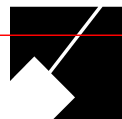


Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



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

4-02081

Application	General Data
Project Name: THE WILLOWS Location: Northwest quadrant of Fort Foote Road and Oxon Hill Road. Applicant/Address: Chesapeake Custom Homes 6196 Oxon Hill Road Oxon Hill, MD 20745	Date Accepted 09/18/02
	Planning Board Action Limit 11/26/02
	Tax Map & Grid 113/F-03
	Plan Acreage 8.19
	Zone R-R
	Lots 12
	Parcels 0
	Planning Area 80
	Council District 08
	Municipality N/A
	200-Scale Base Map 212SE01

Purpose of Application		Notice Dates	
RESIDENTIAL SUBDIVISION		Adjoining Property Owners (CB-15-1998)	N/A
		Previous Parties of Record (CB-13-1994)	N/A
		Sign(s) Posted on Site	11/05/02
		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 4-02081
The Willows, Lots 1 - 12

OVERVIEW

The subject property is found on Tax Map 113 in Grid F-3 and known as Parcels 19 and 113, never having been the subject of a record plat of subdivision. The subject property is zoned R-R and is 8.19 acres. The applicant is proposing to subdivide the property into 12 single-family dwelling unit lots in conformance with the zoning standards for conventional development in the R-R Zone. The minimum lot size in the R-R Zone is 20,000 square feet. The applicant is proposing lots that range in lot size from 20,000 to 37,277 square feet. The lot width at the front building line on Lots 5 and 7 should be demonstrated on the preliminary plan to ensure conformance to the minimum standard.

The property has frontage on Oxon Hill Road to the east and Fort Foote Road to the south. The applicant is proposing to dedicate and construct an internal public right-of-way that will terminate in a cul-de-sac. The property is currently improved with a single-family dwelling unit and two accessory structures, which are to remain. The existing dwelling is located on Lot 8 in the northeast corner of the property with direct vehicular access onto Oxon Hill Road. Lots 1 and 2 are proposed with frontage on Fort Foote Road, with direct vehicular access. Lot 3 has frontage on both the internal public street and Fort Foote Road. Staff recommends that access to Lot 3 be via the proposed internal public street. Lot 12 is a "through" lot with frontage on Oxon Hill Road, Fort Foote Road and the proposed internal public street. Lots 9, 10 and 11 have frontage on the internal public street and Oxon Hill Road. Staff is recommending that access to Lots 9–12 be via the internal public street and that access to Oxon Hill Road from these lots be denied.

SETTING

The subject property is located in the northwest quadrant of the intersection of Oxon Hill Road and Fort Foote Road in the Fort Foote Community. The Fort Foote Plaza is located north of the proposed subdivision in the Commercial Shopping Center Zone (C-S-C). To the west is the Broad Creek Estates subdivision in the R-80 Zone. The Oxon Hill Middle School is located west of the site on the north side of Fort Foote Road.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	R-R	R-R
Use(s)	Residential	Residential
Acreage	8.19	8.19
Lots	11	12
Dwelling Units:		
Detached	1	12

2. **Environmental**—This site is subject to the provisions of the Woodland Conservation Ordinance because it is larger than 40,000 square feet in size and contains more than 10,000 square feet of woodlands. A Tree Conservation Plan (TCP) and Forest Stand Delineation have been submitted. The Environmental Planning Section recommends approval of TCPI/7/02.

The Type I Tree Conservation Plan proposes clearing 3.69 acres of the existing 5.83 acres of woodland. The amount of woodland conservation required for this project has been correctly calculated as 2.56 acres. The plan also proposes preserving 2.14 acres of woodland on-site and using a fee-in-lieu for 0.42 acre to meet the requirements of the Woodland Conservation Ordinance. The plan shows minimum 40-foot cleared areas in the rear yards and 25-foot cleared areas on the side yards for all lots containing woodland conservation areas.

The soils found to occur on this property according to the *Prince George's County Soil Survey* include the Beltsville, Aura, and Chillum series. The Beltsville and Aura soils have a K factor of 0.43 and are considered highly erodible. The Aura soils also have limitations for home foundations on steep slopes. A soils report may be required by the Prince George's County Department of Environmental Resources during the permit process review.

A review of the information available indicates that streams, wetlands, Marlboro clay, and 100-year floodplains are not found to occur on this property. Steep and severe slopes are located on this property. The site is located in the Broad Creek watershed, which is a tributary to the Potomac River. There are no rare, threatened, or endangered species located in the vicinity of this property based on information provided by the Maryland Department of Natural Resources—Natural Heritage Program. No historic or scenic roads are affected by this proposal. The sewer and water service categories are S-3 and W-3. The site is in the Developing Tier according to the adopted *General Plan*.

3. **Community Planning**—The subject property is located within the limits of *The 1981 Master Plan for Subregion VII* in Planning Area 80 in the Fort Foote community. The 2002 *General Plan* locates this property in the Developing Tier. The master plan land use recommendation for the property is for Low Suburban Residential. The 1984 *SMA for Subregion VII* retained this property in the R-R Zone.

The proposed subdivision is consistent with the master plan land use recommendation for Low Suburban residential development in this area

4. **Parks and Recreation**—In accordance with Section 24-134(a)(3)(C) of the Subdivision Regulations, Lot 8 is exempt from the requirements of mandatory dedication of parkland because it is improved with a legally existing single-family dwelling. However, in accordance with Section 24-134(a) of the Subdivision Regulations, Lots 1–7 and 9–12 are subject to the requirements for the mandatory dedication of parkland. The Park Planning and Development Division recommend the payment of a fee-in-lieu because the land available for dedication is unsuitable due to its size and location.
5. **Trails**—The 1985 Equestrian Addendum to the Adopted and Approved *Countywide Trails Plan* recommends that Fort Foote Road be designated as a Class III bikeway with appropriate signage. Because Fort Foote 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. A note should be placed on the final plat for payment to be received prior to the issuance of the first building permit. If road improvements are required for Fort Foote Road, 7- to 10-foot-wide asphalt shoulders are recommended in conjunction with the placement of bikeway signage.

In accordance with the *Adopted and Approved Subregion VII Master Plan* and the 1985 *Equestrian Addendum*, the applicant should construct an eight-foot wide, asphalt, hiker-biker trail along the entire length of the subject property's road frontage of Oxon Hill Road.

6. **Transportation**— The application is a proposal for a residential subdivision of 12 lots. With one residence existing, the net proposed development of 11 residences would generate 8 AM and 10 PM peak hour vehicle trip as determined using *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

No traffic study was requested of the applicant, but recent traffic counts provided in support of an adjacent subdivision were reviewed.

The site is 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.

Unsignalized intersections: The *Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The site was analyzed using the following trip distribution:

Oxon Hill Road from the north:	60%
Old Fort Road from the east:	20%
Livingston Road from the south:	5%
Livingston Road from the north:	15%

The traffic generated by the proposed preliminary plan would impact the intersections of Oxon Hill Road/Fort Foote Road and Oxon Hill Road/Livingston Road/Old Fort Road. 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.

The existing conditions exist at the critical intersections:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Oxon Hill Road/Fort Foote Road (south intersection)	814	760	A	A
Oxon Hill Road/Livingston Road/Old Fort Road	1,133	1,040	B	B

Four nearby developments were included in background traffic, along with an annual rate of through traffic growth of 1.4 percent. The following background traffic conditions were determined:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Oxon Hill Road/Fort Foote Road (south intersection)	811	877	A	A
Oxon Hill Road/Livingston Road/Old Fort Road	1,388	1,259	D	C

With site traffic, the following operating conditions were determined:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Oxon Hill Road/Fort Foote Road (south intersection)	817	883	A	A
Oxon Hill Road/Livingston Road/Old Fort Road	1,390	1,262	D	C

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 for signalized intersections on the transportation system. Under total

future traffic as developed using the *Guidelines*, adding the impact of the proposed development, both critical intersections were found to be operating with service levels of LOS D or better.

The transportation staff has no comments on the plan as submitted. Dedication along Oxon Hill Road, a master plan collector, is acceptable as shown.

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Subdivision Regulations 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 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 6	Middle School Cluster 3	High School Cluster 3
Dwelling Units	11 sfd	11 sfd	11 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	2.64	0.66	1.32
Actual Enrollment	4549	4959	9317
Completion Enrollment	122	43	172
Wait Enrollment	10	15	30
Cumulative Enrollment	77.76	27.42	54.84
Total Enrollment	4761.40	5045.08	9575.16
State Rated Capacity	4512	5114	8767
Percent Capacity	105.53%	98.65%	109.22%
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 cluster 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.

8. **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 Allentown Road Fire Station, Company 47, located at

10900 Fort Washington Road, has a service travel time of 3.06 minutes, which is within the 5.25-minute travel time guideline.

- b. The existing ambulance service at Allentown Road Fire Station, Company 47, located at 10900 Fort Washington Road, has a service travel time of 3.06 minutes, which is within the 6.25-minute travel time guideline.
- c. The existing paramedic service at Allentown Road Fire Station, Company 47, located at 10900 Fort Washington Road, has a service travel time of 3.06 minutes, which is within the 7.25-minute travel time guideline.

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*.

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 IV-Oxon Hill Police Station. In accordance with Section 24-122.01(c) of the Subdivision Regulations, the existing county police facilities will be adequate to serve the proposed The Willows development. This police facility will adequately serve the population generated by the proposed subdivision.
- 10. **Health Department**—The Health Department has reviewed the preliminary plan and notes that the existing abandoned septic tank serving the existing dwelling should be located on the preliminary plan and pumped out and backfilled prior to approval of the final plat of subdivision.
- 11. **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, #4540-2002-00, 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.

RECOMMENDATION

APPROVAL, subject to the following conditions:

- 1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised as follows:
 - a. To demonstrate the front building line on Lots 5 and 7.
 - b. To indicate denied access to Oxon Hill Road from Lots 9–12.
 - c. To locate the existing abandoned septic tank that served the existing dwelling.
- 2. Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan, #4540-2002-00.
- 3. 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 6 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.

4. The abandoned septic system shall be pumped and backfilled in accordance with COMAR 26.04.04 and witnessed by a representative of the Health Department prior to final plat approval.
5. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall provide a financial contribution of \$210.00 to the Department of Public Works and Transportation for the placement of a bikeway sign(s) along Fort Foote Road, designated a Class III Bikeway. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit. If the Department of Public Works & Transportation determines that signage is not appropriate, this condition shall be void.
6. At the time of final plat approval, the applicant shall dedicate right-of-way along Oxon Hill Road of 40 feet from the center line of the existing pavement, as shown on the submitted plan.
7. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCPI/07/02). The following note shall be placed on the Final Plat of Subdivision:

■Development is subject to restriction shown on the approved Type I Tree Conservation Plan (TCPI/07/02), 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 and Subtitle 25.”
8. Prior to the issuance of permits, a Type II Tree Conservation Plan shall be approved.

STAFF RECOMMENDS APPROVAL OF TREE CONSERVATION PLAN TCPI/