

The Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Development Review Division  
 301-952-3530



Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>.

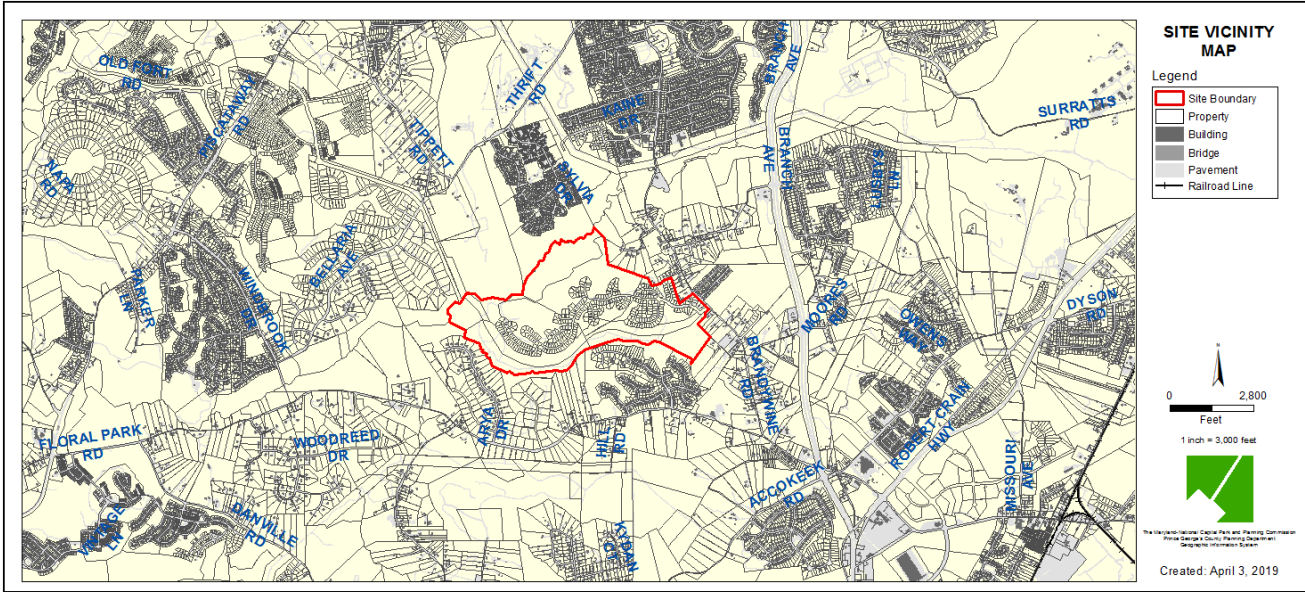
## Detailed Site Plan

## DSP-05036-03

Application	General Data	
<b>Project Name:</b> Villages of Savannah  <b>Location:</b> On the west side of Brandywine Road, approximately 5,000 feet north of the intersection of Brandywine Road and Floral Park Road.  <b>Applicant/Address:</b> Mid-Atlantic Builders, Inc. 11611 Old Georgetown Road Rockville, MD 20852	Planning Board Hearing Date:	05/30/19
	Staff Report Date:	05/14/19
	Date Accepted:	03/04/19
	Planning Board Action Limit:	05/27/19
	Plan Acreage:	518.16
	Zone:	R-R
	Dwelling Units:	N/A
	Gross Floor Area:	N/A
	Planning Area:	85A
	Council District:	9
	Election District:	11
	Municipality:	N/A
	200-Scale Base Map:	216SE05

Purpose of Application	Notice Dates	
This case was continued from the Planning Board hearing of May 9, 2019.  Requesting an amendment to revise the recreational facilities and on-site trail network.	Informational Mailing:	02/20/18
	Acceptance Mailing:	02/27/19
	Sign Posting Deadline:	04/09/19

Staff Recommendation		Staff Reviewer: Thomas Burke Phone Number: 301-952-4534 Email: Thomas.Burke@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-05036-03  
Type II Tree Conservation Plan TCPII-149-02-05  
Villages of Savannah

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION CRITERIA

This detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in Rural Residential (R-R) Zone and site design guidelines;
- b. The requirements of Preliminary Plan of Subdivision 4-02126;
- c. The requirements of Detailed Site Plan DSP-05036 and its amendments;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County 1993 Woodland Conservation and Tree Preservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- g. Referral comments.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The application is for approval of a detailed site plan (DSP) to revise the recreational facilities and the on-site trail network for a 357 single-family detached cluster subdivision.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	R-R	R-R
Use	Single-family residential	Single-family residential
Total Acreage	518.16	518.16

3. **Location:** The Villages of Savannah is located on the west side of Brandywine Road, approximately 5,000 feet north of the intersection of Brandywine Road and Floral Park Road. The site is in Planning Area 85A and Council District 9.

4. **Surrounding Uses:** The site has approximately 780 linear feet of frontage on Brandywine Road. To the north of this property are single-family detached communities in the R-A (Residential-Agricultural) and R-E (Residential-Estate) Zones. The site is also bordered by Piscataway Creek to the north. To the west and south are properties in the R-A and R-R (Rural Residential) Zones, and single-family detached houses in the R-R and R-E Zones.

5. **Previous Approvals:** The 1993 *Approved Master Plan and Sectional Map Amendment for Subregion V, Planning Areas 81A, 81B, 83, 84, 85A, and 85B* classified this site in the R-R Zone. The subject site, known then as Saddle Creek subdivision, received preliminary plan of subdivision (PPS) approval by the Prince George’s County Planning Board for 4-02126 (PGCPB Resolution No. 03-100), on May 15, 2003. DSP-05036 was approved by the Planning Board on July 6, 2006 (PGCPB Resolution No. 06-163). Four subsequent amendments to this DSP received Director-level approval to change the limits of disturbance; to add 11 additional architectural models; to add a fence; and to update the DSP per the approval of Departure from Sign Design Standards DSDS-697. On July 26, 2018, the Planning Board approved DSDS-697 for the gateway signs located at the entrance to the community from Brandywine Road (PGCPB Resolution No. 18-68).

6. **Design Features:** At the time of PPS 4-02126 approval, the Prince George’s County Department of Parks and Recreation (DPR) recommended dedication of 119 acres of parkland in the Piscataway Creek Stream Valley, dedication of 26 acres in the Saddle Creek subdivision, now known as Villages of Savannah (or 36 acres on Floral Park Road), and provision of on-site private recreational facilities. The applicant was also required to install an internal trail through the northern section of the community, connecting to Old Marbury Road, an equestrian trail along master-planned right-of-way A-65 in the southern section of the site, and a short trail connecting the equestrian trail to the community from Big Huntingdon Lane. The on-site private recreational facilities proposed in the approved DSP included an open play area, a softball field, two pre-teen playgrounds, a tennis court, and approximately 2.70 miles of the multiuse and equestrian trails.

Changes in the market since PPS and DSP approval regarding desired recreational amenities have led the applicant to reevaluate the facilities provided, and as a result, a determination was made that the tennis court and softball field are too specific for a community recreation area. The applicant has also found that there is no interest in an equestrian trail through a community that cannot otherwise accommodate horses. Regarding the trail connecting Old Marbury Road, neither DPR nor the Department of Public Works and Transportation are interested in maintaining or operating a trail at that location. Furthermore, the planned trail at this location was removed from the 2009 Approved Countywide Master Plan of Transportation and the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* due to the current policy of not requiring public

trail connections on private open space. Pedestrian connections throughout the site will be accommodated by the sidewalks provided along the internal roads.

This application seeks to allow more flexibility for recreation by providing a multipurpose court to replace the tennis court, an open play field to replace the softball field, and to remove the equestrian and selective on-site trails throughout the community from the plans, allowing those areas to remain undeveloped. Staff finds these changes to be acceptable based on the discussion herein.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the R-R Zone and the site plan design guidelines of the Zoning Ordinance.

The subject application is in conformance with the requirements of Section 27-441(b) of the Zoning Ordinance, which governs permitted uses in residential zones. The proposed single-family detached dwellings are a permitted use in the R-R Zone.

The proposal is in conformance with the requirements of Section 27-442, Regulations, regarding net lot area, lot coverage and green area, lot/width frontage, yards, building height, and density as no changes are proposed to the residential lots.

8. **Preliminary Plan of Subdivision 4-02126:** PPS 4-02126 was approved by the Planning Board on May 15, 2003 (PGCPB Resolution No. 03-100), for the creation of 389 lots and 14 parcels, subject to 39 conditions, of which the following are relevant to this application:

23. **The applicant, his heirs, successors and/or assignees shall construct the master plan trail on Parcel A from the end of Old Marbury Road as delineated on the preliminary plan. This trail shall be a minimum of eight feet wide and made of asphalt for its entire length.**
24. **The location and surface type of all trails shall be indicated on the detailed site plan. The equestrian trail shown along the southern edge of the subject property is acceptable.**

The applicant has filed a separate reconsideration of conditions 23 and 24 to remove the master plan trail from the end of Old Marbury Road and to remove the equestrian trails on the property. The merits of the PPS reconsideration have been scheduled to be heard by the Planning Board on the same date as the DSP. Approval of the reconsideration must occur prior to approval of the DSP. If modified as requested, this DSP will be in conformance with the conditions of the PPS.

25. **The applicant shall provide standard sidewalks along both sides of all internal public streets unless modified by the Department of Public Works and Transportation at the time of issuance of street construction permits.**

The DSP shows standard sidewalks along both sides of all internal public streets throughout the community.

26. **All trails not on land dedicated to M-NCPPC, the HOA, or within a public right-of-way shall be within a public use easement that shall be clearly marked and labeled on the detailed site plan.**

This application does not show trails proposed on lands other than those dedicated to the Maryland-National Capital Park and Planning Commission or public rights-of-way.

36. **The recreation facilities shall be designed and constructed in accordance with the applicable standards in the Parks and Recreation Facilities Guidelines.**

This condition was carried forward and modified as a condition of approval for DSP-05036.

9. **Detailed Site Plan DSP-05036:** DSP-05036 was approved by the Planning Board on July 6, 2006 (PGCPB Resolution No. 06-163), for 357 single-family detached homes. This resolution was subject to 17 conditions, of which the following conditions are relevant to this application:

1. **Prior to certificate approval of this DSP, the applicant shall:**

- d. **Provide a landscaped bufferyard and the corresponding schedule along the rear yards of Lots 1, 2, 5, and 6, Block A, fronting Brandywine Road pursuant to the requirement of Section 4.6 of the Landscape Manual.**

This condition has been addressed. Refer to the discussion in the 2010 *Prince George's County Landscape Manual* (Landscape Manual) section on page 7 of this report.

- h. **Add a note to the landscape plan stating that no lighting will be provided for the proposed recreation facilities on the homeowners' association land. Provide the cut sheet for proposed recreation facilities on the site plans.**

The cut sheets for the proposed recreation facilities were provided with this application; however, the note regarding lighting is not included on the plans. This condition shall be carried forward and modified as a condition of approval for this DSP.

- i. **Alternate recreational facilities of equal value may be proposed in substitution for the tennis court proposed in the eastern part of the development. In addition, the applicant shall relocate some of the proposed recreational facilities to the western part of the development. The alternate facilities and the allocation of the facilities between the eastern, central and western parts of the development shall be reviewed and approved by the Urban Design Section.**

This application seeks to replace the original tennis court with a multiuse court, which staff considers to be of equal value. The relocation of proposed recreational facilities was addressed with the certification of the original DSP.

- j. **Provide an enlarged site plan for the proposed play areas with recreation facility details and associated information regarding landscaping, lighting and trash collection.**

The plans include enlargements sufficiently showing the recreational facility details.

**r. Revise the plans to include:**

- (1) A six-foot wide paved trail connector on HOA land between Lot 39 and Lot 40 from Madison Park Court to the master plan trail.**

This trail was designed to provide a connection from the community to the master plan trail from Old Marbury Road. The reconsideration of the PPS requests the removal of the master plan trail, which would then make this connector trail unnecessary. Therefore, the trail is not shown on the plan and staff does not recommend it being added. The connection from the site to Brandywine Road will be accommodated along the internal sidewalks.

- (2) A public use trail easement on HOA land from Big Huntington Lane to the planned equestrian trail between either Lots 191 and 192 or between Lots 185 and 186. This trail shall utilize the stormwater management access road and connect the subdivision with the planned natural surface**

The referenced trail, between Lots 185 and 186, is no longer shown or deemed necessary, with the reconsideration to remove the equestrian component. The stormwater management (SWM) access road between lots 191 and 192 remains on the plans.

- 11. All play equipment shall comply with the requirements of the Consumer Product Safety Commission (CPSC) and the American Society for Testing and Materials (ASTM). All play areas shall comply with the requirements of the Americans with Disabilities Act and with the *Park and Recreation Facilities Guidelines*.**

This condition shall be carried forward as a condition of approval for this DSP.

- 16. The trails included in this DSP are subject to the following conditions:**

- a. The applicant, his heirs, successors and/or assignees shall construct the master plan trail along the approximate alignment of Old Marbury Road as delineated on the preliminary plan. This trail shall be a minimum of eight feet wide and asphalt for its entire length.**
- b. All equestrian trails shall be natural surface (natural turf), unless additional improvements are necessary for stormwater management or utility access.**
- c. Equestrian trails within HOA lands shall be within a 25-foot wide public use trail easement. The trail and easement shall be marked and labeled on the approved DSP.**

The PPS reconsideration seeks to have the master plan trail and equestrian trails removed from the requirements for the property. Staff agrees to the removal of equestrian trails

from the proposed plan, with the exception of the master plan trails or bikeways along Piscataway Creek, A-65, and Brandywine Road. Staff also agrees to the removal of the trail along Old Marbury Road, as this facility has been removed from various approved master plans, and staff shares the applicant's concerns with running the trail immediately behind residential lots. Due to removal of the equestrian element of proposed development, staff concurs condition 16 is no longer necessary.

10. **2010 Prince George's County Landscape Manual:** This site is subject to Sections 4.1, Residential Requirements, 4.6, Buffering Development from the Streets, 4.7, Buffering Incompatible Uses, and 4.9, Sustainable Landscaping Requirements of the Landscape Manual. The correct schedules are provided on the landscape and lighting plan, demonstrating conformance to all of these sections with sufficient buffer widths and plantings separating residential and recreational uses.

It should be noted that the site has frontage along Brandywine Road, a master plan collector right-of-way, and designated historic road. Although the residential lots oriented toward Brandywine Road are not the subject of this application, the correct buffers and schedules are provided on the landscape plan, in conformance with the Landscape Manual, showing the 35-foot-wide bufferyard with sufficient planting units.

11. **Prince George's County 1993 Woodland Conservation and Tree Preservation Ordinance:** This application is not subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance because the site has a Type I and Type II tree conservation plan (TCP II) approved prior to September 1, 2010; however, this site is subject to the provisions of the Woodland Conservation and Tree Preservation Ordinance because the initial TCP II was approved in 2002. The Environmental Planning Section initially approved a stand-alone Type II Tree Conservation Plan, TCP II-149-02, for the subject property, but it has been a companion application to DSP-05036 in subsequent revisions.

TCP II-149-02-05 covers a gross tract area of 517.78 acres. The woodland conservation threshold for the site is 79.5 acres, based on the R-R zoning and a net tract area of 397.94 acres. The site contains 402.00 acres of upland woodlands and 95.97 acres of wooded floodplain. The revised TCP II proposes clearing 106.32 acres of upland woodlands, 1.31 acres of wooded floodplain, and 0.26 acre of off-site clearing, and proposes to meet the woodland conservation requirement with 163.96-acres of on-site preservation, and 9.03 acres of on-site afforestation/reforestation.

The revised TCP II plan shows areas of woodlands retained but not utilized to meet any requirement of this project. During the review and approval of PPS 4-02106 for Saddle Creek and PPS 4-03072 for Heritage Reserve, the use of woodland conservation on the Saddle Creek property to benefit the Heritage Reserve Property was requested, but not approved. This was because Saddle Creek is a cluster subdivision, with a cluster open space requirement, which exceeds the woodland conservation requirement for the project. The additional woodlands associated with the Villages of Savannah that are retained, but not utilized, to meet on-site requirements of the Woodland Conservation Ordinance (WCO) for the project may not be used as an off-site woodland bank.

The development includes the master-planned right-of-way for A-65, a 120-foot-wide, master-planned arterial roadway as shown on the TCP II. Woodlands within a master-planned right-of-way cannot be credited as preservation but should instead be characterized as "Woodlands Retained – Not Credited." They are not assumed to be cleared with the current application, but associated clearing will be addressed by the implementing agency.



The TCPII requires technical revisions to be in conformance with the applicable WCO, Environmental Planning Section policies, and the Environmental Technical Manual prior to certification of the DSP, as included in the Recommendation section of this report.

12. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the tree canopy coverage ordinance, requires a 15 percent tree canopy coverage on R-R zoned properties that propose more than 5,000 square feet of disturbance. Information regarding tree canopy coverage was not provided on the plans. A condition has been included in the Recommendation section of this report requiring the appropriate schedule be provided.
13. **Referral Comments:** The subject application was referred to the following agencies and divisions. The referral comments are summarized as follows:
  - a. **Trails**—In a memorandum dated May 3, 2019 (Shaffer to Burke), incorporated herein by reference, the trails planner provided comments, summarized within the context of this report.
  - b. **Department of Parks and Recreation**—At the time of the writing of this technical staff report, the DPR has not provided any comments on the subject application.
  - c. **Permits**—In a memorandum dated April 2, 2019 (Jacobs to Burke), the Permits Section offered no comments on this application.
  - d. **Environmental Planning**—In a memorandum dated April 24, 2019 (Finch to Burke), incorporated herein by reference, the Environmental Planning Section indicated that Brandywine Road is designated as a historic road, and also part of the state designated Booth's Escape Scenic Byway. The Landscape Manual includes provisions for Buffering Development from Special Roadways, Section 4.6, which should be applied along with other landscape requirements with the review of the revised DSP. This is discussed in Finding 10 above.

A SWM Concept Approval Letter, 30920-2002-01, was submitted with the original DSP approval, which expired on December 14, 2007. Materials included with the current application do not include a valid SWM concept letter of approval or plan, due to the scope of the application.
  - e. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire Marshal's office has not provided any comments on the subject application.
  - f. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department has not provided any comments on the subject application.
  - g. **Prince George's County Health Department**—At the time of the writing of this technical staff report, the Health Department has not provided any comments on the subject application.
14. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design

guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

15. As required by Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:

**The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

The preservation of environmental features was found with the approval of DSP-05036 and TCPII-149-02 and continues to be found with the subject application. Revisions to the recreational facilities provided on-site have not resulted in additional impacts. The elimination of the equestrian trail has further minimized clearing, although for the most part the trail system was located over existing and proposed utility easements. Therefore, staff notes that the regulated environmental features have been preserved and/or restored to the fullest extent possible.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-05036-03 and Type II Tree Conservation Plan TCPII-149-02-05 for the Villages of Savannah, subject to the following conditions:

1. All conditions of Detailed Site Plan DSP-05036 (PGCPB Resolution No. 06-163) remain applicable, except for Condition 16, which is hereby removed.
2. Prior to certification of this detailed site plan:
  - a. On all plan sheets, correct the project reference above the title block and within the approval block to DSP-05036-03.
  - b. Correct General Note 14 on all plan sets to refer to this application.
  - c. Correct the general note to represent the -01 revision of the stormwater concept number on all plan sets.
  - d. The Type II tree conservation plan shall be revised as follows:
    - (1) Add a graphic for the permanent tree protection device in the plan sheet legend and show where it will be installed.
    - (2) Show the location of all existing and proposed on-site easements.
    - (3) On sheet 3 of 36, the following note shall be added: "Note: The source for these soils types in the "Prince George's County Soil Survey" (1967) and do not represent the most current soil types for this site."

- (4) The location of permanent tree protection fencing to protect the vulnerable edges of afforestation/reforestation areas shall be shown on the plan and included in plan sheet legend.
  - (5) An owner's awareness certificate shall be provided on the cover sheet of the plan set and be signed.
  - (6) Add a graphic and labeling for "Woodland Preservation," which is already graphically shown on the plan set.
  - (7) Where applicable, relabel "10' gravel equestrian trail/stormwater management access" to correctly reflect the change of use.
  - (8) In the legend, differentiate more clearly the pattern that is used to identify woodlands-retained, counted as cleared and not credited in individual lots.
  - (9) Metes and bounds shall be provided for all property lines.
  - (10) All stormwater management easements shall be shown on the plan.
  - (11) A planting schedule shall be added to detail sheet to address the plantings proposed in afforestation/reforestation areas by genus and species. Native plants are required, and trees with high pollinator values are preferred. Red maples are discouraged.
  - (12) Provide legends on all plan sheets.
  - (13) Delineate the location of temporary tree protection devices for woodland preservation areas retained within the construction zone. Change the graphic currently used for temporary woodland conservation in the legend to match standard symbols found in the Environmental Technical Manual.
  - (14) Woodlands within the master-planned right-of-way for A-65 shall be characterized as "Woodland Retained-Not Credited."
  - (15) All tables and calculations shall be revised as needed to reflect the required revisions.
  - (16) Have the revised plan signed and dated by the qualified professional who prepared it.
- e. The Landscape Plan shall be revised to show the following:
- (1) Correct the scale shown on the title block to match the scale provided on the plan.
  - (2) Add a note that no lighting will be provided for the proposed recreation facilities on the homeowners association land.
  - (3) Provide a schedule demonstrating compliance with the tree canopy coverage ordinance.

3. All play equipment shall comply with the requirements of the Consumer Product Safety Commission and the American Society for Testing and Materials. All play areas shall comply with the requirements of the Americans with Disabilities Act and with the Prince George's County Park and Recreation Facilities Guidelines.
4. Prior to issuance of adjacent building permits, all afforestation and associated fencing shall be installed. The following note shall be relocated to the TCPII:

“All afforestation and associated fencing shall be installed prior to the issuance of the adjacent building permits. A certification prepared by a qualified professional may be used to provide verification that the afforestation has been completed. It must include, at a minimum, photos of the afforestation areas and the associated fencing for each lot, with labels on the photos identifying the locations and a plan showing the locations where the photos were taken.”

ITEM: 9

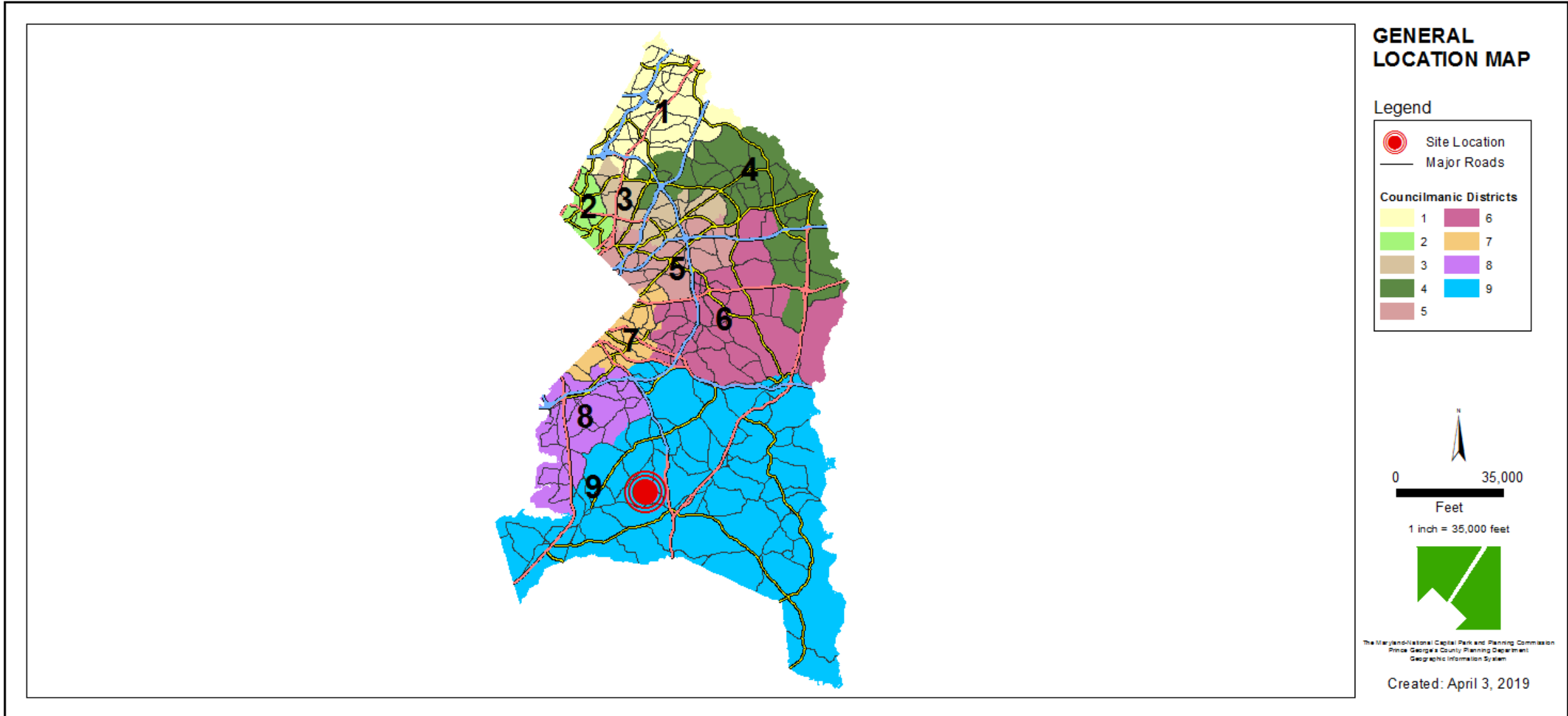
CASE: DSP-05036-03

# VILLAGES OF SAVANNAH

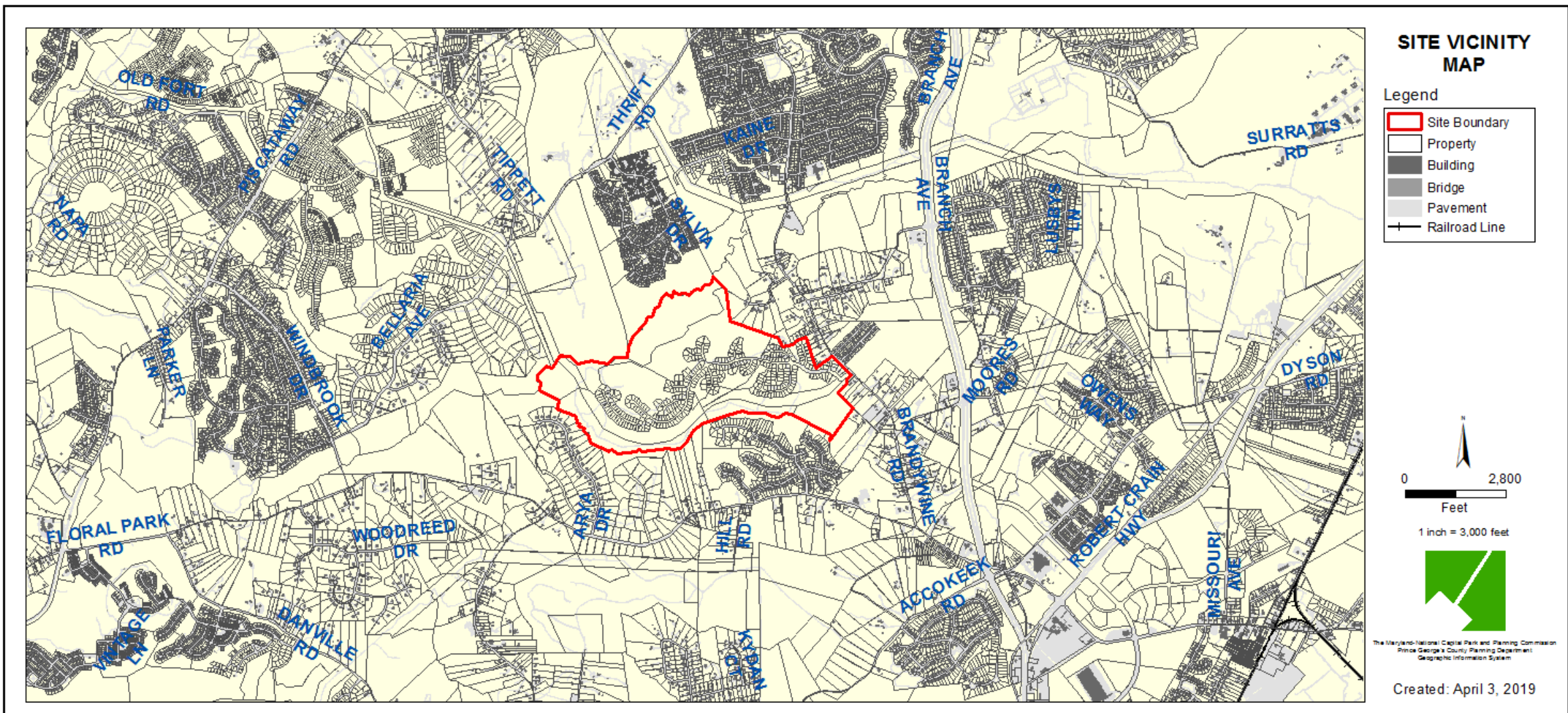
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



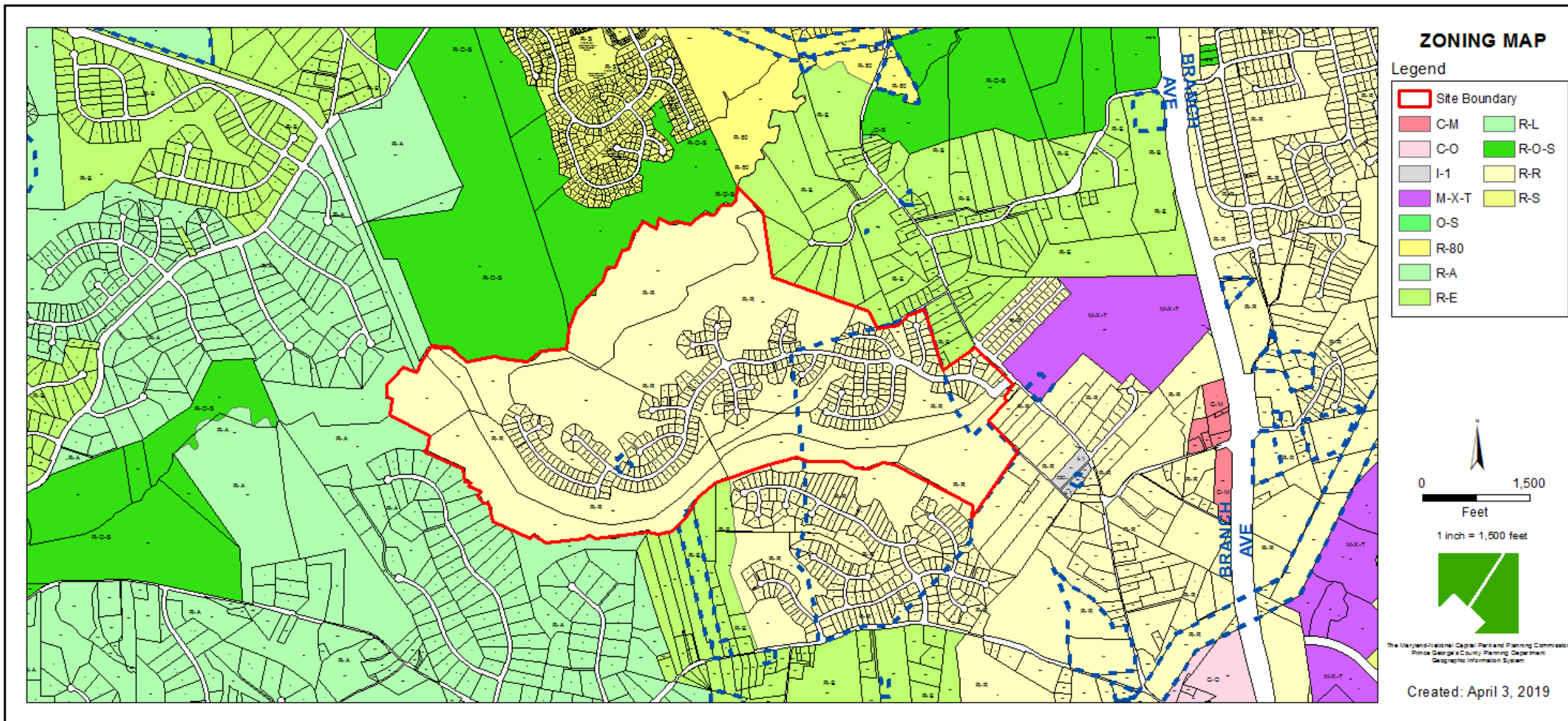
# GENERAL LOCATION MAP



# SITE VICINITY



# ZONING MAP

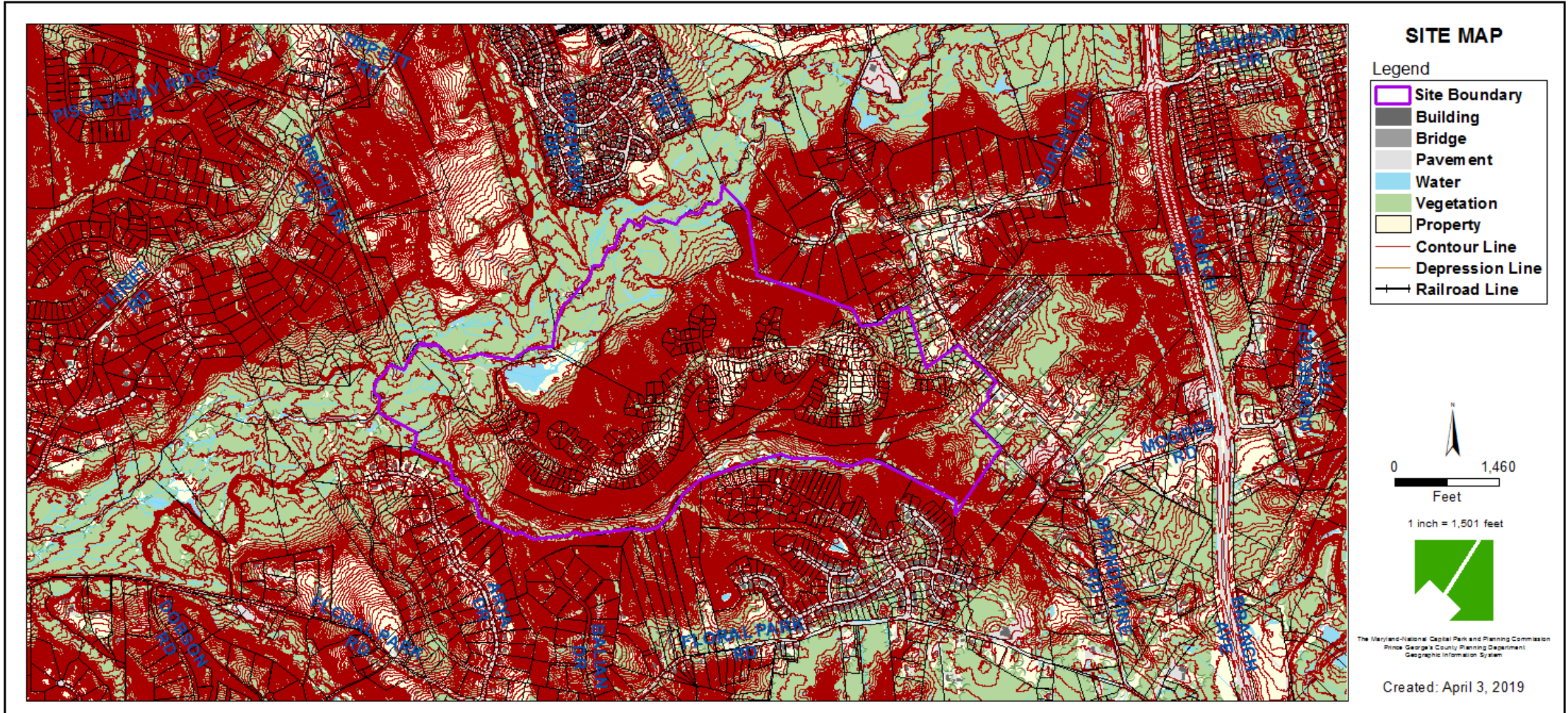




# AERIAL MAP



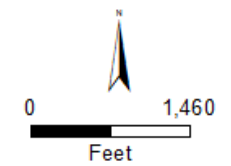
# SITE MAP



## SITE MAP

### Legend

- Site Boundary
- Building
- Bridge
- Pavement
- Water
- Vegetation
- Property
- Contour Line
- Depression Line
- Railroad Line



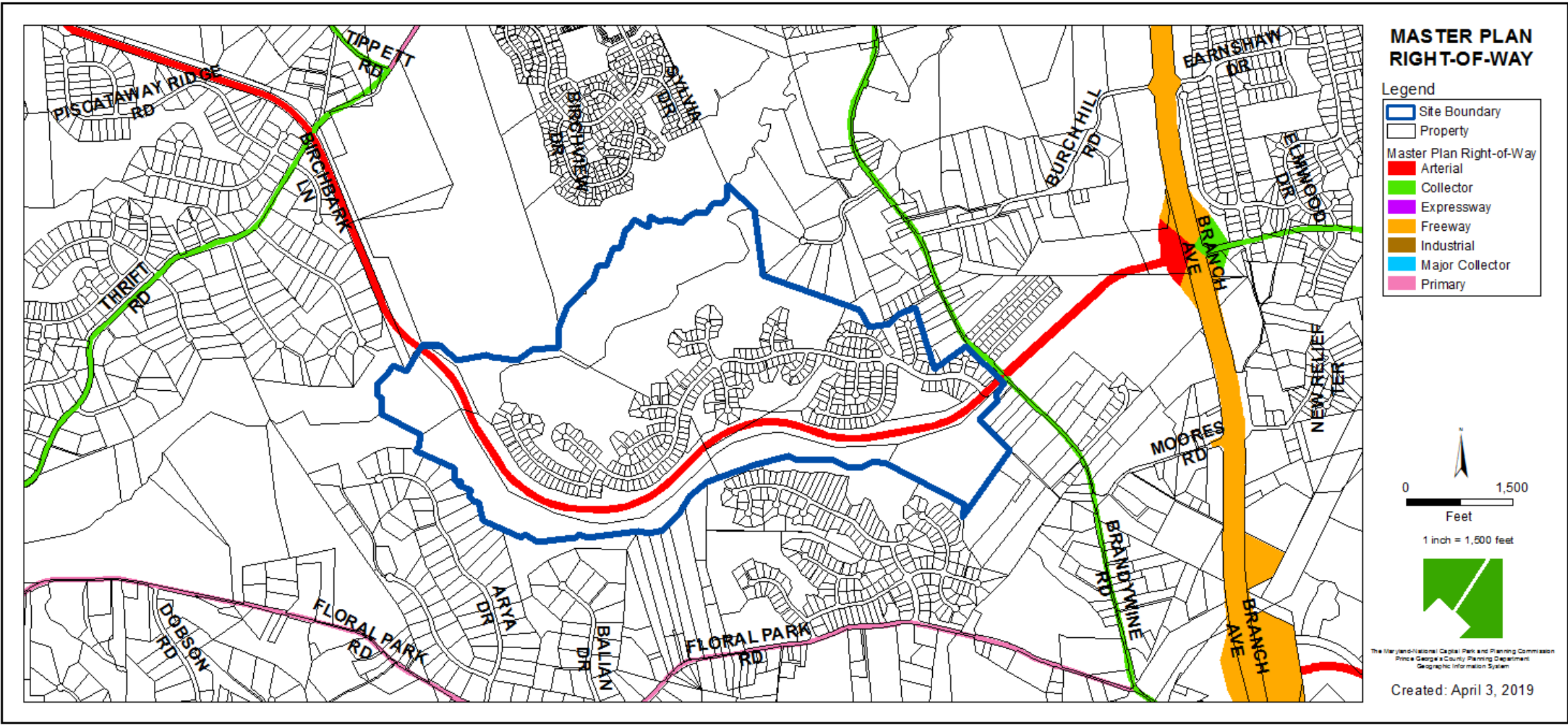
1 inch = 1,501 feet



The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Geographic Information System

Created: April 3, 2019

# MASTER PLAN RIGHT-OF-WAY MAP



# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

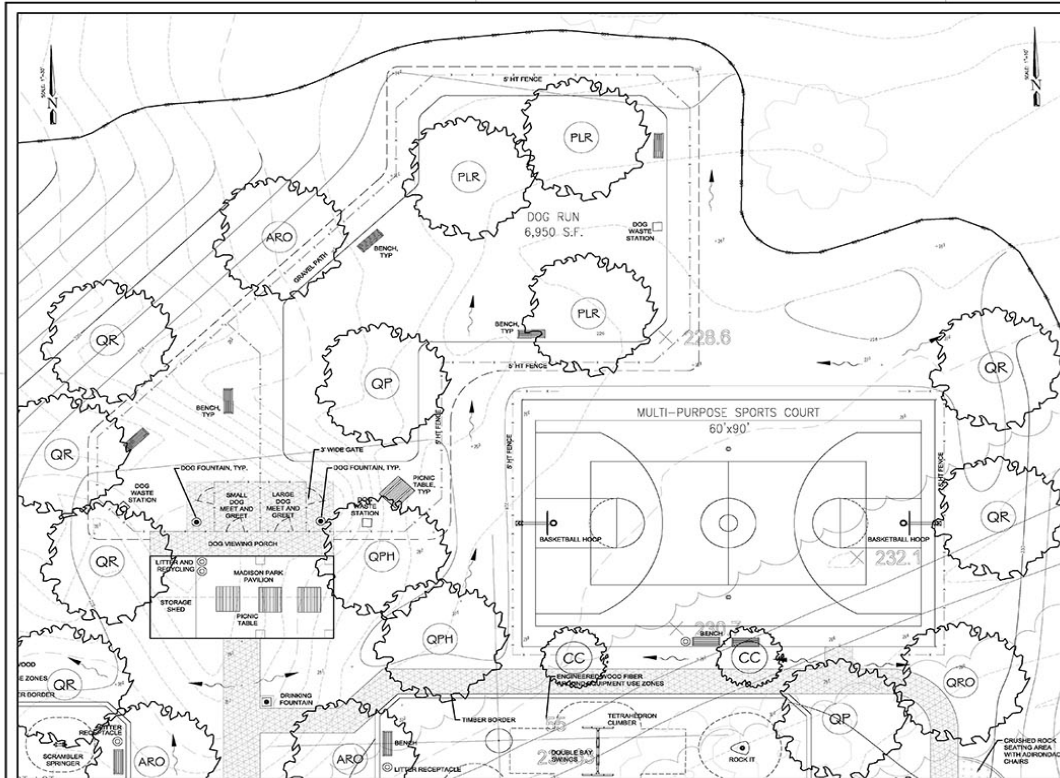


# OVERALL SITE PLAN

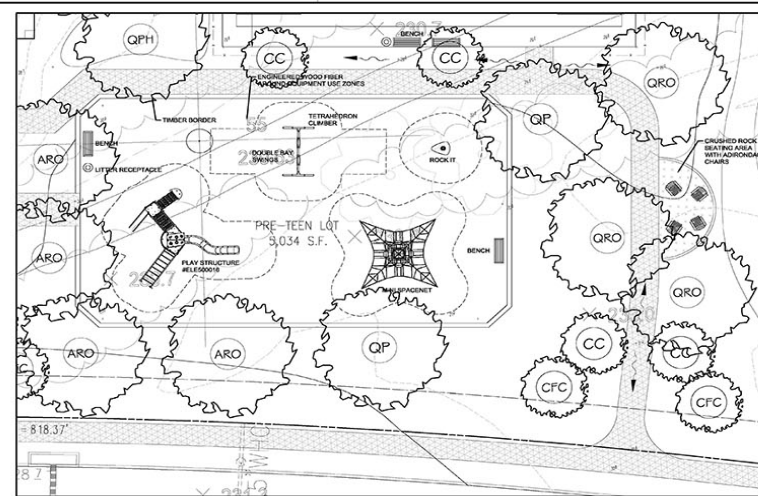




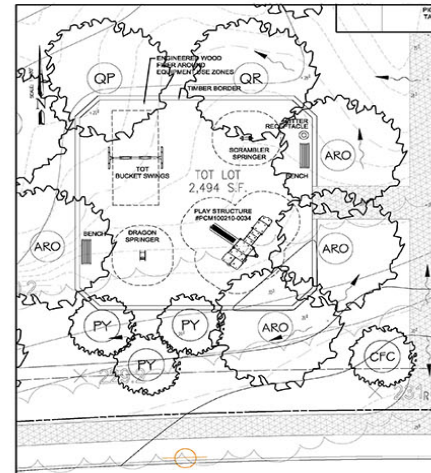
# MADISON PARK



PAVILION AND DOG PARK - MADISON PARK



PRE-TEEN LOT - MADISON PARK



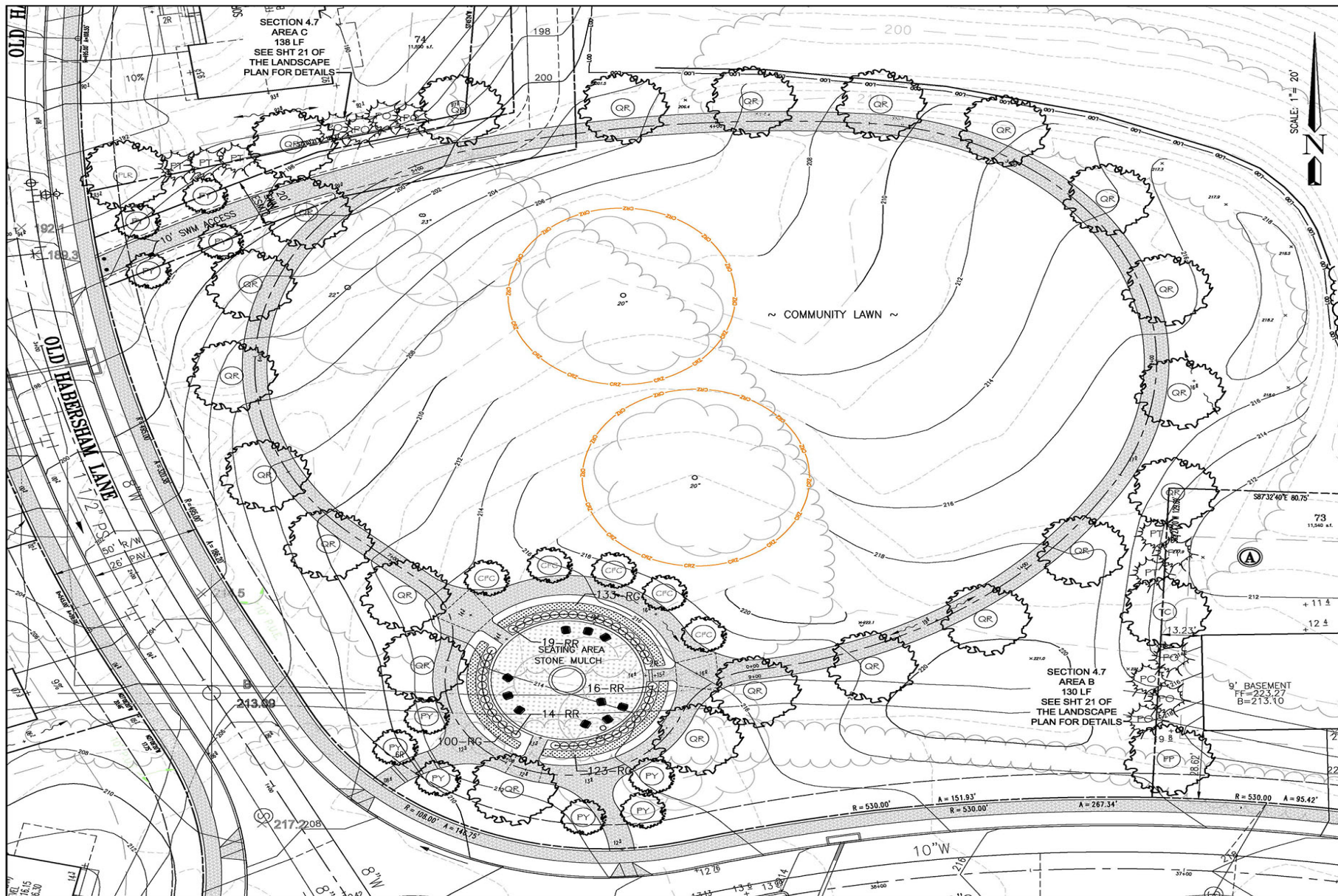
TOT LOT - MADISON PARK

<p>LANDSCAPE PLAN  <b>VILLAGES OF SAVANNAH</b>          (FORMERLY SADDLE CREEK)          BRANDYWINE (III) ELECTION DISTRICT          PRINCE GEORGES COUNTY, MARYLAND</p>			
<p><b>CPJ</b> Charles P. Johnson &amp; Associates, Inc.  <small>Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors</small></p>			
<p>CLIENT: BRANDYWINE (III) ELECTION DISTRICT                  2000 WILSON ROAD, SUITE 200                  PRINCE GEORGES, MD 20686</p>	<p>PROJECT NO.: 3B                  DATE: 12/2014                  SCALE: 1"=40'</p>	<p>SHEET NO.: 36                  TOTAL SHEETS: 36</p>	<p>DATE: 12/2014                  DRAWN BY: [Name]                  CHECKED BY: [Name]</p>

Sheet 36 of 36, 12/15/2014, 11:18 PM, Sheet No. 36 of 36, P&R DETAILS



# FORSYTH PARK

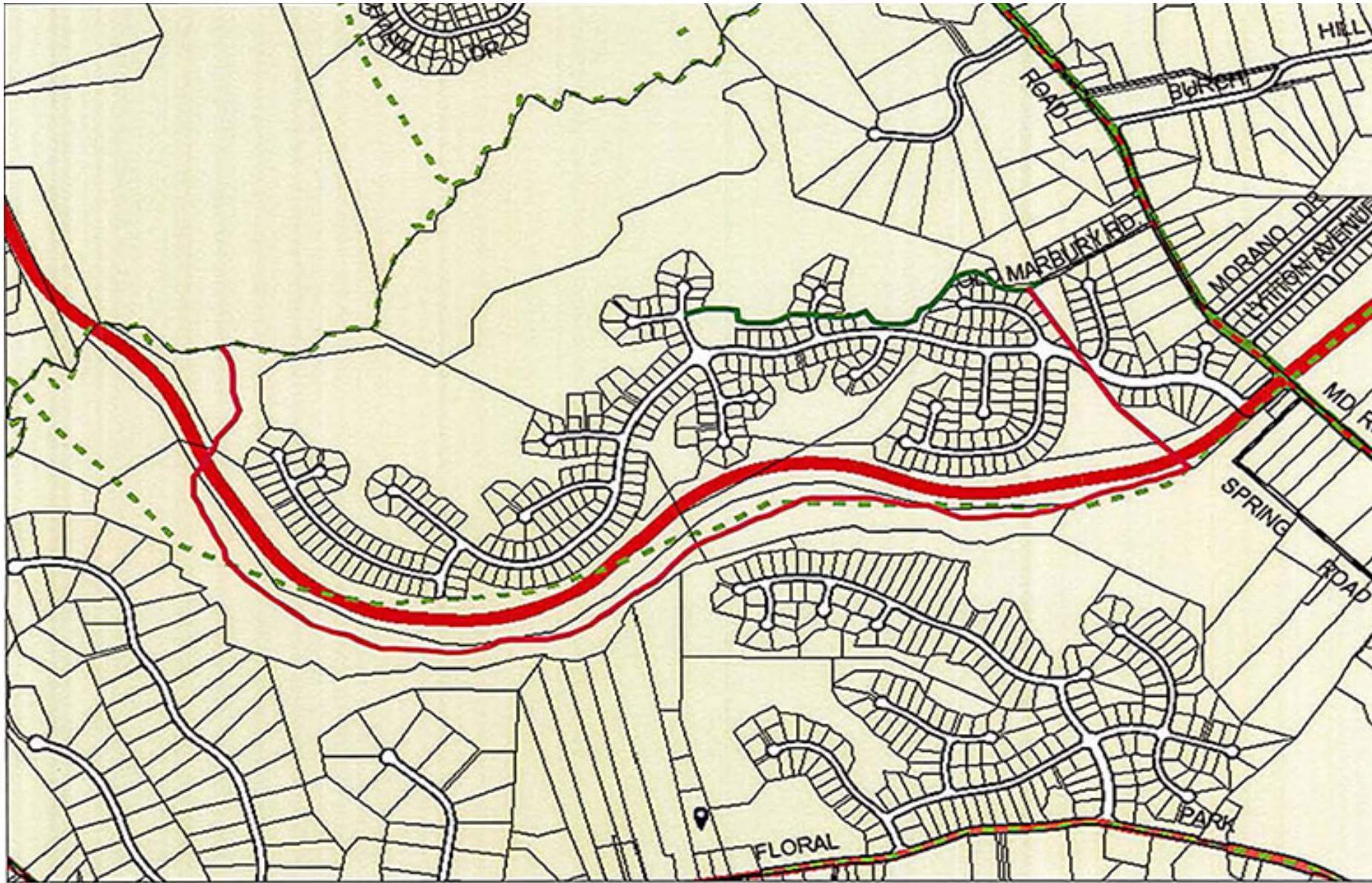




# HUNTINGDON PARK



# TRAILS MASTER PLAN



PGCPB No. 03-100

File No. 4-02126

R E S O L U T I O N

WHEREAS, Brandywood Estates is the owner of a 518.16-acre parcel of land known as Parcels 39, 40, 41, 44, 56, 88, 76, 89, Tax Map 134 A4 and D4, said property being in the 11th Election District of Prince George's County, Maryland, and being zoned R-R; and

WHEREAS, on December 31, 2002, Berg Limited Partnership filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 389 lots and 15 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-02126 for Saddlecreek 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 May 15, 2003, 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 May 15, 2003, 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/09/03), and further APPROVED Preliminary Plan of Subdivision 4-02126, Saddlecreek Cluster for Lots 1-154, Block A; Lots 1-24, Block B; Lots 1-20, Block C; Lots 1-85, Block D; Lots 1-28, Block E; Lots 1-43, Block F; Lots 1-35, Block G; Parcels A-N with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as identified below. All lots that do not conform to the minimum Zoning Ordinance requirements for the development of single-family dwelling units in the RR Zone for cluster subdivisions shall be removed.
  - a. To provide lot dimensions on Lots 79–154, Block A.
  - b. To provide the minimum lot width at the front street line of 50 feet for Lots 34, 35, 36 and 71, Block A.
  - c. To provide lot dimensions on Lots 1–8 and 11–20, Block C.
  - d. To provide lot dimensions on Lots 57 – 85, Block D.

- e. To provide the minimum lot width at the front street line of 50 feet for Lots 5, 6, 7, 28, 29, 30 and 42, Block D.
  - f. To provide lot dimensions on Lots 1–28, Block E.
  - g. To provide the minimum lot width at the front street line to have 50 feet for Lots 4, 31, 32 and 33, Block G.
  - h. To remove or reconfigure Lots 20–23, Block G, to meet the minimum standards for conventional RR-zoned cluster lots.
  - i. To delineate the lot width at the front building line on all lots where the required lot width is setback from the street a greater distance than the main building setback from the street.
  - j. To provide match lines on all sheet of the preliminary plan and concept plan.
  - k. To locate a 50-foot by 50-foot easement for the placement a Verizon utility box in the vicinity of the property’s frontage with Brandywine Road to serve the development.
  - l. To create a parcel to be dedicated to DPW&T or an appropriate entity to contain that portion of Marbury Road located on the subject property.
  - m. To deny vehicular access to Marbury Road from lots abutting the road.
  - n. To provide a note and delineate that a minimum of a 10-foot bufferyard along Marbury Road on the subject property.
  - o. To label Parcel C “to be retained in private ownership for the potential acquisition for the A-65 arterial facility, as designated on the 1993 *Subregion V Approved Master Plan and Sectional Map Amendment*”.
2. Prior to the issuance of permits, a Type II tree conservation plan shall be approved.
3. Development of the subdivision shall be in conformance with the approved Stormwater Management Concept Plan #30920-2002-00.
4. Development of this property shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/09/03). 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/09/03), 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/Tree Preservation Policy.”

5. Prior to the issuance of grading permits that include lots abutting the cemetery, the applicant shall provide evidence from the Historic Preservation Section that the cemetery located on Parcel E is properly staked and protected from disturbance.
6. To revise the general notes so that the cemetery demarcation stakes shall be maintained by the applicant, his heirs, successors and/or assignees throughout the development process to ensure protection of the site.
7. To provide a general note that pursuant to Section 24-135.02(d) of the Subdivision Regulations, the cemetery located on Parcel E is deemed to be a certified nonconforming use.
8. The cemetery located on Parcel E shall be further evaluated at the time of review of the detailed site plan and the following requirements shall be addressed:
  - a. The placement of lot lines shall promote long-term maintenance of the cemetery and protection of existing elements. The removal or relocation of adjoining lots may be required to ensure an appropriate environment and the long-term protection from encroachments.
  - b. An appropriate fence or wall constructed of stone, brick, metal or wood shall be maintained or provided to delineate the cemetery boundaries. The Planning Board shall approve the design of the proposed enclosure and a construction schedule.
  - c. The cemetery shall be protected by arrangements sufficient to assure the Planning Board of its future maintenance and protection. The applicant shall establish a fund in an amount sufficient to provide income for the perpetual maintenance of the cemetery. These arrangements shall ensure that stones or markers are in their original location. Covenants and/or other agreements shall include a determination of the following:
    - (1) Current and proposed property ownership;
    - (2) Responsibility for maintenance;
    - (3) A maintenance plan and schedule;
    - (4) Adequate access; and
    - (5) Any other specifications deemed necessary by the Planning Board.
  - d. Appropriate measures to protect the cemetery during the development process shall be provided, as deemed necessary by the Planning Board.
9. Prior to signature approval of the preliminary plan of subdivision, the applicant his successors and or assignees shall revise the inventory of existing cemetery document as follows:
  - a. To provide a description of the three pictures provided.

- b. To provide clear pictures, the ones submitted are blurry and not legible.
  - c. To provide an inventory of each head stone which includes a description of the wording and any symbols on the headstone and a picture.
10. Prior to building permits, the applicant, his heirs, successors and/or assignees shall demonstrate that a homeowners association has been established and that the common areas have been conveyed to the homeowners association.
11. At the time of final plat, the applicant, his heirs, successors and/or assignees shall convey to the homeowners association (HOA) Parcel D, E, F, G, H, I, J, K, L, M and N (174.33± acres). Land to be conveyed shall be subject the following:
- 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 homeowners association shall be in accordance with an approved detailed site plan or shall require the written consent of 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 homeowners 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 homeowners 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.
  - k. The recreation facilities shall be designed and constructed in accordance with the applicable standards in the *Parks and Recreation Facilities Guidelines*.
12. At the time of record plat and in accordance with Section 24-134 and 24-135 of the Subdivision Regulations, the applicant, his heirs, successors and/or assignees shall dedicate to The Maryland-National Capital Park and Planning Commission Parcels A and B (119± acres) of cluster open space as provided on DPR Exhibit A. Dedicated parkland shall have a minimum of 60 feet on a primary residential street at a location agreed to by the applicant and DPR. Land to be dedicated shall be subject to the following:
- a. An original, special warranty deed for the property to be conveyed (signed by the Assessment Supervisor, Washington Suburban Sanitary Commission) shall be submitted to the Subdivision Section of the Development Review Division, The Maryland-National Capital Park and Planning Commission (M-NCPPC), along with the final plat.
  - b. M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to sewer extensions, adjacent road improvements, drains, sidewalks, curbs and gutters, and front-foot benefit charges, prior to and subsequent to the final plat.
  - c. The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits that include such property.
  - d. The land to be conveyed shall not be disturbed or filled in any way without the prior, written consent of the Department of Parks and Recreation (DPR). If the land is to be disturbed, the DPR shall require that a performance bond be posted to warrant restoration, repair, or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, M-NCPPC) shall be submitted to DPR within two weeks prior to applying for permits.
  - e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. DPR shall review and approve the location and design of these

facilities. DPR may require a performance bond and easement agreement prior to the issuance of grading permits.

- f. All waste matter of any kind shall be removed from the property to be conveyed. DPR shall inspect the site and verify that it is in acceptable condition for conveyance prior to final plat approval.
  - g. No stormwater management facilities, or tree conservation or utility easements, shall be proposed on lands owned by or to be conveyed to M-NCPPC without the prior written consent of DPR. DPR shall review and approve the location and/or design of these features. If such proposals are approved by DPR, a performance bond and an easement agreement may be required prior to the issuance of grading permits.
  - h. The applicant, his heirs, successors and/or assignees shall submit a letter to the Subdivision Section, DRD, prior to final plat indicating that the Department of Parks and Recreation has conducted a site inspection and found the land to be dedicated to M-NCPPC is in acceptable condition for conveyance.
13. Dedication to M-NCPPC of 26± acres, or the dedication of 36± acres offsite as shown on DPR Exhibit A. The alternative site (36± acres) for the parkland dedication shall be located on the north of Floral Park Road and shall have at least 830 feet of frontage on Floral Park Road. The parkland shall be dedicated to M-NCPPC prior to the issuance of the first building permit. In the event the 36-acre parcel is dedicated, it may also be considered as meeting the requirement for mandatory dedication for the Heritage Reserve subdivision. Block G shall be recorded as Parcel C, to be dedicated to M-NCPPC, if on-site mandatory dedication of parkland is proposed.

Land to be conveyed shall be subject to the following:

- a. The applicant, his heirs, successors and/or assignees shall submit a letter to the Subdivision Section indicating that the Department of Parks and Recreation has conducted a site inspection and found the land to be dedicated to M-NCPPC in acceptable condition for conveyance. The letter shall be submitted with the final plat of subdivision.
14. The applicant, his heirs, successors and/or assignees shall provide a fee to Prince George's County, which shall serve as a fair share contribution toward the construction of the Brandywine Special Study Area Station and acquisition of an ambulance and paramedic unit. The fee is based upon the cost of the facility, paramedic unit, and ambulance, divided by the expected population of the service area. The fee for swelling units beyond recommended response times for paramedic and ambulance service is \$480. The fee for dwelling units beyond recommended response time for ambulance service only is \$440. The fee shall be paid prior to the issuance of each building permit for affected lots.
15. Prior to the issuance of grading permits, the applicant shall submit evidence from the Health



Department that the tires found on the property have been removed by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility .

16. Prior to signature, the Type I tree conservation plan shall be revised:
  - a. To show steep slopes only in areas with highly erodible soils and all severe slopes and revise the patterns to be readable.
  - b. To show a proposed limit-of-disturbance on the plan and in the legend.
  - c. To show conceptual grading.
  - d. To replace the general notes with the standard Type I tree conservation plan notes.
  - e. To provide a TCP I approval block on every sheet and have the revised plan signed and dated by the qualified professional who prepared the plan
  - f. To provide a note that the review of the DSP and TCPII shall ensure that useable yard areas are provided exclusive of tree conservation and preservation.
17. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the expanded stream buffer, excluding those areas where variation requests have been approved, and be reviewed by the Environmental Planning Section prior to certification. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”
18. Prior to signature approval of the preliminary plan, the final concept and layout of the preliminary plan and Type I tree conservation plan shall be designed to eliminate or minimize impacts to the regulated environmental features. Any impacts requiring a variation not approved as part of this preliminary plan will require a new preliminary plan of subdivision for evaluation of impacts as required by Section 24-113 of the Subdivision Regulations.
19. Prior to the issuance of any permits that impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit to the M-NCPPC Planning Department copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
20. The final plat shall carry a note establishing the fee required for those lots outside the recommended response times for EMS services. The fee is to be paid prior to the issuance of each building permit for those lots affected. Affected lots shall be determined at the time of DSP,

based on the street layout and response times.

21. No building permits shall be issued for this subdivision until the capacity, as adjusted pursuant to the school regulations, at all the affected school clusters is less than or equal to 105 percent or six years have elapsed since the time of the approval of the preliminary plan of subdivision; or pursuant to the terms of an executed school facilities agreement whereby the subdivision applicant, to avoid a waiting period, agrees with the County Executive and County Council to construct or secure funding for construction of all or part of a school to advance capacity.
22. 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(s) along Brandywine Road, designated as 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.
23. The applicant, his heirs, successors and/or assignees shall construct the master plan trail on Parcel A from the end of Old Marbury Road as delineated on the preliminary plan. This trail shall be a minimum of eight feet wide and made of asphalt for its entire length.
24. The location and surface type of all trails shall be indicated on the detailed site plan. The equestrian trail shown along the southern edge of the subject property is acceptable.
25. The applicant shall provide standard sidewalks along both sides of all internal public streets unless modified by the Department of Public Works and Transportation at the time of issuance of street construction permits.
26. All trails not on land dedicated to M-NCPPC, the HOA, or within a public right-of-way shall be within a public use easement that shall be clearly marked and labeled on the detailed site plan.
27. At the time of final plat approval, the applicant shall dedicate a right-of-way along Brandywine Road as shown on the submitted plan. Improvements within the dedicated right-of-way shall be determined by DPW&T and will include acceleration and deceleration lanes along southbound Brandywine Road, as well as a left-turn bypass lane along northbound Brandywine Road.
28. **MD 5 at Surratts Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency for the provision of dual left-turn lanes along the northbound and the southbound approaches of MD 5.
29. The applicant shall contribute toward and participate in the construction of certain additional off-site transportation improvements as identified hereinafter. These improvements shall be funded and constructed through the formation of a Road Club which will include the applicant and any

other properties for which Road Club participation is deemed necessary by the Planning Board.

For development of the subject property, the applicant's sole funding responsibility toward the construction of these off-site transportation improvements shall be the payment of the following:

For each single family detached unit, a fee calculated as  $\$297 \times$  (the average Federal Highway Administration Federal-aid highway composite bid price index for the latest available four previous quarters at the time of payment) / (the average Federal Highway Administration Federal-aid highway composite bid price index for the four quarters preceding and including the first quarter of 1993).

Payment is to be made in trust to the Road Club escrow agent and shall be due, on a pro rata basis, at the time of issuance of building permits. Prior to issuance of each building permit(s), the applicant shall provide written evidence to the M-NCPPC that the required payment has been made.

The off-site transportation improvements to be constructed are set forth below. Construction of these improvements shall occur in the sequence in which they appear. Each improvement shall be constructed if and only if sufficient funds for engineering, full design, and construction have been deposited into the Road Club escrow account by Road Club members or said funds have been provided by public agencies. The off-site transportation improvements shall include:

- a. Widen US 301/MD 5 from a four (4) lane road to a six (6) lane road beginning at Timothy Branch (north of Cedarville Road) and extending northerly to the US 301/MD 5 interchange (at T.B.). The construction shall be in accordance with presently-approved SHA plans.
- b. Install a traffic signal at the A-63/Cedarville Road intersection, provided said signal is deemed warranted by DPW&T.
- c. Make minor widening/striping improvements to the US 301/MD 5 interchange ramps.
- d. Widen US 301 from a four (4) lane road to a six (6) lane road beginning at the T.B. interchange (US 301/MD 5) and extending northerly to a point approximately 2,500 feet north of MD 381.
- e. Reconstruct the traffic signal at US 301/MD 381.
- f. Install a traffic signal at the MD 381/A-63 intersection, provided said signal is deemed warranted by DPW&T and SHA.
- g. Provide a grade separation at the point the Spine Road crosses US 301 northeast of T.B.
- h. Reconstruct the traffic signal at MD 5/Brandywine Road.

- i. Construction of an interchange in the area of US 301/MD 5 and Cedarville/McKendree Roads.
  - j. Construction of an interchange in the area of MD 5 and A-63 north of T.B.
  - k. Construction of A-63 as a six-lane arterial roadway (where off-site) between the US 301/MD 5/Cedarville Rd./McKendree Rd. intersection and MD 5 north of T.B.
  - l. Widen US 301/MD 5 from a six (6) lane road to an eight (8) lane road beginning at the T.B. interchange (US 301/MD 5) and extending southerly to Mattawoman Creek.
  - m. Widen MD 5 from a four (4) lane road to a six (6) lane road beginning at the T.B. interchange (US 301/MD 5) and extending northerly to a point approximately 2,500 feet north of the planned intersection with A-63.
30. **MD 5 at Moores Lane:** Prior to the approval of the detailed site plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, to DPW&T for a possible half-signal at the intersection of MD 5 and Moores Lane. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property, and install it at a time when directed by the appropriate permitting agency.
31. **Brandywine Road at Site Access:** Prior to the approval of the detailed site plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to DPW&T for a possible signal at the intersection of Brandywine Road with the site access point. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property, and install it at a time when directed by the appropriate permitting agency.
32. Prior to the issuance of each building permit, the applicant shall pay to Prince George's County the following share of costs for improvements to the Brandywine Road/Surratts Road intersection and the link of Surratts Road between Brandywine Road and Beverly Lane:
- a. A fee calculated as  $\$1,393/\text{residence} \times (\text{Engineering News-Record Highway Construction Cost Index at time of payment}) / \text{Engineering News-Record Highway Construction Cost Index for March, 2002}$ .
33. **Brandywine Road at Floral Park Road:** Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances through

either private money or full funding in the county's capital program, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency for restriping and minor widening along the eastbound approach to the intersection to provide separate left-turn and right-turn lanes.

34. Parcel C shall be labeled on all record plats as follows: "To be retained in private ownership for the potential acquisition for the A-65 arterial facility, as designated on the 1993 *Subregion V Approved Master Plan and Sectional Map Amendment*".
35. Prior to signature approval of the preliminary plan of subdivision, the following revisions shall be made:
  - a. There are as many as seven wooded ravines that are being impacted by lots along the spine road. The lotting pattern shall be revised to eliminate or relocate lots in these areas to allow existing, wooded environmental features to be preserved along the road, which will allow views into the cluster open space and create the effect of providing separate residential enclaves.
  - b. The 3.7-acre and 1.3-acre recreational open space areas on the eastern portion of the site shall be combined into a minimum 5.0-acre recreational area that is more centrally located, approximately 1,500 feet to the west, on the south side of the spine road. Horse Trailer Avenue shall be aligned to intersect with the spine road at Hound Run Avenue. The lots on the east side of Horse Trailer Avenue shall be eliminated to create the open space. The open space shall have no lots backing onto it and the existing woodlands to the south and east shall be preserved. The same recreational facilities proffered by the applicant shall be provided in this recreational area. Alternative locations may be proposed at the time of review of the DSP if they demonstrate equal or greater sensitivity to the design considerations set forth above.
  - c. The following streets shall be shortened, eliminated or redesigned to reduce grading, drainage and slope stabilization problems:
    - **Chincoteague Court – shorten street**
    - **Groom Court – eliminate Court**
    - **Groom Avenue – Shorten and add cul-de-sac**
    - **Hound Run Court – shorten street**
    - **Hound Run Avenue – shorten street**
  - d. The number of cul-de-sacs shall be reduced by connecting or redesigning streets in several areas. These streets include:
    - (1) Dressage Court
    - (2) Gildran Run Court

- (3) White Stocking Court
- (4) Dressage Avenue

- 36. The recreation facilities shall be designed and constructed in accordance with the applicable standards in the *Parks and Recreation Facilities Guidelines*.
- 37. Increase the right of way width of the main entrance road into the subdivision to 80 feet to the first four-way intersection (approximately 700 feet). Provide a traffic calming device (such as a traffic circle) at this intersection and one other four way intersection in the subdivision to reduce the speed of vehicles.
- 38. The DSP shall provide for a minimum of a 10-foot wide landscape buffer along Marbury Drive to the north.
- 39. At the time of DSP the DPR shall determine if the farm pond will be retaining in the 100-year floodplain parcel to be conveyed to M-NCPPC or will be included in the adjacent open space parcel to be conveyed to the HOA.

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 subject property is located on the west side of Brandywine Road, approximately 2,000 linear feet north of its intersection with Moores Road in Brandywine.
- 3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	R-R	R-R
Use(s)	Vacant	Residential/SFD Cluster
Acreage	518.16	518.16
Lots	0	389
Parcels	8	14
Dwelling Units:		
Detached	0	389

- 4. **Cluster Development**—Section 24-137 of the Subdivision Regulations establishes that the purpose of cluster development is to permit a procedure for development that will result in improved living environments; promote more economical subdivision layout; encourage a variety of designs of dwellings; encourage ingenuity and originality in total subdivision layout and individual site and

building design; encourage compatibility with historic resources; preserve open space to serve recreational, scenic, and public service purposes; and other purposes related thereto, within the densities established for the cluster net tract area. Staff has evaluated a conventional layout and has found that the use of a cluster design could result in an improved living environment for the residence.

However, the cluster regulations state that a cluster shall, through creative design, provide for a total environment better than what would normally be achieved under standard regulations. It is staff's position that the current layout does not meet this requirement without further modification for the following reasons. Staff is recommending specific conditions that would address these items.

- a. A long spine road (60-foot right-of-way) that is over 1.5 miles in length has too many lots fronting on it. Approximately 40 percent of the lots in the subdivision front on the spine road. Moreover, there are very few breaks in the lotting pattern along the road, making for a long, monotonous lotting pattern and concealing the cluster open space behind the lots. There are as many as seven wooded ravines that are being impacted by lots along the spine road. The lotting pattern should be revised to eliminate lots in these areas to allow existing, wooded environmental features to be preserved along the road, which will allow views into the cluster open space and create the effect of providing separate residential enclaves.
- b. There are five recreational areas proposed in the subdivision; four small ones, approximately one acre in size, and one large one, 3.7 acres in size. The 3.7-acre recreational area is completely surrounded by lots and roads. A 1.3-acre recreational area is directly across the street. These two recreational areas together are 5.0 acres in size and are located in the easternmost portion of the subdivision, not easily accessible to the vast number of lots. Staff recommends that these recreational areas be combined into a minimum 5.0-acre recreational area that is more centrally located. A suitable area would be approximately 1,500 feet to the west, on the south side of the spine road. There, Horse Trailer Avenue should be aligned to intersect with the spine road at Hound Run Avenue. The lots on the east side of Horse Trailer Avenue should be eliminated to create the open space. The open space should have no lots backing onto it and the existing woodlands to the south and east should be preserved. The same recreational facilities proffered by the applicant should be provided in this recreational area. Alternate locations may be proposed at the time of Detailed Site Plan if they demonstrate equal or greater sensitivity to the design considerations set forth above.
- c. There are several areas of the plan where streets and lots extend too far onto steep slopes, creating excessively steep driveways, unusable yards, and potential drainage and slope stabilization problems. The following streets should be shortened, eliminated or redesigned to alleviate these problems:
  - (1) Chincoteague Court—shorten street
  - (2) Groom Court—eliminate Court
  - (3) Groom Avenue—shorten and add cul-de-sac
  - (4) Hound Run Court—shorten street

- (5) Hound Run Avenue—shorten street
  
- d. The plan, as currently designed, has 23 cul-de-sacs. This is an excessive number of cul-de-sacs and should be reduced by connecting or redesigning streets in several areas. These streets include connecting:
  - (1) Dressage Court
  - (2) White Stocking Court
  - (3) Gildran Run Court
  - (4) Dressage Avenue

**Cluster Development Data as proposed by the applicant:**

Zone:	R-R
Gross Tract Area:	518.16 Acres
Area of Slopes Greater Than 25%, outside floodplain:	73.70 Acres
Area Within the Existing 100-Year Floodplain:	124.72 Acres
Cluster Net Tract Area:	319.74 Acres
Number of Lots Permitted at 2du/acre:	639
Number of Lots Proposed:	389
Number of Flag Lots Proposed:	To be determined at DSP
Minimum Lot Size Permitted:	10,000 SF
Minimum Lot Size Proposed:	10,000 SF
Cluster Open Space Required:	41.56 Acres
2/3 of the Required Cluster Open Space to be Outside the 100-Year Floodplain and Storm-Water Management Facilities:	27.7 Acres
Cluster Open Space Provided Outside the 100-Year Floodplain and SWM Facilities:	154.17 Acres
100-Year Floodplain:	124.72 Acres



Total Cluster Open Space:	290.85 Acres
Open Space to be conveyed to the Home-Owners Association (HOA):	177.03 Acres
Open Space to be conveyed to M-NCPPC:	113.82 Acres
Recreation Facilities:	Mandatory dedication
Slopes Exceeding 25% in grade:	73.70 Acres (1.80 in Floodplain)
Area of Steep Slopes to be disturbed:	17.93 Acres
Area of NonTidal Wetlands:	91.2 Acres

Modifications in Dimensional Standards permitted in Cluster

	Standard in Zone	Allowed	Proposed
27-442(c) Net Lot Coverage	25%	30%	30%
27-442(c) Lot Width at Building Line	80'	75'	75'
Lot Frontage Along Street Line	70'	50'	50'
Lot Frontage Along Cul-de-sac	60'	50'	50'

5. **Cluster Findings**—In general, 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 24 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:** The Environmental Planning Section is recommending approval of the TCPI with modification and conditions to further reduce impacts to environmental features at the time of review of the DSP.

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 open space provided is intended for woodland and stream preservation. It follows the contours of the land and buffers both the stream and other natural resources on site while providing appropriate opportunity for recreation.

- 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:** This open space includes all of the irreplaceable natural features of the site. Trees, wetlands and streams associated with the expanded buffer are preserved to the fullest extent possible within this development.

- 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 in the project will be conveyed to M-NCPPC and to a homeowners association to serve both the homeowners' needs and a larger community need in this area for open space and recreational facilities. Staff does have concerns regarding the proximity and clustering of the homeowners' open space but does believe that appropriate siting can be accomplished through the review of the DSP.

- 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:** There will be no visual monotony of this landscape. Slopes, streams and wetlands are preserved, much of which is visible from the internal road systems and lots proposed. There are significant vistas associated with this property. A natural ridge exists on this site, running east to west between two significant environmental features. The applicant has proposed an internal public street at this location. The proposed development provides scenic value for the future residents.

- 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 lot layout is diverse, although larger lots should be provided along the internal spine road generally. These changes should be made at the time of detailed site plan review. If at that time the applicant can demonstrate that views from these roads will be of larger lots, these lots can remain. If the applicant cannot demonstrate that these lots

will appear larger, some lots may be lost.

- 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:** Internal circulation is generally appropriate. The adjoining property to the north is cluster R-R development and compatible with the proposed subdivision. Lot sizes along major roadways may need to be increased as noted above to improve views from these streets.

- 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:** Large buffers exist in several places on the plan. Lots relate to one another in a typical fashion with backs to backs and sides to sides, ensuring the best relationship between outdoor activities on adjacent lots. Privacy is well protected. In areas where rear yards back to external roadways, *Landscape Manual* bufferyard requirements will ensure privacy.

- 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:** Less than 24 percent of the land area having steep slopes is 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:** The preliminary plan allows for this at the entrance. Specifics of the landscaping plan will be determined at the detailed site plan stage.

- 6 **Environmental**—The Environmental Planning Section has reviewed the revised Type I Tree Conservation Plan, TCPI/09/03, stamped as accepted for processing on April 8, 2003. The Environmental Planning Section recommends approval of TCPI/09/03 subject to conditions. The Environmental Planning Section has previously reviewed a Type II Tree Conservation Plan, TCPII/149/02, for the subject property, unrelated to this preliminary plan application.

Development of this property is subject to conformance with TCPI/09/03.

The subject property has streams, wetlands, and 100-year floodplain associated with Piscataway Creek in the Potomac River watershed. Current air photos indicate that most of the site is forested. The Subregion V Master Plan indicates that there is a significant area of natural reserve on the site. No designated scenic or historic roads are affected by this proposed development. There are no nearby sources of traffic-generated noise. The proposed use is not expected to be a noise generator.

According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program publication entitled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. The *Prince George's County Soils Survey* indicates that the principal soils on the site are in the Aura, Beltsville, Bibb, Fallsington, Galestown, Iuka, Mixed Alluvial, Ochlockonee, Sassafra, Westphalia, and Woodstown series. Marlboro Clay does not occur in this area.

This site is subject to the provisions of the Woodland Conservation Ordinance because the entire site is more than 40,000 square feet in size and has more than 10,000 square feet of woodland. The forest stand delineation (FSD) has been reviewed and requires revisions. The soil boundaries must be shown on the plan, not as an inset map. The FSD, the Type I tree conservation plan, and the preliminary plan of subdivision must show all slopes exceeding 25 percent and all slopes between 15 and 25 percent on areas with highly erodible soils. All of the plans would be more readable if they did not show areas with slopes between 15 and 25 percent in areas not having highly erodible soils. Additionally, the patterns currently used to distinguish severe slopes from steep slopes are too subtly different. Finally, the table wrongly indicates that Bibb, Chillum, Fallsington, Iuka, Marr and Sassafra soils are highly erodible.

The Type I Tree Conservation Plan, TCPI/9/03, has been reviewed. The plan proposes clearing 144.39 acres of the existing 314.05 acres of upland woodland and clearing 0.40 acre of the existing 111.16 acres of floodplain woodland. Based upon these estimates and the woodland conservation threshold for the property, the woodland conservation required is 115.19 acres. The requirement is currently proposed to be met on site with 115.19 acres of woodland conservation in the form of preservation; 54.47 acres will be preserved but not be part of any requirement.

The plan as currently proposed meets the requirements of the Woodland Conservation Ordinance because it proposes on-site preservation, avoids forest fragmentation, does not create woodland conservation areas on small lots, and preserves significant environmental features in their natural state. Staff would note that the provision of appropriate usable yard areas has not been evaluated due to the lack of detailed information submitted with this application. Further evaluation will be done at the time of review of the TCPII and DSP to ensure conformance with this standard.

There are technical errors on the plan that need to be corrected. Steep and severe slopes are noted in the legend but the patterns currently used to distinguish severe slopes from steep slopes are not

discernable. A proposed limit-of-disturbance must be shown on the Type I tree conservation plan. Because of the extreme topography, conceptual grading must be shown. The general notes on the plan are not the standard notes for Type I tree conservation plans.

The Planning Board will have another opportunity to refine the tree conservation plan for this project during the review of the required detailed site plan and the companion Type II tree conservation plan.

This site contains natural features that are required to be protected under Section 24-130 of the Subdivision Regulations. The Subregion V Master Plan indicates that there are substantial areas designated as natural reserve on the site. As noted on page 136 of the Subregion V Master Plan:

“The Natural Reserve Area is composed of areas having physical features which exhibit severe constraints to development or which are important to sensitive ecological systems. Natural Reserve Areas must be preserved in their natural state.”

The Subregion V Master Plan elaborates on page 139:

“The Natural Reserve Areas, containing floodplain and other areas unsuitable for development, should be restricted from development except for agricultural, recreational and other similar uses. Land grading should be discouraged. When disturbance is permitted, all necessary conditions should be imposed.”

The Subregion V Master Plan recommends that new development should preserve to the greatest extent possible the areas shown as natural reserve. For the purposes of this review, the natural reserve includes the expanded stream buffer and any isolated sensitive environmental feature.

The preliminary plan of subdivision shows streams on the site, the required minimum 50-foot stream buffers, wetlands, the required 25-foot wetland buffers, a 100-year floodplain, and all slopes exceeding 25 percent, all slopes between 15 and 25 percent, and an expanded stream buffer.

The plan proposes seven impacts to stream buffers and wetland buffers. Section 24-130 of the Subdivision Regulations restricts impacts to these buffers unless the Planning Board grants a variation to the Subdivision Regulations in accordance with Section 24-113. If approved by the Planning Board, the applicant will also need to obtain federal and state permits prior to the issuance of any grading permit. Each variation is described individually below. However, for purposes of discussion relating to Section 24-113(a) of the Subdivision Regulations, the impacts were discussed collectively. Any impacts requiring a variation not approved as part of this preliminary plan will require a new preliminary plan of subdivision for evaluation of impacts as required by Section 24-113 of the Subdivision Regulations. However, no new impacts will be permitted as discussed above.

The variation requests are dated April 4, 2003, and were accepted for processing on April 7, 2003. The specific square footages of the proposed impacts are not correct; however, the figures stated

are within the same order of magnitude as the impacts shown on the CSP. The Environmental Planning Section has reviewed the concepts of the seven variation requests in light of the impacts shown on the conceptual site plan. The Environmental Planning Section notes that changes may be required to the layout that could result in changes to the specific alignments of required infrastructure elements, such as sanitary sewer line connections and stormwater management outfalls. When recommending approval of the individual variation requests listed below, the possible changes in specific alignments have been incorporated in the analysis.

Variation requests “A,” “C,” “D,” “E,” “F,” and “G” are for the connection of different portions of the proposed development to an existing sewer line and will impact wetlands, wetland buffers, and expanded stream buffers. The Washington Suburban Sanitary Commission has determined that this connection is required in this specific location to properly connect to the existing sewer line. There is no practicable alternative for these alignments because of the location of the existing sewer line and the topography of the site for the proposed development. The proposal is not a violation of any other applicable law, ordinance or regulation because state and federal permits are required prior to construction. The Environmental Planning Section supports variation requests “A,” “C,” “D,” “E,” “F,” and “G.”

Variation request “B” is for the construction of a stormwater management pond outfall, which will impact the expanded stream buffer. This pond is necessary to control stormwater on the development. This request is intended to fulfill existing regulations regarding stormwater management. The proposal is not a violation of any other applicable law, ordinance or regulation because state and federal permits are required prior to construction. The pond has been reconfigured from previous submissions to move the pond out of the extended buffer; however, no outfall for the pond can be created that would have any impact on the expanded buffer. The single outfall has been located to minimize impacts to the extended stream buffer. The Environmental Planning Section supports variation request “B.”

The applicant did not propose variation requests for impacts that would be needed for the construction of a half-section of A-65. However, the Planning Board determined that the construction of a portion of A-65 was not necessary to support the proposed development. The expansion variation requests “F” and “G” therefore, are not necessary.

7. **Community Planning**—The property is located within the limits of the 1993 Subregion V Master Plan in Planning Area 85A, in the Brandywine community. The 2002 General Plan locates this property in the Developing Tier. The proposed preliminary plan is consistent with the master plan and General Plan.

One of the challenges cited for future development in the Developing Tier is “to direct growth in order to encourage design of new communities and neighborhoods, and existing communities to be more land efficient, more environmentally sensitive, and more transit supporting than conventional subdivisions... 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.” Goals for the Developing Tier that appear relevant to review

of the land use proposed in these applications include:

- a. “Maintain low- to moderate-density land uses (except in Center and Corridors).”
- b. “Reinforce existing suburban residential neighborhoods.”
- c. “Preserve and enhance environmentally sensitive areas.”
- d. “Balance the pace of development with the ability of the private sector to provide adequate transportation and public facilities.”
- e. “Encourage contiguous expansion of development where public facilities and services can be more efficiently provided.”

Development Pattern policies and strategies for the Developing Tier that are particularly relevant to review the type of land use proposed by these applications include:

Policy 1: “Encourage low- to moderate-density, transit- and pedestrian-oriented development.”

- a. Strategy I: “Promote a greater mix of uses and housing choices in neighborhoods and communities focused around human-scale, mixed use centers accessible by multiple transportation modes.”
- b. Strategy II: “Revise master plans, sector plans and land use regulations to encourage compact neighborhood development on large sites.”

Although master plans and regulations have not yet been revised, conceptually, an equestrian recreational community development in this part of the Brandywine community is not inconsistent with the 2002 General Plan Developing Tier Policy 1. The details of how an equestrian recreational community should be designed are not addressed in the General Plan.

Consistencies of these development applications with other 2002 General Plan policies for the Developing Tier (pp. 31-32, February 2002 General Plan text as approved October 2002) need to be evaluated by the Countywide Planning Division:

- a. Policy 2: “Preserve and enhance environmental features and green infrastructure elements.”
- b. Policy 3: “Provide as many multimode options as possible for new development to reduce the need for new arterial or major collector roads.”
- c. Policy 4: “Plan and provide public facilities to support the planned development pattern.”

### **1993 Subregion V Master Plan Land Use Policies**

The area in which this application is located is identified as a suburban living area in the North Village of the Brandywine community. The neighborhood enclaves in this village are “primarily recommended for low-suburban residential development and should be focused around the village or neighborhood or neighborhood activity centers that are recommended in each. Single-family residential construction is emphasized throughout these areas, but extensive use of cluster and comprehensive design zone techniques is advocated to achieve diversity in construction styles and lot sizes.”

A commercial activity center is recommended to the east of this application, across Brandywine Road, near the intersection of new arterial road A-65 and MD 5 (Branch Avenue).

The use of cluster development techniques in the R-R Zone conforms to recommendations of the master plan for Low-Suburban residential development, stream valley park and master plan trails in this part of the Brandywine community. The cluster development regulations provide a substantial degree of flexibility to design a proposal to conform to the recommendations of the master plan and the design principles for residential development cited therein.

Residential design principles (General Plan text, pp. 50-51) relevant to review of this application include:

**“Identifiable Communities.** Living areas should be developed as identifiable communities oriented to adequate, appropriate community facilities. Recreation areas, school facilities, convenience centers, and other public and quasi-public activities should be designated to serve as focal points in the residential areas.”

**“Variety of Housing Types.** It is the intention of this Plan that there should be a variety of housing within Subregion V to accommodate changing lifestyles... Methods for achieving diversification in large subdivision projects include provision for more than one builder; the use of flexible zoning techniques; ...the allocation of a proportion of lots for custom homes....”

**“Mixed-Use and Cluster Development.** This master plan encourages the judicious use of development techniques intended to promote a mixture of uses and dwelling types; promote the preservation of open space and valuable natural features; and make efficient use of public facilities. Within suburban communities, existing tools such as comprehensive design zones, village zones, mixed-use zones or conventional zones with cluster subdivision techniques can be used to achieve plan concepts.”

**“Careful Site Planning.** Site limitations and constraints and the desire to fully implement the Plan’s goals necessitate careful site planning. Successful site planning must include: (1) adequate sound mitigation measures to ameliorate intrusion from noise generated by traffic on major roadways or from airports; (2) provision of buffers from incompatible uses in the form of landscaping, berming, open space, fences and other appropriate measures in the design of residential projects; (3) preservation of historic assets; (4) cohesive pedestrian connections that



link community facilities, employment areas and residential areas.”

**“Sensitivity to the Environment.** The communities and neighborhoods proposed by this Plan are to be designed with and around valuable natural resources. Landscape features such as floodplains, wetlands, steep slopes, and woodlands, should be used to define edges of development and provide buffers, focal points, and active and passive recreation areas. These features should not be viewed as obstacles to be overcome or covered over in the development process. Instead, they should be seen as valuable resources to be protected and opportunities for quality development. Use of flexible development techniques (such as cluster subdivision or comprehensive design zones) is essential to balance the economic costs and benefits of environmentally sensitive development.”

8. **Parks and Recreation**—The staff of the Department of Parks and Recreation (DPR) has reviewed the preliminary plan application for conformance with the requirements of the adopted and approved Subregion V Master Plan, the Land Preservation and Recreation Program for Prince George’s County, and current zoning and subdivision regulations as they pertain to public parks and recreation.

The adopted and approved Subregion V Master Plan identifies the following on the subject property:

1. Piscataway Creek Stream Valley Park
2. Hiker/biker/equestrian trail along Piscataway Creek

Section 24-134 of the Prince George’s County Subdivision Regulations requires the mandatory dedication of 26 acres of parkland suitable for active and passive recreation.

The proposed residential development is located in the Brandywine/Cedarville area of Subregion V. The subject property is bordered by Piscataway Creek on the north. The Piscataway stream valley corridor is a significant natural resource area in Prince George’s County. The master plan trail along the creek will provide an important recreational link between the communities and parks in southern Prince George’s County. Piscataway Creek stream valley is identified on the master plan and there is an on-going acquisition program along this creek in accordance with the approved capital facilities program. In addition, based on the Land Preservation and Recreation Program for Prince George’s County, the projected level of service for outdoor facilities and parkland indicates a high need for parkland and recreation facilities in the surrounding community.

The applicant proposes dedication of 119 acres toward the Piscataway Creek Stream Valley Park, the entire area comprises 100-year floodplain along the creek. Although the applicant proposed private recreation facilities to fulfill mandatory dedication requirements for parkland, the proposed recreation facilities will serve only the residents of the subject subdivision. The existing level of service for outdoor facilities and parkland in the Brandywine/Cedarville community indicates a high need for parkland and recreation facilities. The demand for ballfields will grow with extensive residential development in southern Prince George’s County. DPR staff finds that there is a high need for parkland usable for active recreation. In addition, the applicant is not proposing

the construction of the master planned hiker/biker/equestrian trail along Piscataway Creek, nor any trail connectors from the subdivision to the stream valley trail.

Parkland dedication should be extended to the end of proposed Saddle Creek Road (the internal spine road) to provide land for a trail connection to the master planned stream valley trail. Land should be dedicated to meet future requirements for active recreation. To this end, the dedication of 26 acres as shown on DPR Exhibit A is recommended.

The applicant has proposed an alternative offsite dedication to fulfill mandatory parkland dedication requirements. The area is located on the north of Floral Park Road, Tax Map 144-C1, and includes portions of Parcels 8, 9 and 10 (attached Exhibit A). The applicant proposes to dedicate 36 acres to meet mandatory requirements for this project and the Heritage Reserve subdivision (4-02128) to the south. The application for the Heritage Reserve subdivision has been withdrawn, but the applicant indicates that the application will be resubmitted. The mandatory dedication of parkland requirement for the two projects totals 36 acres.

DPR staff finds that there is a need for the parkland in this area to be usable for active recreation. The proposed offsite parkland on Floral Park Road contains only 22 acres of land suitable for the development of ballfields and supporting facilities and 14 acres of 100-year floodplain and steep slopes. DPR staff finds that the area would be acceptable for the development of a needed public community park.

The area proposed for parkland dedication along the Piscataway Creek on the subject application contains farm ponds. The subject ponds are not designed in accordance with Department of Environmental Resources safety standards and could be a hazard. DPR staff believes that the farm ponds must be breached and the area regraded and restored to a natural state.

At the Planning Board hearing it was determined that at the time of review of the DSP, the DPR will determine if the floodplain parcel containing the farm pond should be adjusted to provide for the dedication of the farm pond to the HOA with the conveyance of the abutting open space parcel. The DPR is concerned about the safety of the farm pond as it exists today without modification.

In summary, the dedication of 119 acres of parkland in the Piscataway Creek Stream Valley and dedication of 26 acres in Saddle Creek Subdivision or 36 acres on Floral Park Road and the provision of proposed private recreation facilities will satisfy master plan recommendations and current zoning and subdivision regulations as they pertain to public parks and recreation in the planned community in accordance with Sections 24-134(a) and 24-137 of the Subdivision Regulations subject to conditions.

9. **Trails**—The adopted and approved Subregion V Master Plan recommends that several trails be located on the subject property. A multiuse (hiker/biker/equestrian), stream valley trail is proposed along the entire length of Piscataway Creek. Discussions are ongoing regarding the Piscataway Creek Stream Valley Trail regarding the location and construction of this master plan facility. Ultimately, the determination of the improvement on park property will be made by DPR.

A multiuse trail is also proposed through the subject site along Old Marbury Road. The applicant should construct the master plan trail on Parcel A from the end of Old Marbury Road, as indicated on the submitted preliminary plan. The trail should be a minimum of eight feet wide and made of asphalt for its entire length. A multiuse trail is proposed along planned A-65. This trail would be completed at the time of road construction and should be required by the operating agency.

The adopted and approved Subregion V Master Plan recommends that Brandywine Road be designated as a Class III bikeway with appropriate signage. Because Brandywine Road is a county right-of-way, the applicant should provide a financial contribution to the Department of Public Works and Transportation (DPW&T) for the placement of this signage. If road frontage improvements are required by DPW&T, wide asphalt shoulders are recommended to accommodate bicycle traffic.

The clear, dirt surface (or natural turf) is acceptable for the remaining equestrian trails shown on the preliminary plan. The location and surface type of all trails should be determined at the time of review of the detailed site plan. The detailed site plan should address that raised crosswalks and signage are strongly encouraged to ensure the safety of trail users at road crossings. In addition to increasing the visibility of the trail crossing to motorists, raised crosswalks also serve to calm traffic. Due to the density of development currently being proposed, standard sidewalks are recommended along both sides of all internal roads.

All trails not on land dedicated to M-NCPPC, the HOA, or along a public right-of-way should be within a public use easement, which should be clearly marked and labeled on the detailed site plan. The detailed site plan should indicate the width and surface type of all master plan trails, equestrian trails, and feeder trails.

10. **Transportation**—The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 518.16 acres of land in the R-R Zone. The property is located on the west side of Brandywine Road. The applicant proposes a residential subdivision consisting of 389 single-family detached residences.

The transportation staff determined that a traffic study detailing weekday analyses was needed. In response, the applicant submitted a traffic study dated September 2002. There is a supplement dated January 2003. Staff has also prepared a comprehensive analysis of the area and all pending applications dated May 2003; this will be completed and placed into the file for this case prior to the Planning Board hearing. 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*. Comments from the county Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA) in the file.

#### **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. 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.

### **Analysis of Traffic Impacts**

The traffic study for Preliminary Plan 4-02126 examined the site impact at ten intersections in the area:

MD 5/Surratts Road  
MD 5/Burch Hill Road/Earnshaw Drive (unsignalized)  
MD 5/Moores Road (unsignalized)  
MD 5/Brandywine Road  
MD 5/MD 373  
Brandywine Road/Surratts Road  
Brandywine Road/Burch Hill Road (unsignalized)  
Brandywine Road/site entrance (unsignalized)  
Brandywine Road/Moores Road (unsignalized)  
Brandywine Road/Floral Park Road (unsignalized)

Staff observed traffic operations in the area between 6:45 a.m. and 8:15 a.m. on March 25, 2003, in connection with an earlier case. Consistent with findings made during review of the earlier case (Preliminary Plan of Subdivision 4-02106, Buckler property), staff makes the following findings:

1. Severe backups occurred along MD 5 from Surratts Road to a point beyond Brandywine Road. Over this entire four-mile section, traffic proceeds in a stop-and-go condition.
2. Staff observed northbound traffic along Brandywine Road in a backup from MD 223 back through Surratts Road and from Surratts Road back through Thrift Road. At its worst, the backup extended as far south as Symposium Way.
3. Staff drove several routes as a means of comparing travel times from Brandywine

Road/Groveton Drive to MD 5/Coventry Way. In the past, staff has consistently contended that with a proposed widening of Surratts Road in place, traffic generated in neighborhoods along Brandywine Road would tend to use Surratts Road to access MD 5 and continue north. Staff believes that this presumption is no longer valid for the following reasons:

- A. This routing is longer in distance—by 20 percent or more —than routings using Brandywine Road up to MD 223.
- B. The timing of the signal on the eastbound approach to MD 5 has been adjusted to give more preference to through traffic along MD 5—so much so that average delays spent waiting for a green light exceed three minutes. This is a great deterrent to traffic from the local communities using Surratts Road, regardless of whether the CIP project to widen Surratts Road is implemented or not, and the delay at the MD 5 approach causes this route to be the slower than other routes in the area *despite the backups along Brandywine Road between MD 223 and Surratts Road.*
- C. The traffic backups along Brandywine Road at the Surratts Road and Thrift Road intersections are so severe that road users encounter considerable delay just getting to Surratts Road.

The Planning Board's guidelines assume that each intersection in a traffic study operates independently of other adjacent intersections (unless the intersections are linked through signal progression or other means). In this circumstance, however, the Brandywine Road/Surratts Road intersection cannot operate independently of either the MD 223/Old Branch Avenue/Brandywine Road intersection or the Brandywine Road/Thrift Road intersection. The submitted traffic study did not review the MD 223/Old Branch Avenue/Brandywine Road or the Brandywine Road/Thrift Road intersections because they are outside of the scope of the traffic study. Further, the Planning Board has determined that these intersections are not critical for the subject property. The intersections are included in the analysis for informational purposes.

At the time of review of the study regarding the subject property, staff had three separate traffic studies with similar study areas, and each with their own set of counts. Because multiple counts are multiple snapshots of traffic flows that naturally vary day by day, basing an analysis on multiple counts is technically superior to basing the analysis on a single count. Furthermore, it is preferable to have a single basis to assist the Planning Board in making consistent findings for a group of cases. For that reason, staff has produced a comprehensive analysis of the area, using a single assumption for growth and a single set of approved developments with common assumptions of trip distributions for those developments. Also, staff has averaged the available traffic counts where multiple counts were available at the same intersection, with a couple of exceptions. Staff had two counts at the MD 223/Old Branch Avenue/Brandywine Road intersection, and one count was lower on all approaches than the other and was excluded. The lower count was also lower than available hourly state counts that were more than one year old. At

MD 5/Surratts Road, staff had three counts. While two counts were relatively close numerically, the third count was inconsistent during the PM peak hour, particularly on the north and east approaches, and was excluded. All three counts were used during the AM peak hour.

The existing conditions at the study intersections are summarized below:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5 and Surratts Road	1,527	1,283	E	C
MD 5 and Burch Hill Road/Earnshaw Drive	988.4*	+999*	--	--
MD 5 and Moores Lane	+999*	+999*	--	--
MD 5 and Brandywine Road	2,050	2,220	F	F
MD 5 and MD 373	1,623	1,989	F	F
MD 223 and Old Branch Avenue/Brandywine Road	1,571	1,408	E	D
Surratts Road and Brandywine Road	1,585	1,567	E	E
Thrift Road and Brandywine Road	1,107	930	B	A
Brandywine Road and Burch Hill Road	7.9*	7.7*	--	--
Brandywine Road and site entrance	future			
Brandywine Road and Moores Lane	7.7*	7.8*	--	--
Brandywine Road and Floral Park Road	12.2*	21.7*	--	--
*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 area of background development includes the large industrially zoned area in Brandywine to the east of US 301/MD 5. This area has extensive approved preliminary plans that are 10 to 12 years old, but limited development has occurred in that area over the years, and much of the development has occurred at density levels far short of those previously assumed. Therefore, the traffic study counts background development within this industrial area at about 10 percent of the level of development that was approved. This recognizes that an increase in the pace of development is unlikely to occur within the next six years, and that major improvements to eliminate the signalized intersections along MD 5 will likely need to be programmed before an increase in development occurs.

Background conditions also assume the widening of Surratts Road between Beverly Drive and Brandywine Road. Given that the project is shown in the current county Capital Improvement Program (CIP) with 100 percent funding within six years, the traffic study includes this improvement as a part of the background condition. However, staff notes that this improvement has an unusually long history of full funding in the CIP without being constructed. The page regarding this improvement from the current CIP for FY 2003 is provided as an attachment.

This improvement is particularly important to traffic circulation in the area. Widening the link of Surratts Road eastward from Brandywine Road may provide an outlet for traffic using Brandywine Road. Also, the intersection improvements at Brandywine Road/Surratts Road that are a part of this CIP project are important because this intersection currently operates poorly, particularly in the AM peak hour.

Background conditions, with the Surratts Road CIP improvement in place, are summarized below:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5 and Surratts Road	1,683	1,450	F	D
MD 5 and Burch Hill Road/Earnshaw Drive	+999*	+999*	--	--
MD 5 and Moores Lane	+999*	+999*	--	--
MD 5 and Brandywine Road	2,183	2,410	F	F
MD 5 and MD 373	1,752	2,159	F	F
MD 223 and Old Branch Avenue/Brandywine Road	1,744	1,627	F	F
Surratts Road and Brandywine Road	1,158	989	C	A
Thrift Road and Brandywine Road	1,252	1,071	C	B
Brandywine Road and Burch Hill Road	8.0*	9.4*	--	--
Brandywine Road and site entrance	Future			
Brandywine Road and Moores Lane	7.8*	8.2*	--	--
Brandywine Road and Floral Park Road	17.3*	107.9*	--	--
*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.				

The site is proposed for development as a residential subdivision. The site is proposed to be developed with 389 single-family detached residences. The site trip generation would be 292 AM

peak-hour trips (59 in, 233 out) and 350 PM peak-hour trips (229 in, 121 out). The site trip distribution and assignment used in the traffic study has been reviewed in light of the field observations done by staff, and it should be revised to reflect the following:

- 5 percent— north along Brandywine Road and west on MD 223
- 15 percent— north along Brandywine Road and north on Old Branch Avenue
- 10 percent— north along Brandywine Road and east on MD 223
- 4 percent— north along Brandywine Road, east on Surratts Road, and north on MD 5
- 9 percent— north along Brandywine Road, east on Surratts Road, and continuing east
- 36 percent— east from the site via Burch Hill/Moores and north on MD 5
- 5 percent— southeast along Brandywine Road
- 15 percent— south along Brandywine Road onto MD 5
- 1 percent— west along Floral Park Road

Furthermore, the traffic study assumes that the MD 5/Moores Lane intersection will be controlled by a half-signal that will only stop southbound traffic along MD 5. In order to minimize the impact of this signal on southbound peak period traffic, the signal would not operate during the PM peak period, and all traffic going northbound along MD 5 that would normally use this signal during the PM peak would instead be assigned northbound along Brandywine Road to Surratts Road, where this traffic would proceed to the MD 5 signal and turn left. With the revised trip distribution and assignment, subject to the assignment limitation used in the traffic study, we obtain the following results under total traffic:



TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 5 and Surratts Road	1,719	1,506	F	E
MD 5 and Burch Hill Road/Earnshaw Drive	+999*	+999*	--	--
MD 5 and Moores Lane	+999*	+999*	--	--
MD 5 and Brandywine Road	2,183	2,428	F	F
MD 5 and MD 373	1,757	2,168	F	F
MD 223 and Old Branch Avenue/Brandywine Road	1,805	1,669	F	F
Surratts Road and Brandywine Road	1,233	1,041	C	B
Thrift Road and Brandywine Road	1,357	1,170	D	C
Brandywine Road and Burch Hill Road	8.1*	29.2*	--	--
Brandywine Road and site entrance	16.0*	420.6*		
Brandywine Road and Moores Lane	11.7*	11.7*	--	--
Brandywine Road and Floral Park Road	21.1*	188.0*	--	--
*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.				

Given these analyses, staff finds that several intersections within the study area would operate unacceptably in both peak hours. Each of these intersections, plus the Brandywine Road/Surratts Road intersection (which is part of the link of Surratts Road proposed for improvement by the CIP) are discussed in separate sections below.

***MD 5/Surratts Road***

In response to the inadequacy at the MD 5/Surratts Road intersection, the applicant has proffered mitigation. This intersection is eligible for mitigation under the third criterion in the Guidelines for Mitigation Action (approved as CR-29-1994). The applicant recommends the improvements described below to mitigate the impact of the applicant’s development in accordance with the provisions of Sec. 24-124(a)(6). The improvements include:

1. The addition of a northbound left-turn lane along MD 5.
2. The addition of a southbound left-turn lane along MD 5.

The impact of the mitigation actions at this intersection is summarized as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 5/Surratts Road				
Background Conditions	F/1683	D/1450		
Total Traffic Conditions	F/1719	E/1506	+36	+56
Total Traffic Conditions w/Mitigation	E/1653	D/1449	-66	-89

As the CLV at MD 5/Surratts is between 1,450 and 1,813 during the AM peak hour, the proposed mitigation action must mitigate at least 150 percent of the trips generated by the subject property during the PM peak hour, according to the guidelines. The above table indicates that the proposed mitigation action would mitigate at least 150 percent of site-generated trips during the AM peak hour, and it would provide LOS D during the PM peak hour. **Therefore, the proposed mitigation at MD 5 and Surratts Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.**

The mitigation plan was reviewed by DPW&T and SHA. Comments from both agencies are provided under a separate heading later in this memorandum. SHA agreed that the mitigation was acceptable. DPW&T did raise a slight objection to the mitigation that was proposed, and that is discussed later in this memorandum under a separate heading.

The Planning Board ~~should be~~ is aware that there are two other properties in the area that have subdivision applications pending at this time. These are:

1. Walls Property, 4-03003: This development of 289 residences is located on the east side of Brandywine Road north of Brooke-Jane Drive. Staff estimates that this development would increase the CLV at the MD 5/Surratts Road intersection by 57 units in the AM peak hour and 20 units in the PM peak hour.
2. White Property, 4-03014: This development of 136 residences is located immediately west of the Buckler property with access through the Buckler property. Staff estimates that this development would increase the CLV at the MD 5/Surratts Road intersection by 28 units in the AM peak hour and 9 units in the PM peak hour.

At this point, using a common analytical approach and common traffic counts from multiple days, it does not appear that the succeeding developments can be approved. However, each development has a separate traffic study and a separate transportation facilities mitigation plan, and the Transportation Planning Section will analyze each application on its own merits.

***MD 5/Brandywine Road and MD 5/MD 373***

The traffic study identifies inadequacies at both MD 5/Brandywine Road and MD 5/MD 373. The Planning Board found in 1990 that future development overwhelms this existing intersection and several others along US 301 and MD 5 in the Brandywine area, and little has changed to alter that finding. The Planning Board approved the creation of a road club, known as the Brandywine Road Club, to assist in the funding of the needed road improvements. The improvements that are part of a Brandywine road club would provide adequacy in the area by widening the major facilities and by replacing the signalized intersections with interchanges. The use of a pro-rata share toward these interchanges was used to approve a number of major developments prior to 1993. Staff has however, raised concerns that allowing applicants to “participate in” improvements that provide adequacy may not be consistent with a current reading of Section 24-124

In 1993, the Subregion V Master Plan was adopted. The *Subregion V Master Plan* discusses road clubs and includes a recommendation that strict conformance to the transportation adequacy “may be tempered, in selected cases, by the use of mechanisms such as road clubs” for funding roads in the area. Road clubs were cited as one of several strategies to provide a balanced relationship between land development and the provision of adequate public facilities. The Planning Board has determined that the MD 5/Brandywine Road and the MD 5/MD 373 intersections are appropriate locations for the use of a road club, consistent with the master plan.

***MD 5/Burch Hill/Earnshaw and MD 5/Moores***

The traffic study identifies inadequacies at both of the unsignalized intersections of MD 5/Burch Hill/Earnshaw and MD 5/Moores. In response to the inadequacy, the applicant recommends that a half-signal be studied and installed at MD 5/Moores in order to serve traffic generated by the subject development. As noted earlier, this half-signal would stop southbound traffic while allowing northbound traffic to continue through the intersection. It would also not be operational during the PM peak period.

Staff is aware that signalization at MD 5/Burch Hill/Earnshaw is currently under review by SHA by means of a signal warrant study provided by a development off of Earnshaw Drive on the east side of MD 5, and for that reason staff is not recommending that the subject property also study this intersection.

At MD 5/Moores, staff is very concerned about the presumption that a signal would not be operational during certain hours of the day. There are few roads in this part of the county, and a diversion that would occur during the nonoperational hours would involve a sizable distance. Furthermore, Moores Lane is not a very direct route between the subject property and MD 5, nor is it a quality roadway. For that reason, staff remains concerned that residents might not prefer Moores Lane in general as a means to access MD 5, but will instead utilize Brandywine Road to the north. However, neither SHA nor DPW&T indicated issues with this arrangement, and for that reason **and that reason alone** the Transportation Planning Section will accept this half-signal as a means of providing adequate transportation facilities in this immediate area.

***Brandywine Road/Surratts Road, MD 223/Old Branch/Brandywine Road, and the Adjacent Link of Surratts Road***

As noted earlier, an improvement is funded in the FY 2003 CIP. This improvement would include the link of Surratts Road between Brandywine Road and Beverly Drive; also, the Brandywine Road/Surratts Road intersection. Although including this improvement is perfectly legal, staff has reservations about its inclusion given its status in the CIP. As noted earlier, construction funding had not moved forward for several years, and the project has been deferred in succeeding documents.

In order to relieve the inadequacies at Brandywine Road/Surratts Road, staff would recommend the following improvements on the approaches:

1. Provide separate through and right-turn lanes along northbound Brandywine Road.
2. Provide two through lanes and an exclusive left-turn lane along southbound Brandywine Road.
3. Provide an exclusive left-turn lane and a shared right-turn/left-turn lane along westbound Surratts Road.

In order to relieve the inadequacies at MD 223/Old Branch Avenue/Brandywine Road, staff would recommend the following improvements on the approaches:

1. Provide separate left turn, through, and right turn lanes along northbound Brandywine Road, with a needed widening along Brandywine Road south of MD 223 to receive two through lanes.
2. Reconfigure southbound Brandywine Road to provide an exclusive left turn lane, and exclusive through lane, and a shared through/right turn lane.
3. Provide an exclusive left turn lane, an exclusive through lane, and a shared through right turn westbound MD 223.
4. Provide an exclusive left turn lane, two through lanes, and an exclusive right turn lane along eastbound MD 223.
5. With the elimination of shared left turn lanes along MD 223, convert the current split-phase signal operation along MD 223 to shared phase operation.

The Planning Board finds, however, that (a) the MD 223/Old Branch Avenue/Brandywine Road intersection is outside of the scope of the traffic study; and (b) the Brandywine Road/Surratts Road intersection is fully funded for improvement in the current county CIP. In making these findings, the Planning Board determines that it is not appropriate for the subject property to be responsible for the list of improvements described above. In light of the concerns raised by staff and local residents, the applicant proffered to contribute funds toward the construction of the improvements described above. The Planning Board determines that it is appropriate to accept the applicant's

proffer of \$1,393 per residence toward the cited improvements and that the applicant's proffer is consistent with the methodology used for the Buckler Property (4-02106) subdivision. This number is based upon staff's determination that the subject property has approximately two-thirds of the impact per residence, compared with the Buckler Property, on the MD 223/Old Branch Avenue/Brandywine Road intersection. It is also based upon staff's final determination that the site has 160 peak hour trips using the Brandywine Road/Surratts Road intersection, and 64 peak hour trips using the link of Surratts Road east of Brandywine Road.

***Brandywine Road and Site Access***

The traffic study recommends the conduct of a traffic signal warrant study at this location, and staff agrees with this recommendation.

***Brandywine Road and Floral Park Road***

The traffic study recommends that the eastbound approach of this intersection be restriped to provide separate right turn and left turn lanes. Staff generally agrees with this recommendation, but believes that a minor widening will be required to accomplish the improvement.

***Comments—Operating Agencies***

Both DPW&T and SHA have provided comments on the traffic study, and the comments are attached. DPW&T had several comments:

1. DPW&T recommends that the applicant provide for acceleration and deceleration lanes along southbound Brandywine Road, as well as a northbound left turn bypass lane, at the site entrance. These requests are appropriate conditions.
2. DPW&T notes the disparity in traffic volumes between the various studies and indicates that the northbound double left turn lane is not appropriate due to the low traffic volume. Regarding the disparity, staff is utilizing a common set of numbers to analyze the various current applications and has averaged the various counts where multiple counts exist, subject to the notes earlier in this memorandum. Staff generally agrees that the northbound dual left turn lane may be difficult to justify, but notes that SHA, who is the responsible permitting agency for this improvement, did not raise an objection.
3. DPW&T has noted the funding issue with the Brandywine Road/Surratts Road intersection, and staff is addressing this concern.
4. DPW&T requests a link analysis of Brandywine Road between MD 223 and Surratts Road and an analysis between Surratts Road and MD 5. Particularly if a signal is studied and installed at the site access to Brandywine Road, the signals generally control the flow of traffic up and down the corridor. For that reason, the guidelines do not recommend the study of a link less than two miles in length between signalized intersections. Although the link between the subject property and Thrift Road is marginally two miles in length, no other portions of Brandywine Road would be eligible for a link analysis.

SHA offered no comments other than to recommend strategies for mitigation at the MD 5/Brandywine Road and the MD 5/MD 373 intersections. Staff reviewed the mitigation actions suggested by SHA, and while they did offset trips, they did not improve critical lane volumes to 1,813 in both peak hours, which is a requirement for the approval of a mitigation action. Therefore, staff will hold to the earlier recommendation at these intersections.

***A-65 Master Plan Arterial***

Brandywine Road is a master plan collector facility, and the plan correctly reflects dedication of 40 feet from centerline. The Subregion V Master Plan shows an arterial facility, designated as A-65, crossing the subject property from east to west. The subject plan, when submitted, recognized this right-of-way; however, it moved the right-of-way closer to the creek along the southern edge of the property, and the plan initially proposed to place the right-of-way in reservation.

Procedurally, staff has not supported the concept of reservation from the time of application, and did not refer the plan out to the operating agencies regarding possible purchase of the right-of-way. Staff had four reasons for procedurally opposing the reservation:

1. The area proposed for reservation was not proposed for lots, suggesting that there was no real intent to develop within the right-of-way. The use of reservation is intended to delay potential development so that a public agency can complete the purchase of land for a planned public facility. The current revised plan bears this out by placing all of this land, previously proposed for reservation, into the homeowners' open space or open space retained in private ownership.
2. If the area proposed for reservation is part of the homeowners' open space, it would not be taxed. Therefore, there would have been no financial benefit of reservation.
3. Staff believes that there is a strong need for this facility related to the development of the site, and these reasons will be explained below. When a nexus exists between a planned facility and the adjacent development, dedication and not reservation should be ideally pursued.
4. The routing initially proposed was along a different alignment than shown in the master plan, and DPW&T has indicated that, if the roadway is publicly constructed in the future, the government will incur greater costs for side slope grading in that location than with the master plan location.

The Transportation Planning Section strongly believes that there is a need for the A-65 facility to be dedicated and partially constructed concurrently with development in the area. In the case of the subject property, most of the development is centered upon a single primary residential roadway connection to Brandywine Road. The current plan places 354 lots along this single point of access. A single point of access to 354 residences should pose concerns for access to emergency services. If the single access point were blocked for any reason, this large community, when developed, would be blocked from access by police, fire, and ambulance services. In such an

instance, residents could also be blocked from access to their homes. Furthermore, DPW&T does not consider a single primary roadway to be an acceptable roadway to serve so many lots, particularly given that the ultimate A-65 facility may not be buildable on the land set aside for it.

It is evident that there are severe transportation issues north of the subject property, and these issues result, in part, from the lack of transportation alternatives. A-65 was placed on the master plan in order to provide better access to MD 223, MD 210, and other locations without a reliance upon Brandywine Road. The Subregion V Technical Bulletin, which was prepared in connection with the Subregion V Master Plan, projected that an average of 26,200 vehicles per day would use A-65 as it crosses the subject property. Without A-65, this traffic would use MD 5 or Brandywine Road, and both facilities currently experience adequacy issues now and into the future.

At one time, the 1973 Subregion V Master Plan showed both the Outer Beltway and the Southeast Expressway in order to address specific access and circulation issues in the southern part of Prince George's County. Those facilities have been deleted from the master plan; the function of these two significant facilities remains with the A-65 arterial facility.

The applicant provided testimony at the hearing from an expert land planner and an expert transportation consultant on the nexus between the proposed subdivision and A-65. They testified that the purpose of A-65 as stated in the 1993 Subregion V Master Plan and Sectional Map Amendment is "primarily to serve traffic generated by Employment Area 'H'" and is identified as a "later need." Further, they testified that constructing a half section of A-65 was not needed to serve the proposed subdivision from a safety standpoint. In response to staff's concern, the transportation consultant recommended that traffic be slowed in the proposed subdivision by widening the main entrance road into the subdivision to 80 feet to the first four-way intersection (approximately 700 feet), providing a traffic calming device (such as a traffic circle) at this intersection and one other four-way intersection in the subdivision.

Neither dedication of A-65 nor the provision of a collector facility through the community are options which are deemed acceptable by the Planning Board. The current plan designates parcels which would denote a location for proposed A-65. All parcels within the located right-of-way should be labeled as follows: "To be retained in private ownership for the future construction of the A-65 arterial facility, as designated on the 1993 *Subregion V Approved Master Plan and Sectional Map Amendment*". Considering the nature of A-65 as a future planned facility and its uncertain timetable for construction, the Planning Board determines that designating parcels in this way is an appropriate means of preserving the A-65 right-of-way. The Planning Board also determines that the proposed amendment to the plan recommended by the applicant to reduce the speed of vehicles within the Subdivision are appropriate.

It is important that A-65 be accommodated in some direct way on this plan. Many of the recommendations for the Tippet community in the Subregion V Master Plan are based upon the recommendation of an arterial facility, namely A-65, linking MD 5, MD 223, and MD 210 from southeast to northwest. If A-65 is never realized, there is a strong likelihood that many of the zoning and land use recommendations within the Tippet community, as envisioned in the

Subregion V Master Plan, cannot be implemented. The plan proposed by the applicant accommodates A-65.

Based on the preceding findings adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Subdivision Regulations.

11. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001 and CR-38-2002) 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	389 sfd	389 sfd	389 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	93.36	23.34	46.68
Actual Enrollment	4452	4598	8393
Completion Enrollment	180	66	132
Wait Enrollment	20	15	29
Cumulative Enrollment	43.20	46.86	93.72
Total Enrollment	4788.56	4749.20	8694.40
State Rated Capacity	4175	5114	7752
Percent Capacity	114.70%	92.87%	112.16%
Funded School	N/a	N/a	Surrattsville Addn.

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

The affected elementary and high school cluster percent capacities are greater than 105%. There is no Funded School in the affected elementary cluster. The Surrattsville addition is the Funded School in the affected high cluster. Therefore, this subdivision can be approved with a six-year waiting period in accordance with Section 24-122.02. of the Subdivision Regulations.

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



- a. The existing fire engine service at Brandywine Fire Station, Company 40, located at 14201 Brandywine Road has a service travel time of 5.25 minutes, which is within the 5.25-minute travel time guideline for lots **generally** within 2,400 feet of Brandywine Road. Adequacy is based on road alignment and shall be further determined at the time of DSP. All other lots are beyond.
- b. The existing ambulance service at Brandywine Fire Station, Company 40, located at 14201 Brandywine Road has a service travel time of 6.25 minutes, which is within the 6.25-minute travel time guideline for lots **generally** within 4,800 feet of Brandywine Road. Adequacy is based on road alignment and shall be further determined at the time of DSP. All other lots are beyond.
- c. The existing paramedic service at Brandywine Fire Station, Company 40, located at 14201 Brandywine Road has a service travel time of 7.25 minutes, which is within the 7.25-minute travel time guideline for lots **generally** within 2,400 feet of Brandywine Road. Adequacy is based on road alignment and shall be further determined at the time of DSP. All other lots are beyond.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*. Staff Exhibit "A" generally defines the parameters discussed above.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, the Fire Department recommends that a fire suppression system be installed in all residential structures in accordance with National Fire Protection Association Standard 13D and all applicable Prince George's County laws. Since this is a matter of existing law, no condition is necessary.

The Historic Preservation and Public Facilities Planning Section has concluded that a significant number of lots proposed for this development are beyond the recommended response time standards from existing facilities that provide ambulance service and/or paramedic service. This finding is based on using the existing road system and existing stations as well as evaluating the proposed street alignments within the subdivision.

The staff of the HP&PFP found that the planned Brandywine Special Study Area Emergency Services Facility would be the first new station that will provide ambulance and paramedic service to this development. The cost of this emergency services facility ambulance and paramedic is \$1,535,000.

In order to mitigate the paramedic and ambulance response time deficiencies, the staff recommends that the applicant participates in providing a fair share contribution toward the construction of the Brandywine Special Study Area Emergency Services Facility. The fee amount is based on the construction cost of the facility (\$1,275,000), ambulance (\$130,000) and paramedic unit (\$130,000) divided by the total amount of residential and employment population

within the entire service area in 2006 (10,024). The service area includes those areas that will be served by the planned facility. The fair share fee for the units, which are beyond response time standards for ambulance service only is \$141 per person for 119 lots and \$153.13 per person for 112 lots that are beyond response time standards for paramedic and ambulance service.

However, it is staff's understanding that the final design and layout of this subdivision may still be under consideration. Changes to the final street layout may alter the findings and the amounts collected to mitigate the deficiencies in rescue and ambulance services.

**Paramedic and Ambulance Fee**

2006 service area population/workers=10,024  
Station Cost of \$1,535,000/10,024=\$153.13 per person  
\$153.13 x 3.13 planning area household size=\$479.29 per du/\$480. The subject development has 112 dwelling units beyond response time standards for both services. Hence, fair share=112 lots x \$480=fee of \$53,760

**Ambulance Only Fee**

2006 service area population/workers=10,024  
Station Cost of \$1,405,000/10,024=\$140.16 per person  
\$140.16 x 3.13 planning area household size=\$439.7 per du/\$440. The subject development has 119 dwelling units beyond response time standards. Hence, fair share=119 lots x \$440=fee of \$52,360

Total fee=\$53,760+\$52,360=\$106,120

The Historic Preservation and Public Facilities Planning Section recommends that the following condition be applied to Preliminary Plan of Subdivision 4-02126.

Staff recommends that the applicant provide a fee to Prince George's County, which will serve as a fair share contribution toward the construction of the Brandywine Special Study Area Station and acquisition of an ambulance and paramedic unit. The fee is based upon the cost of the facility, paramedic unit, and ambulance, divided by the expected population of the service area. The fee should be paid prior to the issuance of each building permit and shall be determined at the time of DSP based on the above formula.

11. **Police Facilities**—The proposed development is within the service area for Police District V-Clinton. In accordance with Section 24-122.01(c) of the Subdivision Regulations, the existing county police facilities will be adequate to serve the proposed Saddle Creek development. This police facility will adequately serve the population generated by the proposed subdivision.
12. **Health Department**—The Health Department has noted that numerous old barns in varying degrees of maintenance are scattered throughout the property. A raze permit is required through the Department of Environmental Resources prior to the removal of any barns or other existing buildings. Any hazardous material located in any structures on site must be removed and properly discarded prior to the structures being razed.

All trash, abandoned farm equipment, empty oil storage tanks, and other debris that has been dumped on the property (especially around the old barn sites) must be removed and properly disposed. Any hazardous materials located on the site must be removed and properly stored or discarded.

Numerous tires were found in the vicinity of the old barns. The tires must be hauled away to a licensed scrap tire disposal/recycling facility and a receipt submitted to the Health Department.

13. **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, # 30920-2002-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.
14. **Cemeteries**—Section 24-135.02 of the Subdivision Regulations establishes that when a proposed preliminary plan of subdivision includes a cemetery within the site, and there are no plans to relocate the human remains to an existing cemetery, the applicant shall observe the following requirements:
  - (1) The corners of the cemetery shall be staked in the field prior to preliminary plat submittal. The applicant shall maintain the stakes until preliminary plat approval.
  - (2) An inventory of existing cemetery elements (such as walls, gates, landscape features and tombstones, including a record of their inscriptions) and their condition shall be submitted as part of the preliminary plat application. The applicant has provided a cemetery inventory.
  - (3) The placement of lot lines shall promote long-term maintenance of the cemetery and protection of existing elements. This shall be further evaluated at the time of review of the Detailed Site Plan (DSP)
  - (4) An appropriate fence or wall constructed of stone, brick, metal or wood shall be maintained or provided to delineate the cemetery boundaries. The Planning Board shall approve the design of the proposed enclosure and a construction schedule at the time of review of the Detailed Site Plan.
  - (5) The cemetery shall be protected by arrangements sufficient to assure the Planning Board of its future maintenance and protection to be determined at the time of review of the DSP. The applicant shall establish a fund in an amount sufficient to provide income for the perpetual maintenance of the cemetery. These arrangements shall ensure that stones or markers are in their original location. Covenants and/or other agreements shall include a determination of the following:
    - (A) Current and proposed property ownership;

- (B) Responsibility for maintenance;
  - (C) A maintenance plan and schedule;
  - (D) Adequate access; and
  - (E) Any other specifications deemed necessary by the Planning Board.
- (6) Appropriate measures to protect the cemetery during the development process shall be provided, as deemed necessary by the Planning Board.
- (7) Upon approval of a preliminary plat of subdivision, any cemetery approved in accordance with this section that does not meet the regulations of the zone in which it is located shall be deemed to be a certified nonconforming use unless otherwise specified by the Planning Board.

15. **Flag Lots** —At the Planning Board hearing the applicant requested the flexibility to propose standard flag lots at the time of DSP review. Staff agreed that the use of flag lots on this property could be appropriate if all of the design standards required by the Subdivision Regulations and Zoning Ordinance were met. The applicant originally proffered to limit the number of flag lots at the Planning Board hearing, staff however, indicated that limiting the number of flag lots at this time was not necessary as long as the flag lots would be provided at a minimum of 20,000 square feet exclusive of the flag stem. The applicant agreed and the Planning Board did not set a limit on the number of flag lots. The use of flag lots is a function of the review of the lotting pattern proposed. The location and number of flag lots are determined through the review of the preliminary plan, however; again the review of this application was unique.

This 500+ acre project has unique topographical conditions, with the northern property boundary along Piscataway Creek and the southern boundary along Piscataway Creek Tributary #6. The topography is often quite steep, sloping towards those streams, with ravines that drain into the stream valleys in several places. These topographic constraints define developable parts of the property as small pockets of land, but offer the opportunity to incorporate the wooded valleys into the site plan, dividing development into defined ‘pods’ and giving house sites excellent views of the ravines and valleys.

For this reason we request the ability to utilize flag lots as a design concept throughout the development process, to allow lots which take advantage of the potential views of the valleys, while limiting the amount of street frontage required to the flag stem only. It is understood that all lots will meet the 20,000 SF minimum net lot area requirement outside of the flag stem. It is also understood that the buffer-yard requirements will be met with plantings, as necessary, at the time of detailed site plan, dependent upon the final orientation of each house, per Section 24-138.01(d)(6) of the Subdivision Ordinance.

After careful study of the site’s topographic constraints, we have concluded that the proposed road and lot layout is the most practical and suitable. This layout results in several secondary road alignments, with pockets of developable acres remaining that are suitable for four to five lots. The typical approach would be to extend a very short cul-de-sac in these areas to serve four to five lots,

however, a more ecologically sensitive approach is to place two lots on the main road with two flag lots behind, which eliminates unnecessary infrastructure (i.e. water, sewer, stormdrain, street lights and roadway), reduces public maintenance and preserves green space. Flag lots will only be proposed at strategic locations, where they are justified by the above intents, to produce advantageous site lots with reduced frontage but good views and orientations.

Per Section 27-441(b) of the Zoning Ordinance, flag lots are permitted in the R-R Zone in accordance with Section 24-138.01 of the Subdivision Ordinance.

**(a) The design is clearly superior to what would have been achieved under conventional subdivision techniques.**

The developable area of the site is limited, and broken into small 'pods' by the environmental constraints reflected by the expanded buffer delineation. The proposed road layout allows efficient lot yields while still providing adequate internal circulation and sufficient points of ingress and egress. The use of flag lots allows the applicant to maintain green space for future residential enjoyment and to reduce infrastructure for the development, yet still meet minimum development requirements for flag lots in the R-R Zone.

**(b) The transportation system will function safely and effectively; and**

The applicant has provided an adequate and sufficient transportation system. There are various points of ingress and egress to the residential lots. The flag lots will in no way create potential hazards for pedestrians or vehicles on the proposed road system.

**(c) The use of flag lots will result in the creative design of a development that blends harmoniously with the site and with adjacent development; and**

The use of flag lots allows the applicant flexibility in providing the best site design suitable to the topographic constraints of this property. Such development, and the use of flag lots, will not create any adverse effects to the balance of the site or to surrounding residential developments. The ability to employ flag lots will be quite important at time of Detailed Site Plan, when more precise street grades are established and full grading of the site has been studied in more detail. The flexibility to utilize this design tool at the time of Detailed Site Plan provides the greatest flexibility in achieving the best ultimate layout.

**(d) The privacy of adjoining property owners has been assured in accordance with the evaluation criteria established above.**

The privacy of each individual lot is assured through adherence to the applicable setback regulations and buffer-yard requirements for flag lots, as dictated by the Subdivision Regulations. The type of plantings to be placed in the buffer-yards will be selected at time of detailed site plan.

16. At the Planning Board hearing property owners abutting to the north testified that are served by

Marbury Road and that a portion of Marbury Road was constructed on the subject property, outside the right-of-way. It appears that Marbury Road is an "OP" road, other public right-of-way. The applicant proffered to create a parcel and convey that portion of the subject property containing Marbury Drive to DPW&T or the appropriate authority at the time of record plat. In addition the applicant proffered to provide a minimum 10-foot bufferyard along Marbury Road for screening of the adjacent dwellings on Marbury Road. Access from the subject property to Marbury Road will be denied.

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.

\* \* \* \* \*

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 Lowe, seconded by Commissioner Scott, with Commissioners Lowe, Scott, Eley, Vaughns and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, May 15, 2003, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 10th day of July 2003.

Trudye Morgan Johnson  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:WC:rmk

**R E S O L U T I O N**

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on July 6, 2006, regarding Detailed Site Plan DSP-05036 for Villages of Savannah, the Planning Board finds:

1. **Request:** The subject application is for approval of a detailed site plan (DSP) for 357 single-family detached homes.
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	R-R	R-R
Use(s)	Vacant/wooded	Residential
Acreage	518.16	518.16
Number of lots	389	357
Number of parcels	15	15

**OTHER DEVELOPMENT DATA**

	<b>REQUIRED</b>	<b>PROPOSED</b>
Cluster open space (acres)	41.56	290.85 (177.03 to HOA and 113.82 to M-NCPPC)
Mandatory dedication	26	A combination of parkland dedication and private recreational facilities
Minimum lot area (square feet)	10,000	10,000
Number of flag lots	-	10*

**Note:** Number of flag lots was approved at time of 4-02126 to be decided at time of DSP. The subject DSP proposed ten flag lots.

**CLUSTER MODIFICATIONS**

	<b>STANDARD</b>	<b>ALLOWED</b>	<b>PROPOSED</b>
Net lot coverage	25%	30%	30%
Lot width at building line (ft.)	100	75	75
Frontage along street (ft.)	70	50	50
Frontage along cul-de-sac (ft.)	60	50	50

ARCHITECTURAL MODEL DATA

<b>Model</b>	<b>Base Finished Area (Sq.Ft.)</b>
Alta	3,392
Amherst	4,883
Aspen	3,540
Belmont	5,680
Carlton	5,129
Chesapeake	2,996
Cypress	2,594
Dover	4,688
Firenze	3,409
Monticello	5,438
Oxford	3,718
Patuxent	3,015
Potomac	3,680
Sequoia	5,228
Severn	2,861
Sierra	4,818
Somerset	4,135
Tara	6,160
Toscana	4,172
Venezia	6,254
White Oak II	3,073
Willow Oak II	3,063
Windsor	3,865

LOT SIZE DATA

<b>Size (Sq.Ft.)</b>	<b>Number of Lots</b>	<b>Percentage</b>
10,000-12,000	163	45.66
12,001-15,000	110	30.81
Larger than 15,001	84	23.53
Total	357	100

- Location:** The subject property is located on the north side of Brandywine Road, approximately 5,000 feet north of the intersection of Brandywine Road and Floral Road, in Planning Area 85A and Council District 9.
- Surroundings and Use:** The proposed development has a narrow frontage on Brandywine Road to the east. To the north of the property are properties in the R-O-S (Reserved Open Space) Zone, the R-A (Residential Agricultural) and single-family detached houses in the R-E (Residential Estate) Zone. The site is also bordered by Piscataway Creek on the north. To the west and south



are properties in the R-A Zone, R-R (Rural Residential) Zone and single-family detached houses in the R-R Zone and the R-E Zone.

5. **Previous Approvals:** The 1993 Subregion V Master Plan and Sectional Map Amendment classified this site in the R-R Zone. The subject site has an approved cluster Preliminary Plan of Subdivision 4-02126 (PGCPB Resolution No. 03-100), including a Type I Tree Conservation Plan TCPI/09/03. The site also has a Stormwater Management Concept Approval, 30920-2002-00.
6. **Design Features:** The subject property has an irregular shape with a narrow frontage onto Brandywine Road to the east. The site is accessed through a major access point off Brandywine Road by a curvilinear internal street of a 120-foot-wide right-of-way (ROW) with a 25-foot-wide median, running from east to west, perpendicular to Brandywine Road and then turning north as a 90-foot-wide internal street with an 18-foot-wide median. The 90-foot-wide internal street is reduced to a 60-foot-wide street after a traffic circle and connects to the rest of the site via other streets leading to approximately 16 culs-de-sac. The proposed 357 single-family detached houses are located along both sides of the internal curvilinear streets. A master plan arterial roadway, A-65, runs from east to west parallel to the proposed development. The section of the main entrance street that is perpendicular to Brandywine Road overlaps with the ROW of A-65. A future second access to the subject subdivision off A-65 has been shown in the southwest part of the site.

At time of preliminary plan approval for the subject site, the Planning Board deferred the decision on the issue of flag lots to the time of DSP review. The DSP proposes eight flag lots. Special buffering and screening pursuant to Section 24-138.01 has been required in the landscape plan of this application.

Fourteen architectural models of Mid-Atlantic Builders, Inc., have been proposed in this application. The models show a popular elevation design that draws heavily from the traditional colonial style housing. The models have two stories with two-car garages as a standard feature. Some models have a three-car garage. Various finishing materials including standard vinyl siding, brick veneer, cultured stone, and various roof patterns have been shown in the architectural package. Various architectural details, such as jack arch windows, Palladian windows, bay windows, keystone, quoin, transom entrance doors, shutters, etc., have been presented on various elevations. All the models have been approved and used in other subdivisions in the county. Given the scale of the development and that so many building elevations with various options in design and exterior finishing materials have been proposed in this application, the Urban Design Section, therefore, recommends three architecture-related conditions in accordance with previous similar approvals by the Planning Board and the District Council in order to achieve a high quality development in the subject subdivision. These conditions deal specifically with percentage of brick on the front elevations and the enhanced visibility of side elevations.

An entrance monument sign has been proposed with two trellises and two gazebos flanking both sides of the main entrance in this DSP application. The design is acceptable. However, no sign face details have been shown. A condition of approval has been proposed in the recommendation

section of this report to require the applicant to provide sign face area information pursuant to Part 12, Signs, of the Zoning Ordinance.

No lighting fixture information on the homeowners' association land has been provided with this DSP. A condition of approval has been proposed in the recommendation section to require the applicant to provide information on the proposed lighting fixture and to show the location of the lighting on the site plan prior to certificate approval of this DSP.

7. **Recreational Facilities:** At the time of Preliminary Plan 4-02126 approval, the Department of Parks and Recreation recommended a combination of dedication of 119 acres of parkland in the Piscataway Creek Stream Valley and dedication of 26 acres in the Saddle Creek Subdivision or 36 acres on Floral Park Road and provision of on-site private recreational facilities. The applicant has also agreed to construct the master plan trails that encumber the subject site. The on-site private recreational facilities proposed in this DSP include:

One open play area (approximately 20,000 square feet)

One softball field (275 feet foul line with open play in outfield)

Two preteen playgrounds

A multiuse trail (eight-foot-wide hiker/biker/equestrian) of approximately 14,252 linear feet

One tennis court

The estimated cost for the above facilities provided by the applicant is approximately \$505,200. Per the current formula for determining the value of recreational facilities to be provided in subdivisions, for 357 dwelling units in Planning Area 85 A, a recreation facility package of approximately \$365,000 is required. The subject DSP shows a recreation facility package that is above the required value of the recreational facility package for this development pursuant to *Parks and Recreation Facilities Guidelines*. However, the site plan shows an open play area that is located within the outfield of the proposed baseball diamond. This arrangement of the play area should not be counted as a separate item in the cost estimation because if the ball field is in use, the proposed play area will be occupied by the outfielders. In addition, since the development is in a linear layout and there are houses along both sides of the spine road that is more than a mile long, the closest recreation site is located at least 3,600 feet away from the houses in the western part of the site. The Urban Design Section believes that an additional play area should be provided in the western part of the site. The DSP does not show any recreation facility specifications. A condition of approval has been proposed in the recommendation section to require the applicant to provide cut sheets for the proposed recreation facilities prior to certificate approval of this DSP.

Three timing conditions that require completion of certain recreational facilities at different phases of the development have been proposed to ensure that the facilities will be in place when future residents move into the subdivision.

8. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the R-R Zone and the site plan design guidelines of the Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-441(b), which governs permitted uses in residential zones. The proposed single-family detached dwellings are a permitted use in the R-R Zone.
  - b. The proposal is also in conformance with the requirements of Section 27-442, Regulations, regarding net lot area, lot coverage and green area, lot/width frontage, yards, building height, and density.

9. **Preliminary Plan of Subdivision 4-02126:** Preliminary Plan of Subdivision 4-02126 was approved by the Planning Board on May 15, 2003, subject to 39 conditions. The following conditions are relevant to the subject detailed site plan review:

**3. Development of the subdivision shall be in conformance with the approved Stormwater Management Concept Plan #30920-2002-00.**

Comment: The subject application was referred to the Department of Environmental Resources (DER). The reviewer of DER concluded (Nicole to Wagner, December 5, 2005) that the site plan for Villages of Savannah is consistent with approved Stormwater Management Concept Plan 30920-2002-01.

**4. Development of this property shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/09/03). 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/09/03), 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/Tree Preservation Policy.”**

Comment: A Type II Tree Conservation Plan TCPII/149/02-02 has been submitted with this application. A review by the Environmental Planning Section indicates that the Type II Tree Conservation Plan TCPII/149/02-02 is in general conformance with the requirements of the Woodland Conservation Ordinance, subject to certain conditions.

**8. The cemetery located on Parcel E shall be further evaluated at the time of review of the detailed site plan and the following requirements shall be addressed:**

- a. **The placement of lot lines shall promote long-term maintenance of the cemetery and protection of existing elements. The removal or relocation of adjoining lots may be required to ensure an appropriate environment and the long-term protection from encroachments.**

**Comment:** The placement of lot lines shown on the site plan is acceptable according to the review by the Archeological Consultant of the Planning Department. However, since a Phase I archeological investigation is underway, the final findings of the study may alter the cemetery boundary. The applicant is fully aware of the possibility of removal or relocation of adjoining lots due to new findings in the Archeological Investigation prior to certificate approval of this DSP.

- b. **An appropriate fence or wall constructed of stone, brick, metal, or wood shall be maintained or provided to delineate the cemetery boundaries. The Planning Board shall approve the design of the proposed enclosure and a construction schedule.**

**Comment:** A four-foot-high picket wood (western red cedar) fence has been proposed with this application to protect the cemetery. Even though the Planning Board approved a wood fence as one of the options, a permanent and maintenance-free fence is desired. Neither maintenance-plan nor construction-schedule information is provided with this DSP. A condition of approval has been proposed in the recommendation section of this report to require the information and provide a maintenance free fence prior to certificate approval of this DSP.

- c. **The cemetery shall be protected by arrangements sufficient to assure the Planning Board of its future maintenance and protection. The applicant shall establish a fund in an amount sufficient to provide income for the perpetual maintenance of the cemetery. These arrangements shall ensure that stones or markers are in their original locations. Covenants and/or other agreements shall include a determination of the following:**

- (1) **Current and proposed property ownership;**
- (2) **Responsibility for maintenance;**
- (3) **A maintenance plan and schedule;**
- (4) **Adequate access; and**
- (5) **Any other specifications deemed necessary by the Planning Board.**

**Comment:** According to the applicant, the cemetery will be conveyed to the future HOA. As of the writing of this staff report, the HOA covenants are still under preparation. A

condition of approval has been proposed to carry forward most of the above sub-conditions that should be satisfied prior to certificate approval of this DSP.

**d. Appropriate measures to protect the cemetery during the development process shall be provided, as deemed necessary by the Planning Board.**

**Comment:** No specific information regarding appropriate measures to protect the cemetery during the development process has been provided with this application. A condition of approval has been proposed in the recommendation section to require the applicant to install a chain-link fence in addition to standard site/erosion control fence to enclose the cemetery prior to issuance of any permit for this site. A permanent decorative fence as proposed should be installed when the construction is complete.

**24. The location and surface type of all trails shall be indicated on the detailed site plan. The equestrian trail shown along the southern edge of the subject property is acceptable.**

**26. All trails not on land dedicated to M-NCPPC, the HOA, or within a public right-of-way shall be within a public use easement that shall be clearly marked and labeled on the detailed site plan.**

**Comment:** This application complies with the two trails-related conditions.

**30. MD 5 at Moores Lane: Prior to the approval of the detailed site plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, to DPW&T for a possible half-signal at the intersection of MD 5 and Moores Lane. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property, and install it at a time when directed by the appropriate permitting agency.**

**31. Brandywine Road at Site Access: Prior to the approval of the detailed site plan for the subject property, the applicant shall submit an acceptable traffic signal warrant study to DPW&T for a possible signal at the intersection of Brandywine Road with the site access point. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property, and install it at a time when directed by the appropriate permitting agency.**

**Comment:** The traffic signal warrant study has been submitted with this application. No final decision has been made by either the State Highway Administration (SHA) or Department of Public Works and Transportation (DPW&T). If the traffic signal is warranted and approved by SHA and/or DPW&T, the applicant will be responsible for installation of the traffic signal at time of building permit. A condition of approval to this effect has been proposed in the recommendation section of this report.

**36. The recreation facilities shall be designed and constructed in accordance with the applicable standards in the *Parks and Recreation Facilities Guidelines*.**

**Comment:** This condition will be carried forward and modified as a condition of approval for this DSP.

**38. The DSP shall provide for a minimum of a 10-foot wide landscape buffer along Marbury Drive to the north.**

**Comment:** A ten-foot bufferyard has been labeled on the site plan. However, the required landscape buffer has not been well defined on the landscape plan. A condition of approval has been proposed in the recommendation section of this report to require the applicant to clearly show the required bufferyard on the landscape plan and provide a corresponding landscape schedule on the detailed sheet to be approved by the Urban Design Section.

**39. At the time of DSP the DPR shall determine if the farm pond will be retained in the 100-year floodplain parcel to be conveyed to M-NCPPC or will be included in the adjacent open space parcel to be conveyed to the HOA.**

**Comment:** The farm pond will be included in the adjacent open space parcel to be conveyed to the HOA pursuant to comments from the Department of Parks and Recreation.

10. ***Landscape Manual:*** The proposed development is subject to Section 4.1, Residential Requirements, and Section 4.6, Buffering Residential Development from Streets, of the *Landscape Manual*. Since this application includes eight flag lots, additional landscaping and buffering is required for the flag lots as prescribed in Section 24-138.01 in accordance with the *Landscape Manual*.

- a. Section 4.1(e) requires, for cluster development in the R-R Zone, a minimum of three major shade trees and two ornamental or evergreen trees for each lot. For a total of 357 single-family detached lots, a total of 1,071 shade trees and 714 evergreen or ornamental trees is required for this subdivision. The landscape plan uses an incorrect ratio and, thus, does not provide the required number of trees. A condition of approval has been proposed in the recommendation section to require the applicant to revise the landscape plan to provide the required trees and corresponding schedule pursuant to Section 4.1(e) prior to certificate approval of this DSP.

- b. Section 4.6, Buffering Residential Development from Streets, requires the rear yard of any one-family attached or attached dwelling be screened from the view of a street classified as a collector or higher. The rear yard of Lots 1, 2, 5, and 6 are adjacent to Brandywine Road, which is a collector by classification. Per Section 4.6, a minimum 35-foot-wide bufferyard, to be planted with four shade trees, 15 evergreen trees, and 30 shrubs per 100 linear feet of right-of-way, is required. The landscape plan does not provide the aforementioned bufferyard. A condition of approval has been proposed in the recommendation section of this report to require the applicant to provide the bufferyard and corresponding landscape schedule pursuant to Section 4.6 of the *Landscape Manual*.
      - c. This DSP shows eight flag lots. Section 24-138.01, Flag Lot Development, prescribes specific additional landscaping treatment (in two design options as shown in Figures 1 and 2, on Page 1485, depending on house siting on lots) to be in place to assure privacy of residents. The landscape plan does not show the required buffering treatments. A condition of approval has been proposed in the recommendation section of this report to require the applicant to revise the plan to show the required bufferyard and corresponding landscape schedule prior to certificate approval of this DSP.
      - d. This DSP includes a ball field as part of the on-site recreation facility package. The proposed ball field is located between Lots 73 and 74, Block A. Given the nature of ball-field activity, the Urban Design Section believes that a bufferyard of at least 10 feet, to be planted with evergreen trees and shrubs with a total plant unit number similar to the requirements of the Type A Bufferyard of the *Landscape Manual*, should be installed between the ball field and the side yards of Lots 73 and 74, Block A.
11. **Woodland Conservation and Tree Preservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the gross tract area is in excess of 40,000 square feet, more than 10,000 square feet of woodland exist on site, and there is a previously approved Type I Tree Conservation Plan, TCPI/9/03.
  - a. The detailed forest stand delineation (FSD) was submitted and approved during the review of Preliminary Plan of Subdivision 4-02126. No further information is required with this DSP application.
  - b. The Type II tree conservation plan submitted with this DSP was found to require revisions before a complete review of the proposal could be conducted. The applicant submitted revised plans in response to the comments of the Environmental Planning Section. A review of the revised plans by the Environmental Planning Section indicates that the revised plans are in general conformance with the requirements of the Woodland Conservation Ordinance, subject to certain conditions.
12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. In a memorandum dated December 15, 2005, the Community Planning Division noted that there are no General Plan or master plan issues related to this DSP application.
- b. The Transportation Planning Section, in a memorandum dated March 29, 2006, provided a complete review of transportation related conditions attached to the approval of Preliminary Plan of Subdivision 4-02126. The Transportation Planner also discussed the comments from DPW&T regarding additional access to A-65 and the design of two traffic circles.

Comment: The applicant has revised the DSP to show an additional access from A-65 to the subject site in the western part of the subdivision and redesigned the two traffic circles pursuant to DPW&T standards.

In a separate memorandum from the Transportation Planning Section dated June 19, 2006, on detailed site plan review for master plan trail compliance, the trails planner has identified all master plan trails that impact the subject site. In addition, an extensive equestrian network was proposed as part of the earlier proposal for an equestrian facility on the subject site. Many of these trails are retained in the subject application. Staff supports the provision of these trails and recommends approval of this DSP with six conditions that have been incorporated into the recommendation section of this report.

- c. In a memorandum dated December 7, 2005, the Subdivision Section staff provided a review of all conditions of approval attached to the approval of Preliminary Plan of Subdivision 4-02126. The reviewer also discussed Marbury Road, which is an Other Public (OP) road. Access from the subject property to Marbury Road will be denied. The reviewer concluded that there are no other subdivision issues at this time.

Comment: The site plan shows one access point off Brandywine Road and another future access from A-65. No access is shown from the subject site to Marbury Road.

- d. The subject application was also referred to the Department of Environmental Resources (DER). In a memorandum dated December 5, 2005, the staff noted that the site plan for Villages of Savannah, Saddle Creek, DSP-05036, is consistent with approved Stormwater Management Concept Plan 30920-2002-01.
- e. The Environmental Planning Section, in a memorandum dated June 14, 2006, recommended approval of this application subject to three conditions that have been incorporated into the recommendation section of this report.
- f. The Permit Section, in a memorandum dated December 12, 2005, provided 11 comments on the site plan regarding compliance with both the *Landscape Manual* and Zoning Ordinance. All relevant comments have been incorporated into the Recommendation section of this report as conditions of approval.



- g. The Department of Parks and Recreation (DPR), in a memorandum dated March 13, 2006, recommended approval of this DSP with one condition, which has been incorporated into the conditions of approval of this DSP.
- h. The Archeological Consultant of the Planning Department, in a memorandum dated December 13, 2005, indicated that Phase I Archeological Survey should be conducted according to Maryland Historical Trust (MHT) guidelines, *The Standards and Guidelines for Archeological Investigations in Maryland* (Schaffer and Cole, 1994), and report preparation should follow MHT guidelines and the *American Antiquity* or *Society of Historical Archeology* style guide.

Comment: No archeological investigation report has been submitted with this DSP. A condition of approval has been proposed to require the applicant to submit the Phase I archeological survey report for review and approval prior to issuance of any permits for this DSP.

- i. The Department of Public Works and Transportation (DPW&T), in a memorandum dated March 28, 2006, provided a detailed review on specific design of the entrance roadway, traffic circles, and flag lots. The memorandum also includes standard conditions on issues such as right-of-way dedication, frontage improvement, sidewalks, street trees and lighting, storm drainage systems, and facilities in order to be in accordance with both the requirements of DPW&T and the Department of Environmental Resources (DER). Those conditions will be enforced at time of issuance of access permit.

Comment: The applicant has revised the site plan pursuant to the comments made by DPW&T.

- j. The Historic Preservation and Public Facilities Planning Section, in a memorandum dated November 18, 2005, indicated that the proposed development has no effect on historic resources.

13. As required by Section 27-285 (b), the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII/149/02-01) and further APPROVED Detailed Site Plan DSP-05036 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of this DSP, the applicant shall:
  - a. Add a site plan note to indicate the number of flag lots included in this application;
  - b. Add a brick elevation-tracking table on the site plan;
  - c. Provide the required trees and corresponding landscape schedule for the development pursuant to Section 4.1 (e), for a cluster subdivision in the R-R Zone, of the *Landscape Manual*;
  - d. Provide a landscaped bufferyard and the corresponding schedule along the rear yards of Lots 1, 2, 5, and 6, Block A, fronting Brandywine Road pursuant to the requirement of Section 4.6 of the *Landscape Manual*.
  - e. Delineate the location of the proposed gateway signs on the site plan.
  - f. Provide the sign face area calculation on the DSP for the proposed gateway sign pursuant to Part 12, Signs, of the Zoning Ordinance.
  - g. Revise the landscape plan to provide the required landscape bufferyard pursuant to Section 24-138.01 for the ten flag lots.
  - h. Add a note to the landscape plan stating that no lighting will be provided for the proposed recreation facilities on the homeowners' association land. Provide the cut sheet for proposed recreation facilities on the site plans.
  - i. Alternate recreational facilities of equal value may be proposed in substitution for the tennis court proposed in the eastern part of the development. In addition, the applicant shall relocate some of the proposed recreational facilities to the western part of the development. The alternate facilities and the allocation of the facilities between the eastern, central and western parts of the development shall be reviewed and approved by the Urban Design Section.
  - j. Provide an enlarged site plan for the proposed play areas with recreation facility details and associated information regarding landscaping, lighting and trash collection.
  - k. Provide a minimum 10-foot-wide bufferyard between the side yards of Lots 73 and 74, Block A, to be planted with evergreen trees and shrubs with a total plant unit number similar to the requirements of Type A Bufferyard of the *Landscape Manual*.
  - l. Label the floodplain on the site plan and show the required 25-foot setback from the floodplain.
  - m. Provide a commercial entrance (32-foot wide) to the 26-acre park parcel. The applicant shall obtain a DPW&T construction permit for the park entrance from Savanna Parkway (A-65) and construct a 32-foot-wide curb cut/apron at the future park entrance.

- n. Label all street names on the site and landscape plans.
- o. Provide the required 10-foot-wide bufferyard along Marbury Drive to the north on the landscape plan and a corresponding landscape schedule on the detail sheet to be approved by the Urban Design Section.
- p. Revise the Type II Tree Conservation Plan as follows:
  - (1) Calculate woodland retained on lots as cleared and provide a pattern on the plan and in the legend;
  - (2) Remove all natural regeneration areas;
  - (3) Annotate all preservation areas with acreages on sheets 4–8 and provide a table on sheet 1;
  - (4) Annotate all clearing areas with acreages on sheets 4–8 and provide a table on sheet 1;
  - (5) Annotate all areas on lots that have been calculated as cleared with acreages on sheets 4–8 and provide a table on sheet 1;
  - (6) Annotate all areas preserved but not counted as contributing to the woodland conservation requirement with acreages on sheets 4–8 and provide a table on sheet 1;
  - (7) Review and correct the area of woodland cleared within the 100-year floodplain;
  - (8) Eliminate the use of plantings in the wetland area as counting toward meeting the requirements;
  - (9) Recalculate the worksheet as needed;
  - (10) Provide approval blocks with all prior approvals in typeface;
  - (11) Add a detail for permanent fencing on sheet 2 and show on the plans and in the legend where permanent fencing will be installed along planting areas;
  - (12) Add the following note to sheet 2:

“All afforestation and associated fencing shall be installed prior to the issuance of the adjacent building permits. A certification prepared by a qualified professional may be used to provide verification that the afforestation has been completed. It

must include, at a minimum, photos of the afforestation areas and the associated fencing for each lot, with labels on the photos identifying the locations and a plan showing the locations where the photos were taken.”

- (13) Show the sanitary sewer lines in the legend and on the plan;
  - (14) Ensure that the expanded stream buffer is shown on all appropriate sheets;
  - (15) Have the revised plan signed and dated by the qualified professional who prepared the plan.
- q. Show the size of the cemetery and access to the cemetery on the plan
- r. Revise the plans to include:
- (1) A six-foot wide paved trail connector on HOA land between Lot 39 and Lot 40 from Madison Park Court to the master plan trail.
  - (2) A public use trail easement on HOA land from Big Huntington Lane to the planned equestrian trail between either Lots 191 and 192 or between Lots 185 and 186. This trail shall utilize the stormwater management access road and connect the subdivision with the planned natural surface
2. Prior to issuance of any permits for this DSP, the applicant shall conduct Phase I Archeological investigations in accordance with Maryland Historical Trust (MHT) guidelines, *Standards and Guidelines for Archeological Investigations in Maryland* (Schaffer and Cole, 1994) and submit the report for review and approval. The report shall be prepared pursuant to MHT guidelines and the *American Antiquity* or *Society of Historical Archeology* style guide. Archeological excavations shall be spaced along a regular 15-meter or 50-foot grid and excavations shall be clearly identified on a map to be submitted as part of the report. The report shall include a separate section on the cemetery and explain how the boundary of the cemetery is determined. If the findings of the report warrant removal or relocation of the adjoining lots, the applicant shall revise the site plan to reflect any changes as a result of lot adjustment.
3. At time of building permit, exact building footprints, building setbacks, and lot coverage information shall be shown on the site plan, and elevations for each house shall be provided.
4. The applicant shall construct the proposed on-site private recreation facilities as follow:
- a. Prior to issuance of the 146<sup>th</sup> building permit, the first play area located to the west of Lot 55, Block A, shall be complete;
  - b. Prior to issuance of the 240<sup>th</sup> building permit, the second play area located to the west of Lot 73, Block A, shall be complete;

- c. Prior to issuance of the 357<sup>th</sup> building permit, the third play area located in the west part of the subdivision, to be reviewed and approved by the Urban Design Section, shall be complete.
5. Prior to issuance of a sign permit for the gateway sign, the applicant shall obtain a maintenance agreement approved by the Department of Environmental Resources.
6. All structures shall be fully equipped with a fire suppression system built in accordance with National Fire Protection Association (NFPA) Standard 13D and all applicable county laws and regulations.
7. No two units immediately adjacent and contiguous to or directly across the street from each other, as determined by extending the side lot line of a lot outwards and radial through the street fronting the lot, to the lot(s) across the street, may have identical front elevations. Those lot(s) intersecting said parallel lines shall be so restricted as noted hereinabove.
8. The developer, his heirs, successors, and/or assigns shall display in the sales office all of the plans approved by the Planning Board for this subdivision, including all exterior elevations of all approved models, the detailed site plan, landscape plan, and plans for recreational facilities.
9. The DSP is subject to the following architecture-related conditions:
  - a. At least 90 percent of the units shall have a full front façade (excluding gables, windows, trim and doors) constructed of brick, stone or stucco, or shall be treated with a full width front porch. Less than 90 percent may have full brick fronts if additional architectural elevations or styles approved by the Urban Design Section are substantially in conformance with the style and level of quality expressed in Exhibit 3 (A to K). In no event shall less than 50 percent of the units have a full front façade (excluding gables, windows, trim and doors) constructed of brick, stone or stucco, or be treated with a front porch.
  - b. For houses on Lots 1, 2, 3, 4, 5, 6, 7, 21, and 22, Block A, visible from Brandywine Road, significant architectural features, in the form of roof line variations, additions, windows and similar features which contribute to the aesthetics of the unit, shall be employed on the rear elevations. Any other models proposed on these lots by any third party builder other than Mid-Atlantic shall have rear elevations with architectural details at least equal to the Mid-Atlantic elevations submitted and approved with this DSP
  - c. Side elevations of houses on the corner lots adjacent to Savannah Drive shall have a minimum of three architectural features, brick water table and landscaping on the side facing Savannah Drive. The other side elevation shall have a minimum of two architectural features and brick water table along with landscaping in the side yard.

10. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit to the M-NCPPC Planning Department copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
11. All play equipment shall comply with the requirements of the Consumer Product Safety Commission (CPSC) and the American Society for Testing and Materials (ASTM). All play areas shall comply with the requirements of the Americans with Disabilities Act and with the *Park and Recreation Facilities Guidelines*.
12. Prior to issuance of any building permits, other than model home lots, if a signal is deemed warranted at the MD 5 and Moores Lane intersection or the Brandywine Road and Site Access intersection by the responsible agency at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property, and install it at a time when directed by the appropriate permitting agency.
13. Prior to issuance of any permits, the applicant shall install a 4-foot high orange safety fence around the cemetery in addition to the normal Woodland Conservation Area protection fence. The applicant shall place four Woodland Conservation Area signs on the protection fence to further protect the cemetery. A permanent and maintenance-free fence, to be reviewed by the Historic Preservation staff, shall be installed when the construction is complete.
14. Prior to the issuance of any building permits except for model home lots, 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(s) along Brandywine Road, designated as 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.
15. The applicant shall provide standard sidewalks along both sides of all internal public streets unless modified by the Department of Public Works and Transportation at the time of issuance of street construction permits.
16. The trails included in this DSP are subject to the following conditions:
  - a. The applicant, his heirs, successors and/or assignees shall construct the master plan trail along the approximate alignment of Old Marbury Road as delineated on the preliminary plan. This trail shall be a minimum of eight feet wide and asphalt for its entire length.
  - b. All equestrian trails shall be natural surface (natural turf), unless additional improvements are necessary for stormwater management or utility access.
  - c. Equestrian trails within HOA lands shall be within a 25-foot wide public use trail easement. The trail and easement shall be marked and labeled on the approved DSP.

17. Prior to final plan, the applicant shall provide sufficient protection and maintenance of the cemetery in the homeowners' association covenants. The covenants shall include a determination of the following:
- a. Current and proposed property ownership;
  - b. Responsibility for maintenance;
  - c. A maintenance plan and schedule;
  - d. Adequate access; and
  - e. Details of a maintenance fund.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

\* \* \* \* \*

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 Eley, seconded by Commissioner Vaughns, with Commissioners Eley, Commissioner Vaughns and Parker voting in favor of the motion, and with Commissioners Clark and Squire absent at its regular meeting held on Thursday, July 6, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 27<sup>th</sup> day of July 2006.

Trudye Morgan Johnson  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:HZ:bjs

## R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board has reviewed Departure from Sign Design Standards DSDS-697, Villages of Savannah, requesting departure from height and area requirements for two freestanding gateway signs in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on July 26, 2018, the Prince George's County Planning Board finds:

1. **Location and Field Inspection:** The subject 518.16-acre property is located on the west side of MD 381 (Brandywine Road), approximately 5,000 feet north of its intersection with Floral Park Road in the Rural Residential (R-R) Zone. The site is currently under construction with a few model homes.

The property has frontage on MD 381, a master plan collector facility with a planned 80-foot right-of-way (ROW). The site is accessed from MD 381 by an internal 120-foot-wide public ROW, Savannah Parkway (also known as A-65, a master plan arterial roadway), with an approximately 48-foot-wide median that is perpendicular to MD 381. Savannah Parkway traverses west from MD 381, turning north into the development, and reducing to a 90-foot-wide internal street with a 20-foot-wide median. The 90-foot-wide internal street then reduces to a 60-foot-wide street after a traffic circle and connects to the rest of the site via other internal streets, leading to approximately 16 culs-de-sac. The 357 single-family detached lots included in the subdivision are located along both sides of the internal curvilinear streets. A master plan arterial roadway, A-65, runs from east to west, parallel to the development. The section of the main entrance street, Savannah Parkway, is perpendicular to MD 381 and overlaps with the ROW of A-65. A future second access to the subject subdivision from the future A-65 ROW has been shown in the southwestern part of the site.

2. **History:** The Villages of Savannah was the subject of two separate preliminary plan of subdivision (PPS) applications and the project is being constructed in phases. The first phase (originally known as Heritage Reserve) is the subject of PPS 4-03072 (PGCPB Resolution No. 04-15), which was approved in 2004 with Type I Tree Conservation Plan TCPI/06/03 for 209 lots and 4 parcels, subject to 22 conditions, and is accessed via Flora Park Road. The second phase is the subject site that has an approved cluster PPS 4-02126 (PGCPB Resolution No. 03-100), including a Type I Tree Conservation Plan (TCPI/09/03), which was approved in 2003, subject to 39 conditions. A Detailed Site Plan (DSP-05036) was approved for the subject site in 2006 by the Prince George's County Planning Board (PGCPB Resolution No. 06-163) and was affirmed by the Prince George's County District Council in October 2006, subject to 17 conditions of approval, for the development of 357 single-family detached residential lots. Detailed Site Plan DSP-05036 has subsequently been amended, via approval at the Planning Director level, three times for minor site plan revisions. None of the previous conditions of



approval impact the current application because they do not pertain to signage. However, the Planning Board notes that the DSP will have to be amended to reflect the signage associated with this application, if approved. In accordance with the approval of the PPS and DSP, record plats were approved and recorded for the Villages of Savannah on November 28, 2007, in Plat Book PM 224 at Plat No. 59 to 81. The subject signs are located on Parcels I and J and Lot 1, recorded in Plat Book PM 224 at Plat No. 59.

3. **Surroundings and Use:** The properties surrounding the subject site are primarily residential in nature. The subject site is bounded by MD 381 to the east. To the north, the site is bounded by vacant property in the Reserved Open Space (R-O-S) and R-A (Residential-Agricultural) Zones and single-family detached dwellings in the Residential-Estate (R-E) Zone. The site is also bordered by Piscataway Creek to the north. Vacant properties and single-family detached houses in the R-A, R-E, and R-R Zones border the subject site to the west and south.
4. **Request:** This approval is to construct two gateway signs, with accompanying entrance features, at the entrance to the subdivision, known as Villages of Savannah. The signs are located on either side of the public ROW of Savannah Parkway and include arched, precast concrete signs, brick entry wall, columns, and ornamental fencing with seasonal landscaping. A decorative water feature is located in front of each sign and features a series of water fountains. Each sign is 19 feet, 9 inches in height with 120 square feet of sign area. The approval surpasses the permitted sign height by 13 feet, 9 inches from the allowed 6-foot maximum and sign area by 108 square feet from the allowed 12-square-foot maximum lettering area. Therefore, the Planning Board approved a departure from the sign design standards (DSDS) of Section 27-624(a)(1) and (2) of the Prince George's County Zoning Ordinance.

A third sign is located in the median of Savannah Parkway, which coordinates with the entrance signs approved with this application. It is also a precast concrete sign with brick columns, ornamental fencing, and seasonal landscaping at the base. The median sign is 8 feet in height and 90 square feet in area. This sign is not part of the subject DSDS because it is located within the public ROW. It is subject to approval by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and is not subject to the Zoning Ordinance requirements. Because this sign will tie the other components of the entrance feature together, it is shown on the rendering of the entrance feature submitted with the application for information purposes only.

The following chart below specifies the height and area of each sign and the amount of departure for each sign:

	Allowed	Approved	Departure Requested
Wall 1A (South side of Savannah Parkway)*			
Height	6 feet, 0 inches	19 feet, 9 inches	13 feet, 9 inches
Area	12 sq. ft.	120 sq. ft.	108 sq. ft.
Wall 1B (North side of Savannah Parkway)*			
Height	6 feet, 0 inches	19 feet, 9 inches	13 feet, 9 inches
Area	12 sq. ft.	120 sq. ft.	108 sq. ft.
Wall 2 (Median sign)**			
Height (dimensions are provided for information purposes only)	6 feet, 0 inches	8 feet, 0 inches	Not the subject of this application
Area (dimensions provided for information purposes only)	12 sq. ft.	90 sq. ft. (lettering area is 19.53 sq. ft.)	Not the subject of this application

**Notes:** \*The proposed signs are labeled as Wall 1A, Wall 1B, and Wall 2. These should be relabeled as Sign 1A, 1B, and 2 for clarification.

\*\*Wall 2 (Median sign) is not part of this DSDS application because the sign is located in the public right-of-way. A condition requiring the applicant to relabel the median sign details on the chart as Sign 2 and to clarify that all sign details for Sign 2 on the site plans are not part of this DSDS approval, and are provided for information purposes only, is included in this approval.

- Development Data Summary:** The following chart summarizes the approved development for the subject site, which remains unchanged by this application.

**EXISTING**

Zone	R-R
Use(s)	Single-family detached
Total Acreage	518.16
HOA open space	126.24 acres
Conveyed to M-NCPPC	198.23 acres
Number of Lots	357

- Master Plan Recommendation:** The 1993 *Approved Master Plan and Sectional Map Amendment for Subregion V, Planning Areas 81A, 81B, 83, 84, 85A and 85B* classified this site in the R-R Zone. The 2013 *Approved Subregion 5 Approved Master Plan and Sectional Map*

*Amendment* retained the subject property in the R-R Zone. The master plan does not contain any recommendations or provide any guidance regarding this DSDS application.

7. **Zoning Ordinance Requirements for Gateway Signs:** Section 27-624 of the Zoning Ordinance provides the following gateway sign regulations that pertain to the departure request:
- (a) **A permanent gateway sign identifying a residential subdivision is permitted in any Residential Zone, and is required in any subdivision in the R-T Zone with more than twenty-five (25) dwelling units for which a Detailed Site Plan is approved after December 30, 1996, provided that maintenance is the responsibility of a Homeowners' Association, or other entity or person designated in a maintenance arrangement approved by the Department of Permitting, Inspections, and Enforcement, subject to the following design standards:**
- (1) **Maximum lettering area per sign - twelve (12) square feet;**
  - (2) **Maximum height - six (6) feet above established grade;**

The proposed gateway sign exceeds both the height and area requirements. The submitted sign details show that the lettering area on the proposed gateway signs is limited to the arch, where the name of the community, "Villages of Savannah," is incised into the top portion of the arch. The sign detail drawing on site plan Sheet 2B of 36 indicates the lettering area to be approximately 21.6 square feet. However, since the sign area is considered to be the entire arch panel, including the portion of the arch where no lettering exists, the entire sign area is calculated to be 120 square feet. For this reason, a departure of 108 square feet of sign area is required.

The gateway sign, or entrance feature, includes three main components: arch, brick wall, and ornamental fence. The signature component of the sign is the arch, with the fountain in the front. The height of the arch is 19 feet, 9 inches, which constitutes the maximum height of the proposed gateway sign. Each side of the arch has stone pillars, with a precast stone ornament on top, that is approximately 10 feet, 9-inches-high, which includes the base, but not the precast stone ornaments. Extending from the stone pillars is a brick wall of varying height, from 9 feet, 6 inches to 6 feet, 7 inches, ending with 7-foot, 6-inch-high brick piers, and 6-foot-tall black ornamental fencing. Since the sign cannot exceed a maximum height of 6 feet, and the proposed height of the gateway signs range from a minimum of 6 feet to a maximum of 19 feet, 9 inches, a departure of 13 feet, 9 inches in height is therefore required.

Section 27-624(b) states that the design of a gateway sign, and any accompanying entrance feature, shall be reviewed concurrently, as follows:

- (1) **In cluster subdivisions and other subdivisions where the approval of a Detailed Site Plan is required, the location of a gateway sign or entrance feature shall be approved concurrently with the preliminary plat of subdivision and the design shall be approved with the Detailed Site Plan.**

The previously approved DSP-05036 included signs in the same general location. In conjunction with this departure application, an amendment to Detailed Site Plan DSP 05035-03 has also been submitted and is pending acceptance.

It should be noted that the gateway signage in the median is proposed with landscaping. Any landscaping placed within the median is subject to permitting by DPIE and may involve a separate maintenance agreement with the County, prior to permit.

Section 27-239.01(b)(7) of the Zoning Ordinance provides that, in order for the Planning Board to grant the departures, it shall make the following findings:

- (i) **The purposes of this Subtitle will be equally well or better served by the applicant's proposal.**

Section 27-589 of the Zoning Ordinance contains the following purposes for regulating signs:

- (1) **To promote the health, safety, and welfare of the present and future inhabitants of the Regional District.**
- (2) **To encourage and protect the appropriate use of land, buildings, and structures.**
- (3) **To regulate unsightly and detrimental signs which could depreciate the value of property and discourage quality development in the Regional District.**
- (4) **To regulate signs which are a hazard to safe motor-vehicle operation.**
- (5) **To eliminate structurally unsafe signs which endanger a building, structure, or the public.**
- (6) **To prevent the proliferation of signs that could detract from the scenic qualities of the landscape or the attractiveness of development.**

**(7) To control the location and size of signs, so as to provide for adequate identification and advertisement in a manner that is compatible with land uses in the Regional District.**

In general, the purposes of the sign regulations are to promote the health, safety, and welfare of residents, workers, and motorists by increasing and enhancing sign visibility and readability, to regulate unsightly and detrimental signs which could depreciate the value of the property, to prevent proliferation of signs that could detract the attractiveness of development, and to control scale, consistent with the intended advertising purposes.

The signs are sufficiently sized and located so motorists can easily find the community. These signs will not impede visibility for drivers entering or exiting the community. Placement of signs on each side of the road and in the median of the road will create a sense of balance and will not create an appearance of proliferation. It will establish a sense of place, an identity for a community that is far more than just a sign. It will promote an image of high quality for a large residential community, help make the community a more desirable place to live, and help to increase property values, which will benefit present and future inhabitants.

**(ii) The departure is the minimum necessary, given the specific circumstances of the request.**

The main reason this departure is necessary is because the entrance of the community is unique, in that the community will be accessed from MD 381 via a 120-foot-wide ROW, with an approximately 48-foot-wide median. Such a wide ROW is not typical for a standard community roadway. A ROW of 60 feet wide is typical for public roadways accessing single-family dwellings. As such, a small gateway sign of 12 square feet in area would be out of character and scale for such a grand entrance. Given the specific circumstances of this request, the departure is the minimum necessary.

**(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949.**

This criterion is not applicable in this instance.

**(iv) The departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood.**

The proposed gateway sign for the Villages of Savannah will be one of the most impressive, attractive, and high-quality entrance features in Prince George's County. Natural materials of brick and stone and year-round plantings proposed, surrounding the signage and entrance feature, promote the environmental quality and integrity of the surrounding neighborhood. As noted above, given the width of the ROW, the gateway

signage is appropriately scaled and will not impair the visual quality or integrity of the site and/or the surrounding neighborhood.

8. **Other issues:** According to the applicant's statement of justification (SOJ) and the submitted site plan, the signs will be constructed along five parcels/lots. Two of the parcels are owned by the homeowners association (HOA) and are more particularly described as Parcels I and J, recorded in Plat Book 224 at Plat No. 59, located on either side of the entrance roadway. The gateway sign is designed to frame the entrance, such that the main signage feature is angled to be visible to vehicles entering the subdivision. On the north side of Savannah Parkway, where the sign extends parallel to MD 381, it extends onto Lot 1, Block A (Plat Book 224 at Plat 59), which is approved as a single-family detached lot within the subject subdivision. On the south side of Savannah Parkway, where the sign extends parallel to MD 381, it extends onto Parcels 42 and 98, shown on Tax Map 134, which is owned by Savannah Investors 5, LLC, but is outside the limit of the subject site. The applicant states in the SOJ that a landscape and entry feature easement has been executed and will be recorded to allow the gateway signage to be maintained by the HOA on Lot 1, Block A, and Parcels 42 and 98.

Although Parcels 42 and 98 are owned by the applicant, Savannah Investors 5, LLC, these parcels were never part of the PPS and are, therefore, considered off-site to the subdivision. The Planning Board does not recommend that the proposed signage and required landscaping be located off-site, as an encumbrance on private property, for the HOA to maintain. The applicant has expressed the ability to adjust the lot lines of the two parcels so that an appropriately sized parcel may contain the proposed entrance feature, which will be conveyed to the HOA.

The site plan, shall depict a parcel of sufficient size to contain the proposed gateway signage entrance feature and all required landscaping associated with the gateway signage entrance features to be conveyed to the Villages of Savannah Homeowners Association.

9. **Further Planning Board Findings and Comments from Other Entities:** No referral agencies provided any comment or concern that would affect the approval of this application. The relevant comments submitted for this application are included in this resolution of approval. Referral memoranda were received, as follows, and are adopted by reference herein:

- Transportation Planning Section dated July 6, 2018 (Masog to Alam)
- Environmental Planning Section, dated July 6, 2018 (Shoulars to Alam)
- Urban Design Section dated July 9, 2018 (Bishop to Alam)
- Permit Review Section dated July 3, 2018 (Linkins to Alam)
- Community Planning Section email dated June 27, 2018 (Irminger to Alam)
- Historic Preservation Section dated June 27, 2018 (Stabler to Alam)

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the above-noted application, subject to the following conditions:

1. Prior to certification of the departure site plan, the plans shall be revised to:
  - a. Remove the repeated data tables for the departure from sign design standards from all pages of the site plan, except page 2B of 36.
  - b. Relabel from Wall 1A, Wall 1B, and Wall 2 to Sign 1A, Sign 1B, and Sign 2 for clarification.
  - c. Add a general note on the site plan stating the proposal for this departure from sign design standards application.
  - d. Relabel the median sign details and chart to indicate that the median sign is not part of this application and is provided for informational purposes only.
  - e. Depict a parcel of sufficient size to contain the gateway signage entrance feature and all landscaping associated with the gateway signage entrance feature to be conveyed to the Villages of Savannah Homeowners Association.
  - f. Remove the section of fence and the southernmost pier depicted on Parcels 42 and 98, tax Map 134.
2. Prior to issuance of the sign permit:
  - a. The detailed site plan shall be amended to reflect the signage associated with this application.
  - b. A landscape and entry feature easement, or covenant, for the gateway signage/entrance feature on Lot 1, to be maintained by the Villages of Savannah Homeowners Association, shall be recorded.
  - c. The applicant shall convey the parcel depicted pursuant to Condition 1.e. to the Homeowners Association and annex the parcel into the Homeowners Association.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council for Prince George's County, Maryland within thirty (30) days of the final notice of the Planning Board's decision.

\* \* \* \* \*

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 Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Doerner, Bailey and Hewlett voting in favor of the motion at its regular meeting held on Thursday, July 26, 2018, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of July 2018.

Elizabeth M. Hewlett  
Chairman


By Jessica Jones  
Planning Board Administrator

EMH:JJ:TA:gh



**MEMORANDUM**

TO: Thomas Burke, Development Review Division

FROM:  Fred Shaffer, Trails Coordinator, Transportation Planning Division

SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following detailed site plan was reviewed for conformance with the Countywide Trails Plan and/or the appropriate area master plan in order to provide the master plan trails.

Detailed Site Plan Number: DSP-05036/03 (REVISED)

Name: Villages of Savannah

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u>      </u>	Public Use Trail Easement	<u>      </u>
PG Co. R.O.W.*	<u>  X  </u>	Nature Trails	<u>      </u>
SHA R.O.W.*	<u>      </u>	M-NCPPC – Parks	<u>  X  </u>
HOA	<u>      </u>	Bicycle Parking	<u>      </u>
Sidewalks	<u>  X  </u>	Trail Access	<u>      </u>

**BACKGROUND:**

At the time of approval of Preliminary Plan 4-0216 and DSP-05036, an equestrian-themed community was envisioned on the subject site with an extensive network of natural surface equestrian trails. These trails were incorporated into stream valleys and other available open space, as well as recommended along existing and planned roadways. Changes in the market since the plans were originally approved has caused a re-evaluation of some of the features of the development, including the product types and recreational facilities. The subject application is to remove many of the trails originally intended to support the equestrian community that was previously proposed.

Three master plan trails included in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Subregion 5 Master Plan* impact the subject application. Text from the MPOT on each facility is copied below:

**Piscataway Creek Stream Valley Trail**—This stream valley runs through the middle of a rapidly developing portion of southern Prince George’s County. It is one of the primary recommendations in this part of the County and crosses through both Subregions 5 and 6. Significant segments of the stream valley have been acquired by Maryland-National Capital Park and Planning Commission (M-NCPPC) as development has occurred.

In conjunction with the Charles Branch Trail in Subregion 6, the Piscataway Creek Trail will provide part of a planned cross-county connection linking the Potomac River at Fort Washington with the Patuxent River Greenway near Jug Bay. This trail will also provide nonmotorized access to the extensive trail system and recreational facilities at Cosca Regional Park (MPOT, page 12).

**A-65 Shared-Use Side path:** This trail will provide nonmotorized access through a rapidly developing portion of southern Prince George's County. Segments of the trail have been approved for construction as part of recent development applications. The trail will also provide connectivity with several planned stream valley trails (MPOT, page 32).

**Brandywine Road Sidewalks and Bike Lanes:** Currently, a variety of cross sections exist along Brandywine Road and sidewalks are missing along many segments. Continuous sidewalks will provide a safe pedestrian route between adjoining residential communities, to several shopping centers, and to both Tinkers Creek and Piscataway Creek Stream Valley Trails. Brandywine Road also provides a parallel route to MD 5 for pedestrians and bicyclists (MPOT, page 32).

Furthermore, it should be noted that the recommendation for a trail along Old Marbury Road was from the 1993 Subregion 5 Master Plan, which is why the trail was included on earlier approvals. However, this trail recommendation was subsequently removed from both the MPOT and the 2013 *Approved Subregion 5 Master Plan*. The existing portion of Old Marbury Road is a minimal maintenance County road, and Department of Public Works and Transportation (DPW&T) has expressed no interest in maintaining a trail facility along this road. The connection from the site to Brandywine Road will be accommodating along the internal sidewalks.

The Complete Streets Section of the MPOT includes the following policies regarding sidewalk construction and accommodation of pedestrians.

**POLICY 1:**

Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

**POLICY 2:**

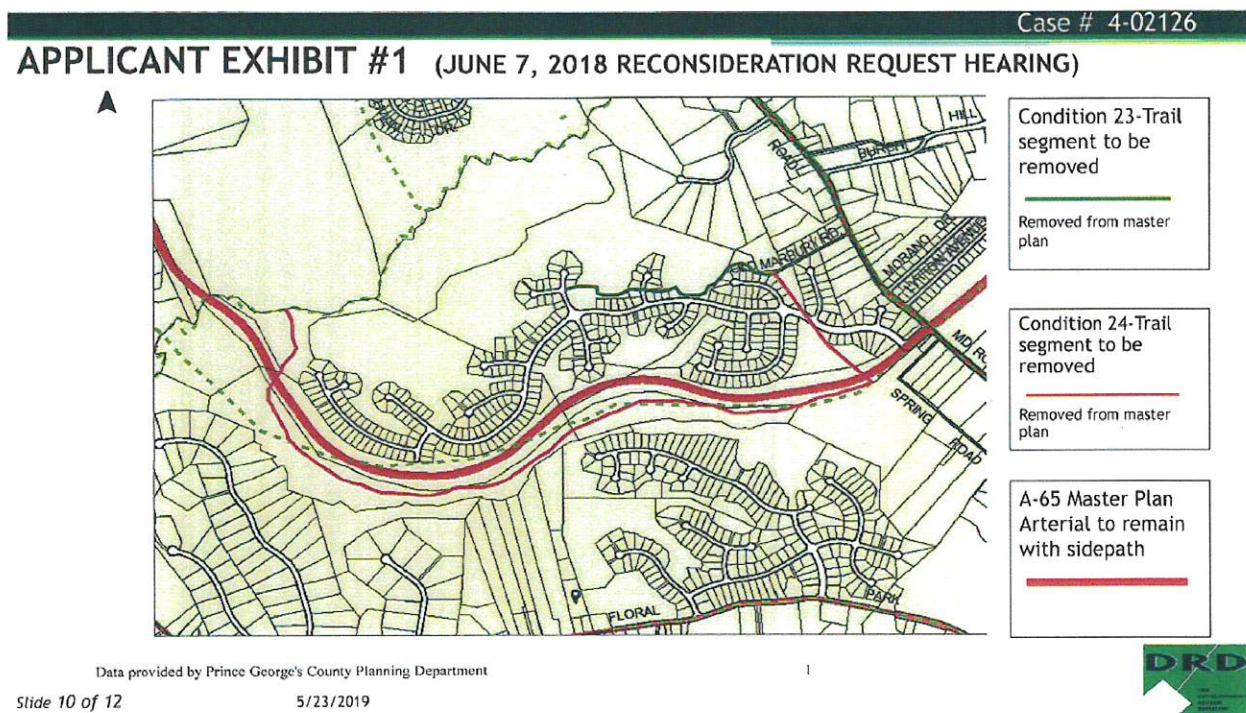
All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Previously approved Preliminary Plan 4-02126 (PGCPB No. 03-100) included the following conditions of approval related to trails and pedestrian access:

22. 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(s) along Brandywine Road, designated as 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.
23. The applicant, his heirs, successors and/or assignees shall construct the master plan trail on Parcel A from the end of Old Marbury Road as delineated on the preliminary plan. This trail shall be a minimum of eight feet wide and made of asphalt for its entire length.

24. The location and surface type of all trails shall be indicated on the detailed site plan. The equestrian trail shown along the southern edge of the subject property is acceptable.
25. The applicant shall provide standard sidewalks along both sides of all internal public streets unless modified by the Department of Public Works and Transportation at the time of issuance of street construction permits.
26. All trails not on land dedicated to M-NCPPC, the HOA, or within a public right-of-way shall be within a public use easement that shall be clearly marked and labeled on the detailed site plan.

**Comments on Preliminary Plan Conditions:** The applicant has proposed removing Condition 23 and 24 noted above. These conditions require 1) the trail along the northern edge of the subject site at Old Marbury Road and 2) the equestrian trail along the southern edge of the site that parallels A-65. This second trail is south of A-65 for the majority of its alignment but extends to the north of A-65 at Piscataway Creek. Also proposed for removal is a short internal equestrian linking Old Marbury Road with A-65. The applicant's exhibit is copied below and also included in the staff PowerPoint Presentation:



Staff for the Transportation Planning Section supports the removal of Conditions 23 and 24 from Preliminary Plan 4-02026. Condition 23 required the trail connecting to Old Marbury Road (marked in green on Applicant Exhibit #2). Neither the Department of Parks and Recreation or the Department of Public Works and Transportation are interested in maintaining or operating a trail at that location and the facility is no longer needed to support the equestrian community. Furthermore, the planned trail at this location was removed from the 2009 Approved Countywide Master Plan of Transportation and the 2013 Subregion 5 Master Plan and Sectional Map Amendment due to the current policy of not requiring public trail connections on private open space. Pedestrian access in this portion of the subject site is accommodated via the internal sidewalk network.

Condition 24 required the trail along the southern and western edge of the subject site parallel to A-65 and the connector trail from Old Marbury Road (marked in red in Applicant Exhibit #1). This natural surface equestrian trail was intended to support the equestrian center previously approved. With the removal of the equestrian element from the development, this trail is no longer necessary. Furthermore, this planned equestrian trail parallels A-65 and the public trail connection will be accommodated at this location by the master plan trail proposed along the master plan road.

Staff also recommends that Condition 26 be removed. All of the master plan trails recommended for the site will either be in public road r-o-w or within dedicated parkland. As no trails are proposed on private HOA space or on private residential lots, this condition is no longer necessary.

The previously approved DSP-05036 (PGCPB No. 06-160) for the site included the following condition regarding sidewalk facilities:

14. Prior to the issuance of any building permits except for model home lots, 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(s) along Brandywine Road, designated as 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.

**Comment:** The bikeway signage is still required along Brandywine Road. However, in recognition of the new cost for the signs, the fee is now \$420.00.

15. The applicant shall provide standard sidewalks along both sides of all internal public streets unless modified by the Department of Public Works and Transportation at the time of issuance of street construction permits.

**Comment:** This condition still stands per the complete streets element of the MPOT.

16. The trails included in this DSP are subject to the following conditions:
  - a. The applicant, his heirs, successors and/or assignees shall construct the master plan trail along the approximate alignment of Old Marbury Road as delineated on the preliminary plan. This trail shall be a minimum of eight feet wide and asphalt for its entire length.
  - b. All equestrian trails shall be natural surface (natural turf), unless additional improvements are necessary for stormwater management or utility access.
  - c. Equestrian trails within HOA lands shall be within a 25-foot wide public use trail easement. The trail and easement shall be marked and labeled on the approved DSP.

**Comment:** Due to removal of the equestrian element of proposed development, staff concurs this condition is no longer necessary. Master plan trails along Piscataway Creek, A-65 and Brandywine Road are addressed under separate conditions.

**Discussion:** Staff acknowledges that an extensive network of equestrian trails is no longer needed given the equestrian component to the development has been removed. Staff agrees to the removal of equestrian trails from the proposed plan with the exception of the master plan trails or bikeways along Piscataway Creek, A-65 and Brandywine Road. Staff also agrees to the removal of the trail along Old Marbury Road as this facility has been removed from various approved master plans and staff shares concern expressed in the Statement of Justification with running the trail immediately behind residential units. Regarding the three master plan trails noted above, 1) the stream valley trail will be constructed on land already dedicated to M-NCPPC, 2) the trail along A-65 will be constructed if and when the road is constructed, and 3) the sidewalk and bike lanes along Brandywine Road will be completed as part of the site's frontage improvements.

**RECOMMENDATION:**


In conformance with the 2010 *Approved Countywide Master Plan of Transportation*, 2013 *Approved Subregion 5 Master Plan and Section Map Amendment*, Preliminary Plan 4-02126 and DSP-05036, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:

- a. Prior to the issuance of any building permits except for model home lots, 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 a bikeway sign(s) along Brandywine Road, designated as 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.
- b. Provide a standard sidewalk along the site's entire frontage of Brandywine Road, unless modified by DPW&T/the Department of Permits, Inspection and Enforcement (DPIE).
- c. The applicant shall provide standard sidewalks along both sides of all internal public streets unless modified by the Department of Public Works and Transportation at the time of issuance of street construction permits.

April 2, 2019

**MEMORANDUM**

TO: Thomas Burke, Planner Coordinator, Urban Design Section

FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section 

SUBJECT: DSP-05036-03 – Villages of Savannah

1. The Permit Review Section offers no comments for this development application.



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Countywide Planning Division  
Environmental Planning Section

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.mncppc.org/pgco  
301-952-3650

April 24, 2019

**MEMORANDUM**

**TO:** Thomas Burke, Planner Coordinator, Urban Design Planning Section

**VIA:** Katina Shoulars, Planning Supervisor, Environmental Planning Section *of*

**FROM:** Kim Finch, Planner Coordinator, Environmental Planning Section *KIF*

**SUBJECT:** DSP-05036-03 Villages of Savannah (Saddle Creek) and TCPII-149-02-05

The Environmental Planning Section has reviewed revised plans for the Village of Savannah, DSP- 05036-03 and TCPII-149-02-05, stamped accepted for processing and review on April 10, 2019, and referred to the Countywide Planning Section on April 17, 2019.

The Environmental Planning Section recommends approval of DSP-05036-03 and TCP2-149-02-05 subject to conditions listed at the end of this memorandum

**Background**

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NA	Tcp2-149-02	Planning Director	Approved	12/24/2002	NA
4-02126	TCPI-009-03	Planning Board	Approved	11/09/2003	03-100
NA	TCPII-149-02-01	Planning Director	Approved	2/07/2006	06-163
DSP-05036	TCPII-149-02-02	Planning Board	Approved	5/9/2006	06-163
NA	TCPII-149-02-03	Planning Director	Approved	10/10/2007	NA
DSP-05036-01	TCPII-149-02-04	Planning Director	Approved	8/4/2010	
DSP-05036-02 (Architecture)	NA	Planning Director	Approved	10/24/2017	
DSP-05036-03	TCPII-149-02-05	Planning Board	Pending	Pending	Pending
DSP-05036-04 (Fencing)	NA	Planning Director	Approved	6/28/2018	NA
DSP-05036-05 DSDS-697	TCPII-149-02-04	Planning Director	Approved	11/28/2018	NA

**Proposed Activity**

The applicant proposes the following revisions which may affect environmental aspects: revision to the types and sizes of recreational facilities, and the elimination of portions of the equestrian and master-planned trail.

### **Grandfathering**

This project is grandfathered with respect to the environmental regulations contained in Subtitle 24 and 27 that came into effect on September 1, 2010 because the application has an approved Preliminary Plan and Detailed Site Plan. This application is not subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site has an TCP1 and TCP11 approved prior to September 1, 2010.

### **Site Description**

This cluster development consists of 518.78-acres in the R-R zone on the south side of Piscataway Creek and the west side of Brandywine Road, but the length of frontage on Brandywine Road is limited to 900 linear feet. The subject property has streams, wetlands, and 100-year floodplain associated with Piscataway Creek in the Potomac River basin. Current air photos indicate that most of the site is forested. Brandywine Road is a designated scenic and historic road, and a state designated scenic byway. There are no nearby sources of traffic-generated noise. The proposed use is not expected to be a noise generator. According to GIS information obtained from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no rare, threatened, or endangered (RTE) species found to occur in the vicinity of this property. The Prince George's County Soils Survey (1967) indicated that the principal soils on the site are in the Aura, Beltsville, Bibb, Fallsington, Galestown, Iuka, Mixed Alluvial, Ochlockonee, Sassafra, Westphalia, and Woodstown soils series. Marlboro Clay does not occur in this area. The site is in the Environmental Strategy Area (ESA) 2, and the Established Communities Growth Area according to the adopted General Plan.

### **REVIEW OF PREVIOUS CONDITIONS OF APPROVAL**

The following text addresses previously approved environmental conditions related to the subject applications. The text in **BOLD** is the actual text from the previous cases or plans.

#### **Preliminary Plan 4-02126**

The Planning Board approved Preliminary Plan 4-02126 and TCP1-009-03 on 11/09/2003 subject to conditions contained in PGCPB. No. 03-100. All conditions that were environmental in nature to be evaluated with this application have been addressed. Conditions of approval to be addressed in future phases will be evaluated at the appropriate time as indicated in the condition.

#### **Detailed Site Plan DSP-05036-**

The Planning Board approved Detailed Site Plan, DSP-05036 and TCP11-149-03-01 on July 6, 2006 subject to conditions contained in PGCPB. No. 06-163. Several conditions that were environmental in nature to be evaluated with this application have been addressed. Conditions of this approval to be evaluated with future phases of development are still applicable at the time indicated in the condition. Conditions that were environmental in nature and were not addressed prior to certificate approval are indicated below:

1. **Prior to certificate approval of this DSP, the applicant shall:**
  - d. **Provide a landscaped bufferyard and the corresponding schedule along the rear yards of Lots 1, 2, 5, and 6, Block A, fronting Brandywine Road pursuant to the requirement of Section 4.6 of the *Landscape Manual*.**



Extensive landscaping was previously proposed along Brandywine Road, a designated scenic-historic road and a state scenic byway (John Wilkes Booth Escape Route Scenic Byway). With the Comprehensive Update to the Landscape Manual (2010) requirements for landscaping along special roadways were incorporated. The landscape plan should be re-evaluated under the current requirements of Section 4.6 Buffering Development from Special Roadways by the Urban Design Section to confirm that the requirements are met with the current application.

- p. **Revise the Type II Tree Conservation Plan as follows:**  
(11) **Add a detail for permanent fencing on sheet 2 and show on the plans and in the legend where permanent fencing will be installed along planting areas;**

A detail for a permanent tree protection fence (split rail fence) has been added to Sheet 2 of the TCP2. The associated notes describe the intended use and locations of the fencing, but the areas where the fence will be provided are not indicated on the plan and has not been added to the legend.

- (12) **Add the following note to sheet 2:**  
**“All afforestation and associated fencing shall be installed prior to the issuance of the adjacent building permits. A certification prepared by a qualified professional may be used to provide verification that the afforestation has been completed. It must include, at a minimum, photos of the afforestation areas and the associated fencing for each lot, with labels on the photos identifying the locations and a plan showing the locations where the photos were taken.”**

This note should be relocated to Sheet 1.

## **ENVIRONMENTAL REVIEW**

### **Existing Conditions/Natural Resources Inventory**

Neither a Natural Resource Inventory (NRI) Plan nor Equivalency Letter was required to be submitted with the application because the project has a Preliminary Plan that was approved prior to September 1, 2010.

The statement of justification (SOJ) indicates that the proposed modification will not result in any new impacts to regulated environmental features, and further states that the removal of redundant trail segments will reduce grading in sensitive areas and reduce woodland clearing.

If any stormwater management concept applications are required in the future, an NRI may be required.

### **Regulated Environmental Features/ Primary Management Area**

This site contains regulated environmental features that were fully required to be preserved and/or restored possible under Section 24-130(b)(5) of the Subdivision Ordinance. The on-site regulated environmental features include streams, wetlands and buffers, and 100-year floodplain, and the delineated PMA which includes the contiguous regulated environmental features of the site. It should be noted that the site is grandfathered, and the evaluation of impacts was completed with the Preliminary Plan 4-02126. No impacts can be evaluated or approved with this application.

The current application is a revised Detailed Site Plan and revised TCPII and has been found to be in conformance with the Preliminary Plan about preservation of regulated environmental features. No significant change to the limit of disturbance or additional impacts to regulated environmental features is currently proposed. Revisions to the recreational facilities provided on-site have not resulted in additional impacts. The elimination of mulch equestrian has further minimized clearing, although for the most part the trail system was located over existing and proposed utility easements.

There are platted conservation 100-year floodplain and conservation easements on the property, which should be shown on the TCPII.

### **Woodland Conservation**

This site is subject to the provisions of the Woodland Conservation Ordinance (1993) because the property has previously an initial tree conservation plans approved in 2002. The Environmental Planning Section approved a stand-alone Type II Tree Conservation Plan, TCPII-149-02, for the subject property, but it has subsequently been a companion application to DSP-05036 in subsequent revisions. The current TCPII application is the -05 revision.

TCPII-149-02-05 covers a gross tract area of 517.78. The woodland conservation threshold for the site is 79.5- acres, based on the R-R zoning and a net tract area of 397.94 acres. The site contains 402.00- acres of upland woodlands and 95.97-acres of wooded floodplain. The revised TCP1I proposes clearing 106.32- acres of upland woodlands, 1.31- acres of wooded floodplain, and 0.26 acres of off-site clearing.

The revised TCPII proposes to meet the woodland conservation requirement with 163.96-acres of on-site preservation, and 9.03-acres of on-site afforestation/reforestation.

The revised TCPII plan shows areas of woodlands retained but not utilized to meet any requirement of this project. During the review and approval of Preliminary Plan 4-02106 for Saddlecreek and Preliminary Plan 4-03072 for Heritage Reserve, the use of woodland conservation on the Saddlecreek Property to benefit the Heritage Reserve Property was requested, but not approved. This was because Saddlebrook is a cluster subdivision, with a cluster open space requirement which exceeds the woodland conservation requirement for the project. The additional woodlands associate with the Villages of Savannah that are retained, but not utilized to meet on-site requirements of the Woodland Conservation Ordinance for the project may not be used as an off-site woodland bank.

The development includes the master-planned right of way for A-65, a master-planned arterial 120-width as shown on the TCPII. Woodlands within a master-planned right of way cannot be credited as preservation but should instead be characterized as "Woodlands Retained – Not Credited." They are not assumed to be cleared with the current application, but associated clearing will be address by the implementing agency.

The TCP1I requires technical revisions to be in conformance with the applicable Woodland Cconservation Ordinance, Environmental Planning Section policies and the Environmental Technical Manual prior to certification of the Detailed Site Plan as listed below.

### **Conservation of Special Roadways**

The main north-south roadway running along a ridgeline through the neighborhood is Brandywine Road, MD 381 which was designated a historic road in the Master Plan of Transportation (MPOT) (2009). An historic road is defined in Subtitle 23 as "a public or private road which has been documented by historic surveys, and which maintains its historic alignment and landscape context through view of natural

features, historic landscape patterns, historic sites and structure, historic farmstead groups or rural villages. The historic designation was recommended based on “The 1828 Levy Court Survey, Prince George’s County, Maryland: A Description of the Roads as they Currently Exist” (2005) prepared by Mary Haley-Amen, Historian with the Prince George’s County Department of Parks and Recreation. Traveling south on Brandywine Road, the road passes over Piscataway Creek Stream Valley Park as a two-lane roadway with grass shoulders and scattered residential units set back from the roadway, with a loose rural character for approximately 1.5 miles, when it intersects with Floral Park Road, which is also designated as historic. There are occasional brick driveway pillars and mailboxes, as well as horse coral fencing, fenced pastures, and roadside red cedars. The signs along the roadway are commercial signs related to small businesses, and institutional signs associated with churches.

Brandywine Road is also part of the state designated Booth’s Escape Scenic Byway, following the 66-mile path of John Wilkes Booth’s route after the assassination at Ford’s Theatre to his point of capture in Port Royal, Virginia. A significant nearby stop on the Scenic Byway, at the corner of Surratt Road and Brandywine Road is the Surratt House Museum, where the conspirators met and stored supplies. The viewshed along Brandywine Road from Piscataway Creek Stream to Floral Park Road maintains a high level of visual integrity.

Policies adopted with the MPOT (2009) and the Approved Subregion 5 Master Plan call for the conservation and enhancement of scenic and historic values, and viewshed along designed special roadways.

The Prince George’s County Landscape Manual (2010) included provisions for Buffering Development from Special Roadways, Section 4.6.-2, which should be applied along with other landscape requirement with the review of the revised DSP. A condition to address the treatment of the adjacent Special Roadway has been previously recommended.

### **Soils**

The “Prince George’s County Soils Survey” (1967) indicated that the principal soils on the site are in the Aura, Beltsville, Bibb, Fallsington, Galestown, Iuka, Mixed Alluvial, Ochlockonee, Sassafras, Westphalia, and Woodstown soils series. Bibb soils are associated with floodplains. Sassafras soils are dominant on the site and pose no special problems for development except when associated with extreme slopes.

This information is provided for the applicant’s benefit. No further action is needed as it relates to the current application. The Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) or may require a soils report with more current soil typology in conformance with CB-87-2004 during the permit process review.

### **Stormwater Management**

A Stormwater Management Concept Approval Letter, CSD #30920-2002-01, was submitted with the original DSP approval, which expired on December 14, 2007. This early approval for this site specifically addressed the existing lake and its embankment, and concerns for the stability of the embankment, and potential needs for corrective measures, and suggest that because “this activity may affect the TCPII, review of the lake embankment is required at this time.” There is no existing lake evidence in the 2000 or 2017 aerials for the site, and none is shown on the currently submitted TCPII.

Materials included with the current application do not include a valid Stormwater Management Concept Letter of Approval or Plan due to the scope of the application.

## SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The Environmental Planning Section recommends approval of DSP-05036-03 and TCP2-149-02-05 subject to findings and conditions as follows:

### Recommended Conditions

1. Prior to certification of the DSP, the landscape plan shall be evaluated under the current requirements of Section 4.6 Buffering Development from Special Roadways by the Urban Design Section to confirm that the requirements are met.
2. Prior to certification of the DSP, the TCP2 shall be revised to add a graphic for the permanent tree protection device in the plan sheet legend and show where it will be installed.
3. Prior to issuance of adjacent building permits, all afforestation and associated fencing shall be installed prior to the issuance of the adjacent building permits. The following note shall be relocated to the TCP1:

“All afforestation and associated fencing shall be installed prior to the issuance of the adjacent building permits. A certification prepared by a qualified professional may be used to provide verification that the afforestation has been completed. It must include, at a minimum, photos of the afforestation areas and the associated fencing for each lot, with labels on the photos identifying the locations and a plan showing the locations where the photos were taken.”

4. Prior to certification of the DSP, the TCPII shall be revised to show the location of all existing and proposed on-site easements. Recommended Condition: Prior to certification of the Detailed Site Plan, the TCPII shall be revised as applicable:
  - a. On Sheet 3 of 36, the following note shall be added: “Note: The source for these soils types in the “Prince George’s County Soil Survey” (1967) and do not represent the most current soil types for this site.”
  - b. The location of permanent tree protection fencing to protect the vulnerable edges of afforestation/reforestation areas shall be shown on the plan and included in plan sheet legend.
  - c. An owner’s awareness certificate shall be provided on the cover sheet of the plan set and be signed prior to certification.
  - d. Add to the plan legend a graphic and labeling for “Woodland Preservation which is already graphically shown on the plan set.
  - e. As applicable, relabel “10’ gravel equestrian trail/stormwater management Access” to correctly reflect the change of use.
  - f. In the legend, differentiate more clearly the pattern that is used to identify woodlands-retained, counted as cleared and not credited in individual lots.
  - g. Metes and bounds shall be provided for all property lines.
  - h. All stormwater management easements shall be shown on the plan.
  - i. A planting schedule shall be added to detail sheet to address the plantings proposed in afforestation/reforestation areas by genus and species. Native plants are required, and trees with high pollinator values are preferred. Red maples are discouraged.
  - j. Provide legends on all plan sheets.

- k Delineate on the plan the location of temporary tree protection devices for woodland preservation areas retained within the construction zone. Change the graphic currently used for temporary woodland conservation in the legend to match standard symbols found in the Environmental Technical Manual
- l. Woodlands within the master-planned right-of-way for A 65 shall be characterized as "Woodland Retained- Not Credited"
- t. All tables and calculations shall be revised as needed to reflect the required revisions
- u. Have the revised plan signed and dated by the Qualified Professional who prepared it.

If you have any questions concerning these comments, please contact me by e-mail at [kim.finch@ppd.mncppc.org](mailto:kim.finch@ppd.mncppc.org) or call 301-952-3506.

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.pgplanning.org

May 30, 2019

**MEMORANDUM**

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division *JH*  
Jill Kosack, Supervisor, Urban Design Section, Development Review Division *JK*

FROM: Thomas Burke, Planner Coordinator, Urban Design Section *TB*  
Development Review Division

SUBJECT: **Detailed Site Plan DSP-05036-03; Villages of Savannah**  
Planning Board Agenda May 30, 2019  
Staff Clarifications and Corrections to Technical Report

The following correction and addition is recommended to the technical staff report dated May 14, 2019. The amendment is a clarification and reflected below. If the application is approved the amendment will be reflected in the Planning Board's resolution of approval. Staff has provided a brief explanation related to the specific recommended amendment followed by the amendment itself (added text underlined, deleted text [~~strikethrough~~]):

**REVISED CONDITION, PAGE 10**

1. All conditions of Detailed Site Plan DSP-05036-03 (PGCPB Resolution No. 06-163) remain applicable except for Conditions 1.r. and 16, ~~which is hereby removed.~~

**EXHIBIT'S LIST**

**Regular Planning Board Meeting**

**MAY 30, 2019**

**Exhibits Transmitted to Development Review Division**

**AGENDA ITEM #9 – DETAILED SITE PLAN**

**DSP-05036-03 VILLAGES OF SAVANNAH (formerly Saddle Creek)**

The following exhibits were accepted and entered into the record:

**Memorandum-Proposed Revised Condition**

**STAFF EXHIBIT #1**

**1-page**

MARIE PROCTOR May 30, 2019

Marie Proctor      5-31-19

Sign and Date



REC'D BY PGCPB ON 5-30-2019  
ITEM # 819 CASE # 4-02126  
EXHIBIT # Staff Exhibit #1 DSP-05036-03

AGENDA ITEM: 9  
AGENDA DATE: 5/30/19

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.pgplanning.org

May 30, 2019

**MEMORANDUM**

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division *JH*  
Jill Kosack, Supervisor, Urban Design Section, Development Review Division *JK*

FROM: Thomas Burke, Planner Coordinator, Urban Design Section *TB*  
Development Review Division

SUBJECT: **Detailed Site Plan DSP-05036-03; Villages of Savannah**  
Planning Board Agenda May 30, 2019  
Staff Clarifications and Corrections to Technical Report

The following correction and addition is recommended to the technical staff report dated May 14, 2019. The amendment is a clarification and reflected below. If the application is approved the amendment will be reflected in the Planning Board's resolution of approval. Staff has provided a brief explanation related to the specific recommended amendment followed by the amendment itself (added text underlined, deleted text [~~strike through~~):

**REVISED CONDITION, PAGE 10**

1. All conditions of Detailed Site Plan DSP-05036-03 (PGCPB Resolution No. 06-163) remain applicable except for Conditions 1.r. and 16, which is hereby removed.