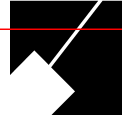


Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



Comment [COMMENT1]: WHEN INSERTING INFORMATION AT THE @ SIGN REMEMBER TO USE INDENT FOR SECOND LINE - NOT TAB. ALSO, IT WILL LOOK LIKE THE TEXT IS GOING WACKO, BUT DON'T WORRY - IT IS FINE.

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

PRELIMINARY PLAN

4-02066

Application	General Data
Project Name: THRIFT PARK, LOTS 1-5 Location: Approximately 250 feet south of the intersection of Thrift Road and Brandywine Road. Applicant/Address: Charlie Stevens 10018 Thrift Road Clinton, MD 20735	Date Accepted 08/14/02
	Planning Board Action Limit 11/09/02
	Tax Map & Grid 125/C-01
	Plan Acreage 1.80
	Zone R-80
	Lots 5
	Parcels 0
	Planning Area 81A
	Council District 09
	Municipality N/A
	200-Scale Base Map 213SE06

Purpose of Application		Notice Dates	
<u>RESIDENTIAL SUBDIVISION</u>		Adjoining Property Owners (CB-15-1998)	N/A
		Previous Parties of Record (CB-13-1994)	N/A
		Sign(s) Posted on Site	10/16/02
		Variance(s): Adjoining Property Owners	N/A
Staff Recommendation		Staff Reviewer: Whitney Chellis	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-02066
Thrift Park, Lots 1-5

OVERVIEW

The proposed subdivision consists of approximately 1.83 acres of land in the R-80 Zone. The property is known as Lots 1-4, Thrift Park Subdivision, previously subdivided pursuant to record plat WWW 63@65. The property is found on Tax Map 125, in Grid C-1. The applicant is proposing to subdivide the existing four lots into five single-family dwelling unit lots. The property is a through site with frontage on both Thrift Road to the west and Brandywine Road to the east.

The subject property is currently improved with four single-family dwelling unit lots. Proposed Lots 1 and 2 are improved with existing dwelling units and currently have direct vehicular access onto Thrift Road. Proposed Lots 4 and 5 are also improved with existing dwelling units and currently have direct vehicular access onto Brandywine Road. Proposed Lot 3 is vacant and is proposed with direct vehicular access onto Brandywine Road. All existing structures are to remain and are in conformance with the regulations for conventional development in the R-80 Zone.

In 1967 the property was zoned R-R and subdivided in conformance with the lot size standards of the R-R Zone, WWW 63 @ 65. The 1993 *Subregion V Sectional Map Amendment* rezoned this property from the R-R Zone to the R-80 Zone. The applicant is proposing to adjust the lot lines of existing Lots 1-4 in conformance with the development standards for conventional development in the R-80 Zone. Lot 3 comprises the remaining acreage after the lot line adjustment. Lot 3 is in conformance with the development standards for conventional development in the R-80 Zone. The minimum lot size in the R-80 Zone is 9,500 square feet. The proposed lots range in size between 12,122 and 22,193 square feet.

The existing dwellings on proposed Lots 4 and 5 have an average setback of 68.5 feet from the right-of-way of Brandywine Road. To the north abutting proposed Lot 3 is an acreage parcel (Parcel 5) developed with a single-family dwelling unit. The dwelling on Parcel 5 is consistent with the existing setback of the dwellings located on proposed Lots 4 and 5. Staff recommends that the dwelling to be constructed on proposed Lot 3 be setback consistent with the existing dwelling units to the north (Parcel 5) and to the south (proposed Lot 4) along Brandywine Road.

SETTING

The subject property is located approximately 450 feet southwest of the intersection of Thrift Road and Brandywine Road in Clinton. The property is located east of Thrift Road and west of Brandywine Road with frontage on both of these streets. To the north is a single parcel of land zoned R-80 that is improved with a single-family dwelling unit. That property has frontage on Brandywine Road and Thrift Road. To the south are two acreage parcels zoned R-80, both improved with single-family dwelling units, one fronting on

Brandywine Road and the other fronting on Thrift Road. The Waldon Woods Elementary School is located across Thrift Road to the west, approximately one block to the south. The surrounding properties are zoned R-80 and generally developed with single-family dwelling units.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone(s)	R-80	R-80
Use(s)	Residential	Residential
Acreage	1.83	1.83
Lots	4	5
Dwelling Units:		
Detached	4	5

2. **Environmental**—This site is not subject to the provisions of the Woodland Conservation Ordinance. Although the entire site is more than 40,000 square feet in size, it contains less than 10,000 square feet of woodland. A Tree Conservation Plan is not required. There is no woodland on the property.

There are no Historic or Scenic roads affected by this proposal. There are no streams, wetlands, or floodplain on the property. The site is in the Piscataway Creek drainage of the Potomac River watershed. There are no significant nearby noise sources. No species listed by the State of Maryland as rare, threatened, or endangered are known in the general region.

According to the sewer service and water service maps produced by DER, the property is in categories S-3 and W-3. A stormwater concept plan is under review by DER. The soils information included in the review package indicates that the principal soils on the site are in the Beltsville and Leonardtown soils series.

3. **Community Planning**—The subject property is located within the limits of the 1993 *Master Plan for Subregion V* in Planning Area 81A in the Clinton community. The 2002 General Plan locates this property in the Developing Tier. The land use recommendations for the subject property is for suburban residential with up to 3.5 dwelling units per acre. The proposed preliminary plan is consistent with the land use recommendations contained in the master plan.
4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, Lots 1, 2, 4 and 5 are exempt from the requirement for mandatory dedication of parkland because they are improved with legally existing dwellings.

In accordance with Section 24-134(a), the Parks Department recommends that the payment of a fee-in-lieu of parkland dedication be paid for Lot 3 because the land available for dedication is unsuitable due to its size and location.

5. **Trails**—The *Adopted and Approved Subregion V Master Plan* designates Thrift Road and Old Brandywine Road as a bikeway linking Cosca Regional Park and Piscataway Stream Valley Park. Because Thrift Road and Old Brandywine Road are county rights-of-way, the applicant should provide a financial contribution to the Department of Public Works and Transportation for the placement of this bikeway signage. If road frontage improvements are required by DPW&T, wide asphalt shoulders are recommended.
6. **Transportation**—The proposed subdivision would create a total of five residential lots, of which four are improved with existing residential dwellings. Lots 1 and 2 have access to Thrift Road, a proposed collector facility. Lots 3, 4 and 5 will have access to Brandywine Road, also a planned collector facility. As shown, the number of access points and the location of access points are acceptable.

The proposed development would generate 4 AM and 4 PM peak- hour vehicle trips as determined using *The Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

The traffic generated by the proposed preliminary plan would impact the intersection of Brandywine Road and Thrift Road. 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.

This intersection, when analyzed with the total future traffic as developed using the Guidelines, was found to be operating at the acceptable service level D, as defined in the Guidelines. The Guidelines state that the Planning Board may find that the traffic impact of a very small development, defined as a development that generates five or fewer peak-hour trips, is a de minimus or insignificant impact. The Transportation and Public Facilities Planning Division concludes that adequate access roads will exist as required by Section 24-124 of the Prince George's County Code if the application is approved.

7. **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. These findings are subject to change in accordance with the provisions of CR-23-2001 and CR-38-2002.

Finding

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 5	Middle School Cluster 3	High School Cluster 3
Dwelling Units	1 sfd	1 sfd	1 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	0.24	0.06	0.12
Actual Enrollment	4357	4959	9317
Completion Enrollment	220	43	172
Wait Enrollment	50	15	30
Cumulative Enrollment	77.76	27.22	54.92
Total Enrollment	4705.00	5044.28	9574.04
State Rated Capacity	3971	5114	8767
Percent Capacity	118.48%	98.64%	109.21%
Funded School	N/a	N/a	Surrattsville addn.

Source: Prince George's County Planning Department, M-NCPPC, July 2002

The affected elementary and high school clusters' percent capacities are greater than 105 percent. There is no funded school in the affected elementary school cluster. The Surrattsville addition is the funded school in the affected high school cluster. Therefore, this subdivision can be approved with a six-year waiting period.

Based on this information, staff finds that the subdivision may be approved subject to conditions, in accordance with Section 24-122.02 of the Subdivision Regulations.

8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities and concluded the following.
 - a. The existing fire engine service at Clinton Fire Station, Company 25, located at 9025 Woodyard Road, has a service response time of 2.36 minutes, which is within the 5.25-minute response time guideline.
 - b. The existing ambulance service at Clinton Fire Station, Company 25, located at 9025 Woodyard Road, has a service response time of 2.36 minutes, which is within the 6.25-minute response time guideline.
 - c. The existing paramedic service at Clinton Fire Station, Company 25, located at 9025 Woodyard Road, has a service response time of 2.36 minutes, which is within the 7.25-minute response time guideline.

The above findings are in conformance with the 1990 *Adopted and Approved Public Safety Master Plan* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

The proposed subdivision will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance and paramedic services.

9. **Police Facilities**—The proposed development is within the service area for District V—Clinton. In accordance with Section 24-122.1(c) of the Subdivision, the staff concludes that the existing county police facilities will be adequate to serve the proposed Thrift Park development. This police facility will adequately serve the population generated by the proposed subdivision
10. **Health Department**—The Health Department has identified that an abandoned shallow well exists on the property. The applicant should demonstrate that the well has properly been abandoned.
11. **Stormwater Management**—The Department of Environmental Resources has determined that on-site stormwater management is required. A Stormwater Management Concept Plan has been submitted to the Department of Environmental Resources (DER), Development Services Division, but not yet approved. To ensure that development of this site does not result in on-site or downstream flooding, this concept plan must be approved prior to signature approval of the preliminary plan. Development must be in accordance with this approved plan.
12. **Public Utility Easement**—The preliminary plan should be revised to graphically depict a ten-foot public utility easement or to include a note referencing this easement for the placement of utilities serving the proposed lots.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. The final plat of subdivision shall establish a 65-foot building setback from Brandywine Road for Lot 3.
2. Prior to signature approval, the preliminary plan shall be revised as follows:
 - a. To graphically depict the ten-foot public utility easement or to include a note referencing this easement.
 - b. To delineate a 65-foot building setback on Lot 3.
 - c. To provide the lot coverage for Lots 1, 2, 4 and 5.
 - d. To remove reference to the gross lot areas.
 - e. To locate the dwelling unit on Parcel 5 to the north.
 - f. To provide the Conceptual Stormwater Management Plan number and approval date.
 - g. To locate the abandoned shallow well on site.

3. The abandoned well shall be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to final plat.
4. Prior to approval of the final plat of subdivision, the applicant, his heirs, successors and/or assignees shall pay a fee-in-lieu of parkland dedication.
5. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assigns 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 Thrift Road and Brandywine Road. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit.
6. No building permits shall be issued for this subdivision until the percent capacity, as adjusted pursuant to the school regulations, at all the affected school clusters are 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.