



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

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**DATE** October 4, 2018

**AGENDA ITEM NO. 8**

**AMENDED TECHNICAL STAFF REPORT**

**TO:** City of Laurel Planning Commission  
**FROM:** Christian L. Pulley, Director  
**CASE:** Patuxent Greens Golf Course- Final Site & Landscape Plan

**GENERAL INFORMATION**

**APPLICANT:** ADC Builders Inc.  
6290 Montrose Road  
Rockville, MD 20852

**OWNER:** **Cohen Siegel Investors**  
6290 Montrose Road  
Rockville, MD 20852

**LOCATION:** 14415 Greenview Drive  
Laurel, MD 20708

**ZONE:** Planned Unit Development Existing (PUD-E)

**REQUESTED ACTION:** Final Site and Landscape Plan Approval

**PREVIOUS ACTION:** First Annexation 1981  
PUD Amendment September 12, 1983 (Resolution No. 16-83)  
PUD Amendment September 10, 1984 (Resolution No. 12-84)  
Map Amendment (No. 330) October 22, 1984 (Resolution No. 14-84)  
Map Amendment (No. 502) June 4, 1990 (Ordinance No. 934)  
Departure of Approved PUD Plan, December 11, 2017 (17-17-PC)  
Map Amendment No. 880 (17-16-PC), Ordinance No. 1924, January 22, 2018

**BACKGROUND INFORMATION:**

The Applicant is seeking Final Site and Landscape Plan approval to re-develop the Patuxent Greens Golf Course, located at 14415 Greenview Drive, Laurel, MD 20708 into a residential community. The subject property consists of 191.71 acres of land and is located on the eastern corner of Greenview Drive and Clubhouse Boulevard. The property is approximately one-tenth of a mile southeast from the intersection of Laurel Bowie Road (Maryland Route 197) and Clubhouse Boulevard. The proposed project is to subdivide land into 222 townhouses and 167 single-family homes for

389 residential development units (36.67 acres). The proposal also includes a new 6,784 SF clubhouse, outdoor terrace, 3,000 SF pool, multi-generational playground, two (2) tot lots, hiker/biker trails, comprehensive sidewalk system, utilities, open space areas and landscaping.

The property was part of the First 1981 Annexation for the City of Laurel that was enacted on February 2, 1982. Approximately 267 acres of land was annexed and placed into the PUD zone. Furthermore, at the time of annexation an approved preliminary plan to have dwelling units, office, retail and a recreational facility was approved. The approved plan was later amended twice to change the development mix; and once to change the name of the development. The community's name was amended to Greens of Patuxent in 1984.

The surrounding area within one-half mile of the property is comprised of mostly single-family detached and multifamily residential dwelling units with some office, religious, educational, and community uses. The Patuxent River is to the east of the property. Along the western boundary, the property abuts approximately two (2) acres of the City recreational facility that includes, Greenview Drive Pool Complex, Cabana and park. Single-family detached and multifamily residential developments abut forest/parkland along the northern, eastern, and southern boundaries. Across from the Greenview Drive entrance is an office complex known as Lakeview at the Greens. The five (5) story, two-building site, consists of 150,000 SF of Class A office space with on-site surface parking. The two buildings were constructed in the late 1980's. Furthermore, the two residential communities abutting the proposed project are: Patuxent Glen – 132 dwelling units built in the mid-late 1980's and Greens of Patuxent- 156 condominiums, distributed as three-story four-plex units built in the mid to late 1980's. In addition, Spring House Apartments sits northwest to the subject property. The garden style community, which consists of 220 dwelling units, was constructed in the mid-late 80's.

In order to change a use within the PUD-E zone and redevelop a property, Map Amendment approval is required. The Applicant obtained Map Amendment approval on January 22, 2018. The approval allowed the Applicant to proceed with the other required zoning approvals from the City of Laurel Planning Commission. The closure of the Patuxent Greens Golf Course is scheduled for December 31, 2018.

The Preliminary Subdivision Plan application for the proposed re-development of the Patuxent Greens Golf Course was heard and tabled at the September 11, 2018 Planning Commission meeting. Therefore, the final site and landscape plan application was not heard. Since then the Applicant has made minor amendments to the proposed community, to address the concerns of the Planning Commission.

**Below is an overhead of the proposed development area**



**City Departments and Outside Agency Notifications:**

<b>Department or Agency</b>	<b>Comments Received</b>
City of Laurel Department of Parks and Recreation	Requesting that a maintenance agreement be put in place to ensure that the developer/HOA maintains the property in a reasonable manner that is consistent with City Code and standards.
City of Laurel Fire Marshal	All concerns have been addressed and have no other issues. Originally, had concerns about emergency vehicle (EV) access in the alleys as well as parking within the alleys. It was determined that there will be no parking in the alleys and signs will be installed to allow EV access throughout the community including the 20' alleys.
City of Laurel Police Department	After review of the revised plans, there are no issues or concerns at this time. Originally, had concerns about the ingress and egress of the community, as well as EV access in the alleys.
City of Laurel Emergency Manager	Flood elevation certificate shall be required on every structure. Construction for the site shall be above the Base Flood Elevation (BFE) plus two (2) feet of freeboard. The appropriate permits and or special exemptions from MDE and FEMA shall be submitted to the City.
City of Laurel Department of Public Works	Approved revised Traffic Impact Study (TIS) with comments: The design plan for this traffic circle must be submitted to the City and specifically the Department of Public Works, for additional review and approval. The plan must show all the required signage and pavement markings installations, curb modifications, pedestrian ramp upgrades to meet the ADA standards and decorative crosswalk installations.
Washington Suburban Sanitary Commission (WSSC)	A Hydraulic Planning Analysis (HPA) for this project is currently under review. The HPA will be a more detailed hydraulic review. A 10-inch water main (Contract No. 1985-6638A) in Greenview Drive is available to serve the proposed site. A 33-inch gravity sewer main (Contract No. 1957-24126), traversing the property, is available to serve the proposed site. Developments that are proposing trails on their site cannot tie into the existing trails within the Patuxent Watershed. We will reevaluate the design and system conditions at the time of application for water/sewer service.
Prince George's County Health Department	See below.
Maryland State Highway Administration (SHA)	No comments received, however the applicant is working with SHA for the proposed off-site improvements on Route 197 (Laurel-Bowie Road). All off-site improvements will require SHA permits.
Prince George's County Schools	No impact to Safe Routes to School or adjacent PGCPs properties. Due to the site's separation from existing area neighborhoods all students, residing in the new community will receive transportation to their assigned schools. Install sidewalks on both sides of all streets within the proposed development. Students transported by bus should have safe bus pick-up and drop off areas.

Maryland Department of Planning	No comments received.
Maryland-National Capital Park and Planning Commission (MNCPPC)	No comments received.
Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) <i>Site/Road Plan Review Division</i>	Agency has no objection to the proposed fill in the floodplain for the project. The proposed floodplain fill has no adverse impact to the upstream and downstream properties adjacent to the proposed development. No other comments were received.
Prince George's County Department of Public Works and Transportation	No comments received.
Laurel Volunteer Fire Department	No comments received.
Laurel Volunteer Rescue Squad	
Baltimore Gas and Electric (BGE)	No comments received.
Verizon	No comments received.

### **Prince George's County Health Department**

The Environmental Engineering/Policy Program of the Prince George's County Health Department has completed a site review relative site plan submission for 14415 Greenview Drive in Laurel MD and has the following comments/recommendations:

1. *Pesticides used to control pests on lawns, golf courses and recreational areas may affect individuals that may be sensitive when in contact with the treated areas. The existing site is currently occupied as a golf course and is intended to be redeveloped into a residential community. The applicant may consider the sampling the grounds for potential herbicide and pesticide contaminates that may exist in the soils particularly in the areas of the chemical mixing stations and the t-boxes and greens of the golf course. If detected the applicant should ensure the mitigation efforts according to state and local laws.*
2. *The property is located in the recharge area for the Patuxent aquifer, a groundwater supply that serves Prince George's county. Golf course maintenance activities can add nitrogen, phosphorus, and other organic and inorganic chemicals that can adversely impact the health of those that rely on the Patuxent aquifer as their water source. Nitrogen concentrations greater than 10 mg/L can cause methemoglobinemia, a dangerous blood disorder in infants.*
3. *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.*

*The applicant may consider applying for the Maryland Department of the Environment's Voluntary Cleanup Program prior to the redevelopment of the potential "brownfield sites."*

A meeting was held with the Applicant, consultant team for the project and City staff to deliberate about concerns with the proposed design for the community. In addition, at the time of the meeting issues that were raised by the business owners of the office building located at 14409 Greenview Drive was discussed as well. Some of the topics that were addressed include but are not limited to: parking for the existing office building and Cabana, construction/phasing for the project, scope of the traffic impact study (TIS) and proposed traffic roundabout, off-site improvements on Route 197, adequate turning radius and size of the proposed streets and alleys, recreational amenities/trail design, road network with the ingress and egress through the community, outside agencies required approvals. The Applicant's team has addressed the concerns mentioned above.

Furthermore, the Applicant and the development team held a meeting on August 22, 2018 for residents of the Villages at Patuxent Greens condominiums and Patuxent Glen single-family home developments. Approximately 30 residents was present. A presentation and a projected timeline was given of the proposed project. Residents asked questions pertaining to: traffic, stormwater/floodplain concerns, landscaping/buffering and the effect the construction will have on the existing community.

Moreover, notifications regarding the public hearing for appropriate approvals by the Planning Commission for the proposed development were sent to the contiguous property owners on August 14, 2018. Thus far, one (1) resident of the existing community has contacted the Department regarding the pending applications.

### **ANAYLSIS:**

The Applicant is seeking Final Site and Landscape Plan approval to re-develop the Patuxent Greens Golf Course, located at 14415 Greenview Drive, Laurel, MD 20708 into a residential community. The subject property consists of 191.71 acres of land. The proposed project is to subdivide land into 222 townhouses and 167 single-family homes for a total of 389 residential development units (36.67 acres). The proposal also includes a new 6,784 SF clubhouse, outdoor terrace, 3,000 SF pool, multi-generational playground, two (2) tot lots, hiker/biker trails, comprehensive sidewalk system, utilities, open space areas and the required landscaping. The property owner will establish a Homeowner's Association (HOA) for the development. The site will have one (1) monument sign located on the south side of the entrance to the community. The Applicant proposes to provide a superior architectural product, which will provide an additional high quality inventory to the City of Laurel's housing market. The Applicant is seeking forest conservation and final site and landscape plan approval simultaneously with this application.

Access points into the community are from Greenview Drive and Clubhouse Boulevard. From there, a series of both public and private roads will be constructed; there will also be private alleys as well. No other access points are proposed. The development will be constructed in four (4) phases with an anticipated five (5) year buildout period. A detailed phasing plan is below and an entrance-phasing exhibit is attached.

A Planned Unit Development (PUD) zone is used to describe a type of development and the regulatory process that permits a developer to meet overall community density and land use goals. PUD zones promote flexibility in design standards similarly to the City's Mixed Use Transportation Oriented (MXT), Revitalization Overlay and Neo-Traditional Overlay zones. The goal of those zones are to develop communities that are compact, walkable design, have open spaces and recreational areas but most importantly create higher standards of community design. According to *the Unified Land Development Code (Code)* Section 20-10.3, "Yard regulations for all dwellings within Planned Unit Developments may use the provisions of Section 20-6.16 as a reference in the planning and design of the development." Planning Commission has the authority to approve proposed yard regulations for final site and landscape plans within the PUD-E Zone and other floating City zones where it finds most appropriate and responsive to today's current community planning within the City, while ensuring compatibility with the neighboring developments.

The Applicant proposes densities and development standards for the re-development of the site that are compatible with the existing development standards and densities governing the adjoining residential communities. The

subject property proposes a residential density of 2.9 dwelling units per acre (The RT zone allows 10 DU/acre and the R-55 zone allows 5.7 DU/acre The R-55 zone, is the most commonly used zone for single-family development). The proposed dwelling units will vary in sizes, proposed lot sizes 1,480 SF and 1,840 SF for the townhouses and 6,000 SF for the single-family homes. Both the townhouses and single-family homes will have garages. Furthermore, single-family detached homes will be constructed to abut existing single-family detached dwelling units. Also, an additional 25' setback between existing and new single-family homes is proposed as well. The Applicant proposes the following yard regulations for the community:

<b>Townhouses</b>	
Front Yard Setback:	10'
Rear Yard Setback:	5'
Side (end units)	3'

<b>Single-family</b>	
Front Yard Setback:	20'
Rear Yard Setback:	10' or 5'
Side Yard	20'

Furthermore, in accordance with Section 20-29.10 Mandatory dedication or fee-in-lieu of open space (parkland) of the Subdivision Regulations, 8.9 acres of recreational amenities will be provided and meets the requirements. Therefore, a fee-in-lieu will not be required. The amenities include the tot lots, multi-generational playground, outdoor terrace, extensive hiker/biker trail network throughout the community and other passive open space areas. The proposed project will follow a cluster development pattern with a traditional neighborhood influence. The cluster design is to provide more usable open space and better forest preservation efforts. Both forestry and recreational areas will be within and around the residential land bays; which will provide easy access to the areas for the community. Moreover, the goal of having sufficient open space areas is to tie the community together, creating a more cohesive neighborhood and provide safe pedestrian travel. Also, promote healthy living by encouraging walking and cycling with an extensive trail network and expansive collection of passive and programmed recreational areas dispersed throughout the community.

**Parking, Access and Transportation:**

The property will use an extensive road, sidewalk, and trail system network to promote safe and efficient travel within the community and provide greater connectivity to the adjacent neighborhood and beyond. The primary spine road will extend from the Greenview Drive entrance and connect the various housing land bays. Sidewalks and crosswalks will provide pedestrians safe access to, from and throughout the site.

The property is in close proximity (3.5 miles or less) to several routes, which include:

- Maryland Rt. 197 (Laurel Bowie Road)
- Maryland Rt. 198 (Ft. Meade Road)
- US-1 (Baltimore Avenue)
- Interstate 95
- Maryland Rt. 200 (Intercounty Connector)

An existing sidewalk connects the property to the residential and office developments to the west. The existing sidewalk is also close to the WMATA 87 bus stop (Laurel Express Line) which further connects residents to multiple shopping centers and the Greenbelt and New Carrollton Metro stations.

## **MD 197 & Clubhouse Road**

Several individuals raised the safety concerns pertaining to the intersection with a vast amount of accidents occurring due to speeding and the light sequence. The traffic consultant analyzed this issue during their traffic study and determined that modifying the existing southbound MD 197 left turn signal from what is called E/P (Exclusive/Permissive) five-section signal head to a dedicated left turn on green arrow only could help alleviate the problem. This improvement will eliminate the operational safety and sight distance challenge that exists for cars that are either northbound or southbound in the left turn lane. Currently, cars that are in the northbound left turn lane block the sight distance for cars in the southbound left turn lane and vice versa. This improvement has already been approved by the Maryland State Highway Administration (SHA); however, they do not have funding to make the change. The Applicant has agreed to submit Traffic Signal Modification Plans and to fund this particular improvement.

## **Clubhouse Boulevard/Entrance to Patuxent Greens & Greenview Drive**

Furthermore, at the previous City public hearings and community meetings, it was discussed that there will be a challenge with the operation of this intersection as a multi-way or partially stop controlled intersection. As a result, the Applicant's traffic consultant have determined that the design and construction of a mini roundabout at this intersection would provide for safe and efficient operation for the intersection. Due to the design of the roundabout and how the roundabout will operate, the cars northbound on Greenview Road at Clubhouse Road entering the roundabout will have the right-of-way over the cars that are leaving the Patuxent Greens Golf Course. Cars leaving the Patuxent Green Golf Course will have to wait for cars that are northbound on Greenview Drive leaving the single-family portion of the community. The roundabout will be mountable in the event an emergency. These two improvements should provide a significant safety, operational, and capacity improvement.

Currently, there are 253 parking spaces provided for the existing office, golf course and the Greenview Drive Cabana and pool complex. For the proposed project, the Applicant is proposing to provide 135 parking spaces that will be used by both the adjacent office building and City facility. Originally, it was thought that the new clubhouse would operate as a banquet facility similarly to the clubhouse for the golf course. However, that is not the case. The new clubhouse will be for the residents of the community. In order to mitigate for this perceived parking shortage, an additional 10 parking spaces have been provided on Street 1 just north of the proposed parking lot. The Applicant believes that the proximity of the spaces to the existing office building and public pool will alleviate any potential parking conflicts in this area. In addition, the applicant has added an additional 29 "over flow" parking spaces at the intersection of Streets 1 and 2 (see Site Plan sheet 10). This parking lot will be open for use during the pool season to alleviate any potential parking shortages. Based off the Code requirements for the uses there is a 13 parking space shortage. However, according to the Code Section: Sec. 20-16.6. – *"Modifications of requirements. (c) Joint use of parking facilities. Houses of worship, civic clubs, community centers, auditoriums, lodge halls, gymnasiums and stadiums may make arrangements with business establishments which normally have different hours of operation for sharing up to, but not more than fifty (50) percent of their requirements in adjacent parking areas which are accessory to such commercial uses. However, where there is a sharing of facilities by different owners or tenants, there shall be an agreement covering a specific period as may be required by the Planning Commission. Should any of the uses be changed or the facilities discontinued then the required spaces for the use or uses remaining shall be provided elsewhere as a condition precedent to the continued use of said building or buildings. In addition, the following may be allowed:*

*(1)The off-street parking requirements for two (2) or more noncommercial institutional or house of worship uses may be satisfied by providing a joint parking lot. The normal space requirement for each use participating in a joint lot may be reduced to the greater of the total number of spaces required for any one (1) use provided only one (1) use utilizes the parking lot at any given time.*

*(2)The normal parking space requirement for each use participating in a joint lot, when the uses operate at the same time, may be reduced by up to twenty (20) percent provided:*

- a. The normal requirement for each use is not more than twenty (20) spaces.*
- b. The total of these reductions does not exceed forty (40) spaces.*
- c. The above will apply regardless of whether the uses are located in one (1) or more buildings.”*

The Applicant is currently working with the business owners of the office building for a parking agreement. It is believed that with the shared parking agreement and the additional overflow spaces to be provided on Streets 1 and 2 parking will be sufficient especially since the site will not have rental hall services. The development will have 1,136 off-street parking spaces for the dwelling units and 170 parking spaces throughout various streets. For a total of 1,470 parking spaces for the residential portion, new clubhouse and the reconfigured parking lot that bot the adjacent office building and City facility is located.

**Environmental:**

The Property contains ±0.14 acres of emergent wetlands, ±0.87 acres of non-tidal vegetated wetland buffers, and ±9.12 total acres of irrigation ponds. Approximately 2,800 linear feet of Bear Branch, which is a Waters of the US, runs through the northeast portion of the Property. The southeast boundary of the Property abuts the Patuxent River, which is designated as Waters of the US. The Property drains to the Upper Patuxent River watershed (DNR 021311040939). The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel for Anne Arundel County (240008 0104 E) and Prince Georges County (245208 0053 E/0054E) shows the entire site and some of the adjacent residential properties lays within the 100-year floodplain. The Applicant’s consulting team submitted a Conditional Letter of Map Revision (CLOMR) to the Federal Emergency Management Association (FEMA) for evaluation and approval of the revised floodplain delineation and it was approved (attached). The CLOMR essentially states that the developer will raise the property above the base flood elevation (BFE) + freeboard. A CLOMR provides that if a project is constructed as designed, the BFEs can be revised or modified (or the property in question can be removed from the Special Flood Hazard Area (SFHA). A complete permit application package will be required for formal permit processing review for any development activities. The developer will also be responsible for obtaining the required Maryland Department of Environment (MDE) and FEMA approvals for construction. Construction for the site shall be above the Base Flood Elevation (BFE) plus two (2) feet of freeboard. All structures built will be required to have a certified flood elevation certificate. The Applicant also received a concurrence letter from Anne Arundel County and an email from Prince George’s County stating that the proposed project will not have an adverse impact on the neighboring jurisdictions.

Furthermore, through the conversion of the golf course to a residential development, the Property will implement environmental site design (ESD) technologies to the maximum extent practicable (MEP). Environmental Site Design utilizes small scale treatment practices spread through the development to capture, treat, and control the stormwater runoff from the site. Per, the Maryland Department of the Environments design manual, implementing these small-scale practices will reduce the runoff from the site during a storm event to the level of runoff that would be produced by a wooded site in good condition. Also, by treating the runoff in smaller decentralized practices that are spread throughout the site instead of one large treatment facility allows the water to more naturally infiltrate into the ground and recharge the underlying water table while slowing and reducing the volume of site runoff to the adjacent streams. This prevents erosion of the sensitive stream banks and habitat. The existing on-site stormwater management pond is currently treating water from the adjacent residential developments. This pond will be retrofitted and will have the outfall upgraded. This will allow the pond to function as it was originally intended and manage the stormwater runoff from the adjacent sites. There will be no stormwater runoff or flooding on adjacent properties caused by the proposed development. Through the conversion of the Property from a golf course to a residential development, modern stormwater management methods that meet the State’s current water quality standards will be implemented to capture and treat stormwater runoff.

Currently, the Applicant has a stormwater management concept plan application pending with Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE). Furthermore, the Applicant has a Hydraulic



Planning Analysis (HPA) under review with WSSC. Moreover, the Application has been approved (July, 2018) and the Subject Property has been placed within Category W-4 and S-4 of the Prince George's County Ten-year Water and Sewerage Plan. Once the subdivision is approved, the Subject Property will be eligible for Category W-3 and S-3 and will be in the proper category for permit and development to provide service adequate for the proposed development.

### **Construction Phasing**

**PHASE One:** the developer will install SCE and provide barriers to allow for construction access to the site. Install all required sediment control as required for phase one and request an inspection allowing the Applicant to proceed with site development. The existing clubhouse will be demolished within its entirety. Further, the developer will proceed at the same time with removal of contaminated soils from the phase one area to be buried in the identified areas at the back of the site and at the same time do our cut to fills on phase one until grades are brought to the designed subgrade. Ongoing at the will be the construction of the new clubhouse. Once the cut to fills are completed by area within phase one will begin with utility installation to include storm, sewer and water. Once utilities are completed final grade roads will be done, which would allow power company, Verizon and cable tv company install there lines and equipment, install sub-base material and begin paving the roads to be followed by final grading of all areas other than the builders lots which they are responsible for. This phase will have 57 dwelling units: four (4) large and 12 single-family dwelling units, two (2) 22' and 39 (20') townhouses. Required signage and developer landscaping will then be installed.

### **Estimated construction time PHASE 1 = 15 MONTHS**

*The mass grading, removal, and burial of contaminated material will continue into phase two, three and four, until completion.*

**PHASE 2:** The developer will re-work the parking area as shown on the entrance construction phasing exhibit phase two to include building the new road into the site and the new island at the entrance, and re-setting the jersey barriers as shown. Grade and install new parking area as shown in front of the future clubhouse. From this point, all other construction will follow the same sequence as explained in phase one as shown above. Phase two will include: 57 units, 12 large and 17 narrow single-family homes, 21 (22') and 42 (20') townhouses.

### **Estimated construction time PHASE Two = 15 MONTHS.**

**PHASE Three:** The developer will re-route office traffic as shown on exhibit, and re-build the parking areas in front of the existing area. The scope of this work will be conducted when the pool is closed for the season. It is anticipated that it will take 12 weeks to complete, weather permitting. A flagman at the entrance of the temporary parking area for safety between the office tenants and construction traffic, construction traffic will be minimized in the mornings once it is analyzed when most office tenants arrive at the building. From this point, all other construction will follow the same sequence as explained in phase one. This phase will have 130 units constructed including: 22 large and 57 narrow single-family dwelling units, eight (8) 22' and 43 (20') townhouses.

### **Estimated construction time PHASE 3 = 15 MONTHS.**

**PHASE four:** At this point all entrance construction has been completed and all parking for the office building and city facility is complete. From this point, all other construction will follow the same sequence as explained in phase one. During this phase, 110 homes will be built: 23 large and 20 narrow single-family homes, 45 (22') and 22 (20') townhouses.

**Estimated construction time PHASE 4 = 15 MONTHS.**

It is anticipated that the completion of the project will be five (5) years.

**RECOMMENDATION:**

Staff recommends that the City of Laurel Planning Commission **APPROVE** Final Site and Landscape Plan for the re-development of the Patuxent Greens Golf Course for a residential community with the following conditions:

1. The Applicant shall obtain Final Subdivision/Record Plat Approval from the City of Laurel Planning Commission for the residential community.
2. The Applicant shall apply for a City of Laurel Demolition Permit for the demolishing of the existing golf club house.
3. The Applicant shall conduct a pre-construction meeting with City staff prior to start of grading of the site.
4. The Applicant shall submit approved Sediment Erosion Control Plans (“green stamped”) from Prince George’s County Soil Conservation District prior to issuance of a City of Laurel Grading permit.
5. The Applicant shall receive Storm Water Management Technical Plan Approval from Prince George’s County, prior to the issuance of City of Laurel Site Work Permit.
6. The Applicant shall receive water and sewer Technical Plan Approval from Washington Suburban Sanitary Commission (WSSC), prior to the issuance of City of Laurel Site Work Permit.
7. A 12’ Trail Easement that grants the City’s Department of Parks and Recreation authority to access and maintain the community trail if necessary shall be submitted to the City for review and approval by the City Solicitor. Once approved the easement shall be recorded through Prince George’s County Department of Land Records.
8. A Public Utility and Maintenance Easement shall be submitted to the City for review and approval by the City Solicitor. Once approved the easement shall be recorded through Prince George’s County Department of Land Records.
9. The Applicant shall submit a utility plan to the City to be included as part of the record.
10. The Applicant shall obtain appropriate approvals from the State Highway Administration (SHA) for off-site improvements to Route 197 (Laurel-Bowie Road).
11. The Applicant shall obtain all required Maryland Department of Environment (MDE) permits and submit a copy of the approved permit to the City prior to the issuance of a building permit.
12. The Applicant shall obtain an approved FEMA LOMR, Phased LOMR or special exemption approval from the Federal Emergency Management Agency (FEMA) and submit the approval to the City prior to the issuance of use and occupancy permits for structures or dwelling units.
13. The Applicant shall submit an addressing plan depicting street names, each lot and clubhouse with unit numbers for review and approval by the City of Laurel prior to submitting application for building permits.

14. The Applicant shall obtain a City of Laurel right-of-way permit, prior to conducting any work in City right-of ways.
15. The current per lot Prince George's County School Facilities Surcharge, Prince George's County Public Safety Surcharge, and City of Laurel Public Safety Fee shall be paid at the time of building permit application submittal.
16. The developer shall pay \$1,000 per building permit at the time of submittal for the first 194 building permits to cover the cost of one (1) police officer for a total of \$194,000.
17. The developer shall work with the City of Laurel Police Department to ensure site safety during construction of the project.
18. The Applicant shall submit a signage and pavement parking plan to the City Department of Public Works for review and approval prior to building plan submittal. The plan shall include the design of the proposed traffic circle to be located at Clubhouse Boulevard at Greenview Drive. The plan shall also include all required signage and pavement marking, curb modifications, pedestrian ramp upgrades to meet the ADA standards and decorative crosswalk installations.
19. A shared written parking agreement with the adjacent office building shall be established and submitted to the City prior to the issuance of the first building permit. The Applicant shall work with the owner of the office building to designate spaces as required for office use during regular office hours and shall install appropriate signage.
20. All private streets and alleys shall be constructed with sufficient pavement to allow City trucks to drive upon them for refuse and recycle collection as well as snow removal. The pavement section for the area shall follow the County's standard 100.07.
21. The proposed development monument sign shall not exceed 6' in height and shall be located on the south side of the entrance to the community.
22. The Applicant shall install sign(s) at each entrance of the trail that state use of the trail is from dawn to dusk.
23. No Parking signs shall be installed in the alleys of the community.
24. The Applicant shall install bicycle racks near the community clubhouse and or pool.
25. Any proposed utility cut work on a City Street the restoration work shall follow City standards that require permanent patches in the cut area with a 2" mill and overlay from curb-to-curb and a minimum of 25' in each direction of the cut.
26. The resurfacing of Clubhouse Boulevard may be required at the end of construction for the development. City staff shall make that determination at the time of completion.
27. The Applicant shall permit and construct the proposed improvements to MD Route 197/Clubhouse Boulevard and the mini roundabout at Greenview Drive at its expense.
28. All construction shall conform to the approved final site and landscape plan approved by the City of Laurel Planning Commission.

29. A flood elevation certificate shall be required on every structure and a copy of the certificate shall be submitted to the City to incorporate into the property file.
30. Approval of the Final Site and Landscape Plans shall be subject to approval of a Forest Conservation Plan including waiver request to remove trees that have a diameter of 30 inches or greater as measured at 4.5 feet above the ground.
31. The Applicant and their contractor will adhere to all City, County, and State laws regarding construction activity, including but not limited to Work Hours, Noise (COMAR), and Dust Control (2011 Maryland Standards & Specifications for Soil and Erosion Control).
32. The Applicant shall comply with all applicable local, state and federal laws and regulations in the development of the Property.

**ATTACHMENTS:**

1. Final Site and Landscape Plan
2. Illustrative Site Plan
3. Composite Site Plan
4. Entrance Construction Phasing Plan Exhibit
5. Trail and Recreational Amenity Plan
6. FEMA Conditional Letter of Map Revision (CLOMR)
7. Anne Arundel County Concurrence Letter

**SUBMITTED:**

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Christian L. Pulley  
Director