



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

Preliminary Plan 4-04164

Application	General Data
Project Name: HERON CREEK Location: Southwest quadrant of Farmington Road West and Maryland Route 210. Applicant/Address: Holly Ridge Development, LLC. 4700 Holly Ridge Road Rockville, MD 20853	Date Accepted: 10/28/04
	Planning Board Action Limit: 03/31/05
	Plan Acreage: 12.3058
	Zone: R-R
	Lots: 14
	Parcel: 1
	Planning Area: 83
	Tier: Developing
	Council District: 09
	Municipality: N/A
	200-Scale Base Map: 219SE01

Purpose of Application	Notice Dates
RESIDENTIAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: 09/7/04 (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 02/08/05

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 Plan 4-04164
Heron Creek, Lots 1-14 and Parcel A

OVERVIEW

The site contains approximately 12.3 acres of land in the R-R Zone. It appears on Tax Map 152, Grid A-1, as Parcel 111. This property was the subject of a prior preliminary plan (4-95044) that expired before approval and recordation of a final plat. The applicant is proposing to subdivide the site into 14 lots and one stormwater management parcel.

Access to the majority of the site (Lots 1-11) will be from a 50-foot-wide residential street and cul-de-sac from Farmington Road. Lots 12-14 are proposed to have driveways directly onto Farmington Road, with Lots 12 and 13 having dualized driveways connecting to a single access point.

In addition to the 14 lots shown on the preliminary plan, the applicant is also showing one parcel in the northeast corner of the site to be used for stormwater management and a noise barrier along the eastern property line to mitigate noise from MD 210.

SETTING

The site is a triangularly-shaped parcel located at the southwest quadrant of Farmington Road West and MD 210. The site is undeveloped and partially wooded. The southern tip of the property contains a large area of wetlands. The surrounding properties contain the following uses:

North—Undeveloped land and a large WSSC sewage treatment plant in the R-O-S Zone.

East and South—The southbound lanes of MD 210.

West—A monastery in the R-R Zone, for which a preliminary plan is pending (4-04073) to allow for a 1,906-seat religious facility and required parking.

The surrounding neighborhood is generally rural in nature, but does contain several suburban subdivisions in the R-R Zone farther west on Farmington 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
Uses	Vacant	Single-Family Residences

Acreage	12.3	12.3
Lots	0	14
Parcels	1	1
Dwelling Units	0	14

2. **Environmental**— A review of the available information indicates that streams, 100-year floodplain, severe slopes and areas of steep slopes with highly erodible soils are not found to occur on the property. The plans show an area of wetlands on the site. Indian Head Highway is an adjacent source of transportation-related noise. According to the *Prince George's County Soil Survey* the soils on the site are in the Elkton, Keyport and Mattapex series. According to available information, Marlboro clay does occur in the vicinity of this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication entitled *Ecologically Significant Areas in Anne Arundel and Prince George's Counties*, December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. Farmington Road is a designated historic road. This property is located in the Piscataway Creek watershed of the Potomac River basin and in the Developing Tier as reflected in the approved General Plan.

Noise

Indian Head Highway is a nearby source of traffic-generated noise. The noise model used by the Environmental Planning Section predicts that the 65 dBA Ldn ground level noise contour is 385 feet from the centerline of Indian Head Highway.

It should be noted that the noise model used by Environmental Planning Section assumes no topographic relief; however, the drop in elevation of the property from Indian Head Highway should result in a lowering of ground level noise. Additionally, the noise model used by the Environmental Planning Section does not address potential noise impacts above ground level.

A noise study, dated February 2, 2005, was submitted. The noise study evaluated the existing noise levels generated by traffic on Indian Head Highway. The study determined that the 65 dBA Ldn noise contour is located 300 feet from the centerline of Indian Head Highway and that the 70 dBA Ldn noise contour is located 150 feet from the centerline. Figure 1 of the noise study illustrates the relationships between the unmitigated noise contours and the proposed house locations.

The study further determined that a noise barrier would be required to mitigate the ground level noise to provide outdoor activity areas that will not have noise levels exceeding 65 dBA Ldn. For residential uses, outdoor activity areas must have noise levels of 65 dBA Ldn or less to be in conformance with the state noise standards. The outdoor activity areas are the areas within 40 feet of the rears of the affected houses.

The Tree Conservation Plan shows labels for a proposed wall, but the location is not shown on the plan, nor is it in the legend. The proposed berm is partially located on the proposed lots, which is not problematic; however, the location of the noise barrier must be completely within Parcel A to ensure proper maintenance by the future homeowners association. Sections of the wall are proposed to be over six feet in height, which may require a variance if they are not properly located.

Historic/Scenic Road

Farmington Road is designated in the Subregion V Master Plan as a historic road. While the master plan proposes that the existing rural roadway be upgraded to primary residential street standards, there are historic characteristics that should be identified and preserved as part of the proposed subdivision.

The *Design Guidelines and Standards for Scenic and Historic Roads* provides guidance for the review of applications that could result in the need for roadway improvements. The manual currently states that when a scenic or historic road is adjacent to a proposed subdivision "...a team [to include M-NCPPC staff] will complete a study of the scenic or historic roads around or within the subject site which will include an inventory of scenic and historic features and an evaluation of features most worthy of preservation." A visual inventory was submitted on February 3, 2005.

The Preliminary Plan provides a 40-foot-wide landscape buffer adjacent to the 10-foot public utility easement along Farmington Road; however, it is labeled as a 50-foot buffer because it inappropriately contains the 10-foot public utility easement. This area is currently devoid of trees. The area should be shown on the revised plans as landscape buffer and all the landscaping proposed shall be shown on the TCPII.

Woodland Conservation

The Forest Stand Delineation (FSD) has been reviewed. The plan clearly shows soil boundaries, wetlands and forest stand boundaries. Based upon five sample points, three forest stands and two specimen trees were identified.

Forest stand A-1 covers approximately 1.45 acres in the northeast corner of the site. A review of aerial photos suggests that this area began to naturally regenerate from an open field shortly after the right-of-way for Indian Head Highway was created. The woodland is dominated by red maple and sweetgum with an average diameter at breast high of 12 inches. There are few invasive plant species. Because this woodland is small and isolated with no sensitive environmental features, it is not a high priority area for preservation.

Forest stand A-2 is a narrow band covering approximately 1.05 acres along the western boundary line. An examination of aerial photos indicated that this band follows a property line that was established prior to 1938. The woodland is dominated by red maple and pin oak with an average diameter at breast height of 12 to 20 inches. The portion containing wetlands is a high priority area for preservation.

Forest stand B is a pioneer woodland covering approximately 2.70 acres in the southeastern portion of the property. In the 1938, 1965 and Year 2000 aerial photos, it appears to be an open field; however, the sample points note a sufficient number of trees that are greater than two inches in diameter at breast height for this area to qualify as woodland. This woodland is dominated by a sweet gum woodland with all trees less than four inches diameter at breast height and a high percentage of invasive plant species in the understory. There are no sensitive environmental features in this area; however, preservation of some of this woodland may serve to create a visual buffer from Indian Head Highway.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because it has a previously approved Type I Tree Conservation Plan. The revised Type I Tree Conservation Plan, TCPI/33/95-01, has been reviewed and was found to require revisions. The plan proposes clearing 2.25 acres of the existing 5.14 acres of woodland. The worksheet correctly indicates that the woodland conservation threshold is 2.46. As noted previously, design changes will be required for the scenic easement along Farmington Road and potential construction of a noise wall. Additionally, a 40-foot cleared area is required between the conceptual house pads and the limit of disturbance on all lots to provide for outdoor activity areas. Soil boundaries should not be on a TCPI. Some of the conceptual house pads do not reflect current building trends; reasonably sized house pads must be shown. Areas less than 35 feet in width cannot be used as woodland conservation areas.

Wetlands, Streams and Natural Features

Section 24-130(b)(7) of the Subdivision Ordinance requires that wetlands and their associated 25-foot wetland buffer be shown on the Preliminary Plan of Subdivision. A wetlands study was submitted with the application. The limit of an area of wetlands and the required 25-foot wetland buffer are shown. No impacts to the wetlands or wetlands buffers are proposed.

Soils

According to the *Prince George's County Soil Survey* the soils on the site are in the Elkton, Keyport and Mattapex series. Elkton soils are highly erodible, have high water tables, poor drainage and often contain wetland areas. Keyport and Mattapex soils are highly erodible, have seasonally high water tables with impeded drainage and may contain wetland inclusions.

According to available information, Marlboro clay does occur in the vicinity of this property. Marlboro clay is predicted to occur in the shallow subsurface in the southwestern area of the site. There are no slope stability issues; however, care must be taken with foundation construction. Although these limitations will ultimately affect the construction phase of this development, there are no limitations that would affect the site design or layout. It is important to understand that during the review of building permits the Department of Environmental Resources will likely require a soils study addressing the soil limitations with respect to the construction of homes.

Water and Sewer Categories

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

3. **Community Planning**—The property is in Planning Area 83/Accokeek. 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 1993 Subregion V Master Plan recommends Low-suburban residential land use at up to 2.6 dwelling units per acre. This application conforms to the master plan recommendation.
4. **Parks and Recreation**—In accordance with Section 24-134 of the Prince George's County Subdivision Regulations, Lots 6 and 7 of this subdivision are exempt from mandatory

dedication of parkland requirements because they are over one acre in size. The Department of Parks and Recreation is recommending a fee-in-lieu of mandatory dedication for the remaining lots because the land available is unsuitable due to size and location.

5. **Trails**—The 1993 Subregion V Master Plan designates Farmington Road as a Class III bikeway. This road has also been included in the Potomac Heritage Trail On-Road Bike Route for Prince George’s County. Staff recommends the provision of a “Share the road with a bike” sign along the subject site’s frontage. Currently, the road is narrow with little or no shoulders in most areas. In recognition of its status as a scenic and historic road, a full 7-to 10-foot paved shoulder may not be desirable. However, staff recommends the provision of a paved shoulder to safely accommodate bicycle movement, even if it is somewhat narrower. Even a paved shoulder that is as little as four feet in width would greatly improve the bicycle compatibility of the roadway, while also providing a safety recovery zone for cars.

Sidewalk Connectivity

Roads are open section with no sidewalks in the vicinity of the subject site.

6. **Transportation**—Due to the size of the subdivision, staff has not required that a traffic study be done. Counts at the intersection of MD 210 and Farmington Road were made available. 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 is in 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 is required in the Developing 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 traffic controls) if deemed warranted by the appropriate operating agency.

Staff Analysis of Traffic Impacts

The intersection of MD 210 and Farmington Road is determined to 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 turning movement counts indicate that the critical intersection operates at Level-of-Service (LOS) C, with a critical lane volume (CLV) of 1,265, during the AM peak hour. During the PM peak hour, the intersection operates at LOS D with a CLV of 1,330.

There are no funded capital projects at this intersection in either County Capital Improvement Program or the State Consolidated Transportation Program that would affect the critical intersection. There are fifteen approved but unbuilt developments that would affect the intersection. With background growth added, the critical intersection would operate as follows: AM peak hour—LOS D, with a CLV of 1,429; PM peak hour—LOS D, with a CLV of 1,444.

With the development of 14 single-family detached 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: 70 percent—north along MD 210, 10 percent—east along Farmington Road, and 20 percent—south along MD 210. 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 D, with a CLV of 1,436; PM peak hour—LOS D with a CLV of 1,447. Therefore, the critical intersection operates acceptably under existing, background, and total traffic.

Plan Issues

The site is adjacent to MD 210. This roadway is planned to be upgraded to a freeway by the Subregion V Master Plan, and the plan includes a future interchange at MD 210 and Farmington Road. The subject site was considered for subdivision under Preliminary Plan 4-95044, and at that time, dedication was proffered along a line identified as the “Lucas R/W” line. This line was determined through study by the staff and applicant in 1995, and the Planning Board approved the dedication along this line. The current applicant has not proffered this dedication.

The Transportation staff determines the right-of-way needs for the master plan recommendations by doing a planning-level analysis of future traffic with the topography and all physical constraints. In this area, the right-of-way width is determined by analyzing the functions to be accommodated within the right-of-way and planning a facility that will meet those functions by maintaining highway design standards at the least cost. Because this area is undeveloped, the right-of-way assumes the use of slopes rather than retaining wall construction, particularly in the area of interchanges. Narrowing the right-of-way shown on the master plan, particularly at interchanges, has the potential to increase future construction costs by requiring the potential use of retaining walls near the overpasses. However, because the staff study is only a preliminary level of study, there is no estimate of the degree to which additional structures would be required at Farmington Road if the right-of-way is narrowed. While the MD 210 corridor has been under active study by the State Highway Administration (SHA), it has been determined that the improvement of access controls at this location is not needed within the time frame of the study.

In this case, it is noted that the usable areas of the lots and the footprints of the homes would be well outside of the proposed right-of-way. The plan places stormwater facilities and noise berms within the master plan right-of-way, and these are facilities that could be incorporated into an interchange design or upgraded at the future time that access controls at this location would be upgraded. For this reason, it will not be required that the future MD 210 right-of-way be dedicated. Nonetheless, it is recommended that the future right-of-way line, represented by the “Lucas R/W” line on the approved 1995 subdivision plan, be established as a building restriction line on record plats for this site. The plats shall include a note indicating that (1) the 1993 Subregion V Master Plan has indicated a potential need for a future interchange at MD 210 and Farmington Road, and (2) that the potential right-of-way impact is reflected on the plats.

Farmington Road is a rural collector facility, and the plan indicates adequate dedication of 40 feet from centerline.

Transportation Staff Conclusions

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 Prince George's County Code if the application is approved with the conditions contained at the end of this report.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for 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 6	Middle School Cluster 3	High School Cluster 3
Dwelling Units	14 sfd	14 sfd	14 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	3.6	0.9	1.8
Actual Enrollment	4,433	4,689	8,654
Completion Enrollment	156.96	86.22	158.07
Cumulative Enrollment	30.24	93.42	186.84
Total Enrollment	4,623.8	4,869.54	9,000.71
State-Rated Capacity	4,512	5,114	7,752
Percent Capacity	102.48%	95.22%	116.11%

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 an 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 school 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:

The existing fire engine service at Accokeek Fire Station, Company 24, located at 16111 Livingston Road has a service travel time of 3.65 minutes, which is within the 5.25-minute travel time guideline.

The existing ambulance service Accokeek Fire Station, Company 24, located at 16111 Livingston Road has a service travel time of 3.65 minutes, which is within the 6.25-minute travel time guideline.

The existing paramedic service at Allentown Road Fire Station, Company 47, located at 10900 Fort Washington Road has a service travel time of 6.78 minutes, which is within the 7.25-minute travel time.

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

The above findings are in conformance with the standards and guidelines contained in the *Approved Public Safety Master Plan* (1990) and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

9. **Police Facilities**—The proposed development is within the service area for Police District IV-Oxon Hill. The Planning Board's current test for police adequacy is applicable to the subject application 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 has no comments to offer.
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 has been submitted, but is 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 an approved plan.
12. **Cemeteries**—There are no known cemeteries on the subject property. However, there are prehistoric archeological sites in similar settings in the vicinity of the property. Therefore, a Phase I archeological investigation should be required.
13. **Public Utility Easement**—The preliminary plan includes the required ten-foot-wide public utility easement. This easement will be shown on the final plat.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. At the time of final plat approval, the applicant shall dedicate right-of-way along Farmington Road of 40 feet from centerline, as shown on the submitted plan.
2. The final plats for the subject property shall indicate the future MD 210 right-of-way as a building restriction line. This line shall be coincident with the line that is shown on the approved plan for 4-95044 as the "Lucas R/W" line. The final plats shall also include a note stating that (1) the 1993 Subregion V Master Plan has indicated a potential need for a future interchange at MD 210 and Farmington Road, and (2) that the potential right-of-way impact is reflected on the plats.
3. A Type II tree conservation plan shall be approved prior to the issuance of any permits.
4. Development of this site shall be in conformance with an approved Stormwater Management Concept Plan and any subsequent revisions thereto.
5. Prior to approval of the final plat of subdivision and/or any disturbance occurring on this property, the applicant shall submit a Phase I archeological investigation and if determined to be needed by Planning Department staff, a Phase II and Phase III investigation. If necessary, the final plat shall provide for the avoidance and preservation of the resources in place or shall include plat notes to provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archaeologist and must follow *The Standards and Guidelines for Archeological Investigations in Maryland* (Schaffer and Cole: 1994) and must be presented in a report following the same guidelines.
6. 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, for lots under one-acre (Lots 1-5 and 8-14).
7. 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 Farmington Road, designated as 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 and Transportation declines the signage, this condition shall be void.
8. The applicant, his heirs, successors and/or assignees shall provide minimum four-foot wide asphalt shoulders to safely accommodate bicycle traffic along the subject site's entire road frontage of Farmington Road, per the concurrence of DPW&T.
9. The preliminary plans and TCPs shall be revised to show the unmitigated 65 and 70 dBA Ldn noise contours. Prior to signature approval of the Type II Tree Conservation Plan, a Phase II Noise Study shall be submitted. The noise study shall show the mitigated 65 dBA Ldn noise contours at ground level and at the second-story level. The TCPII shall show the location of the noise wall to be solely on Parcel A, and it shall show all associated grading. If a variance is required for the placement of the noise wall, it shall be obtained prior to approval of the Type II Tree Conservation Plan.
10. Prior to signature approval of the preliminary plan, the TCPI and the preliminary plan shall be revised to show and label the 40-foot-wide scenic easement along Farmington Road. The Type II Tree Conservation Plan shall show the landscaping to be provided in the scenic easement. This area shall not be counted toward meeting the Woodland Conservation Ordinance requirements so that it can be properly maintained by the individual homeowners.

11. The 40-foot-wide landscape buffer adjacent to Farmington Road shall be shown on the final plats as a scenic easement and the following note shall be placed on the plats:

“Scenic easements described on this plat are areas where the installation of structures 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 and the maintenance of the required landscaping is permitted.”
12. Prior to signature approval of the preliminary plan, the Type I Tree Conservation Plan shall be revised to:
 - a. Clearly show the 40-foot-wide landscape buffer adjacent to the 10-foot public utility easement along Farmington Road.
 - b. Show the unmitigated 65 and 70 dBA Ldn ground level noise contours, and the unmitigated 65 dBA Ldn upper level noise contour.
 - c. Show any proposed noise wall or berm and provide the limit-of-disturbance for construction.
 - d. Eliminate all areas less than 35 feet in width from contributing to woodland conservation.
 - e. Show house pads a minimum of 3,000 square feet in size and provide 40-foot cleared areas in the rear yards of all lots or eliminate the lots.
 - f. Revise the worksheet as needed.
 - g. Remove the soil boundaries.
 - h. Have the revised plan signed and dated by the qualified professional who prepared the plan.
13. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the wetlands and wetland buffer and be reviewed by the Environmental Planning Section prior to final plat approval. 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.”
14. Prior to signature approval of the preliminary plan, a copy of the Stormwater Management Concept Approval letter and plan shall be submitted. If the plan shows any conflicts with the proposed development, the preliminary plan may be required to be revised to accommodate adequate stormwater management facilities.
15. The applicant shall place a note on the final plat assuring a single curb cut for Lots 12 and 13.