



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

Preliminary Plan 4-07002

Application	General Data
Project Name: GHOUSHE PROPERTY Location: NORTH SIDE OF SURRATTS ROAD ACROSS FROM MOORES LANE Applicant/Address: SURRATTS PROPERTY 14100 Sullyfield Circle; Suite 250 Chantilly, VA 20151 Property Owner:	Date Accepted: 3/9/07
	Planning Board Action Limit: 7/19/07
	Plan Acreage: 9.13
	Zone: R-R
	Lots: 5
	Parcels: 2
	Planning Area: 81A
	Tier: Developing
	Council District: 09
	Election District: 09
	Municipality: N/A
	200-Scale Base Map: 214SE07

Purpose of Application	Notice Dates
Single-family residential subdivision	Adjoining Property Owners Previous Parties of Record Registered Associations: 3/23/07 (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 06/19/07

Staff Recommendation		Staff Reviewer: Ivy R. Thompson	
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
4-07002 Ghouse Property

OVERVIEW

Located on Tax Map 126, Grid A-2, the subject property consists of approximately 9.13 acres of land that is currently undeveloped. Two parcels, Parcel 92 and Parcel 35, form the property that is zoned R-R and is shaped like an arrowhead. The proposal is to develop the property into five lots and two parcels. The five lots are proposed for single-family dwelling residences; Parcel A is for a stormwater management pond to be conveyed to a homeowners association (HOA), and Outparcel B is to be retained by the applicant, all fronting on and with access to a public right-of-way extending from Surratts Road across from Moores Lane.

Staff previously reviewed Preliminary Plan 4-06018 for the subject property as a 14-lot subdivision; however, the case was withdrawn before being heard by the Planning Board. It should be noted that there was a concern regarding transportation adequacy that is discussed in the Transportation finding.

SETTING

Located in the Developing Tier, the subject property is situated along the northeast side of Surratts Road at its intersection with Moores Lane and consists. Abutting properties north, south and west of the subject property are also zoned R-R. Abutting properties east of the subject property are zoned R-E. Most of the surrounding properties are developed with single-family detached dwelling units.

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-R	R-R
Use(s)	Residential	Residential
Acreage	9.13	9.13
Lots	0	5
Outparcels	0	1
Parcels	2	1
Dwelling Units:	0	5
Public Safety Mitigation Fee		No

2. **Environmental**—There are no streams, wetlands or 100-floodplain on the property. The site eventually drains into Piscataway Creek in the Potomac River watershed. According to the

“Prince George’s County Soils Survey,” the principal soils on this site are in the Beltsville, Matapeake, and Westphalia series. Marlboro clay does not occur in this area. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, rare, threatened, or endangered species do not occur on or near this property. No designated scenic or historic roads will be affected by the proposed development. There are no nearby sources of traffic-generated noise. Based on the most recent Air Installation Compatible Use Zone Study released to the public in August 1998 by Andrews Air Force Base, aircraft-related noise is significant. The proposal is not expected to be a noise generator. This property is located in the Developing Tier as reflected in the adopted General Plan.

Environmental Issues Addressed in the Subregion V Master Plan

The master plan notes that this property is impacted by air traffic noise associated with Andrews Air Force Base. This issue is addressed further as part of the environmental review.

Countywide Green Infrastructure Plan

The property contains an evaluation area as identified in the approved *Countywide Green Infrastructure Plan*. The evaluation area is adjacent to a regulated area located off-site to the east. This issue is addressed as part of the environmental review. When the plan is revised to provide the woodland conservation along the eastern property line, it will be in conformance with the *Countywide Green Infrastructure Plan*.

ENVIRONMENTAL REVIEW

Based on the most recent Air Installation Compatible Use Zone Study released to the public in August 1998 by Andrews Air Force Base, aircraft generated noise is significant. The study indicates that the noise levels are within the 65-70 dBA (Ldn) noise contours. This noise level is above the state noise standard for residential land uses. It will not be possible to mitigate noise in the outdoor activity areas; however, proper construction materials must be used to ensure that the noise inside of the residential structures does not exceed 45dBA. A note should be placed on the final plat stating that certification by a professional engineer with competency in acoustical analysis demonstrating that the design and construction of the building shells will reduce interior noise levels to 45 dBA or less on the building permit. Prior to final plat approval, the declaration of covenants for the property, in conjunction with the formation of a homeowners association, should include language notifying all future contract purchasers of the proximity of the property to Andrews Air Force Base and noise levels related to military aircraft overflights. The property is approximately three miles from the south end of the runway. The declaration of covenants should include the disclosure notice. At the time of purchase contract with homebuyers, the contract purchaser should be required to sign an acknowledgement of receipt of the declaration. The liber and folio of the recorded declaration of covenants should be noted on the final plat along with a description of the proximity of the development to Andrews Air Force Base and noise levels related to military aircraft overflights.

An approved natural resources inventory, NRI/010/06, was submitted with the application. There are no streams, wetlands, or 100-year floodplain on the property. The forest stand delineation indicates one forest stand totaling 8.97 acres and notes the species, size and condition of 13 specimen trees. Immature upland hardwoods, including white oak, tulip poplar, and red oak, with an average of 16.2 inches diameter at breast height, cover approximately 8.97 acres. The understory includes high bush blueberry, American holly, and flowering dogwood. Although there is some Japanese honeysuckle, the proportion of invasive species is low. Based on this

condition, and the fact that the property contains an evaluation area as identified in the approved *Countywide Green Infrastructure Plan*, on-site woodland conservation must be maximized.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site is more than 40,000 square feet in area and there are more than 10,000 square feet of existing woodlands.

The Type I Tree Conservation Plan, TCPI/0146/06, has been reviewed and was found to require revisions. The plan proposes clearing 2.49 acres of the existing 8.97 acres of woodland. The woodland conservation threshold for the project is 1.83 acres. Based upon the proposed clearing, the total woodland conservation requirement is 2.45 acres. The plan proposes preserving 2.45 acres on site to meet the requirement. An additional 4.03 acres will be preserved on site that is not part of any requirement.

The encumbrance of small lots with woodland conservation areas is not consistent with the purposes of the Woodland Conservation Ordinance. The woodland areas remaining on Lots 1, 2, 4, and 5 after clearing for development are fragments that are contrary to the preservation policies established in the ordinance and those of the *Countywide Green Infrastructure Plan*. Because the woodlands are of a good quality with few invasive species, woodlands may be retained on lots but these areas do not need to be calculated as cleared. If a future homeowner desires to clear additional area, they will need to revise the Type II Tree Conservation Plan or pay a fee-in-lieu for the additional area of woodland cleared.

The plan proposes encumbering all of proposed Outparcel "B" with woodland conservation. The Subdivision Regulations discourage the creation of outparcels that have adequate street frontage and area to be legally buildable within the zone. Additionally, the complete encumbrance of an isolated, small, privately-owned property is contrary to the Woodland Conservation Ordinance.

The site has an evaluation area designated by the *Countywide Green Infrastructure Plan* because there is a stream valley east of the subject property. All required woodland conservation should be placed close to the stream valley, parallel to the stream, and as contiguous woodland. This revision must be made in order for conformance to be found with the *Countywide Green Infrastructure Plan*. Prior to signature of the preliminary plan, the Type I tree conservation plan should be revised. A note detailing the restrictions of the tree conservation plan should be placed on the final plat of subdivision

According to the "Prince George's County Soils Survey," the principal soils on this site are in the Beltsville, Matapeake, and Westphalia series. Beltsville soils may have impeded drainage and a high water table. Matapeake soils pose no special problems for development. Westphalia soils are highly erodible. This information is provided for the applicant's benefit. The Prince George's County Department of Environmental Resources will require a soils report in conformance with CB-94-2004 during the permit process review.

A stormwater management concept, CSD 30260-2006-01, was approved by the Department of Public Works and Transportation on June 6, 2007, and expires on May 14, 2010. The approval requires the use of infiltration and grass swales. The cleared areas on the lots appear to be sufficient to accommodate and future revisions to provide stormwater management.

Water and Sewer

The Department of Environmental Resources (DER), Development Services Division, has determined that the 2001 Water and Sewer Plan designated this property in water and sewer Category 4. Category 3 must be obtained prior to final plat. Water and sewer line extensions are required to serve the property and must be approved by the Washington Suburban Sanitary Commission before approval of a final plat.

3. **Community Planning**—This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier. This application conforms to the suburban residential land use recommendation of the 1993 Subregion V Approved Master Plan and SMA, because it proposes five single-family residential lots consistent with the density recommendations. This application is located in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable.
4. **Parks and Recreation**—In accordance with Section 24-134 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 for Lots 1, 2, 4, and 5. Lot 3 is exempt because it is over one acre in size.
5. **Trails**—There are no master plan trails issues identified in the adopted and approved Subregion V Master Plan. Surratts Road is open section with no sidewalks in the vicinity of the subject site. Most roads in the vicinity are open section with no sidewalks due to the relatively large size of most of the lots. However, the master plan designates Surratts Road as a master plan collector (C-609). The submitted preliminary plan indicates dedication for the ultimate road right-of-way along Surratts Rad. If frontage improvements are required, staff recommends the provision of a standard sidewalk along the site's frontage. Staff also recommends a standard sidewalk along both sides of the internal road.
6. **Transportation**—The subject property is not large enough to warrant a traffic study and would have a minimal impact on area roadways. The findings and recommendations outlined below are based upon a review of relevant 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 *Prince George's County Approved General Plan*. 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.

Staff Analysis of Traffic Impacts

The intersection of MD 5 and Surratts Road is determined to be the critical intersection for the subject property. This intersection is the nearest signalized intersection to the site and would serve a majority of the site-generated traffic. The turning movement counts indicate that the critical intersection operates at LOS F with a CLV of 1,766 during the AM peak hour. During the PM peak hour, the intersection operates at LOS E with a CLV of 1,576.

There are no funded capital projects at this intersection in either the County Capital Improvement Program or the State Consolidated Transportation Program that would affect the critical intersection. Since the intersection was counted, improvements have been built by a private developer that provide double left-turn lanes on the northbound and southbound approaches of MD 5; these improvements were built as a part of a mitigation package and they are completed. There are 16 approved but unbuilt developments totaling 1,200 residences (plus a small amount of commercial space) that would affect the intersection. Through-traffic growth has also been considered along MD 5. With background growth added, the critical intersection would operate as follows: AM peak hour – LOS F, with a CLV of 1,951; PM peak hour – LOS F, with a CLV of 1,787.

With the development of five single-family detached residences, the site would generate 4 AM (1 in and 3 out) and 5 PM (3 in and 2 out) peak-hour vehicle trips. At this point, it is noted that the definition of de minimus impact in the guidelines indicates that the site is eligible to be considered as such because this application is “a development which generates five or fewer peak-hour trips.” This is true even though the critical intersection would operate unacceptably in both peak hours. Therefore, in accordance with the guidelines, it is recommended that the Planning Board find that 4 AM and 5 PM peak-hour trip will have a de minimus impact upon delay in the critical movements at the MD 5/Surratts Road Road intersection.

Much of the site is shown within Lot 3 or within an outparcel. These areas were displayed as lots on a previous application, Preliminary Plan 4-06018. That application was recommended for disapproval because it was too large to be considered de minimus, and there were no improvements that could be identified at the MD 5/Surratts Road intersection that would mitigate the site’s impact or result in LOS D. The application was withdrawn before it could be heard by the Planning Board. It is recommended that, if the Planning Board determines that the current application should be considered de minimus for the purpose of a transportation adequacy determination, Lot 3 or Outparcel A cannot be resubdivided at a later time and deemed to be de minimus for the purpose of a transportation adequacy determination.

Surratts Road is a master plan collector. The plan must show dedication of 40 feet from centerline.

Transportation Staff Conclusions

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 if the application is approved with conditions.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has 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.

Finding

Impact on Affected Public School Clusters

Affected School Clusters	Elementary School Cluster 5	Middle School Cluster 3	High School Cluster 3
Dwelling Units	5	5	5
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	1.2	.03	.06
Actual Enrollment	3898	5968	7835
Completion Enrollment	148.8	90	181
Cumulative Enrollment	37.2	8.88	17.76
Total Enrollment	4085.2	6067.18	8034.36
State Rated Capacity	3771	6114	7792
Percent Capacity	108.33	99.23	103.11

Source: Prince George’s County Planning Department, M-NCPPC, January 2007

These figures are correct on the day the referral memo 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 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. 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 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 staff 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. **Police Facilities**—The Prince George’s County Planning Department has determined that this preliminary plan is located in Police District V.

The response standard is 10 minutes for emergency call and 25 minutes for nonemergency 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 March 9, 2007.

Reporting Cycle	Date	Emergency Calls	Nonemergency
Acceptance Date 3/09/07	2/06 – 2/07	10 minutes	15 minutes
Cycle 1			
Cycle 2			
Cycle 3			

The response time standards of 10 minutes for emergency calls and 25 minutes for nonemergency calls were met on March 16, 2007. 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, the 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.

9. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of 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 this preliminary plan is within the required seven-minute response time for the first due fire station, Brandywine Company 40, using the Seven-Minute Travel Times and Fire Station Locations Map provided by the Prince George’s County Fire Department.

Pursuant to CR-69-2006, the 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.

10. **Stormwater Management**—The Department of Public Works and Transportation, Office of Engineering, has approved Stormwater Management Concept Plan 3026-2006-01 with conditions. Development should be in conformance with this approval and any revisions.
11. **Health Department**— The Environmental Engineering Program has reviewed the preliminary plan of subdivision for the Ghouse property and has no comments to offer.
12. **Archeology**—A small tributary of Piscataway Creek is located just to the east of the subject property. Prehistoric archeological sites have been found in similar settings. There are five currently known archeological sites, 18PR314, 18PR315, 18PR404, 18PR405, and 18PR697, within a one-mile radius of the subject property. Three of these sites are prehistoric lithic scatters or resource procurement sites and two are historic house sites. A house appears on the west central portion of the property in the 1938 aerial photographs and on a 1956 USGS map (Brandywine Quadrangle). The structure has been removed by 1965 and the lot remains undeveloped and wooded throughout the latter part of the 20th century. The subject property was once part of a larger antebellum plantation owned by Stanislaus Blandford. Blandford was a large slaveholder and held 19 slaves in 1840, 26 slaves in 1850, and 37 slaves in 1860. Stanislaus Blandford’s home is shown on the south side of Surratts Road on the 1861 Martenet map. The

Blandford home was acquired by a son, William Benson H. Blandford, in 1868. The Blandford residence is still shown on the south side of Surratts Road on the 1878 Hopkins map.

Prior to approval of this preliminary plan, Phase I (Identification) archeological investigations, according to the Planning Board's *Guidelines for Archeological Review* (May 2005), are recommended on the above-referenced property to determine if any cultural resources are present. The entire 9.13 acres should be surveyed for archeological sites. A title search should be performed on the property tracing the title back as far as possible. A search should be made of census records to determine if past owners held slaves. The applicant should submit a Phase I research plan for approval by the staff archeologist prior to commencing Phase I work. Evidence of M-NCPPC concurrence with the final Phase I report and recommendations should be required prior to signature approval.

Upon receipt of the report by the Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to Planning Board approval of any final plat, the applicant should provide a plan for evaluating the resource at the Phase II level, or avoiding and preserving the resource in place. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated in a proper manner, prior to approval of any grading permits.

13. **Historic Preservation**—The Historic Preservation and Public Facilities Planning Section has reviewed the subject area and has found that there is no effect on historic resources.
14. **Subdivision**—The proposed plan reflects five lots, but labels them Lots 1, 2, 3, 13, and 14. Lots 13 and 14 should be labeled 4 and 5. This should be corrected prior to signature approval of the preliminary plan.

The proposed internal road is reflected on the plan ending midway into the property in a stub fashion rather than terminating in a cul-de-sac. This is not consistent with the standard requirement for a county public road. Unless this stub is agreed to in writing by the Department of Public Works and Transportation, than prior to signature approval of the preliminary plan a cul-de-sac bulb should be added to the stub and the areas of Lot 3 and Parcel A be adjusted accordingly.

Lots 1 and 5 (currently reflected as 14 on the plan) have frontage on the internal road and on Surratts Road, a collector roadway. Where possible, it is appropriate to limit vehicular access to collector roadways. The final plat of subdivision should reflect a note denying vehicular ingress/egress from Surratts Road.

RECOMMENDATION

APPROVAL of TCPI/14/06 and Preliminary Plan 4-07002, subject to the following conditions:

1. The following note shall be placed on the final plat:

“Prior to the approval of building permits for the proposed residential structures, the applicant, his heirs, successors and or assignees shall place on the building permit a certification by a professional engineer with competency in acoustical analysis demonstrating that the design and construction of the building shells will reduce interior

noise levels to 45 dBA or less. Due to the proximity of Andrews Air Force Base, properties within this subdivision have been identified as possibly having noise levels between 65-70 dBA (Ldn) due to military aircraft overflights.”

2. Prior to final plat approval, the declaration of covenants for the property, in conjunction with the formation of a homeowners association, shall include language notifying all future contract purchasers of the proximity of the property to Andrews Air Force Base and noise levels related to military aircraft overflights. The property is approximately three miles from the south end of the runway. The declaration of covenants shall include the disclosure notice. At the time of purchase contract with home buyers, the contract purchaser shall be required to sign an acknowledgement of receipt of the declaration. The liber and folio of the recorded declaration of covenants shall be noted on the final plat along with a description of the proximity of the development to Andrews Air Force Base and noise levels related to military aircraft overflights.
3. Prior to signature of the preliminary plan, the Type I Tree Conservation Plan shall be revised to:
 - a. Provide all required woodland conservation as on-site preservation in the eastern portion of the site parallel to the stream in a contiguous woodland block.
 - b. Revise the worksheet as needed.
 - c. Have the revised plan signed and dated by the qualified professional who prepared the plan.
4. The following note shall be placed on the final plat of subdivision:

“Development is subject to restrictions shown on the approved Type I tree conservation plan (TCPI/014/06), 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.”
5. 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 for Lots 1, 2, 4 and 5.
6. The applicant and the applicant’s heirs, successors and/or assignees shall provide standard sidewalk along the subject site’s entire frontage of Surratts Road, unless modified by DPW&T.
7. The applicant and the applicant’s heirs, successors and/or assignees shall provide standard sidewalk along both sides of the internal road, unless modified by DPW&T.
8. Prior to signature approval of the preliminary plan, the plan must show dedication of 40 feet from centerline for Surratts Road.
9. In the event that Lot 3 or Outparcel A are resubdivided in the future, the traffic impact of the resubdivision will not be considered to be de minimus for the purpose of making a transportation adequacy finding.

10. The land to be conveyed to a homeowner's association or other entity shall be subject to the applicable conditions as follows:
 - A Conveyance shall take place prior to the issuance of building permits.
 - b. A copy of unrecorded, special warranty deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division (DRD), Upper Marlboro, along with the final plat.
 - c. All waste matter of any kind shall be removed from the property, prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.
 - d. The conveyed land shall not suffer the disposition of construction materials, soil filling, discarded plant materials, refuse or similar waste matter.
 - e. Any disturbance of land to be conveyed to a homeowner's association shall be in accordance with an approved specific design plan or shall require the written consent of the DRD. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement and stormdrain outfalls. If such proposals are approved, a written agreement and financial guarantee shall be required to warrant restoration, repair or improvements, required by the approval process.
 - f. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to a homeowner's association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by DRD prior to the issuance of grading or building permits.
 - g. Temporary or permanent use of land to be conveyed to a homeowner's association for stormwater management shall be approved by DRD.
 - h. Stormdrain outfalls shall be designed to avoid adverse impacts on adjacent land, owned by or to be conveyed to The Maryland-National Capital Park and Planning Commission (M-NCPPC). If the outfalls require drainage improvements on land to be conveyed to or owned by M-NCPPC, the Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.
 - I There shall be no disturbance of any adjacent land that is owned by, or to be conveyed to M-NCPPC, without the review and approval of DPR.
 - j. The Planning Board or its designee shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.
11. Development of this site shall be in conformance with an approved stormwater management concept plan and any subsequent revisions.

12. Prior to signature approval, the preliminary plan shall be revised to:
 - a. Redesignate Lots 13 and 14 to Lots 4 and 5; and
 - b. Unless the proposed stub street is agreed to in writing by the Department of Public Works and Transportation, a cul-de-sac bulb shall be added to the end of the stub street and the areas of Lot 3 and Parcel A adjusted accordingly.
13. The final plat of subdivision shall reflect a note denying vehicular ingress/egress from Surratts Road.