

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



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PRELIMINARY PLAN

4-01050

Application	General Data
Project Name: STRAWBERRY GLENN NORTH Location: Southwest quadrant of the intersection of Daisy Lane and Bell Station Road. Applicant/Address: K & P Builders 13627 Old Annapolis Road Bowie, MD 20720	Date Accepted06/07/01
	Planning Board Action Limit11/24/01
	Tax Map & Grid036/C-04
	Plan Acreage10.87
	ZoneR-E
	Lots11
	Parcels0
	Planning Area70
	Council District04
	MunicipalityN/A
	200-Scale Base Map209NE10

Purpose of Application			Notice Dates
RESIDENTIAL SUBDIVISION:			Adjoining Property Owners (CB-15-1998)
			Previous Parties of Record (CB-13-1994)
			Sign(s) Posted on Site10/24/01
			Variance(s): Adjoining Property Owners
Staff Recommendation			Staff Reviewer CHELLIS
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

REVISED STAFF REPORT

SUBJECT: Preliminary Subdivision Plan 4-01050
Strawberry Glenn North, Lots 1 - 11

OVERVIEW

At the Planning Board hearing of September 13, 2001, the applicant granted a 70-day waiver and requested that this case be continued to allow time to evaluate staff's recommendation of denial of this preliminary plan. Since that date, additional information has been provided addressing staff's concerns regarding adequacy of transportation facilities and management of stormwater runoff. However, staff does not believe that the applicant has adequately addressed the standards of lot size averaging or access issues onto Glenn Dale Road. Staff is recommending that the preliminary plan be revised to nine lots using conventional R-E zoning standards. These issues are discussed further in this report.

The subject property consists of approximately 10.878 acres of land in the R-E Zone. It is found on Tax Map 36 in Grid C-4 and is identified as Parcel 146, never having been the subject of a record plat. Parcel 146 is located in Councilmanic District 4. The applicant is proposing to subdivide this property into 11 single-family dwelling lots using the lot size averaging provision of the Subdivision Regulations as discussed further in the Finding 3 of this report. The site is currently improved with several existing structures which are to be razed.

Ten of the proposed 11 lots will have frontage on and direct vehicular access to a proposed 50-foot dedicated public right-of-way internal to the subject property. This cul-de-sac street will be dedicated and constructed with the development of this property. Lot 11 is proposed with frontage on and direct vehicular access onto Glenn Dale Road, an existing 30-foot-wide right-of-way. However, Glenn Dale Road is a state right-of-way. The State Highway Administration has recommended the denial of access from lot 11 onto Glenn Dale Road. This issue is discussed further in Finding 3 of the staff report.

Additional dedication is required along the property's entire frontage for the implementation of Daisy Lane, a proposed 60-foot public right-of-way, and Glenn Dale Road, also a proposed 60-foot right-of-way. Lot 5 is proposed with frontage on both Bell Station Road, an existing scenic and historic road, and the interior cul-de-sac street. Access to Lot 5 will be via the internal road way. Access to Bell Station from Lot 5 should be denied to minimize impact to the scenic and historic nature of Bell Station.

SETTING

The property is located southwest of Glenn Dale Boulevard (MD 193), with frontage on Glenn Dale Road (MD 953), Daisy Lane to the northwest, and on Bell Station Road to the northeast. The subject property is zoned R-E with the abutting properties zoned R-E. A preliminary plan of subdivision, 4-00025 for the Kurtz property, was approved in September 2000 for a 44-lot subdivision to the south. Across both Daisy Lane and Bell Station Road are R-R-zoned properties, generally developed with single-family dwellings.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. Environmental The Environmental Planning Section has reviewed the above preliminary plan submittal which was accepted for processing on June 7, 2001, and finds that the plan meets all applicable environmental requirements, subject to conditions.

This site has not been previously reviewed by the Environmental Planning Section as part of any development application. The preliminary plan proposes the subdivision of a 10.878-acre parcel in the R-E Zone into 11 lots using the lot size averaging development approach. The property has frontage on and proposes access along the south side of Daisy Lane and Bell Station Road, both of which have proposed 60-foot-wide rights-of-way.

The 10.878-acre parcel is very irregular in shape, and is flat to gently sloping, with a majority of the site in agricultural use at this time. There are no steep or severe slopes, streams, 100-year floodplain, or nontidal wetlands located on the property. This site is located in two subdrainage areas, Folly Branch and Lottsford Branch, both of which are tributaries of Western Branch and the Patuxent River.

There are no historic structures on the property, or evidence of a cemetery on or near the subject property. The property is located in water and sewer service categories W-3 and S-3. The soils on the site are in the Sassafras series and pose no special difficulties to development. No Marlboro clay has been identified on this site. No noise concerns have been identified with residential development of this site. No rare, threatened, or endangered species have been identified on this site at this time.

Bell Station Road, which runs along the northeastern boundary of proposed Lot 5, is a designated Scenic/Historic Road. The segment from Old Prospect Hill Road to Annapolis Road (MD 450) was designated in the *Historic Sites and Districts Plan* (1992) and in the *Glenn Dale-Seabrook-Lanham Master Plan* (1993).

The site was determined to be exempt from woodland conservation requirements because the subject property contains less than 10,000 square feet of existing woodland and there is no approved Tree Conservation Plan.

Bell Station Road is a designated Scenic/Historic Road. This information should be indicated on plans of development. Further, the functional road classification for Bell Station Road from Old Prospect Hill Road to MD 193 is local. Any improvements within the right-of-way of designated scenic/historic roads are subject to review and approval by the Department of Public Works and Transportation (DPW&T) under the *Design Guidelines and Standards for Scenic and Historic Roads*. Staff would recommend that before the submittal of a Paving and Storm Drain Plan to DPW&T, and before engineering design of roadway improvements has begun, a pre-application meeting of the applicant, DPW&T, and the M-NCPPC staff should be required in accordance with *Design Guidelines and Standards for Scenic and Historic Roads*.

At the pre-application meeting, the applicant will be required to make available adequate base information so that attending agencies can make fundamental design decisions. Roadway design criteria will be determined by DPW&T with consideration for the scenic and historic features of the site. Decisions will represent a compromise agreement based on the design guidelines and standards for scenic and historic roads, minimum DPW&T safety standards, and minimum AASHTO design standards.

An Inventory of Significant Visual Features for the right-of-way and site fronting on Bell Station Road was requested to assess the impacts of this development on the viewshed of the scenic/historic road. This information, requested by staff and not submitted by the applicant, is necessary to determine ultimate impact of this development on Bell Station Road. The Preliminary Plan shows a mature fence row of tulip poplars, oaks, and maples along the frontage of proposed Lot 5, which should be taken into consideration in the design of roadway and right-of-way improvements.

The significant visual/landscape features of the subject property, located outside the right-of-way but visible from the historic road, are open agricultural fields, edged by mature woodlands. Access to Lot 5 is proposed to be from within the subdivision. As a result, the rear yard of Lot 5 will be exposed to Bell Station Road. The site is not subject to Sec. 4.6 of the *Landscape Manual*, Buffering Residential Development from Streets, because the road classification is local.

In order to retain the rural character of the viewshed from Bell Station Road on Lot 5, a scenic easement 20 feet wide should be established adjacent to the public utility easement along the right-of-way on Lot 5.

In order to buffer the rear yard of the dwelling on Lot 5 and maintain the viewshed character of Bell Station Road, re-creation of a planted fence row to match similar local landscape features is recommended. At the time of building permits, planting equivalent to a Type B bufferyard should be provided within a scenic easement. The planting pattern and species shall be designed to recreate fence rows commonly found along Bell Station Road.

The majority of houses along Bell Station Road face the roadway. The house proposed on Lot 5 will back to the road frontage and will be a double frontage lot. The required front and rear yard in the R-E zone is 25 feet deep. To maintain the character of the viewshed along Bell Station Road, it is desirable that the structures maintain a similar yard depth, and that the placement of accessory structures also should be carefully considered. The placement of a scenic easement on the rear yard of Lot 5 will prohibit the placement of an accessory structure closer than 30 feet to the right-of-way (10 foot-wide PUE and 20-foot-wide scenic easement).

A main building restriction line of 70 feet and a 50-foot accessory structure building restriction line is recommended along Bell Station Road in order to provide a similar building placement to other dwellings along the road and to provide a sufficient active rear yard between the rear of the structure and the scenic easement. The final plat should delineate a building restriction line of 70 feet from the right-of-way of Bell Station Road and include a note regarding the accessory structure building restriction line.

Although the site is exempt from the Woodland Conservation Ordinance, the subject property contains specimen trees which complement the historic character of the neighborhood. During the development process, efforts should be made to retain these trees, specifically the 36-inch-diameter white oak and 49-inch-diameter pin oak located on proposed Lot 11.

2. Community Planning●The subject property is within the limits of the *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (1993)*, in the Annapolis Road Community. The master plan land use recommendation for this property is low-suburban residential.

There are no master plan issues associated with this application.

3. Lot Size Averaging●The applicant has proposed to utilize the lot size averaging (LSA) provision in Section 24-121(a)(12) of the Subdivision Regulations for the development of this property.

This site is approximately 10.87 acres of land in the R-E Zone. Section 27-423 of the Prince George's County Zoning Ordinance establishes the zoning requirements for lot size averaging. Specifically, in the R-E Zone:

- a. The maximum number of lots permitted is equal to the gross acreage divided by the largest minimum lot size in the zone (40,000 square feet).
- b. At least 50 percent of the lots created shall equal or exceed the largest minimum lot size in the zone (40,000 square feet).

For the 10.87 acres located in the R-E Zone, 11 lots would be allowed (473,845.68 square feet /40,000). The applicant proposes 11 lots. Six of the proposed lots meet or exceed 40,000 square feet. Therefore, the proposed subdivision meets the minimum Zoning Ordinance standards for lot size averaging.

However, Section 24-121(a)(12) requires that the Planning Board make the following findings in permitting the use of lot size averaging:

- A. **The subdivision design provides for better access, protects or enhances historic resource or natural features and amenities, or otherwise provides for a better environment than that which could be achieved by the exclusive use of standard lots.**

The proposed subdivision design employs a single cul-de-sac street entering the property in the central portion of the site from Daisy Lane, which proceeds in a gentle curve toward the southeast. The location of the street is ideal for either a standard or a lot size averaging subdivision. Therefore, the street design and access location do not provide for a better access than could be provided with a standard subdivision design. The location of the street and access are appropriate and could be accommodated by a standard subdivision.

The subdivision does not contain any natural features or amenities that require protection or enhancement. Further, Bell Station Road is a historic and scenic road for which the Planning Board has historically restricted access. The use of lot size averaging does not affect this element of the subdivision. Lot 5, which abuts Bell Station Road, is 50,125 square feet. Lot 5 exceeds the minimum net lot area for R-E standard lot size and is proposed access via the cul-de-sac which is interior to the proposed subdivision.

B. The subdivision design provides for an adequate transition between the proposed lot sizes and locations of lots and the lots, or lot size standards, of any adjacent residentially zoned parcels.

The conventional R-E standard lots are proposed along the external street frontages and along the development subdivision to the south, which was also designed using the lot size averaging provision. However, Lots 2, 3, and 4, which are between 30,000 square feet and 31,000 square feet, abut Parcel 377 to the north, which is 2 acres. Lots 2, 3, and 4 are proposed with lot sizes more than half the size of the abutting residentially zoned Parcel 377. Staff does not believe that the proposed subdivision provides for an adequate transition between adjacent properties.

C. The subdivision design, where applicable, provides for an adequate transition between the proposed natural features of the site and any natural features of adjacent parcels.

The property is generally an agricultural field with no large areas of woodlands. The use of lot size averaging in the subdivision design provides no additional benefit for the preservation of the existing hedgerows and trees that do occur along the property's perimeter over that which could be provided through the use of a standard subdivision design.

Staff does not support the use of lot size averaging in this instance. Staff believes that the applicant has not provided adequate justification as required by Section 24-121(a)(12) of the Subdivision Regulations for the use of LSA.

In addition, SHA has recommended that Lot 11 be denied access onto MD 953, a state right-of-way, due to the proximity of the lot frontage to the intersection of MD 953, Glenn Dale Road, and Daisy Lane, rendering Lot 11 inaccessible.

Further, staff had requested that the applicant explore alternative layouts due to concerns regarding the use of LSA and the recommendation to provide alternative access for Lot 11 instead of direct access onto MD 953 by the SHA. The applicant indicated to staff that the use of LSA was appropriate and no further redesign or evaluation was necessary.

Staff recommends that the property be developed under the conventional R-E zoning standards in conformance with staff Exhibit A. Exhibit A provides for 9 lots and provides access for all of the proposed lots via the internal street.

4. Parks and Recreation In accordance with Section 24-134, a fee-in-lieu of parkland dedication is recommended for all lots within the subdivision which are less than one acre. A fee-in-lieu is recommended because the land available for parkland dedication is unsuitable due to its size and location.
5. Trails The Adopted and Approved Glenn Dale Seabrook-Lanham and Vicinity Master Plan recommends that Daisy Lane and Bell Station Road be designated as Class III bikeways with appropriate signage. Because both are county rights-of-way, the applicant should provide a financial contribution of \$420 to the Department of Public Works and Transportation for the placement of this signage. A note should be placed on the final plat of subdivision requiring the payment of the fee prior to the issuance of the first building permit.
6. Transportation The application is a preliminary plan of subdivision for a residential development consisting of 11 single-family dwelling lots. The proposed development would generate 8 AM and 10 PM peak hour vehicle trips as determined using *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The traffic generated by the proposed preliminary plan would impact the unsignalized intersection of MD 193 and Daisy Lane. This intersection is not programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program.

The Prince George's County Planning Board, in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*, has defined level of service D (LOS D) as the lowest acceptable operating condition on the transportation system for signalized intersections, and delays greater than 50 seconds (LOS E) for unsignalized intersections. At least two prior subdivisions in the area have findings which note that the MD 193/Daisy Lane intersection operates with vehicle delay exceeding 50 seconds for minor street left-turn movements.

In response to such a finding, Preliminary Plan of Subdivision 4-95014, Sumner at Daisy Fields, has a condition to perform a traffic signal warrant study at MD 193 and Daisy Lane and bond the signal if deemed warranted. At the time that SP-98006 for Holy Trinity Episcopal Day School was submitted on that property, the applicant did a traffic signal warrant study of MD 193/Daisy Lane. The study assumed build-out of nearby approved developments. The study also assumed the construction of a private high school next to the (at that time) proposed Holy Trinity school. With these assumptions, the signal warrant study determined that the intersection would not meet State Highway Administration (SHA) warrants for placement of a signal, and in 1998 the SHA concurred with that finding.

In response to previous applications, the transportation staff has spoken with SHA District 3 traffic engineers. Those discussions with SHA staff have indicated that SHA did not feel that conditions along MD 193 had changed to the extent that a new study of the intersection would be necessary. Therefore, the SHA believes that the 1998 signal warrant study is still a valid analysis for the foreseeable future and that the intersection of MD 193/Daisy Lane operates acceptably and safely without placement of a signal. In turn, the transportation staff is inclined to accept the 1998 signal warrant study, as well as the fact that a signal was

not previously warranted, as sufficient evidence that the critical intersection operates acceptably under existing, background and total future traffic.

The location of the subject property relative to other intersections indicates that traffic emanating from the site could be dispersed through other streets and intersections. Consequently, no more than five (5) PM and four (4) AM peak-hour trips are likely to pass through the intersection of MD 193 and Daisy Lane. Given the relatively small number of trips that the site will be sending through this intersection, staff finds that this application, if approved, will have a de minimis impact on the transportation system.

The Transportation and Public Facilities Planning Division concludes that adequate access roads will exist as required by Section 24-124 of the Subdivision Regulations if the application is approved.

7. **Schools**●The Growth Policy 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 *Regulations to Analyze the Development Impact on Public School Facilities* (revised January 2001) (CR-4-1998) and concluded the following:

Finding:

Projected Impact on Affected Public Schools

Affected School Name	D.U. by Type	Pupil Yield Factor	Development Pupil Yield	5-Year Projection	Adjusted Enrollment	Total Projected Enrollment	State-Rated Capacity	Projected % Capacity
Glenn Dale Elementary School	11 sfd	0.24	2.64	568	0	570.64	563	101.36%
Thomas Johnson Middle School	11 sfd	0.06	0.66	693	0	693.66	932	74.43%
Duval High School	11 sfd	0.12	1.32	1400	1400.36	1401.68	1751	80.05%

Source: Prince George's County Planning Department, M-NCPPC, January 2001

Because the affected schools' projected percentage of capacities are not greater than 105 percent, an Adequate Public Facilities fee is not required. The School Facilities Surcharge Fee will be required at the time of building permit.

8. **Fire and Rescue**●The Growth Policy 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 Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service response time of 1.29 minutes, which is within the 5.25-minute response time guideline.

- b. The existing ambulance service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service response time of 1.29 minutes, which is within the 6.25-minute response time guideline.
- c. The existing paramedic service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service response time of 1.29 minutes, which is within the 7.25-minute response time guideline.
- d. The proposed subdivision will be within the adequate coverage area of the nearest existing fire/rescue facility for fire engine, ambulance and paramedic services.

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*.

- 9. Police Facilities●The proposed development is within the service area for District II-Bowie police station. In accordance with Section 24-122.1(c) of the Subdivision Regulations, the existing county's police facilities will be adequate to serve the proposed Strawberry Glenn North development. This police facility will adequately serve the population generated by the proposed subdivision.
- 10. Health Department●The Health Department has reviewed the proposed preliminary plan and has no comment.
- 11. Stormwater Management●A Stormwater Management Concept Approval Letter (13911-2001-00) was submitted with this application. The Stormwater Concept Plan proposes to transport the drainage from this site to a stormwater management facility on the Kurtz Property (Strawberry Glenn) subdivision, located directly south of this site, to be built under SD#8012560-1995.

Under Section 24-130(b): ■The Planning Board shall require that proposed subdivisions conform to the following:

- The stormwater control shall be provided on-site unless the Planning Board, on recommendation from the Department of Environmental Resources, waives this requirement.●

The Department of Environmental Resources (DER) has recommended the approval of off-site stormwater management, as expressed in SD #8012560-1995. The placement of stormwater management off-site is technically feasible, but the concept approval did not take into consideration impediments to implementation related to other development review requirements. The proposed SWM connection to the adjacent subdivision would require the clearing of an approximate 25-foot-wide stormdrain right-of-way to allow the placement and maintenance of a 27-inch RCP pipe. The proposed location of the stormdrain right-of-way has the following effects:

- a. There is a recorded off-site woodland conservation easement (L.13831 F. 652) which encumbers a portion of TCP II/86/99 (Kurtz Property/Strawberry Glen) with a total area of 1.36 acres. Of this total area, 1.07 acres are dedicated on behalf of the required woodland conservation area required for Glenn Dale Greens (TCP II/16/99). The remaining 0.29 acre of the woodland conservation easement has been reserved by John Kurtz and Denise Darrow Kurtz (the declarants) for future development project to (be) designated by them. A reconfiguration of this easement, retaining the same area, was proposed by Final Plat 5-01100 for Strawberry Glenn, Plat One.

The proposed SWM right-of-way will result in a reconfiguration of the off-site woodland conservation easement, with a permanent reduction of the size of the conservation easement; a revision to off-site woodland conservation easement (L.13831 F. 652) to correct the legal description of the easement area; and the revision of the plat for Strawberry Glenn (Kurtz Property) to delineate the revised woodland conservation easement.

- b. TCP II/86/99 for Strawberry Glenn will require revision to show the proposed connection to the stormwater management pond. This will require a revision to the plan and revisions to the the Woodland Conservation Summary Sheet to indicate additional clearing in the off-site woodland conservation easement of existing trees, a reduction of reforestation area, a reduction of the off-site woodland conservation easement, a change in the woodland conservation required for the site, and a change to the total woodland conservation provided.

A Stormwater Management Concept Plan, #13911-2001-00, has been approved. However, staff of the Development Services Division of DER were unaware of the impediments to providing off-site stormwater management as discussed above. DER has indicated that they are not inclined to withdraw the concept approval letter at this time pending the resolution of the issues. However, DER does acknowledge that if approval is not granted to extend the piping for the stormwater by an adjoining property owner, through the recorded tree conservation easement area, alternative methods of management will be necessary. The alternative measures could require a redesign of stormwater management measures. This could result in on-site facilities requiring the redesign of the proposed preliminary plan lotting pattern. If substantial alterations occur to the layout and staff is unable to find substantial conformance to the Planning Board's actions, a new preliminary plan of subdivision could be necessary.

12. State Highway Administration The State Highway Administration has raised concerns regarding the access to proposed Lot 11. Glenn Dale Road (MD 953), a state right-of-way, veers sharply to the northwest in the vicinity of Lot 11. Proposed Lot 11 would have access into the intersection of MD 953 and Daisy Lane. The State Highway Administration has stated that there are sight distance problems due to the vertical curvature and horizontal curvature of Glenn Dale Road at the intersection with Daisy Lane. SHA has recommended that if the Planning Board were to reduce the number of lots proposed they would recommend that the lot have access onto the internal street for the subdivision. However, if the Planning Board were to approve a lot with its only frontage on Glenn Dale Road, the access should be carefully located due to the site distance problems. Staff is recommending

that the Lot 11 be combined with Lot 9 creating a through lot with frontage on both the internal subdivision street and Glenn Dale Road. Access would then be denied onto Glenn Dale Road and access to the lot would be provided via the internal street as recommended by SHA. The abutting lot to the northeast has existing access in this location; SHA and staff are concerned with contributing to this existing problem. The safety concerns could be compounded by adding trips into this intersection at this location.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to approval of the Final Plat of subdivision the applicant, his heirs, successors and/ or assigns shall pay a fee-in-lieu of parkland dedication for lots which are less than one acre in size.
2. Prior to the issuance of the first building permit, the applicant, his heirs, successors, and/or assigns shall provide a financial contribution of \$420 to the Department of Public Works and Transportation for the placement of Class III bikeway signage along Bell Station Road and Daisy Lane.
3. Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan #13911-2001-00 or subsequent revision.
4. Prior to signature approval the preliminary plan shall be revised:
 - a. To provide the net site area, exclusive of land to be dedicated for the public rights-of-way.
 - b. To revise the 10-foot PUE to be adjacent to the right-of-way.
 - c. To identify no direct access to Bell Station Road from Lot 5.
 - d. To conform to Staff Exhibit ■A,• which provides for nine los instead of 11 lots as proposed by the applicant.
 - e. To note that Bell Station Road is designated Scenic/Historic Road shall be added to the preliminary plan.
5. Prior to signature approval of the preliminary plan, the applicant shall demonstrate the ability to implement SD #8012560-1995 to the satisfaction of the Environmental Planning and Subdivision Sections. If off-site stormwater management is not feasible, a revised stormwater management concept approval for the provision of stormwater management on■site shall be submitted prior to certification.
6. Prior to the engineering design of roadway improvements and the submittal of Paving and Storm Drain Plans to the Department of Public Works and Transportation, a pre-application meeting between the applicant, DPW&T and the M-NCPPC staff shall be required in accordance with ■Design Guidelines and Standards for Scenic and Historic Roads.• At the

pre-application meeting, the applicant will be required to make available adequate base information so that attending agencies can make fundamental design decisions. Roadway design criteria will be determined for the roadway by the DPW&T with consideration for the scenic and historic features of the site. Decisions will represent a compromise agreement based on the design guidelines and standards for scenic and historic roads, minimum DPW&T safety standards, and minimum AASHTO design standards. The design of roadway improvements on Bell Station Road shall take into consideration the preservation of the existing fence row of mature trees located along the frontage of proposed Lot 5.

7. At time of final plat, a scenic easement 20 feet wide shall be delineated by metes and bounds on Lot 5 adjacent to the public utility easement along the right-of-way. The following note shall be placed on the final plat:
 - The Scenic Easement established by this plat is for the purpose of conserving the viewshed adjacent to Bell Station Road, a designated historic road. The installation of structures and roads and the removal of vegetation is prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.●
8. At time of final plat, a 70-foot main building restriction line and a 50-foot accessory building restriction line shall be established on Lot 5 from the right-of-way of Bell Station Road.
9. Prior to grading permit approval for Lot 11, tree protection devices shall be shown on the permit plans for the preservation of specimen trees where grading is proposed within 50 feet of a tree to be preserved.
10. Prior to the issuance of a building permit for Lot 5, the Landscape Plan shall include planting equivalent to a Type B bufferyard within the scenic easement. The planting pattern and species shall be designed to re-create fence rows commonly seen along Bell Station Road.