- Existing parks such as Leo Wilson Community Park and the Granville Gude Park are located within 2 miles of the site. The development will also provide for on-site recreational needs via on-site recreational amenities such as the clubhouse and pool.

(2) Facilities shall be deemed programmed if they are included in an adopted Capital Improvement Program, and that there is a reasonable expectation that the project will be funded for construction. The term "Capital Improvement Program" may be construed to include those Capital Improvement Programs of the City, Prince George's County, or other surrounding counties, or regional and state agencies with jurisdiction.

- The proposed Corridor Center Preliminary Plan will not rely on other entities for funding.

(3) Subdivisions or developments which meet the following criteria shall be deemed adequate regarding water and sewage facilities subject to preliminary approval or status within the Washington Suburban Sanitary Commission (W.S.S.C.) service area by the adopted "Prince George's County Water and Sewer Plans," or subsequent amendments to such plans

- The Prince George's County Ten-Year Water and Sewage Plan currently categorizes this area within the W4 and S4 categories, indicating that this area is ready for future water and sewer service. After the Preliminary Plan process, these categories will be changed to W3 and S3, meaning that upon Preliminary Plan approval, this property will be available for both water and sewer community systems adequate for development planning.

b. Individual water and sewer systems if, pre-existing, must meet all local, county and state requirements regarding water pressure, requirements for sprinkler systems, and any other public safety standards and requirements.

- WSSC will receive a Hydraulic Planning Analysis that allows them to study water and sewer capacity. No issues were identified during the Conceptual Site Plan approval process.

c. In addition to the requirements of Subsection 20-29.7(b) above, all applications for approval of any subdivision or site development of residential land containing five (5) acres or more, or which provide for ten (10) or more dwelling units, or commercial, office or

industrial developments which are proposed on land area which exceeds twenty-five thousand (25,000) square feet, shall be accompanied by an adequate public facilities study which shall be prepared by the applicant and reviewed by the Planning Commission staff in accordance with standards and guidelines generally accepted by local governments. The requirements of an "Adequate Public Facility Analysis" are required in all Revitalization Overlay Area proposals. An adequate public facilities study shall be prepared by qualified professionals and technicians and shall address the following:

- a. The traffic and transit impacts of the proposed subdivision or development; the scoping of the analysis of such impacts shall be governed by the American Public Works Association standards as utilized by the City Department of Public Works.
 - Refer to the submitted Traffic Impact Analysis. The report studies six (6) separate intersections identified by staff, and all intersections pass the required traffic analysis test.
- b. The impact on police facilities, fire and rescue facilities, and other public safety facilities with emphasis on accepted standards of service delivery, including the availability of equipment and personnel to adequately service the proposed development.
 - The police station in Laurel is located at 811 5th Street, approximately 2.5 miles from the Corridor Center site.
 - The Laurel University of Maryland Laurel Medical Center is located at 7300 Van Dusen Road, approximately 1.1 miles from the Corridor Center site.
 - Fire and Rescue is located at 7411 Cherry Lane, approximately 1.5 miles from the site.
- c. The impact on all schools, libraries and other public facilities impacted by the proposed development within a reasonable distance of the proposed subdivision or development; the identification of all related facilities the identification of all related facilities shall be contained within the technical staff report.
 - There is a new Laurel Library located on Talbott Street between Seventh Street and Eighth Street.
- d. Adequacy of open space and recreational facilities in relation to the proposed subdivision or development; and
 - The site proposes a one-acre open space parcel which will be the home of the community building and pool area. The site is connected with a trail that connects into the sidewalk system.

f. Estimations for fiscal impact and capital contributions for public facility impacts shall be submitted to include, if applicable, the pro rate share, or estimated proportionate share of the applicant's impact, using applicable standards, or any service or facility.

Impacts to public facilities are generally determined by the operating agencies and paid at their rates once necessary reviews have occurred. This would tend to include water and sewer, stormwater management, parks, roads, schools, and life safety functions. The following the estimated or anticipated requirements:

- Water and Sewer: WSSC, the operating agency for the jurisdiction's water and sewer services, will require a fee of \$5,090 per unit System Development Charge.
- Public roads have no impact fee; however, the operating agency requires that roads be upgraded to support the development along the frontage or at critical intersections that fail. In this case the public frontage road (Contee) will be upgraded. Per the Traffic Impact Analysis, no off-site intersections need to be upgraded.
- Parks: This application requires that a fee in lieu of \$366,250 be paid, or as proposed per the plan, an expenditure of \$500,000 on private on-site recreational facilities and trails
- Schools: There is currently School Facilities Surcharge payment of \$18,926 per unit for units located outside the beltway.

Life Safety (Police/Fire/Rescue): Currently the surcharge for Life Safety is \$8,925 per unit.

- Stormwater Management: The site is associated with both 100-year control and water quality. Necessary stormwater management is provided by the developer as demonstrated on the Stormwater Management Concept Plan.

(d) In-lieu of requiring an applicant to construct or pay the cost of construction of public facilities in connection with the proposed subdivision in situations in which it would not be equitable to impose the entire cost on the applicant because of the limited impact of the proposed subdivision or development on those public facilities, the Planning Commission may require the applicant to pay a fee, or other contribution to the City based on an equitable allocation or apportionment that the proposed subdivision or development proposed would have on those public facilities. The amount of any such fee should bear a reasonable relationship to the anticipated impact of the proposed subdivision or development on public facilities. Such fees shall be paid to a fund specifically designated for public facilities, and such funds may only be used by the City for such purposes. Such fees may be in addition to the payment of impact fees as provided for by the Mayor and City Council.

- The developer for the proposed Corridor Center Preliminary Plan will design, permit, and construct the improvement of Contee Road frontage improvements as well as all interior site improvements.
- e. Whenever the provisions of the Forest Conservation Regulations, as set forth in Article V of this chapter, are applicable, all such applicable provisions of Article V shall be complied with in conjunction with the subdivision proceedings of this article relating to subdivisions.
 - The woodland conservation required for the proposed Corridor Center project is 8.68 acres. The amount of woodland conservation provided is 8.68 acres (3.21 acres onsite and 5.47.12 acres off-site).

Fiscal Impact Study

Pulte Home Company, LLC originally sought to construct 302 residential units in Laurel, Maryland. Using an ultra-conservative methodology that calculates fiscal costs on an average-per-household basis but revenues on a marginal basis that accounts for parameters specific to the proposed housing units, this analysis determines that the development would generate a net annual fiscal benefit of \$109,621 for the City of Laurel. Due to the assumptions and methodologies used in this analysis, the realized net fiscal benefit would likely be significantly greater. The project has now been revised to address environmental concerns, and now only proposes 293 units. This required a revision to the fiscal impact study, which now shows that net annual fiscal benefits to the City of Laurel will be \$104,327.00.

INTRODUCTION

Pulte Home Company, LLC seeks to construct 293 residential units in Laurel, Maryland. Those units would comprise 145 single-family attached homes (which include 12 live-work units, 13 active adult villas, and 10 workforce units), and 148 stacked townhouse condominium units, (which include 10 affordable units). Twelve of the single family attached homes will be built as live/work units which will allow residents to operate their business on the ground floor of their residential unit, and the project will allocate several homes for sale as “affordable” and “workforce” housing.

The Pulte aim is to serve a variety of housing needs to the City (all for-sale, no rental):

- First Time Buyer
- Move-Up Townhome Buyer
- Active Adult Villas with 1st Floor Master – 13 Villas
- Work Force Housing – 10 Townhomes ((16' for-sale towns) 5 @ \$246K & 5 @ \$333K)
- Moderate Income - 10 Stacked Condominium Units (for-sale LL units) 5 @ \$145K & 5 @ \$175K)

The average sales price across all units is expected to exceed \$498,000, although that figure is subject to change based on market conditions.

Exhibit 1: Details by Unit Type of Proposed Development

Unit Type	Units	Average Sales Price
Single Family Attached	145	\$530,000
Stacked Townhouse Condominium	148	\$460,000
Active Adult Villa		\$590,000
Total	293	\$498,278

Source: Pulte Home Company, LLC

This analysis estimates the net fiscal impact that the development would have on the City of Laurel by comparing the anticipated fiscal benefit—the tax revenues supported by the development—to the anticipated cost of services the City will incur as a result of the new development. This report uses proprietary fiscal impact modeling techniques that utilize data from the U.S. Census Bureau, the Office of the Maryland Comptroller, and City of Laurel Audit Reports, to estimate the fiscal implications of the proposed development. Note that this analysis provides an estimate of the net fiscal impact to the City upon full build out and does not consider the construction phase. The construction phase will, however, augment local incomes, and the increased economic activity that occurs as a result will lead to a one-time increase in City revenues that will take place over the duration of construction. Based on conversations with Pulte, they will incur all costs related to necessary infrastructure improvements related to the development. To the extent there are any costs to the City associated with the construction phase, it is assumed that they will be covered by the \$575,000 in impact fees paid by the developer to the City. Note that Pulte also expects to pay an additional \$8.5 million in impact fees to Prince George's County.

PROPERTY TAXES

Laurel taxes real property at a rate of \$0.71 per \$100 of assessed value, or at 0.71 percent. Real property taxes accounted for more than 55 percent of the City's total revenue in FY 2022 and more than 60 percent in FY 2021.

This analysis assumes that the assessed value of the new residential units will be equivalent to the sum of the sales price, as state law dictates that property should be assessed based on its fair market value. With 293 units and an average expected asking price of \$497,304, the total assessed value of the new development sums to approximately \$145.7 million.

Based on the relevant tax rate and the estimated assessed value, the development would generate nearly \$1.0 million in real property tax revenues each year, an amount equal to 4.1 percent of the City's FY 2022 real property tax collections.

TOTAL FISCAL BENEFITS

The development will generate an estimated \$1.0 million in real property tax revenues, \$174,000 in income tax revenues, and about \$30,000 in charges for services and other taxes for

the City each year. In total, the development would augment the City's revenues by nearly \$1.23 million per annum.

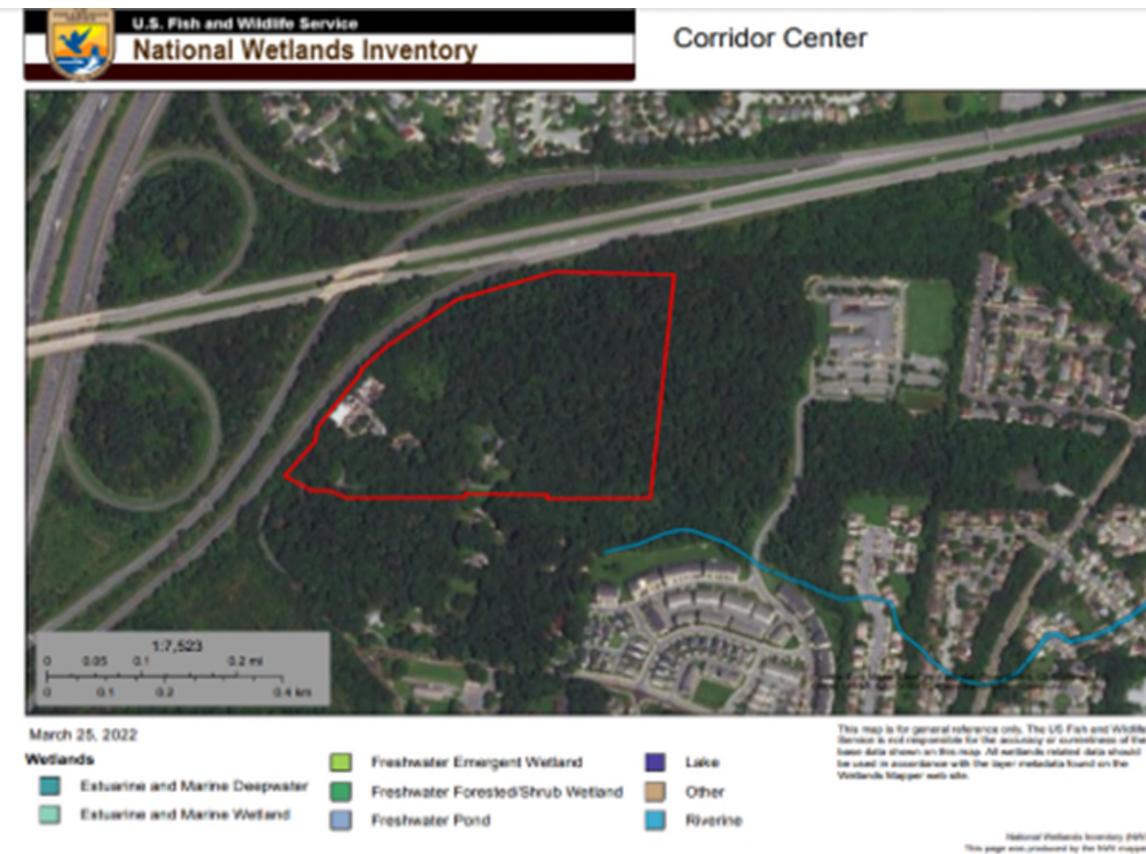
Exhibit 2: Estimated Fiscal Benefits

Category	Annual Revenues
Real Estate Taxes	\$1,034,541
Income Taxes	\$174,181
Charges for Services and Other Taxes	\$29,854
Total	\$1,238,576

Wetland Delineation Report

TNT Environmental, Inc. (TNT) is pleased to present this wetland delineation report for the above referenced project in general accordance with TNT Proposal Number 3743 dated December 21, 2021. The wetlands and Waters of the U.S. identified during this investigation for the above-referenced project site were delineated by TNT based on the Corps of Engineers' Wetlands Delineation Manual (1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic & Gulf Coast and represent those areas that are most likely considered jurisdictional by the U.S. Army Corps of Engineers (USACE). The delineation entails the gathering of appropriate field data according to the applicable USACE Manuals, field flagging and mapping of approximate wetland and stream boundaries located onsite, preparation of this final report, and a request to the USACE for boundary confirmation and jurisdictional determination of Waters, including wetlands, identified onsite. Based on the field investigation conducted in April 2022, there are potentially jurisdictional Waters of the U.S., including wetlands, located within the study area.

PROJECT SITE DESCRIPTION



The project site is approximately 28.28 acres situated north of Contee Road in the City of Laurel, Maryland (Appendix I: Figure 1- Project Location Map). The project site is further identified by the physical addresses 6820, 6900, 6902 and 6920 Contee Road and 15203 Pirate Lane. The project site consists of moderately sloping terrain and is within the Crow Branch drainage basin (Appendix I: Figure 2- USGS Topographic Map). An existing automobile repair shop and parking lot are located in the western portion of the site, and existing residential buildings are located within the southern portion. The remainder of the site is unimproved and wooded.

FINDINGS

Based on our field reconnaissance, TNT has identified and located wetlands and other Waters onsite. Wetlands identified on the project site are classified as palustrine forested (PFO). The main sources of hydrology for these wetlands include precipitation and high groundwater table. The wetlands are underlain by Aquasco silt loam (ApB) soil.

Other waters on site include ephemeral (R6) streams located in the northern and southwestern portions of the site. A summary of the attached data sheets prepared during the study is included below in Table 1. Dominant wetland and riparian vegetation is listed below in Table 2. The

dominant upland vegetation is listed below in Table 3. The remaining site contains an automobile repair shop in the western portion and residential buildings in the southern portion.

Table 1 – Data Points Summary

Data Point	Hydrophytic Vegetation	Hydro Soils	Hydrology	Classification
DP-1	No	No	No	Non-Wetland
DP-2	Yes	Yes	Yes	PFO-Wetland
DP-3	No	No	No	Non-Wetland
DP-4	No	No	No	Non-Wetland

Table 2 – Dominant Riparian Buffer and Wetland Vegetation

Scientific Name	Common	Wetland Indicator
Tree		
Acer rubrum	Red Maple	FAC
Ilex opaca	American Holly	FACU
Shrubs and Woody Vines		
Smilax rotundifolia	Roundleaf	FAC
Herbaceous		
Lonicera japonica	Japanese Honeysuckle	FACU

* The indicator status of a species indicates the probability that the species will occur in a wetland, as follows: Obligate Upland (UPL, 99%) in accordance with the National List of Plant Species that Occur in Wetlands: National Summary (2012). NI means no wetland indicator is available.

RECOMMENDATION:

Staff recommends that the City of Laurel Planning Commission **RECOMMEND APPROVAL** for M-X-T Subdivision Preliminary Site Plan No. 956 for Corridor Center with the following conditions:

1. The Applicant shall obtain Final Detailed M-X-T Subdivision Preliminary Site Plan Approval from the Planning Commission.
2. The Applicant shall obtain Final Record Plat Approval from the Planning Commission.
3. The Applicant shall obtain Forest Conservation Plan Approval from the Planning Commission.
4. In connection with this proposed subdivision, the last portion of Contee Road will be upgraded with additional right-of-way dedication; infrastructure improvements that will include curb and gutter, sidewalk, street trees and streetlights will be installed on the development side of Contee Road, along the frontage of this subdivision; and there will be

additional pavement on Contee Road to ensure a minimum total paved width of 24 feet; all of which is subject to the approval of the governmental authority with jurisdiction over Contee Road.

5. The Applicant shall comply with all applicable local, state and federal laws and regulations in the development of the Property.

ATTACHMENTS:

1. Conceptual Site & Landscape Plan
2. Statement of Justification
3. Fiscal Impact Study
4. Recreation Facility Sheet
5. Traffic Study
6. Wetland Delineation Report
7. DPW additional comments

SUBMITTED:

Monta Burrough

Monta Burrough
Acting Director