



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

Preliminary Plan 4-06116

Application	General Data
Project Name: GREENVALE PARKWAY Location: Located along the west side of Greenvale Parkway, just south of its intersection with Furman Parkway. Applicant/Address: Surrinder Khanna & Surendra Dhir 8809 Gallant Green Drive McLean, Virginia 22102	Date Accepted: 12/8/06
	Planning Board Action Limit: 5/12/07
	Plan Acreage: 2.14
	Zone: R-55
	Lots: 8
	Parcels: 0
	Planning Area: 69
	Tier: Developed
	Council District: 03
	Municipality: N/A
200-Scale Base Map: 206NE05	

Purpose of Application	Notice Dates		
RESIDENTIAL SUBDIVISION Including a Variation from Section 24-130 of the Subdivision Regulations.	Adjoining Property Owners Previous Parties of Record Registered Associations: 9/19/06 (CB-58-2003)		
	Sign(s) Posted on Site and Notice of Hearing Mailed: 4/2/07		
Staff Recommendation	Staff Reviewer: John Ferrante		
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-06116
Greenvale Parkway, Lots 1-8, Block H
(A re-subdivision of part of Parcel A, Woodlawn Heights)

OVERVIEW

The subject property is located on Tax Map 51, Grid B-1 and is known as part of Parcel A. Parcel A was approximately 4.86 acres when Section 3 of Woodlawn Heights was originally recorded in 1954, as WWW 24 @ 53. In 1969, a portion of Parcel A was further re-subdivided into 12 lots, (Lots 80 thru 91, Block H) via final plat, WWW 71 @ 43, leaving the remaining portion of Parcel A at 2.14 acres. The applicant is now proposing to re-subdivide the remaining 2.14 acres of Parcel A into eight lots for the development of detached single-family dwellings in accordance with the conventional standards of the R-55 Zone. The property is currently unimproved.

This property has been the subject of prior preliminary plan of subdivision applications. Preliminary Plan, 4-86062, was approved by the Planning Board on June 12, 1986. The original application submitted for 4-86062, proposed eight lots for the development of detached single-family dwellings in accordance with the conventional standards of the R-55 Zone. However, the prior approved preliminary plan demonstrates that several of the proposed lots were lost due to revisions required to demonstrate compliance with zoning and environmental regulations, leaving the approval of the prior application at three lots. The Planning Board's actions for Preliminary Plan, 4-86062, are contained in PGCPB No. 86-199.

Prior Preliminary Plan, 4-92075, was approved for the subject property by the Planning Board on December 7, 1992, for seven lots, and included a variation to Section 24-130 of the Subdivision Regulations for impacts to the isolated wetlands. A final plat of subdivision was never accepted for this prior approved preliminary plan, and the plan subsequently expired. The Planning Board's actions for Preliminary Plan, 4-92075, are contained in PGCPB No. 92-375.

One of the conditions established within the prior 1986 preliminary plan application was the requirement for detailed site plan approval, prior to the approval of a final plat. Moderate changes would be involved to the street and lot layout on the preliminary plan reviewed by the Planning Board within the public hearing. The purpose of the detailed site plan was to set the development requirements for each lot. The detailed site plan was also to address the preservation of trees, minimizing the proposed grading, and to insure that all lots proposed could actually be developed. The detailed site plan also included Planning Board review of the materials and design of the homes in order to insure compatibility consistent with the neighboring homes. A final plat of subdivision was never accepted for the prior approved preliminary plan, and the plan subsequently expired. However, staff has included the detailed site plan requirement which the Planning Board had previously placed on this property to address the above issues.

Greenvale Parkway is a designated master plan bikeway having an ultimate right-of-way of 120-feet in this location. The prior approved preliminary plan for this property, (4-86062), included a condition which required that a 50-foot wide portion of the Greenvale Parkway right-of-way be vacated. When plans were initially submitted for this current application, staff had also requested that the applicant pursue vacating a portion of the Greenvale Parkway right-of-way. However, the current plan does not propose to include any of the land area within the right-of-way as required net lot area for the proposed lots. By vacating a portion of the Greenvale Parkway right-of-way, the proposed dwellings may be sited closer to the street. However, if the proposed dwellings were to be sited closer to the street as a result of vacating a portion of the right-of-way, the proposed houses would not be consistent with the current setback of the adjacent existing homes, and further impacts would be required to the wetlands which exist within the limits of the right-of-way.

A variation request has been submitted for proposed impacts to the isolated wetland and its associated buffer within the Greenvale Parkway right-of-way. The proposed impacts are for two access driveways and to provide sanitary sewer and water house connections for Lots 2 and 3. The Environmental Planning Section does support the proposed impacts, as they are considered essential for the development of the property. More information regarding the proposed impacts to the isolated wetland area can be found in Finding 2 of this staff report.

SETTING

The property is located along the west side of Greenvale Parkway, just south of its intersection with Furman Parkway. All surrounding properties consist of detached single-family dwelling in the R-55 Zone.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	R-55	R-55
Use(s)	Undeveloped	Single-Family Dwellings
Acreage	2.14	2.14
Lots	0	8
Parcels	1 (Part of Parcel A)	0
Dwelling Units:		
Detached	0	8
Public Safety Mitigation Fee		No

2. **Environmental**—The Environmental Planning Section has reviewed the above referenced Preliminary Plan of Subdivision, 4-06116 and Type I Tree Conservation Plan, TCPI/58/06, stamped as received on April 2, 2007. The Environmental Planning Section recommends approval of 4-06116 and TCPI/58/06 subject to conditions.

Background

The Environmental Planning Section previously reviewed the subject application in 1991, as a Pre-Preliminary Plan of Subdivision, P-91007, which required additional information and

revisions. The subject property was later reviewed in 1992 under the name of Woodland Heights as Preliminary Plan of Subdivision 4-92075 and TCPI/88/92, both of which were approved with conditions but the plat was never recorded. The subject property was last reviewed in 2005 as a Pre-Preliminary Plan of Subdivision (P-05028) and was found to require additional information and revisions. The current application proposes the subdivision of a parcel totaling 2.14 acres in the R-55 zone into eight lots for the construction of single-family residential dwellings. This submittal reflects an increase of one lot more than what was approved with the previous application.

Site Description

The subject property is located on the south side of Greenvale Parkway, approximately 1,000 feet east of the Baltimore-Washington Parkway. The site is characterized with terrain sloping toward the northern portion of the parcel, and drains into unnamed tributaries of the Northeast Branch watershed of the Anacostia River basin. A review of available information indicates that severe slopes, or areas of steep slopes with highly erodible soils occur on the subject property. There are no streams or 100-year floodplain on the subject property. There are no transportation-related noise impacts associated with the site. Based on Year 2000 air photos the site is approximately 99 percent wooded. The soils found to occur on the site according to the Prince George's County Soil Survey, are predominantly Iuka and Sandy & Clayey. These soil types generally exhibit moderate limitations to development due to poor stability, slow permeability, steep slopes and high erosion potential. Marlboro clays are not located on this site. Based on information obtained from the Maryland Department of Natural Resources Wildlife and Natural Heritage Program, there are no rare, threatened or endangered species found to occur on the vicinity of this property. There are no designated scenic or historic roads in the vicinity of this application. The site is in the Developed Tier as reflected in the 2002 General Plan and in the Bladensburg, Carrollton and Vicinity Master Plan. The site does not contain Regulated Areas, Evaluated Areas, or any Network Gaps identified in the Countywide Green Infrastructure Plan.

Bladensburg-New Carrollton and Vicinity Requirements

In the Bladensburg-New Carrollton and Vicinity Master Plan, the subject property is designated as retail commercial; however, the site retains its R-55 zoning. The subject property is located within Analysis Area 10. The environmental requirements for woodland preservation and stormwater management are addressed in the Environmental Review section below. There are no specific environmental recommendations or design standards that require review for conformance.

Countywide Green Infrastructure Plan

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

Environmental Review

The preliminary plan application has a signed Natural Resources Inventory (NRI/132/06), dated November 13, 2006 that was included with the application package. The preliminary plan and TCPI show all the required information. The isolated wetlands, 25-foot wetland buffer, and severe slopes have been correctly located on the plan and verified to be correct as reflected in the

NRI. No additional information is required with respect to the NRI.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. A Type I Tree Conservation Plan submitted as part of this application was reviewed.

The woodland conservation threshold (WCT) for this 2.14-acre property is 20 percent, or 0.43 acres of the net tract. The TCPI proposes to clear the entire woodland on-site of 2.11 acres, plus off-site clearing, resulting in a replacement requirement of 0.10 acres for a total requirement of 2.21 acres. The TCPI worksheet correctly shows the requirement as being 2.21 acres. The requirement is proposed to be satisfied by 2.21 acres of off-site mitigation on another property. The TCPI only shows portions of the right-of-way to be cleared for the construction of the proposed driveways and the installation of necessary utilities. This results in several small patches of isolated woodlands between the driveways. These areas have been counted as cleared because their future viability is questionable and more clearing may be needed for final construction.

The site plan shows extensive grading with two proposed retaining walls. The design shows an average of 24 feet of grade change in retaining walls above the proposed houses. Concurrence is needed from the Department of Environmental Resources Building Review Section and engineers from the Department of Public Works and Transportation to determine whether or not this design is in conformance with the Subtitle 4 of the County Code. The applicant will need to meet with DER and DPW&T to determine whether or not this design is in conformance with the grading requirements prior to platting the proposed lots.

The TCPI only shows portions of the right-of-way to be cleared for the construction of the proposed driveways and the installation of necessary utilities. These are areas that will need to be graded for the development and have been calculated as cleared. These areas need to be labeled for clarity. The plan as submitted must be revised to reference the stormwater management concept approval number in TCPI Note 6 and the worksheet needs to be revised to use numbers to the 1/100th of an acre (two decimal points).

The Subdivision Ordinance requires the preservation of streams and wetlands and their associated buffers in their entirety, unless the Planning Board approves a variation and can make the required findings of Section 24-113.

The plan shows an existing wetland within the right-of-way that is proposed to be disturbed. It is an isolated wetland.

The plan as submitted shows proposed encroachments into the regulated areas. The regulated areas are required to be preserved to the extent possible unless the Planning Board approves a variation request. A variation request for proposed impacts was submitted with the review package and shows impacts exclusively for access driveways and water and sewer connection to Lots 2 and 3.

Variation requests are generally supported for impacts that are essential to developments, such as road crossings to isolated portions of a parcel or impacts for the construction and installation of necessary public utilities, if the impacts are minimized. In this case, the impacts are necessitated by the proposed construction for access driveways and water and sewer connection.

Variation Request

Impact Areas for access driveways and water and sewer connection to Lots 2 and 3 (Exhibit "A")

The areas of impacts to the isolated wetland and its associated buffer for proposed access driveways and water and sewer connections are located along Greenvale Parkway. The proposed buffer impacts are the result of two access driveways and to provide sanitary sewer and water connections resulting in impacts to 2,868 square feet of wetland and 5,700 square feet of wetland buffer, totaling 8,568 square feet of permanent impacts.

Staff supports these impacts because the site could not be developed without the associated access roadways and stormwater management facilities.

The following is an analysis of the required findings of Section 24-113 with regard to the variation:

Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

- (1) The granting of the variation will not be detrimental to the public safety, health, or injurious to other property;**

The variations are required to address the regulations associated with the access roadways and sewer connections will not be detrimental to the public safety, health, or injurious to other property.

- (2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The conditions of the property are unique with respect to the placement of the associated isolated wetland and buffer, and the required placement of the access driveways and sewer connections.

- (3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation;**

No other variances, departures, or waivers are required with regard to the treatment of stormwater. All appropriate local, federal and state permits must be obtained before the construction can proceed.

- (4) **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out;**

Due to the configuration of this site and the location of the isolated wetland and wetland buffer, the extent of the proposed impacts are appropriate to allow for the development of the property under its existing zoning.

The Environmental Planning Section recommends that the Planning Board approve the areas of impacts as requested

Copies of the approved stormwater management concept letter and associated plan were not submitted with this application. The stormwater management concept plan submitted with this application is yet to be approved and shows the provision of dry wells on each lot within the area shown on the TCPI to be cleared. An approved stormwater management concept letter with the associated plan are required to be submitted prior to signature approval of the preliminary plan.

Water and Sewer Categories

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

3. **Community Planning**—The property is located within Planning Area 69, and is within the limits of the *1994 Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity*. The master plan land use recommendation for the subject property is for a Medium Suburban residential land use. This application proposes a Medium Suburban residential land use which is therefore consistent with the land use recommendation within the *1994 Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity*.

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

The 1994 Bladensburg-New Carrollton and Vicinity Sectional Amendment Map retained the subject property within the R-55 Zone.

The environmental features map of the master plan indicates that this area is wooded. Given the steep slopes in the area, larger lots might be more appropriate to mitigate the steep slopes and preserve the woodland. The master plan recommends using innovative site plans so as not to make major changes to the existing terrain and minimize adverse impacts on the natural environment.

The Urban Design Section of the master plan made recommendations for improving existing and new residential neighborhoods. One recommendation in particular is pertinent to the proposed subdivision. Recommendation 6 (page 95 of the Plan) recommends that developers of new housing be required to build several house variations that will provide variety as well as compatibility to ensure visual cohesion.

4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations the Park Planning and Development Division recommends that the applicant pay a fee-in-lieu of parkland dedication because the land available for dedication is unsuitable due to its size and location.
5. **Trails**—The Adopted and Approved Bladensburg-New Carrollton and Vicinity Master Plan designates this portion of Greenvale Parkway as a master plan bikeway. This bikeway is intended to provide bike access through a largely residential area and access to a local park and school facilities. This bikeway can be accommodated through the provision of standard “share the road with a bike” signage and pavement markings, if determined appropriate by DPW&T at the time of road resurfacing. Bikeway signage is recommended at this time.

SIDEWALK CONNECTIVITY:

There is an existing sidewalk along a portion of the property’s Greenvale Parkway street frontage. The Transportation Planning Section recommends the continuation of the sidewalk along the property’s entire street frontage of Greenvale Parkway unless modified by the Department of Public Works and Transportation at the time of issuance of street construction permits.

6. **Transportation**— The Transportation Planning Section has reviewed the subdivision application for the Greenvale Parkway Property. The property consists of approximately 2.14 acres of land in the R-55 zone. The property is located south of Greenvale Parkway and east of Baltimore Washington Parkway (MD 295). The applicant proposes a residential subdivision consisting of eight single-family dwellings.

The transportation staff determined that a traffic study was not warranted by the size of the proposed development. Staff did request a traffic count of the applicant, and the needed count for the critical intersection of MD 450 and Greenvale Parkway has been submitted. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by 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 property is located within the developed tier, as defined in the General Plan for Prince George’s County. As such, the subject property is evaluated according to the following standards:

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

Unsignalized intersections: The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be

an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The traffic generated by the proposed preliminary plan would impact the intersection of MD 450 and Greenvale Parkway, which is not signalized. The applicant's traffic consultant submitted a traffic count taken on March 27, 2007. The transportation staff is basing its findings on the submitted traffic count.

The application is for eight single-family residential units. The proposed development would generate 6 AM (1 in, 5 out) and 7 PM (5 in, 2 out) peak-hour vehicle trips as determined using "The Guidelines for the Analysis of the Traffic Impact of Development Proposals."

The traffic generated by the proposed plan would primarily impact the unsignalized intersection of MD 450 and Greenvale Parkway. The Prince George's County Planning Board, in "The Guidelines for the Analysis of the Traffic Impact of Development Proposals" has defined an upper limit of 50.0 seconds of delay in any movement as the lowest acceptable operating condition on the transportation system. The following conditions exist at the critical intersection: AM peak hour, maximum delay of 20.3 seconds, 21.0 seconds, and 21.2 seconds under existing, background, and total traffic conditions. During the PM peak hour, a maximum delay of 25.6 seconds, 26.9 seconds, and 26.9 seconds under existing, background, and total traffic conditions. Background conditions reflect a growth rate of three percent along MD 450 for through traffic movements. With the addition of the proposed development the critical intersection operates acceptably, based on the Guidelines.

Driveway access to the new lots will be directly from Greenvale Parkway. This is consistent with existing single-family residences along Greenvale Parkway. Site access and circulation is adequate. The Transportation Planning Section has not received any comments from the Department of Public Works and Transportation for this application. Staff notes that the right-of-way for Greenvale Parkway is 120 feet wide; however, this roadway is not a master plan road or one of arterial designation. The driveways of the proposed single-family residences will be within the right-of-way along Greenvale Parkway. A five foot wide sidewalk is also proposed along Greenvale Parkway.

Transportation Staff Conclusions and Recommendations

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code.

7. **Schools**— The Historic Preservation and Public Facilities Planning Section have reviewed this preliminary plan for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded the following.

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 7	Middle School Cluster 4	High School Cluster 4
Dwelling Units	8 sfd	8 sfd	8 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	1.92	0.48	0.96
Actual Enrollment	35,388	11,453	16,879
Completion Enrollment	218	52	105
Cumulative Enrollment	102	25.50	51
Total Enrollment	35,709.92	11,530.98	17,034.96
State Rated Capacity	39,187	11,272	15,314
Percent Capacity	91.12%	102.29%	111.12%

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

These figures are correct on the day the referral was written. They are subject to change under the provisions of CB-30-2003 and CR-23-2003. Other projects that are approved prior to the public hearing on this project will cause changes to these figures. The numbers shown in the resolution will be the ones that apply to this project.

County Council bill CB-31-2003 establishes a school facilities surcharge in the amounts of: \$7,000 per dwelling if a building is located between interstate highway 495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings. Council bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$7,671 and \$13,151 to be a paid at the time of issuance of each building permit.

The school surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

The Historic Preservation and Public Facilities Planning Section finds that this project meets the adequate public facilities policies for school facilities contained in Section 24-122.02, CB-30-2003 and CB-31-2003 and CR-23-2003.

8. **Fire and Rescue**—The Historic Preservation & Public Facilities Planning Section have reviewed this subdivision plan for fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Ordinance.

The Prince George’s County Planning Department has determined that the subject property is within the required 7-minute response time for the first due fire station Landover Hills, Company 30, using the 7 Minute Travel Times and Fire Station Locations Map provided by the Prince George’s County Fire Department.

Pursuant to CR-69-2006, Prince George’s County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A, B) regarding sworn police and fire and rescue personnel staffing levels.

The Fire Chief has reported that the department has adequate equipment to meet the standards stated in CB-56-2005.

9. **Police Facilities**—The subject property is located in Police District I. The standard for emergency calls response is 10 minutes and 25 minutes for non-emergency calls. The times are based on a rolling average for the proceeding 12 months. The preliminary plan was accepted for processing by the Planning Department on December 8, 2006.

Reporting Cycle	Date	Emergency Calls	Non-emergency
Acceptance Date	11/08/05-11/08/06	10.00	18.00
Cycle 1			
Cycle 2			
Cycle 3			

The response time standards of 10 minutes for emergency calls and 25 minutes for non-emergency calls were met on December 8, 2006.

The Police Chief has reported that the department has adequate equipment to meet the standards stated in CB-56-2005.

Pursuant to CR-69-2006, Prince George’s County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A, B) regarding sworn police and fire and rescue personnel staffing levels.

10. **Health Department**—The Environmental Engineering Program has reviewed the preliminary plan of subdivision for the Greenvale Parkway Property and has no comments to offer.
11. **Stormwater Management**—The Department of Public Works and Transportation has determined that on-site stormwater management is required. A Stormwater Management Concept Plan has been submitted, but not yet approved. Prior to signature approval of the preliminary plan of subdivision, the applicant should submit two copies of the signed and approved stormwater management concept plan and approval letter. The approved stormwater concept plan application number and approval date should be delineated on the preliminary plan and the Type I Tree Conservation Plan. Development must be in accordance with the approved plan to ensure that development of this site does not result in on-site or downstream flooding.
12. **Historic**—A Phase I archeological survey is not recommended on the above-referenced 2.14-acre property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. Aerial photographs indicate that most of the property has previously been impacted by the construction of houses surrounding the property. Most of the property also contains slopes over 15 percent. However, the applicant should be aware that there are two Historic Sites, the Browning-Baines House (69-019) and Riverdale Baptist Church (69-012), and one archeological site, the Cherry Hill Cemetery, within a one-mile radius of the subject property

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

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised as follows:
 - a. Delineate the plat references for all adjoining properties.
 - b. Provide the stormwater management concept plan number and approval date within the general notes.
 - c. Remove general note no. 1 from the plan, as the property is currently unimproved.
 - d. Revise the general notes to indicate that the proposed use is “detached single-family dwellings”.
 - e. Correct the lot width along the front street line of Lot 6 on both the preliminary plan and the TCP-1, and adjust the net lot area of Lot 6 if necessary.
 - f. Label Furman Parkway
2. Prior to the issuance of permits, a Type II Tree Conservation Plan shall be approved.
3. Prior to signature approval of the preliminary plan of subdivision the applicant shall submit two copies of the stormwater management concept plan, signed by DPW&T, and two copies of the approval letter. The stormwater management concept plan approval number and approval date shall be delineated on the preliminary plan and TCPI. Any required stormwater management facilities shall be shown on the TCPI.
4. The applicant, his heirs, successors and or assignees shall provide standard sidewalks along the property’s entire street frontage of Greenvale Parkway unless modified by the Department of Public Works and Transportation at the time of issuance of street construction permits.
5. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall provide a financial contribution of \$210.00 to the Department of Public Works and Transportation for the placement of a bikeway sign along Greenvale Parkway, 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.
6. Prior to approval of the Final Plat of subdivision the applicant, his heirs, successors and or assignees shall pay a fee-in-lieu of parkland dedication.
7. Prior to approval of the Final Plat of subdivision, the applicant, his heirs, successors and/or assignees shall have a Detailed Site Plan approved by the Planning Board. The Detailed Site Plan shall include, but not be limited to:
 - a) Tree preservation and/or the requirement for landscape bufferyards to be located along the west side of the proposed retaining walls on Lots 1 thru 8, Block H, and in any other areas deemed suitable by the Urban Design Section. The purpose of the tree preservation and/or a landscape bufferyard is to provide screening for the adjacent properties after the site has been cleared;
 - b) Any minor revisions which result from the approved stormwater management concept

plan; and

- c) Planning Board review of the materials and design of the proposed dwellings to insure compatibility consistent with the neighboring homes.
8. Prior to signature approval of the preliminary plan, the Type I Tree Conservation Plan, TCPI/58/06, shall be revised as follows:
- a. Revise the TCPI note # 6 to reference the stormwater management concept approval number;
 - b. Label all areas that are being counted as cleared and include the acreage;
 - c. Revise the worksheet to two decimal points; and
 - d. Have the revised plan signed and dated by the qualified professional who prepared the plan.
9. Development of this subdivision shall be in compliance with the Type I Tree Conservation Plan (TCPI/58/06) approved as part of this application.

“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/58/06), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005”. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.

STAFF RECOMMENDS APPROVAL OF TYPE-I TREE CONSERVATION PLAN, TCPI/58/06, AND APPROVAL OF A VARIATION TO SECTION 24-130 OF THE SUBDIVISION REGULATIONS.