



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

Preliminary Plan 4-04113

Application	General Data
Project Name: Sandy Spring Estates, Section II Lots 39 & 40 Location: South side of Bond Mill Road, approximately 500 feet west of Bounds Avenue Applicant/Address: Elizabeth Welsh 15617 Bond Mill Road Laurel, MD 20707	Date Accepted: 07/14/04
	Planning Board Action Limit: 10/22/04
	Plan Acreage: 0.95 acre
	Zone: R-R
	Lots: 2
	Parcel: 0
	Planning Area: 60
	Tier: Developing
	Council District: 01
	Municipality: None
	200-Scale Base Map: 220NE06

Purpose of Application	Notice Dates
RESIDENTIAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record 05/26/04 Registered Associations: (CB-58-2003)
	Sign(s) Posted on Site: 09/21/04

Staff Recommendation		Staff Reviewer: Tom Lockard	
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 Subdivision Plat 4-04113
Sandy Spring Estates, Section II, Lots 39 & 40

OVERVIEW

The site contains approximately 0.95 acre of R-R-zoned land. The applicant is proposing to subdivide the site into two lots. Access to the site will be from Bond Mill Road, an 80-foot public right-of-way.

SETTING

The site is located on the south side of Bond Mill Road, 500± feet west of its intersection with Bounds Avenue. The site is developed with a single-family-residence and detached garage, which are to remain. The remainder of the site is maintained in lawn with scattered trees, with the exception of a small portion of woods (approximately 3,500 square feet) in the southeast corner. The surrounding properties are zoned R-R and are developed with single-family-residences.

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
Uses	Single-Family Residence	Single-Family Residences
Acreage	0.95	0.95
Lots	0	2
Parcels	1	0
Dwelling Units	1	2 (1 new)

2. **Environmental**—Based on available information, there are no regulated environmental features at the site. There are no scenic or historic roads in the vicinity of the site. The site is not located within the vicinity of any traffic noise generators. The site is in the Subregion I Planning Area and the Developing Tier of the 2002 General Plan. On September 3, 2004, the Environmental Planning Section issued a Standard Letter of Exemption from the Woodland Conservation Ordinance (WCO). This letter is valid for two years. Information regarding the proposed method of stormwater management or an approved Stormwater Management Concept Approval letter was not submitted. However, since the site is exempt from the WCO, no further information in this regard is required.

Water and Sewer Categories

The water and sewer service categories are W-3 and S-3 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003.

3. **Community Planning**—The property is in Planning Area 60/West Laurel. The 2002 General Plan places the property in the Developing Tier. 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. This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier. The 1990 master plan for Subregion I recommends Suburban Residential densities for single-family detached residences. This application conforms to the master plan recommendation.
4. **Parks and Recreation**—In accordance with Section 24-134 of the Subdivision Regulations, the Park Planning and Development Division recommends that the applicant pay a fee-in-lieu of parkland dedication because the land available for dedication is unsuitable due to its size and location. The proposed preliminary plan is consistent with the land use recommendations of the master plan and 2002 General Plan.
5. **Trails**—Sidewalks exist along Bond Mill Road in the vicinity of the site, including the subject property's frontage. The adopted and approved Subregion I master plan designates Bond Mill Road as a trail/bicycle corridor. Because Bond Mill Road is a county right-of-way, the applicant, and the applicant's heirs, successors, and/or assignees should provide a financial contribution of \$210.00 to the Department of Public Works and Transportation (DPW&T) for the placement of a "Share the Road with a Bike" sign. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit. At the time of road improvements or resurfacing, DPW&T can determine if designated bike lanes are necessary or appropriate along this road.
6. **Transportation**—The applicant proposes a residential subdivision consisting of two single-family detached residences. Based on the "Guidelines for the Analysis of the Traffic Impact of Development Proposals," a two-lot, single-family development will generate 2 AM peak-hour trips and 2 PM peak-hour trips. The subject property is located within the Developing Tier as defined in the 2002 *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. The traffic generated by the proposed preliminary plan would impact the intersection of MD 198 and Bond Mill Road/Old Gunpowder Road. Staff has done a recent traffic analysis at this intersection in connection with Preliminary Plan Application 4-03103 (Bond Mill Station.) Under total traffic, the intersection was found to operate well within LOS D. Pursuant to provisions in the guidelines, the Planning Board may find that traffic impact of small developments is *de minimus*. A *de minimus* development is defined as one that generates five trips or fewer in any peak period.

Each lot is shown to have direct access to Bond Mill Road. Staff recommends that the driveway to each lot be designed with a turnaround capability in order to minimize the need for vehicles having to back onto Bond Mill Road. The design of the driveways shall be verified at the time of building permit.

Transportation Staff Conclusions

Based on the fact that the subject application is considered to be *de minimus*, the Transportation Planning Section concludes that 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.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded the following:

Finding

Impact on Affected Public School Clusters			
Affected School Clusters #	Elementary School Cluster 1	Middle School Cluster 1	High School Cluster 1
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	5,668	1,804	4,471
Completion Enrollment	103.92	25.98	47.63
Cumulative Enrollment	29.52	7.38	14.76
Total Enrollment	5,801.68	1,837.42	4,533.51
State-Rated Capacity	52.99	1,759	4,123
Percent Capacity	109.49%	104.46%	109.96%

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

These figures are correct on the day the referral memo was written. They are subject to change under the provisions of CB-30-2003 and CR-23-2003. Other projects that are approved prior to the public hearing on this project will cause changes to these figures. The numbers shown in the resolution will be the ones that apply to this project.

County Council bill CB-31-2003 establishes a school facilities surcharge in the amount of \$7,000 per dwelling if a building is located between I-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 may 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. This project meets the adequate public facilities policies of Section 24-122.02, CB-30-2003, CB-31-2003, and CR-23-2003.

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

- a. The existing fire engine service at Laurel Fire Station, Company 10, located at 7411 Cherry Lane, has a service travel time of 5.07 minutes, which is within the 5.25-minute travel time guideline.
- b. The existing ambulance service at Laurel Rescue Squad, Company 49, located at 14910 Bowie Road has a service travel time of 6.58 minutes, which is beyond the 6.25-minute travel time guideline.
- c. The existing paramedic service at Laurel Rescue Squad, Company 49, located at 14910 Bowie Road has a service travel time of 6.58 minutes, which is within the 7.25-minute travel time guideline.

The existing ambulance service at Laurel Rescue Squad, Company 49 is beyond the recommended travel time guideline. The nearest fire station, Laurel Fire Station, Company 10, is located at 7411 Cherry Lane, which is 5.07 minutes from the development. This facility would be within the recommended travel time for ambulance service, if the operational decision were made to shift to this station.

These findings are in conformance with the standards and guidelines contained in the 1990 *Approved Public Safety Master Plan* 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 Police District VI-Beltsville. 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 January 2, 2004, the county had 823 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for an additional 57 sworn personnel. Therefore, in accordance with Section 24-122.01(c) of the Subdivision Regulations, existing county police facilities will be adequate to serve the proposed development.
10. **Health Department**—The Health Department reviewed the application and had no comments.
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 utilizing low-impact development techniques to accommodate on-site stormwater management has been submitted, but is not yet approved. DER has indicated its concurrence with the applicant’s proposal and indicated that an approval is forthcoming. 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. **Cemeteries**—There are no known cemeteries on the subject property.
13. **Public Utility Easement**—The preliminary plan shows a 10-foot-wide public utility easement adjacent to Bond Mill Road.
14. **Prior Approvals**—The subject property has no prior approvals.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. A stormwater management concept plan shall be approved and the approval number and date shall be added to the preliminary plan prior to signature approval.
2. The applicant, and the applicant's heirs, successors, and/or assignees should provide a financial contribution of \$210.00 to the Department of Public Works and Transportation for the placement of a "Share the Road With a Bike" sign. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit.