



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

Preliminary Plan 4-03020

Application	General Data
Project Name: LONGLEAF Location: North side of Governor's Bridge Road at the Patuxent River. Applicant/Address: OA Partners 164 Conduit Street Annapolis, MD 21401	Date Accepted: 03/26/03
	Planning Board Action Limit: 09/12/03
	Plan Acreage: 52.36
	Zone: R-A, O-S
	Lots: 14
	Parcels: 2
	Planning Area: 71B
	Council District: 04
	Municipality: BOWIE
	200-Scale Base Map: 206NE15

Purpose of Application	Notice Dates
RESIDENTIAL SUBDIVISION	Adjoining Property Owners: (CB-15-1998) N/A
	Previous Parties of Record: (CB-13-1997) N/A
	Sign(s) Posted on Site: 8/20/03
	Variance(s): Adjoining Property Owners: N/A

Staff Recommendation		Staff Reviewer: Del Balzo	
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 4-03020
Longleaf, Lots 1-14

OVERVIEW

The subject property consists of approximately 52.36 acres of land in the O-S and R-A Zones. Approximately 22 acres of land along Governor's Bridge Road is zoned Open Space, with the remaining 30 acres in the R-A Zone. The property is undeveloped and encumbered with floodplain, wetlands and streams. A large portion of the property is in the Patuxent River Primary Management Area (PMA) and another large section is in wetlands and floodplain not associated with the PMA.

The application covers a record lot and an acreage parcel: Lot 1, Longleaf Subdivision, Record Plat VJ 179 @ 70, recorded in 1997, and Parcel 1, Tax Map 56, Grid A-1. The applicant proposes to resubdivide the property into 14 lots for single-family homes. One cul-de-sac is proposed from Governor's Bridge Road and all lots will front on and access the internal cul-de-sac. No direct access from any lot is proposed to Governor's Bridge Road, a county-designated scenic and historic road leading to Governor's Bridge, a designated Historic Site.

Three lots are proposed in the O-S-zoned land along Governor's Bridge Road. These lots are 5, 5.5 and 7.5 acres in size. Two of these will front Governor's Bridge Road. Two parcels are also proposed in the O-S Zone. Parcel "A" will be used for stormwater management as required by the City of Bowie; Parcel "B" is a six-acre parcel to be dedicated to M-NCPPC for inclusion in the Patuxent River Stream Valley Park. The 11 lots proposed in the R-A portion of the property range in size from 1.1+ to 5.4+ acres, under the varying lot size provisions of the Zoning Ordinance.

The subject property is part of a larger property that staff previously reviewed in conjunction with the approvals of Preliminary Plan 4-93042 and Detailed Site Plan SP-94008. The previous preliminary plan encompassed 202.83 total acres, including a 17.63-acre parcel between the Patuxent River and Governor Bridge Road, which has subsequently been dedicated to M-NCPPC. A detailed site plan was approved for the R-R-zoned portion of the property (132.63 acres) located at the western end of the property, adjacent to and north of Governor's Bridge Road. Most recently the subject property was reviewed as pre-preliminary plan P-02009.

SETTING

The property is located on the west side of Governor's Bridge Road, south of US 50, east of US 301, in the City of Bowie. As noted, the property is near Governor's Bridge, a Historic Site connecting Prince George's and Anne Arundel Counties across the Patuxent River. Undeveloped land in the V-M Zone is to the north. The Patuxent River Stream Valley Park abuts the property to east and south. Single-family homes in the R-R Zone are to the west in the Longleaf community.

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	O-S and R-A	O-S and R-A
Use(s)	Undeveloped	Single-family detached homes
Acreage	52.36	52.36
Lots	1	14
Parcels	1	2
Detached Dwelling Units:	0	14

2. **Environmental**—A review of the information available indicates that the site contains streams, wetlands, 100-year floodplain and steep slopes. This site is predominantly wooded and is located in the Patuxent River watershed, which is located in the Patuxent River basin. The predominant soils found to occur on this property, according to the Prince George's County Soil Survey, are in the Woodstown and Galestown series. The Woodstown soils are in hydrologic group C and have limitations due to seasonally high water tables and impeded drainage for septic tanks. The Galestown soils present few difficulties for development. No Marlboro clay has been identified on this site. It should be noted that the site contains piles of dumped materials that will need to be properly removed and disposed of prior to development. Previous gravel mining has also impacted the site. 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. Governor's Bridge Road is a designated scenic road. The O-S-zoned portion of the property is in the designated Patuxent Rural Legacy Area. No adverse noise impacts from off-site sources or activities have been identified with the current proposal. The site is partially in the Developing Tier and partially in the Rural Tier as reflected in the adopted General Plan. The property is in the City of Bowie, which will provide utilities and has jurisdiction over stormwater management facilities.

Woodland Conservation

This site is subject to the provisions of the Woodland Conservation Ordinance because the entire site is more than 40,000 square feet in area and contains more than 10,000 square feet of woodland. A Forest Stand Delineation (FSD) and Tree Conservation Plan (TCP) are required.

A Forest Stand Delineation was submitted and reviewed in conjunction with the previously approved preliminary plan and TCPI, which is dated October 1993, and is now almost 10 years old. Updating of the FSD is unnecessary at this time; any additional information necessary for review is provided in conjunction with the TCPI.

TCPI/26/93 was approved with the previous preliminary plan. It included three different worksheets representing the three zoning categories located on the entire 200+ acre site. The previously approved TCPI, under which a TCPII for the R-R-zoned portion of this site was subsequently approved, fulfills the requirements of the R-R Zone property within the R-R-zoned portion of the site. The Environmental Planning Section determined that the remainder of TCPI/26/93 containing all the O-S- and R-A-zoned portion of the original TCPI, including Parcel J, would be given a new TCPI number and treated as a separate TCPI. The revised TCPI submitted includes the remainder of the O-S- and R-A-zoned area of the site, and Parcel J, which

was conveyed to the Department of Parks and Recreation. The boundaries of TCPI/03/03 are now correctly delineated.

The revised Tree Conservation Plan (TCPI/03/03) has been reviewed. The Woodland Conservation Threshold for this site is 26.32 (50 percent of the Net Tract) plus additional acres due to removal, totaling 3.72 acres of woodland, for a total minimum requirement of 30.03 acres. An approved 100-year floodplain study is necessary prior to signature approval to confirm the final woodland conservation threshold for the subject property and to delineate the PMA.

The TCPI has proposed to meet the requirement with 30.98 acres of on-site preservation located on private lots. The preservation areas proposed are adjacent to 100-year floodplain, streams, severe and steep slopes located on highly erodible soil, and include nontidal wetlands and wetland buffers. The clearing proposed appears to be the minimum necessary to provide reasonable active yards and achieve positive grading on-site.

The TCPI needs some additional revisions. A table of woodland conservation on a lot-by-lot basis has not been provided. The TCPI does not include the location of the specimen tree located on the site along with descriptive information. The TCPI includes a delineation of the PMA, subject to confirmation by an approved 100-year floodplain study. Steep slopes have not been differentiated as only those on highly erodible soils (15-25 percent) are in the key. The legend includes the term woodland conservation, but fails to identify the methodology proposed (afforestation, reforestation or preservation). Several revisions are required to be made to the Tree Conservation Plan; since none of these will substantially alter the TCPI, these revisions can be made prior to signature approval of the preliminary plan.

The TCPI shows the location of a utility connection between Lots 53 and 54 of the R-R-zoned portion of Longleaf and the subject property. This will require a revision to the approved TCPII for that portion of the Longleaf development. (TCPII/19/94). Prior to issuance of any permits for this project (titled Longleaf, Lot 1 [Lots 1-14], 4-03020), TCPII/19/94 needs to be revised to include the clearing necessary to provide utility connections to the O-S/R-A-zoned portion of the site.

The revised TCPI includes woodland preservation on Parcel J, which was previously dedicated to M-NCPPC, and on Parcel B, which is proposed to be dedicated to M-NCPPC. Any proposal to provide woodland conservation on parkland is subject to written approval by the Department of Parks and Recreation. Prior to signature approval of the TCPI, written permission from the Department of Parks and Recreation, M-NCPPC, needs to be obtained for woodland conservation proposed on existing and/or proposed park property. If permission is not granted, the TCPI will need to be revised.

Patuxent River Primary Management Area (PMA)

The site contains significant natural features, delineated as the Patuxent River Primary Management Area (PMA), which are protected under Sections 24-129 and 24-130 of the Subdivision Regulations. At time of final plat, a conservation easement will be described by bearings and distances. The conservation easement will contain the delineated Patuxent Primary Management Area, except for approved impacts.

Streams, wetlands and 100-year floodplains are found to occur on this property. These features and the associated buffers, including adjacent slopes in excess of 25 percent and slopes in excess of 15 percent, with highly erodible soils compose the Patuxent River PMA in accordance with Section 24-130 of the Subdivision Ordinance. These features and the associated buffers have

been shown on the preliminary plan and the Type I Tree Conservation Plan as individual features and are included in the delineation of the PMA. The TCPI and preliminary plan may not delineate the full extent of the PMA, because the full extent of the 100-year floodplain has not been confirmed.

The 100-year floodplain traverses the northern portion of the property. The extent of this floodplain is not clearly defined. It will impact Lots 7–10, causing one or more of these lots to be lost; in the R-A Zone, each lot must contain at least 40,000 square feet of land outside the floodplain. Approval of a 100-year floodplain study is recommended prior to signature approval of the TCPI, because of the potential effect on the woodland conservation requirement for the site and in determining whether Lots 7, 8, 9 and 10 meet the minimum net tract area requirement.

A “Wetland Evaluation Report for Longleaf East,” prepared by McCarthy and Associates, January 2002, has been submitted. In addition, a Jurisdictional Determination from the U.S. Army Corps of Engineers, approved on July 30, 2002, was submitted. The information shown on the preliminary plan and TCPI conforms to that shown on the approved Jurisdictional Determination (JD). The JD identifies the nontidal wetlands on Lots 11, 12, 13 and 14 as “Isolated; Not subject to Federal jurisdiction under Section 404 of the Clear Water Act.” Although not subject to federal permits, these areas will be subject to state review for impacts and should be shown on the final plat of subdivision subject to a note of explanation. Grading or filling of nontidal wetlands and wetland buffers requires the permission of the appropriate state and/or federal agencies.

The isolated wetlands and wetland buffers on Lots 11, 12, 13, 14 are unforested wetlands that are subject to jurisdiction by the state. Lots 12 and 13, which are less than 1.5 acres in size, are substantially encumbered with unforested nontidal wetlands that allow for limited active rear yard areas. In order to protect these areas, permanent “sensitive area” signage should be placed, either on posts or a split rail type fence around the perimeter of the nontidal wetland buffer to prevent unauthorized disturbance in this area. If the Department of Parks and Recreation does not grant permission for woodland conservation on park property, the unforested wetlands are a priority area for afforestation.

Protection of the isolated nontidal wetlands and wetland buffers shall be provided for on the approved TCPII for the site through the inclusion of necessary signage and details and shall be implemented under the grading bond for the site.

Soils

The Map of Mineral Resources, Prince George’s County, Maryland 1976, indicates that a portion of this site has been previously mined. Staff also observed areas of fill during a field visit. Section 24-131 of the Subdivision Regulations prohibits the subdivision of land found to be unsafe for development. A soils study indicating the depth and makeup of the fill found on the site and a map showing the boundaries of the fill were requested.

A “Preliminary Subsurface Investigation for Longleaf” prepared by Hardin-Knight Associates and dated July 1, 2003, was submitted. It includes nine borings: two borings related to the stormwater management ponds, four related to the road alignment, and three related to the house locations on Lots 2, 8 and 10. The report states that no fill was encountered except in the area of SWM-1, which is located on Lot 14 adjacent to Governor’s Bridge Road. The report includes a map showing the location of the boring holes, but does not show “the boundaries of the fill.”

The Analysis/Discussion section of the report includes the following statement:

“The shallow depth to water and the very loose surface conditions are going to have a significant influence on the design and construction of this community.”

Due to soil conditions on the site identified in this report, DPW&T will be requiring additional soils information prior to the design of the roadway; and DER will require individual soil reports for the construction of each house location. Both of these actions will identify the location of fill, if present, in areas where it would constitute “unsafe lands.”

Governor’s Bridge Road

Governor’s Bridge Road was identified as a designated historic road in the *Historic Sites and District Plan* and the *Approved Master Plan for Bowie, Collington, Mitchellville and Vicinity*. The functional classification for Governor’s Bridge Road from US 301 to Governor’s Bridge is a local collector. Any improvements within the right-of-way of scenic/historic roads is subject to approval by the Department of Public Works and Transportation (DPW&T) under the *Design Guidelines and Standards for Scenic and Historic Roads*.

Before a Paving and Storm Drain Plan is submitted to DPW&T, and preferably before engineering design of roadway improvements has begun, a conceptual pre-application meeting between the applicant, DPW&T and M-NCPPC staff is required in accordance the *Design Guidelines and Standards for Scenic and Historic Roads*. At the conceptual 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 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. Visual and landscape elements which should be taken into consideration in the design of roadway and right-of-way improvements should include:

- a. Preservation of tree tunnels or significant vegetation
- b. Preservation and/or placement of roadside features, such as pillars, gates or fences
- c. The placement of public utilities

On this site the applicant has proposed the retention of existing woodlands in a 50-foot-wide scenic road easement adjacent to the right-of-way.

Water and Sewer Categories

The property is in Water Category W-3 and Sewer Category S-3. It will be served by public systems.

3. **Community Planning**—The property is in Planning Area 74B/Community X. The 2002 General Plan places this property in the Developing Tier. The Bowie-Collington-Mitchellville and Vicinity Master Plan (1991) recommends Residential-Agricultural/Open Space land use for the property. There is a natural reserve primary management area in the northern and southern

portion of the property. This indicates environmentally sensitive areas. The Bowie-Collington-Mitchellville and Vicinity Sectional Map Amendment (1991) retained the R-A and O-S Zones.

One of the challenges cited for future development in the Developing Tier is

“[T]o 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.”

Neither this master plan nor land use regulations has been revised pursuant to the policies of the General Plan. The master plan for this area is scheduled for revision. Also, a review of land use regulations to further implement general plan policies is in the Planning Department work program and may result in recommendations for new legislation. Regardless, a single-family, detached residential subdivision in this part of the Bowie-Collington community, prepared in accordance with existing regulations, is not inconsistent with the 2002 General Plan Developing Tier Policy 1.

The proposed single-family, detached residential preliminary subdivision in the R-A and O-S Zones conforms to recommendations of the master plan for residential land use in this part of the Bowie-Collington community. The lot size variation technique does not impact the intended low-density character of this area.

4. **Parks and Recreation**—In accordance with Section 24-134 (a)(3)(B) of the Subdivision Regulations, the subject subdivision is exempt from mandatory parkland dedication requirements because the lots are over one acre in size.

However, the applicant proposes dedication of 6± acres of property to The Maryland-National Park and Planning Commission for parkland along the Patuxent River. The dedicated parkland is located in the northeast corner of the property. The area contains 100-year floodplain and floodplain buffers. The applicant proposes that one acre of the dedicated parkland be placed in tree conservation. The Department of Parks and Recreation (DPR) has no objection to this.

Nonetheless, the applicant has submitted a Tree Conservation Plan Type-1, which shows 5± acres of tree conservation on adjacent parkland. The applicant did not request permission to encumber the public parkland with a tree conservation easement (to meet development requirements on private property).

Staff recommends that approval be conditioned on the applicant either revising the Type I Tree Conservation Plan accordingly or receiving written permission from the Department of Parks and Recreation to use parkland for tree conservation purposes.

5. **Trails**—There are no master plan trails issues associated with this property. However, the City of Bowie does recommend a “Share the Road with a Bike” sign (see Finding 16).
6. **Transportation**—Due to the size of the subdivision, staff has not required that a traffic study be done. The staff is relying upon traffic counts taken in 2002 by the State Highway Administration. Therefore, 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*.

Growth Policy - Service Level Standards

The subject property appears to straddle the Rural and the Developing Tiers, 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, is required in the Developing Tier. Level-of-Service (LOS) C, with signalized intersections operating at a critical lane volume (CLV) of 1,300 or better, is required in the Rural Tier.

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

Staff Analysis of Traffic Impacts

Staff has determined that the intersection of US 301 and Governors Bridge Road/Harbor Way should be the critical intersection for the subject property. This intersection is the nearest signalized intersection to the site and would serve virtually all of the site-generated traffic. The transportation staff has available counts taken by the State Highway Administration in 2002. These counts indicate that the critical intersection operates at Level-of-Service (LOS) B, with a critical lane volume (CLV) of 1,145, during the AM peak hour. During the PM peak hour, the intersection operates at LOS C with a CLV of 1,171.

Staff has assumed four years of growth at 3.0 percent per year along US 301. Staff has also assumed two approved but unbuilt developments nearby that would affect turning movements at the intersection. There are no funded capital projects in the area of this intersection. With background growth added, the critical intersection would operate as follows: AM peak hour—LOS C, with a CLV of 1,232; PM peak hour—LOS C, with a CLV of 1,294.

With the development of 14 residences, the site would generate 11 AM (2 in and 9 out) and 13 PM (9 in and 4 out) peak-hour vehicle trips. The site was analyzed with the following trip distribution: 40 percent—north along US 301, 20 percent—west along Harbor Way, and 40 percent—south along US 301. Given this trip generation and distribution, staff has analyzed the impact of the proposal. With the site added, the critical intersection would operate as follows: AM peak hour—LOS C, with a CLV of 1,237; PM peak hour—LOS D with a CLV of 1,302.

The analysis identifies no issues concerning the 12 lots within the Developing Tier. For the purpose of meeting the standard for the two lots proposed in the Rural Tier, however, staff notes that LOS D exists in the PM peak hour under total traffic. Due to the amount of development proposed within the Rural Tier, the Planning Board could deem the site's impact at this location to be de minimus. Given the various facts, staff would therefore recommend that the Planning Board find that 2 AM

and 2 PM peak-hour trips, caused by two lots within the Rural Tier, will have a de minimus impact upon the service level at US 301 and Governors Bridge Road/Harbor Way.

The site is not within or adjacent to any master plan transportation facilities.

Given these findings, adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved. No transportation-related conditions are required at this time.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public 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.

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 3	Middle School Cluster 2	High School Cluster 2
Dwelling Units	14 sfd	14 sfd	14 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	3.36	0.84	1.68
Actual Enrollment	5,619	4,896	9,660
Completion Enrollment	276	197	393
Wait Enrollment	202	225	451
Cumulative Enrollment	7.92	5.52	11.04
Total Enrollment	6,108.28	5,324.36	10,516.72
State Rated Capacity	5,094	4,638	8,770
Percent Capacity	119.91%	114.80%	119.92%
Funded School	Bowie, Whitehall	N/a	Frederick Douglass addn.

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

These figures were correct on the day the referral memorandum was written. They are subject to change under the provisions of CB-40 and CR-23. Other projects that are approved prior to the public hearing on this project will cause changes to these figures. The numbers that will be shown in the resolution are the ones that will apply to this project.

County Council Bill CB-31-2003 establishes a school facilities surcharge in the amounts of \$7,000 per dwelling if a building is located between interstate highway 495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts on existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings. The school surcharge is to be used for the construction of additional school facilities, which are expected to accommodate the new students that will be generated by this development proposal. Staff finds that this project meets the adequate public facilities policies of Section 24-122.02, CB-30-2003 and CB-31-2003.

8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section reviewed the subdivision plans for adequacy of public fire and rescue facilities.

- a. The existing fire engine service at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive, has a service travel time of 6.89 minutes, which is beyond the 5.25-minute travel time guideline.
- b. The existing ambulance service at Bowie Fire Station, Company 43, has a service travel time of 6.89 minutes, which is beyond the 6.25-minute travel time guideline.
- c. The existing paramedic service at Bowie Fire Station, Company 43, has a service travel time of 6.89 minutes, which is within the 7.25-minute travel time guideline.

These 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*. To alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/ EMS Department determines that an alternative method of fire suppression is appropriate. Since this is a matter of existing law for residential structures, no condition is necessary.

The planned Bowie Emergency Services Facility which is shown in the Capital Improvement Program, Item #LK510650, will be the first due station that will provide ambulance service to this development. The cost of this emergency services facility is \$2,670,000. This figure represents a significant reduction in cost (over \$1 million) from when the proposed station was originally planned as a full-service facility.

To mitigate the ambulance service response-time deficiencies, the staff recommends that the applicant participate in providing a fair-share contribution toward the construction of the Bowie Emergency Services Facility. The fee amount is based on the construction cost of the facility (\$2,670,000), also an ambulance (\$130,000), divided by the total amount of residential and employment population within the entire service area in 2006 (26,998). The service area includes those areas that will be served by the planned facility. The fair share fee is \$104 per person for this development.

2006 service area population/workers 26,998

Station Cost 2,800,000/26,998 = \$104 per person

\$104 x 3.10 planning area household size = \$322 per dwelling unit

The application indicates 14 lots x 322 = total fee \$4,514

9. **Police Facilities**—The proposed development is within the service area for Police District II-Bowie. In accordance with Section 24-122.1(c) of the Subdivision Regulations, existing county police facilities will be adequate to serve the proposed Longleaf development. This police facility will adequately serve the population generated by the proposed subdivision.

The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of June 30, 2002, the county had 874 sworn staff and a total of 101,303

square feet of station space. Based on available space, there is capacity for an additional 69 sworn personnel. This police facility will adequately serve the population generated by the proposed subdivision.

10. **Health Department**—The Health Department has reviewed the application and offers no comments.
11. **Stormwater Management**—A Stormwater Management Concept Approval Letter has not been submitted with this application. Stormwater management for this site falls under the jurisdiction of the City of Bowie.

The revised plan indicates two stormwater management ponds, which have been relocated away from the Governor's Bridge Road right-of-way in order to retain existing trees adjacent to the designated scenic and historic road. The subsurface evaluation for the site indicates that due to the shallow water table, infiltration as a sole method of treatment is not feasible on this site. Staff encourages continued coordination between the applicant, M-NCPPC and the City of Bowie as the technical stormwater management plans for the site are reviewed, so that the viewshed along Governor's Bridge Road is retained, and woodlands are retained in accordance with the TCPI.

12. **Cemeteries**—The applicant's engineer has certified that there are no known cemeteries on or adjacent to the property.
13. **Public Utility Easement**—The preliminary plan includes a note that the required 10-foot-wide public utility easement will be provided along public rights-of-way. This easement will be included on the final plat.
14. **Historic Site**—The subject application is adjacent to Governor's Bridge (Historic Site 74B-001) located on Governor's Bridge Road, spanning the Patuxent River between Prince George's County and Anne Arundel County. Governor's Bridge Road is a scenic road designated through the *Approved Master Plan and Adopted Sectional Map Amendment for Bowie-Collington Mitchellville & Vicinity, Planning Areas 71A, 71B, & 74A and 74B*. Since Colonial times, this has been the site of a river crossing, joining Prince George's with Anne Arundel County. The name Governor's Bridge is derived from the use of this crossing by two eighteenth-century Maryland governors, Samuel Ogle and his son Benjamin Ogle, both residents of nearby Belair (in present-day Bowie). At the time, river crossings were generally made by ferry rather than bridge, making Governor's Bridge a unique site in the county.

Governor's Bridge, which carries Governor's Bridge Road across the Patuxent River, is significant as one of only two surviving truss bridges in Prince George's County. Governor's Bridge, constructed in 1912 to commemorate the crossing site, is a steel, single-span Pratt through-truss bridge composed of four panels. The bridge is 105-1/2 feet long and 13 feet-7 inches wide. Heavy steel beams, joined by riveted bracing, form the compression members, which are the basic structure of the bridge, with thin diagonal I-bars in tension. Large I-beams form the inclined end posts, and there is a flat-arched portal in a lattice pattern. Sway bracing in an "X" pattern is located between each panel. The decking is wire mesh, and the bridge is supported by two poured-concrete abutments.

The application locates two large building lots along Governor's Bridge Road that will be visible from it. These lots (1 and 14), although substantially wooded, include house sites that will be visible from Governor's Bridge Road. The proposed plan provides for a 5.9-acre parcel (Parcel

B) immediately adjacent to the Patuxent River and the Governor's Bridge Historic Site (74B-003) to be dedicated as parkland.

The subject application also includes a stormwater management facility (Parcel A) at the southeast corner of Lot 14 near the entrance to the development along Governor's Bridge Road. Portions of the development's entry features are located at the northeast corner of Lot 1 and the southeast corner of Lot 14, respectively.

The houses to be located on Lots 1 and 14, the proposed stormwater management facility (Parcel A), and the development's entry features will be substantially visible from Governor's Bridge Road. All of these aspects of the proposed plan will impact the character of Governor's Bridge Road, a designated scenic road, and the approach the Governor's Bridge Historic Site (74B-03). The applicant should explore ways to minimize these impacts through detailed site plan review of the architecture of the houses on Lots 1 and 14, the possible relocation of the proposed stormwater management facility or its re-design, a design for the entry features and related signage that is of modest scale and traditional materials, and the installation of supplemental plantings along Governor's Bridge with Lots 1 and 14 to buffer the view of these houses from the designated scenic road.

15. **Lot 14**—Proposed Lot 14 has no frontage on the internal public street. For access, the applicant proposes an access easement in accordance with Section 24-128(b)(1) of the Subdivision Regulations. However, this easement traverses the parcel set aside for stormwater management. In fact, the driveway for Lot 14 shown on the preliminary plan includes a separate parking facility for stormwater pond maintenance trucks. This presents a problematic relationship between these land uses. The minimum frontage requirement in the R-A Zone is 25 feet. The plan can be easily amended to provide a 25-foot-wide pipe stem for Lot 14 so that it can have its own frontage. Staff recommends this change be made prior to signature approval of the preliminary plan so that any necessary changes can be made to the stormwater management facility.

16. **City of Bowie**—The City of Bowie City Council heard the application on July 7, 2003. The City Council recommends approval of the application subject to 11 conditions. The following staff analysis of the city's conditions is offered:

Condition 1 requires the payment of a fee for an Emergency Services Vehicle at the Bowie Town Center. This is included in the staff's conditions.

Condition 2 requires the applicant to provide a fair-share contribution of \$1,890 toward improvements on US 301 from MD 197 to US 50. This fair-share contribution was imposed on the rest of Longleaf when it was subdivided in the early 1990s. However, staff has determined that the existing affected intersections operate at acceptable levels of service and staff recommends no transportation-related conditions.

Condition 3 requires the applicant to provide a "Share the Road With a Bike" sign along Governor's Bridge Road. Currently, this section of Governor's Bridge Road is a two-lane scenic road with no shoulders. Bicyclists traveling this road now must use the travel lane to do so. Notwithstanding the scenic and historic nature of this section of this road, if road improvements are required, staff agrees that a sign would be appropriate here. Therefore, staff includes this in the staff recommendation.

Condition 4 regards the city's approval of the stormwater management concept plan. Given that this is solely a city issue, staff does not recommend inclusion in the Planning Board's approval.

Condition 5 requires the applicant to provide a split-rail fence around the stormwater management pond. Staff recommends that the design and final fencing and landscaping of the pond be a matter for review at a limited detailed site plan stage.

Condition 6 requires the building restriction lines to be shown on the plan. Staff does not typically recommend that these lines appear on a final plat; if for some reason a homeowner seeks a variance, an amendment to the final plat would be required as well. This is an unnecessary extra burden on the homeowner. However, including them on the preliminary plan is helpful. Therefore, staff recommends the plan be amended to include these, but they should not be included on the final plat.

Condition 7 requires that the limits of the conservation easement included in previous record plats for Longleaf be included on the preliminary plan. All easements are required to be shown on the preliminary plan. Therefore, staff recommends this addition be made.

Condition 8 requires a limited, staff-level detailed site plan for the monumental entrance features. Staff agrees and includes this as part of the recommendation.

Condition 9 requires the applicant to provide documentation on the maintenance of the entrance features. Staff agrees and includes this as part of the recommendation.

Condition 10 requires the applicant to comply with the city's Wildlife Guidelines. Since these are not county guidelines, staff does not include this in the recommendation.

Condition 11 requires the applicant to submit an alternative plan prior to the Planning Board hearing eliminating the access easements to Lots 7, 8, and 9. The applicant has done this and the condition is no longer necessary; the access easements have been replaced by extending the street further into the property.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan:
 - a. The TCPI shall be revised as follows:
 - (1) If specimen trees are found on the site, show the location of specimen trees; state method of location (field or surveyed); provide a table with the following columns and information: tree number, size, species, condition, proposed disposition, comments, and/or special preservation treatment recommended. If no specimen trees are found, indicate this in a note on the plan.
 - (2) Correctly label "steep slopes (15-25 percent) on highly erodible soils" in the key.
 - (3) Add a note indicating the source of the 100-year floodplain delineation.
 - (4) Revise the legend to identify the methodology of woodland conservation proposed (afforestation, reforestation or preservation).
 - (5) Add a note that Governor's Bridge Road is a designated historic road.

- (6) Add a note that Governor's Bridge is a Historic Site.
 - (7) Have the revised TCPI signed and dated by the qualified professional who prepared the plan.
 - (8) Remove the proposed tree conservation area shown on existing public parkland, or the applicant shall obtain a written authorization from the Department of Parks and Recreation for the tree conservation on public property.
 - b. An approved 100-year floodplain study shall be submitted for review. If the 100-year floodplain study shows that any of Lots 7–10 do not meet the minimum net tract area requirement then the lots shall be reconfigured, with a potential loss of lots.
 - c. The PMA delineation shall be revised if necessary to include the full extent of the 100-year floodplain as determined by an approved study.
 - d. The plan shall be revised to show all building restriction lines on each lot.
 - e. The plan shall be revised to include all existing conservation easements.
 - f. The plan shall be amended so that Lot 14 has frontage on and direct vehicular access to the internal residential street.
2. Prior to signature approval of the TCPI, written permission from the Department of Parks and Recreation, M-NCPPC, shall be submitted for woodland conservation proposed on existing and/or proposed park property. If permission is not granted, the TCPI shall be revised.
 3. Prior to issuance of any permits on this site, TCPII/19/94 shall be revised to include the clearing necessary to provide utility connections to the O-S-/R-A-zoned portion of the site.
 4. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCPI/03/03) approved as part of this application. 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/03/03), 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. At time of final plat, the delineated wetlands and wetland buffers on Lots 11 through 14 shall be placed in a conservation easement, and the following note shall be placed on the plat:

“Wetlands located on Lots 11, 12, 13, and 14 have been determined to be isolated by the U.S. Army and are not subject to federal jurisdiction. Isolated wetlands are subject to state jurisdiction for any grading proposed.”
 6. Grading or filling of nontidal wetlands and wetland buffers requires the permission of the appropriate state and/or federal agencies. The following note shall be placed on the final plat:

“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.”

7. The Type II Tree Conservation Plan shall include fencing and/or signage and design details necessary to protect the isolated nontidal wetlands located on Lots 11, 12, 13 and 14.
8. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated Patuxent Primary Management Area, except for approved impacts. 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.”
9. Prior to TCPII approval, submitted Technical Stormwater Management Plans shall be reviewed by the Environmental Planning Section for the subject property to determine that there are no conflicts between stormwater management elements, the Type II Tree Conservation Plan, and the scenic easement adjacent to Governor’s Bridge Road.
10. At time of application for grading permits, the approved Technical Stormwater Management Plan and approved Sediment and Erosion Control Plan shall be included in the permit package.
11. Roadway improvements on Governor’s Bridge Road shall be carried out in accordance with the Design Guidelines and Standards for Scenic and Historic Roads prepared by the Department of Public Works and Transportation. The applicant shall coordinate a conceptual pre-application meeting between the Department of Public Works and Transportation and M-NCPPC to determine appropriate road improvements are prior to Paving and Storm Drain Plan submittal.
12. At time of final plat, a 50 foot-wide scenic easement shall be established adjacent to Governor’s Bridge Road and a note shall be placed on the final plat as follows:

“Governor’s Bridge Road is a designated historic road. The scenic easement described on this plat is an area 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.”
13. 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 Bowie New Town Station and the acquisition of an ambulance. The fee shall be paid at the time of building permits. The fair share fee shall be \$322.00 per dwelling unit.
14. Prior to the issuance of any permits for Lots 1 and 14 and Parcel “A,” a limited detailed site plan shall be approved by the Planning Board or its designee, to provide for architecture that is compatible with the historic and scenic character of the adjacent designated Governor’s Bridge Road and the adjacent Governor’s Bridge Historic Site (74B-003). Detailed site plan review shall include the location, scale and massing of the houses proposed for these lots, as well as the exterior materials, roofing and colors, and the use of traditional materials. The site plan shall also

examine the design of the subdivision entrance features and the stormwater management pond on Parcel "A." If the pond is visible from Governor's Bridge Road, consideration shall be given to designing the pond to appear as a natural rather than man-made body of water and be landscaped in a manner consistent with such natural bodies of water.

15. Detailed site plan review shall also include the proposed entry features for the development. These features shall be designed to be of modest scale and employ traditional materials compatible with the rural and historic character of Governor's Bridge Road.
16. The applicant, his heirs successors and/or assignees shall plant landscape buffering along the eastern edges of Lot 1 and Lot 14 near Governor's Bridge Road to screen the views of the houses on these lots from the designated scenic road.
17. If road improvements to Governor's Bridge Road are required, 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 signs along Governor's Bridge 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. If the DPW&T declines this sign, this condition shall be void.
18. Prior to detailed site plan approval, the applicant shall provide a documented method or instrument to ensure that there is adequate maintenance of the monumental entrance, including all elements established at the detailed site plan for this feature.
19. At the time of final plat, the applicant, his heirs, successors and/or assignees shall convey to M-NCPPC approximately six acres of parkland as shown on the Department of Parks and Recreation (DPR) Exhibit "A" and shown on the preliminary plan as Parcel "B." Conveyance shall be subject to the following:
 - a. An original, special warranty deed for the property to be conveyed, (signed by the WSSC Assessment Supervisor) 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 final plat.
 - c. The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which 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, 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, -NCPPC) shall be submitted to DPR within two weeks prior to applying for grading permits.
 - e. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent 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 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.

STAFF RECOMMENDS APPROVAL OF THE TYPE I TREE CONSERVATION PLAN, TCP I/03/03, WITH REVISIONS.