

RESOLUTION

WHEREAS, Paul J. and Dana K. Gentile, et al., are the owners of a 20.75-acre parcel of land known as Bond Mill Station (Parcels 58, 59 and 61), Tax Map 02 Grid E-3, said property being in the 10th Election District of Prince George's County, Maryland, and being zoned R-R; and

WHEREAS, on October 20, 2003, Bond Mill, LLC, filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 30 lots and 3 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-03103 for Bond Mill Station Cluster was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on January 8, 2004, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on January 8, 2004, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type I Tree Conservation Plan (TCPI/67/03), and further APPROVED Preliminary Plan of Subdivision 4-03103, Lots 1-30 and Parcels A-C with the following conditions:

1. Prior to signature approval of the preliminary plan:
 - a. The following information shall be submitted:
 - (1) The Forest Summary Worksheet from the FSD text.
 - (2) Field Data Worksheets 4 and 5.
 - (3) Written confirmation from the MDNR regarding the presence or absence of rare, threatened and endangered species.
 - (4) The wetlands study or the jurisdictional determination.
 - (5) The 100-year floodplain study or delineation approval by the Department of Environmental Resources (DER).

- b. The TCPI shall be revised as follows:
- (1) Add to the TCPI standard note #6 that reads: “Plans for stormwater management are contained in Conceptual Stormdrain Plan # 33343-2003-00. It is understood that final design plans for stormwater management will be approved prior to the approval of Bond Mill Station #4-03103.”
 - (2) Include the required signature approval box on the TCPI.
 - (3) Exclude the stormwater outfall area behind proposed Lot 29 and recalculate the Woodland Conservation Worksheet accordingly.
 - (4) Revise the preliminary plan and TCPI to include an easement for the proposed 15-inch pipe as shown on proposed Lot 29 and to the outfall behind it. Eliminate any woodland conservation credit for areas within the easement.
 - (5) Have the revised plan signed and dated by the qualified professional who prepared the plan.
- c. The preliminary plan shall be revised to include:
- (1) Parcel designations for the three homeowners’ open space parcels.
 - (2) Notes identifying the square-footage of wetlands, steep slopes and disturbance to steep slopes.
2. At the time of final plat, the applicant shall pay a fee-in-lieu of mandatory park dedication for all proposed lots except Lots 24 and 25.
 3. Development of the site shall be in conformance with the approved Stormwater Management Concept Plan, Concept 33343-2003-00, or any revisions thereto.
 4. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall provide a financial contribution of \$420.00 to the Department of Public Works and Transportation for the placement of two bikeway signs, one along Bond Mill Road and one along Brooklyn Bridge Road, each designated a Class III Bikeway. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit. If the Department of Public Works and Transportation declines the signage, this condition shall be void.
 5. At the time of final plat approval, the applicant shall dedicate a variable right-of-way toward an ultimate collector section along Bond Mill Road, as shown on the submitted plan.

6. At the time of final plat approval, the applicant shall dedicate 40 feet from centerline along Brooklyn Bridge Road as shown on the submitted plan.
7. A Detailed Site Plan shall be approved prior to the approval of the final plat.
8. In addition to typical review, the detailed site plan shall examine the following:
 - a. Site distance problems along Bond Mill Road.
 - b. Compatibility with surrounding uses, with particular attention to proposed Lot 30.
 - c. The possibility of providing access to the property to the east from proposed Road "C."

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

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The property is located on the east side of Bond Mill Road, approximately 600 feet south of intersection with Brooklyn Bridge Road.
3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	R-R	R-R
Uses	2 single-family detached homes	28 new single-family detached homes, 30 Total
Acreage	20.75	20.75
Lots	0	30
Parcels	3	3
Detached Dwelling Units	2	30

4. **Cluster Development Data as proposed by Applicant**

Zone	R-R
Gross Tract Area	20.75 acres
Area with Slopes Greater than 25%	0.27 acres
Area within Preliminary 100-year Floodplain	1.92 acres
Cluster Net Tract Area	18.83 acres
Minimum Lot Size Permitted	10,000 sq.ft.
Minimum Lot Size Proposed	10,000 sq.ft.
Number of Lots Permitted	37
Number of Lots Proposed	30
Flag lots proposed	0
Cluster Open Space Required	4.85 acres
2/3 of Required Open Space to be Located Outside of the 100-Year Floodplain and Stormwater Management Facilities	3.25 acres
Cluster Open Space Proposed Outside of the 100-Year Floodplain and Stormwater Management Facilities	5.75 acres
Cluster Open Space Provided	7.67 acres
Mandatory Dedication Required	1.1 acres
Mandatory Dedication Proposed	Fee-in-lieu acres
Total Open Space Required (Cluster plus Mandatory Dedication)	5.95 acres
Total Open Space Provided	7.67 acres
Open Space to be Conveyed to Homeowners' Association	7.67 acres
Open Space to be Conveyed to M-NCPPC	0 acres
Open Space to be Conveyed to Prince George's County	0 acres
Slopes Exceeding 25% in grade	0.27 acres
25% of Steep Slopes	0.0675 acres

Area of Steep Slopes to be Disturbed	0.0 acres
Area of Nontidal Wetlands and Waters of the U.S.	0.39 acres

Modification in Dimensional Standards Permitted in Cluster		Standard in Zone	Modification Allowed	
				Proposed
27-442(c)	Net Lot Coverage	25%	30%	30%
27-442(d)	Lot Width at Bldg. Line	100'	75'	75'
	Lot Frontage Along Street Line	70'	50'	50'
	Lot Frontage Along Cul-de-sac	60'	50'	50'

5. **Cluster Findings**—The design for the proposed cluster subdivision meets the purposes and criteria for approval of cluster developments in the R-R Zone found in Subtitles 27-Zoning and 24-Subdivision of the Prince George’s County Code. The following findings are required in accordance with Section 24-137 of the subdivision regulations:

- a. **Individual lots, streets, buildings and parking areas will be designed and situated in conformance with the provisions for woodland conservation and tree preservation set forth in Subtitle 25 of the Prince George’s County Code, and in order to minimize alteration of the historic resources or natural site features to be preserved.**

Comment: Woodland conservation on the property is in the priority areas of wetlands and floodplain. With two very minor exceptions for required infrastructure, the proposal preserves the natural features of the site.

- b. **Cluster open space intended for a recreational or public use, conservation purposes, or as a buffer for a historic resource is appropriate, given its size, shape, topography and location, and is suitable for the particular purposes it is to serve on the site.**

Comment: The cluster open space is provided for conservation purposes. The entire Patuxent River Primary Management Area is preserved to the fullest extent possible. The applicant has lotted out the developable portion of the property and left the natural features preserved. This is an appropriate use of cluster open space.

- c. **Cluster open space will include irreplaceable natural features located on the tract (such as, but not limited to, stream beds, significant stands of trees, steep slopes, individual trees of significant size, and rock outcroppings).**

Comment: Stream beds, wetlands and woodlands are preserved in this proposal. These irreplaceable features will be preserved in homeowners’ open space.

- d. Cluster open space intended for recreational or public use will be easily accessible to pedestrians; and the means of access will meet the needs of the physically handicapped and elderly.**

Comment: The open space is not intended for these purposes; it is intended solely for the purpose of preserving the natural features of the site.

- e. Cluster open space intended for scenic value will achieve this purpose through the retention of irreplaceable natural features described above; or where such natural features do not exist, such techniques as berms planted with trees and the use of landscaping material may be required to eliminate visual monotony of the landscape.**

Comment: Although the open space is not specifically intended for scenic purposes, the open space lies generally behind lots and creates a scenic setting for the new homes. With wooded floodplain, streams and wetlands preserved in this manner, there will not be visual monotony of the landscape.

- f. Diversity and originality of lot layout and individual building design, orientation, and location will achieve the best possible relationship between development and the land.**

Comment: The subdivision design includes three separate cul-de-sacs. Although circulation demands would usually require two or more of these to be connected, doing so would require disturbance to a large portion of the environmentally sensitive areas of the site. The applicant has presented an original layout that minimizes impacts to the environment and thus achieves the best possible relationship between the development and the land.

- g. Individual lots, buildings, parking areas, and streets will be arranged, designed, situated, and oriented so as to harmoniously relate to surrounding properties, to improve the view from dwellings, and to lessen the area devoted to motor vehicle access and circulation.**

Comment: Surrounding properties are in the R-R Zone. Lots proposed along Bond Mill Road are all at least 20,000 square feet in size, with one lot nearly 36,000 square feet. This creates compatible views from Bond Mill Road. The only lot fronting Brooklyn Bridge Road, the site of an existing structure, is more than two acres in size. This creates pleasant, rural views from Brooklyn Bridge Road. Given this, the proposed subdivision relates harmoniously to the surrounding properties.

- h. Individual lots, buildings, parking areas, and streets will be so situated and oriented as to avoid the adverse effects of shadows, noise, and traffic on, and afford privacy to, the residents of this site.**

Comment: Many of the lots back to wooded areas, and most are positioned down proposed cul-de-sacs away from the two adjacent public streets. This ensures that privacy will be maximized and effects of shadows, noise and traffic will be minimized.

- i. **Not more than one-fourth (1/4) of any of the land having slopes greater than twenty five percent (25%) will be removed or altered, and then only when the slopes are isolated, small, or otherwise occur as insignificant knolls, so that the design of the development or cluster open space will not be adversely affected.**

Comment: None of the 0.27 acres of steep slopes are proposed to be disturbed.

- j. **Appropriate landscape screening techniques will be employed at each entrance to the subdivision and along adjoining existing streets, so as to assure the compatibility of the appearance of the cluster subdivision with that of surrounding existing and planned residential development not approved for cluster development, and to provide an attractive appearance from streets. Individual lots shall also be appropriately landscaped in such a manner as to provide an attractive appearance.**

Comment: This issue will be fully addressed at the detailed site plan stage. Lots are large enough to be appropriately landscaped.

6. **Environmental**—Based on Year 2000 aerial photos, the site is mostly wooded; there are areas of 100-year floodplain, a stream, nontidal wetlands, steep and severe slopes and a total of six soil types. The soil types include Aura and Croom Gravely loams, Chillium Silt Loam, Cordorus Silt Loam, and three types of Manor Loam. All of these soil types are characteristic of high to moderate erodibility. Marlboro clays are not located on this site. The site is in the Walker Mill watershed of the Patuxent River basin. There are no significant noise generators or scenic or historic roads in vicinity of the site.

Woodland Conservation

A revised Forest Stand Delineation (FSD) plan has been submitted, including the FSD text. A previous memo listed deficiencies to the plan and noted that the FSD text had not been submitted. The revisions have been made to the FSD plan; however, not all the required information associated with the FSD text has been submitted. Only three of five field data worksheets were included with the FSD text. The forest summary worksheet also has not been submitted. Field data worksheets 4 and 5 are missing. Written confirmation from the Maryland Department of Natural Resources regarding the presence of rare, threatened and endangered (RTE) species has still not been provided.

A revised Tree Conservation Plan Type I (TCPI) has been submitted. In the initial review of the TCPI submittal, several aspects of the plan were in need of revision and additional required information was identified. Most of the necessary revisions to the TCPI have been made. One additional TCPI standard note should be put on the plan regarding the stormwater concept plan approval. The TCPI should be further revised to include the required signature approval block for a TCPI. In the approval block, reference should be made to TCPI/67/03.

Patuxent River Primary Management Area

The site is within the Patuxent River Primary Management Area (PMA) as defined in Section 24-101 of the Subdivision Ordinance. Initially, the preliminary plan and TCPI did not include delineations of the PMA. This required revision has been made.

Within the PMA there are areas of wetlands and 100-year floodplain. In order to evaluate proposed impacts to the PMA, these areas are required to be clearly delineated on both the preliminary plan and TCPI. In addition to these required revisions, information in the form of a wetlands study or jurisdictional determination was also required. Neither a wetland or 100-year floodplain study was submitted with the other required information. However, the delineation of these two features on the preliminary plan and TCPI appears to be accurate, and no design impacts related to either of these delineations would likely result in revisions of proposed lot locations.

Section 24-130 requires that when a property is partially or totally within the Patuxent River watershed, the preliminary plan and tree conservation plan demonstrate adequate protection to ensure that the Primary Management Area Preservation Area is preserved in a natural state to the fullest extent possible. If impacts to the PMA are proposed, a letter of justification must be submitted that describes the proposed impacts and justifies why these are unavoidable.

The preliminary plan proposes impacts to the PMA in two areas (one on-site and the other off-site) for the installation of infrastructure improvements associated with the development. In a letter of justification dated December 8, 2003, the on-site disturbance is described as 0.05 acres (2,008 square feet) of PMA impacts due to the construction of sanitary sewer. This disturbance is necessary in order to provide for the sewer service required for community health. It is further noted that the construction of the sewer line is proposed to be at a right angle to the stream, which minimizes the disturbance in this area. The off-site disturbance is described as 0.05 acres (2,014 square feet) of PMA impacts due to construction of a sanitary sewer line connection to the existing sewer running within the stream valley. This disturbance is also required in order to provide the sewer service necessary for community health. The Environmental Planning Section has reviewed revised Preliminary Plan 4-03103 and the statement of justification and supports the impacts for the proposed installation of sanitary sewer lines (infrastructure) necessary for the development of the subject property.

Stormwater Management and Limits of Disturbance

The original plan submittal indicated that the site would be developed using low-impact development (LID) techniques and that stormwater concept plan approval was pending with DER.

A copy of the concept approval letter and the concept plan were identified as required submittals so that any potential conflicts with proposed TCPI could be resolved prior to its approval by the Planning Board. Both the stormwater concept approval letter and concept plan have been submitted.

The concept approval letter was signed on October 13, 2003. A comparison of the three plans; the preliminary plan, TCPI and stormwater concept plan has been performed. One conflict is shown on the stormwater concept plan in relation to proposed Lot 29 and the TCPI. A 15-inch pipe is shown to drain stormwater away from the head of the cul-de-sac to a wooded, open space area behind proposed Lot 29. The pipe has an outfall in a proposed woodland preservation area that is being counted for woodland conservation. The TCPI will need to be revised to account for this required clearing. The preliminary plan and TCPI do not show a proposed easement for the 15-inch pipe and outfall behind proposed Lot 29.

Water and Sewer Categories

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

7. **Community Planning**—The property is located in the Developing Tier as defined by the 2002 General Plan. The vision for the Development Pattern in the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial Centers, and employment areas that are increasingly transit serviceable. This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier.

The property is in Planning Area 60/Northwestern Area and is included in the 1990 master plan for Subregion I. The master plan recommends residential land use at the low-suburban density. The 1990 sectional map amendment for Subregion I retained this property in the R-R Zone. The application conforms to the land use recommendations in the 1990 master plan for Subregion I.

8. **Parks and Recreation**— In accordance with Section 24-134 (a)(3)(C) of the Prince George's County Subdivision Regulations, Lots 24 and 25 of the subject subdivision are exempt from mandatory dedication of parkland requirements because they have existing dwellings.

The remaining lots are subject to the requirements of Section 24-134 for mandatory park dedication. However, the size and location of land available for dedication is unsuitable for park purposes. Therefore, staff recommends that a fee-in-lieu of park dedication be required.

9. **Trails**—The Adopted and Approved Subregion I Master Plan designates Bond Mill Road and Brooklyn Bridge Road, both county roads, as Class III bikeways and recommends appropriate signage. Along county rights-of-way, the Planning Board has required the applicant to provide a financial contribution of \$210.00 per sign to the Department of Public Works and Transportation for the placement of this signage. Payment is typically required prior to the issuance of the first building permit. In this case, the applicant should provide \$420.00 for one sign on each road. If road frontage improvements are required by DPW&T along Bond Mill Road and/or Brooklyn Bridge Road, standard sidewalks are recommended to accommodate pedestrians, in keeping with road

improvements along these roads in the vicinity of the subject site.

10. **Transportation**—Due to the size of the subdivision, staff has not required that a traffic study be done. The staff did request traffic counts of the applicant and turning movement counts at the critical intersection dated December 2003 were provided. Therefore, the findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

Growth Policy - Service Level Standards

The subject property is located within the developing tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-Service (LOS) D with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

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

Summary of Traffic Impacts

The application is a preliminary plan of subdivision for a residential subdivision of 30 lots. The intersections of MD 198/Old Gunpowder Road/Bond Mill Road and Bond Mill Road/Brooklyn Bridge Road are determined to be the critical intersections for the subject property. These intersections are the nearest major intersections to the site and would serve virtually all of the site-generated traffic. The first intersection listed is signalized; the second intersection is unsignalized. The transportation staff has available counts taken by the applicant in 2003. Existing conditions in the vicinity of the subject property are summarized as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 198/Old Gunpowder Road/Bond Mill Road	1,220	1,215	C	C
Bond Mill Road/Brooklyn Bridge Road	18.2*	21.1*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

The study assumed limited growth in through-traffic of 2.5 percent per year along MD 198. Three approved developments were identified in the area, including the Fairland Golf Community portion in Montgomery County (a flat increase in traffic of 10 percent was assumed at the Bond Mill/Brooklyn Bridge intersection). Background conditions are summarized below:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 198/Old Gunpowder Road/Bond Mill Road	1,342	1,365	D	D
Bond Mill Road/Brooklyn Bridge Road	23.7*	26.9*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.				

With the development of 30 residences, the site would generate 23 AM (5 in and 18 out) and 27 PM (17 in and 10 out) peak hour vehicle trips. The site was analyzed with the following trip distribution: 15 percent – east along Brooklyn Bridge Road; 15 percent – south along Old Gunpowder Road; 10 percent – west along MD 198; 60 percent – east along MD 198. Given this trip generation and distribution, staff has analyzed the impact of the proposal. Adding the site, the critical intersections would operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 198/Old Gunpowder Road/Bond Mill Road	1,348	1,369	D	D
Bond Mill Road/Brooklyn Bridge Road	23.9*	27.0*	--	--
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are outside of the normal range of the procedure and should be interpreted as a severe inadequacy.</p>				

Based on the review of transportation adequacy issues in the area, both intersections would operate acceptably in both peak hours. The MD 198/Old Gunpowder Road/Bond Mill Road would continue to operate at LOS D or better, and the Bond Mill Road/Brooklyn Bridge Road would continue to operate acceptably as an unsignalized intersection.

Bond Mill Road and Brooklyn Bridge Road are both master plan collector facilities, and adequate dedication is shown on the plan.

The original plan indicated that the internal streets would be private streets. The plan has since been modified, and the three internal streets are to be dedicated public streets. The cross sections of these internal streets shall be determined by the Department of Public Works and Transportation in accordance with approved county standards. Two proposed lots, each containing existing residences, are proposed to retain existing driveways onto the adjacent collectors. This is acceptable as both driveways appear to function adequately in relation to the adjacent streets.

Transportation Conclusions

Based on these findings, adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with the conditions requiring adequate dedication along Bond Mill and Brooklyn Bridge Roads.

11. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003.

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 1	Middle School Cluster 1	High School Cluster 1
Dwelling Units	28 sfd	28 sfd	28 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	6.72	1.68	3.36
Actual Enrollment	5,668	1,804	4,471
Completion Enrollment	103.92	25.98	47.63
Cumulative Enrollment	0	0	0
Total Enrollment	5,778.64	1,831.66	4,521.99
State Rated Capacity	5,299	1,759	4,123
Percent Capacity	109.05%	104.13%	109.68%
Funded School	N/A	N/A	N/A

Source: Prince George's County Planning Department, M-NCPPC, December 2003

These figures are correct on the day the referral memorandum was written. Other projects that are approved prior to the public hearing on this project will cause changes to these figures. The numbers that will be used in the resolution will apply to this project.

County Council bill CB-31-2003 establishes a school facilities surcharge in the amount of \$7,000 per dwelling if a building is located between I-495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings.

This project meets the adequate public facilities policies for school facilities contained in Section 24-122.02, CB-30-2003 and CB-31-2003 and CR-23-2003. The school surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

12. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public fire and rescue facilities.

- a. The existing fire engine service at Laurel Fire Station, Company 10, located at 7411 Cherry Lane, has a service travel time of 6.85 minutes for Road A, 6.81 minutes for Road B and 7.72 minutes for Road C, which is beyond the 5.25-minute travel time guideline.

- b. The existing ambulance service at Laurel Rescue Squad, Company 49, located at 14910 Bowie Road, has a service travel time of 6.03 minutes for Road A, 5.93 minutes for Road B and 5.42 minutes for Road C, which is within the 6.25-minute travel time guideline.
- c. The existing paramedic service Laurel Rescue Squad, Company 49, has a service travel time of 6.03 minutes for Road A, 5.93 minutes for Road B and 5.42 minutes for Road C, which is within the 7.25-minute travel time guideline

These findings are in conformance with the standards and guidelines contained in the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*. To alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system shall be provided in all new buildings proposed in this subdivision. Since all residential dwelling units are required by law to be sprinklered, no condition is necessary.

- 13. **Police Facilities**—The proposed development is within the service area for Police District VI-Beltsville. The Planning Board’s current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of June 30, 2002, the county had 874 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for an additional 69 sworn personnel. Therefore, in accordance with Section 24-122.01(c) of the Subdivision Regulations, existing county police facilities will be adequate to serve the proposed Bond Mill Station development.
- 14. **Health Department**—The Health Department noted that a raze permit will be required prior to the removal of any structures on the property. Hazardous materials, if found, must be removed and properly discarded prior to demolition of the buildings. This information is provided for the applicant; no condition is necessary.
- 15. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, # 33343-2003-00 has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. The approval is valid through October 13, 2006. Development must be in accordance with this approved plan or any revisions thereto.
- 16. **Cemeteries**—Although there are no known specific burials on the subject property, it is a part of larger properties occupied during the 19th century by the Bond, Turner, Owens and Edmonston families. Several family cemeteries (of the Turner, Owens and Edmonston families) have been identified and documented in the general vicinity of Brooklyn Bridge Road near Supplee Lane, so developers should be especially alert for other cemeteries as yet unidentified or undiscovered. The developers should be aware that if any burials are discovered, work must stop immediately in accordance with state law.

17. **Public Utility Easement**—The preliminary plan depicts the required ten-foot-wide public utility easement. This easement will be included on the final plat.
18. At the public hearing, neighboring citizens raised several issues that can be addressed at the detailed site plan stage. According to the neighbors, there is a site distance problem on Bond Mill Road in the vicinity of the site entrances. Staff had no prior information about such an issue and, therefore, it was not addressed in the staff report. Since issues of site distance raise safety concerns that could affect the alignment of Bond Mill Road at the site entrances, this issue should be fully examined prior to approval of the final plat.

In addition, the neighboring citizens raised the issue of compatibility with the surrounding uses. Across Bond Mill Road is a subdivision of lots that are consistent with the lots proposed. However, to the south and east are larger lots, ranging in size from 20,000 square feet to several acres. Only one lot abuts these larger lots; most of the property adjacent to the large lots is proposed to be preserved as open, undisturbed land. However, the issue of compatibility and measures that can be taken to ensure compatibility are addressed more completely in the detailed site plan stage.

Finally, a property owner to the east requested that proposed Road “C” be designed so as to provide the adjoining property with frontage. Although this frontage is not necessary to develop the adjoining property, this issue, too, should be examined at the site plan stage.

In all cluster subdivision proposals, a detailed site plan is required. The detailed site plan is an appropriate process in which to fully examine the issues raised by the citizens. Since the issues can have road alignment and lotting pattern consequences, the site plan should be reviewed and approved prior to final plat approval.

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

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Harley, seconded by Commissioner Eley, with Commissioners Harley, Eley, Squire, Vaughns and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, January 8, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 29th day of January 2004.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:JPD:meg