



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

Comprehensive Design Plan CDP-9403-H1

Hampton Subdivision Lot 40, Block H (Davis Sunroom)

REQUEST	STAFF RECOMMENDATION
Proposed sunroom addition to the rear of an existing single-family detached dwelling.	APPROVAL

Location: On the east side of Grayhawk Court, approximately 305 feet east of Poppy Hill Court.



Gross Acreage:	0.22
Zone:	R-S
Dwelling Units:	1
Gross Floor Area:	N/A
Planning Area:	85A
Council District:	09
Election District:	11
Municipality:	N/A
200-Scale Base Map:	217SE07

Applicant/Address:
 Michelle Clancy
 P.O. Box 310
 Perry Hall, MD 21128

Staff Reviewer: Adam Bossi
Phone Number: 301-780-8116
Email: Adam.Bossi@ppd.mncppc.org

Planning Board Date:	11/21/19
Planning Board Action Limit:	12/19/19
Staff Report Date:	11/05/19
Date Accepted:	10/10/19
Informational Mailing:	09/28/19
Acceptance Mailing:	10/28/19
Sign Posting Deadline:	10/22/19

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Homeowner's Minor Amendment to a Comprehensive Design Plan CDP-9403-H1
Hampton Subdivision Lot 40, Bock H (Davis Sunroom)

EVALUATION CRITERIA

- a. The requirements of the following sections of the Prince George's County Zoning Ordinance:
 - (1) Section 27-515 regarding uses permitted in the R-S (Residential Suburban Development) Zone;
 - (2) Section 27-513 regarding regulations in the R-S Zone;
 - (3) Section 27-521 regarding required findings for approval of comprehensive design plan applications; and
 - (4) Section 27-524 regarding amendments to approved comprehensive design plan applications.
- b. The requirements of Zoning Map Amendment (Basic Plan) A-9853-C;
- c. The requirements of Comprehensive Design Plan CDP-9403;
- d. The requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance;
- e. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design Section recommends the following findings:

- 1. **Request:** The subject homeowner's minor amendment to a comprehensive design plan (CDP) is a request to construct a 14-foot by 15-foot sunroom addition to the rear of an existing single-family detached dwelling within the rear yard setback.

2. Development Data Summary:

	EXISTING
Zone	R-S
Use	Residential
Lot size	9,742 square feet
Lot	1
Number of Dwelling Units	1

- 3. Location:** The subject property is located at 8211 Grayhawk Court, on the eastern end of the Grayhawk Court cul-de-sac, approximately 300 feet east of its intersection with Poppy Hill Court. The property is also located in Planning Area 85A and Council District 9.
- 4. Surrounding Uses:** The subject property is bounded to the north and south by similar single-family detached homes, to the west by the Grayhawk Court cul-de-sac, and to the east by open space and a stormwater pond, all within the Residential Suburban Development (R-S) Zone.
- 5. Previous Approvals:** The subject site is part of a large subdivision known as the Hampton Property. The site and surrounding area were rezoned under Basic Plan A-9853-C, which was approved on September 5, 1991 by the Prince George’s County Planning Board, and on May 29, 1992 by the District Council. A-9853-C rezoned approximately 189 acres in total from the Residential-Agricultural Zone (117 acres) and Rural Residential Zone (72 acres) to the R-S Zone. CDP-9403 (PGCPB Resolution No. 94-345) was approved by the Planning Board on November 3, 1994 and included 28 conditions to guide further design development. Preliminary Plan of Subdivision 4-99048 was approved with 22 conditions on November 18, 1999. Specific Design Plan, SDP-9910 was approved with conditions by the Planning Board on March 28, 2000 for the development of site infrastructure. A series of nine additional revisions to the SDP were approved for architectural designs, an overall development phasing plan, and for detailed development of the various phases of project implementation.
- 6. Design Features:** The subject application includes a proposal for a 14-foot by 15-foot glass and aluminum sunroom on a concrete slab base attached to the rear of the existing single-family detached home, within the rear yard setback. Additionally, an existing patio, pergola, and detached shed are also located within the rear yard setback and were never permitted. The patio and pergola, which are to be validated with this application, are located directly adjacent to the rear of the single-family house, whereas the shed is located near the rear property line. The sunroom is proposed to be attached to the northeastern corner of the house and extend into the 20-foot rear yard setback by approximately 5.5 feet, or 14.5 feet from the rear property line. This homeowner minor amendment to the CDP will validate all of the improvements.

COMPLIANCE WITH EVALUATION CRITERIA

- 7. Prince George’s County Zoning Ordinance:** The project is in compliance with Section 27-515 of the Zoning Ordinance regarding uses permitted in the R-S Zone. A single-family detached dwelling is a permitted use in the R-S Zone. The project is also in

compliance with the requirements of Section 27-513 of the Zoning Ordinance, which includes regulations applicable to the R-S Zone. The project also conforms to the requirements of Section 27-521 of the Zoning Ordinance, regarding required findings for CDP applications and Section 27-524 of the Zoning Ordinance, regarding amendments to approved CDP applications. See Findings 12 and 13 below for a more detailed discussion of this conformance.

8. **Zoning Map Amendment (Basic Plan) A-9853-C:** The project is in compliance with the requirements of Basic Plan A-9853-C. The homeowner amendment does not alter findings of conformance with the basic plan that were made at the time of approval of the CDP.
9. **Comprehensive Design Plan CDP-9403:** The project is in compliance with the requirements of CDP-9403, except regarding the required rear yard setback. Whereas, the CDP stipulates a 20-foot minimum rear yard setback, the proposed sunroom would sit approximately 14 feet from the rear property line. It is noted that the proposal conforms to other lot standards established with the CDP, which specified that the setback does not apply to detached accessory structures, walks, patios, or decks.
10. **Prince George's County Woodland Conservation and Tree Preservation Ordinance:** The subject lot does not contain any woodland conservation; the addition of the proposed sunroom would not alter the previous findings of conformance with the Woodland Conservation and Tree Preservation Ordinance that were made at the time of approval of the CDP.
11. **Referral Comments:** The application was referred to the concerned agencies and divisions. Referral comments are summarized, as follows:
 - a. **Permit Review Section**—In a memorandum dated October 22, 2019 (Glascoe to Bossi), the Permit Review Section suggested that plans provided be more legible and detailed.
 - b. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated November 5, 2019 (Giles to Bossi), DPIE noted no objection to this CDP. Conformance with the County grading ordinance will be reviewed at the time of building permit.
12. Prior to approving a CDP, the Planning Board must make the required findings found in Section 27-521(a) of the Zoning Ordinance:
 - (1) **The plan is in conformance with the Basic Plan approved by application per Section 27-195; or when the property was placed in a Comprehensive Design Zone through a Sectional Map Amendment per Section 27-223, was approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The CDP was previously found to be in conformance with the Basic Plan (A-9853-C), as incorporated into Zoning Ordinance No. 19-1992. The proposed sunroom does not affect that finding.

- (2) The proposed plan would result in a development with a better environment than could be achieved under other regulations;**
- (3) Approval is warranted by the way in which the Comprehensive Design Plan includes design elements, facilities, and amenities, and satisfies the needs of the residents, employees, or guests of the project;**
- (4) The proposed development will be compatible with existing land use, zoning, and facilities in the immediate surroundings;**
- (5) Land uses and facilities covered by the Comprehensive Design Plan will be compatible with each other in relation to:**
 - (A) Amounts of building coverage and open space;**
 - (B) Building setbacks from streets and abutting land uses; and**
 - (C) Circulation access points**
- (6) Each staged unit of the development (as well as the total development) can exist as a unit capable of sustaining an environment of continuing quality and stability;**
- (7) The staging of development will not be an unreasonable burden on available public facilities;**

Conformance with these requirements was found at the time of approval of the original CDP, and the proposed sunroom and existing patio, pergola, and shed do not change those findings.

- (8) Where a Comprehensive Design Plan proposal includes an adaptive use of a Historic Site, the Planning Board shall find that:**
 - (A) The proposed adaptive use will not adversely affect distinguishing exterior architectural features or important historic landscape features in the established environmental setting;**
 - (B) Parking lot layout, materials, and landscaping are designed to preserve the integrity and character of the Historic Site;**
 - (C) The design, materials, height, proportion, and scale of a proposed enlargement or extension of a Historic Site, or of a new structure within the environmental setting, are in keeping with the character of the Historic Site;**

The homeowner amendment request does not propose an adaptive reuse of a historic site. This finding is not applicable.

- (9) The Plan incorporates the applicable design guidelines set forth in Section 27-274 of Part 3, Division 9, of this Subtitle, and except as provided in Section 27-521(a)(11), where townhouses are proposed in the Plan, with the exception of the V-L and V-M Zones, the requirements set forth in Section 27-433(d);**

Conformance with this requirement was found at the time of approval of the original CDP, and the proposed sunroom and existing patio, pergola, and shed do not change that finding.

- (10) The Plan is in conformance with an approved Type 1 Tree Conservation Plan;**

Conformance with this requirement was found at the time of approval of the original CDP, and the proposed sunroom and existing patio, pergola, and shed do not change that finding.

- (11) The Plan demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

There are no regulated environmental features on the subject lot.

- (12) Notwithstanding Section 27-521(a)(9), property placed in a Comprehensive Design Zone pursuant to Section 27-226(f)(4), shall follow the guidelines set forth in Section 27-480(g)(1) and (2); and**

Conformance with this requirement was found at the time of approval of the original CDP, and the proposed sunroom and existing patio, pergola, and shed do not change that finding.

- (13) For a Regional Urban Community, the plan conforms to the requirements stated in the definition of the use and satisfies the requirements for the use in Section 27-508(a)(1) and Section 27-508(a)(2) of this Code.**

The subject lot is not part of a regional urban community.

13. Section 27-524(b)(3) of the Zoning Ordinance sets forth the criteria for granting minor amendments to approved CDPs for the purpose of making home improvements requested by a homeowner (or authorized representative) and approved by the Planning Director (or designee), in accordance with specified procedures, as follows:

- (A) The Planning Board shall conduct a public hearing on the requested amendments.**
- (B) Findings. The Planning Board may grant the minor amendment if it finds that the requested modifications will not substantially impair the intent, purpose, or integrity of the approved Comprehensive Design Plan.**
- (C) The Planning Board shall approve, approve with modification, or disapprove the requested amendments, and shall state its reasons for the action. The**

Planning Board's decision (resolution) on the minor amendment shall be sent to all persons of record in the hearing before the Planning Board and to the District Council.

The subject CDP application is being reviewed by the Planning Board in conformance with criterion (A) above. The Planning Board is required to make a decision on the CDP application in conformance with criterion (C) above. In regard to criterion (B), staff believes that the proposed sunroom and existing patio, pergola, and shed will not substantially impair the intent, purpose, or integrity of the approved CDP. The modification of the rear yard setback from 20 feet to 14 feet for the proposed sunroom will not be detrimental to the community, nor will it negatively impact the visual characteristics of the neighborhood, because the proposed sunroom and existing patio, pergola, and shed are located to the rear of the existing single-family home, which serves to visually screen these features from the nearest roadway. The lot location at the end of a cul-de-sac, abutting a stormwater management pond, allows the proposed rear yard improvements to have minimal impact on the abutting homes to the north and south, affording privacy to the occupants of both the subject property and the adjacent homeowners.

RECOMMENDATION

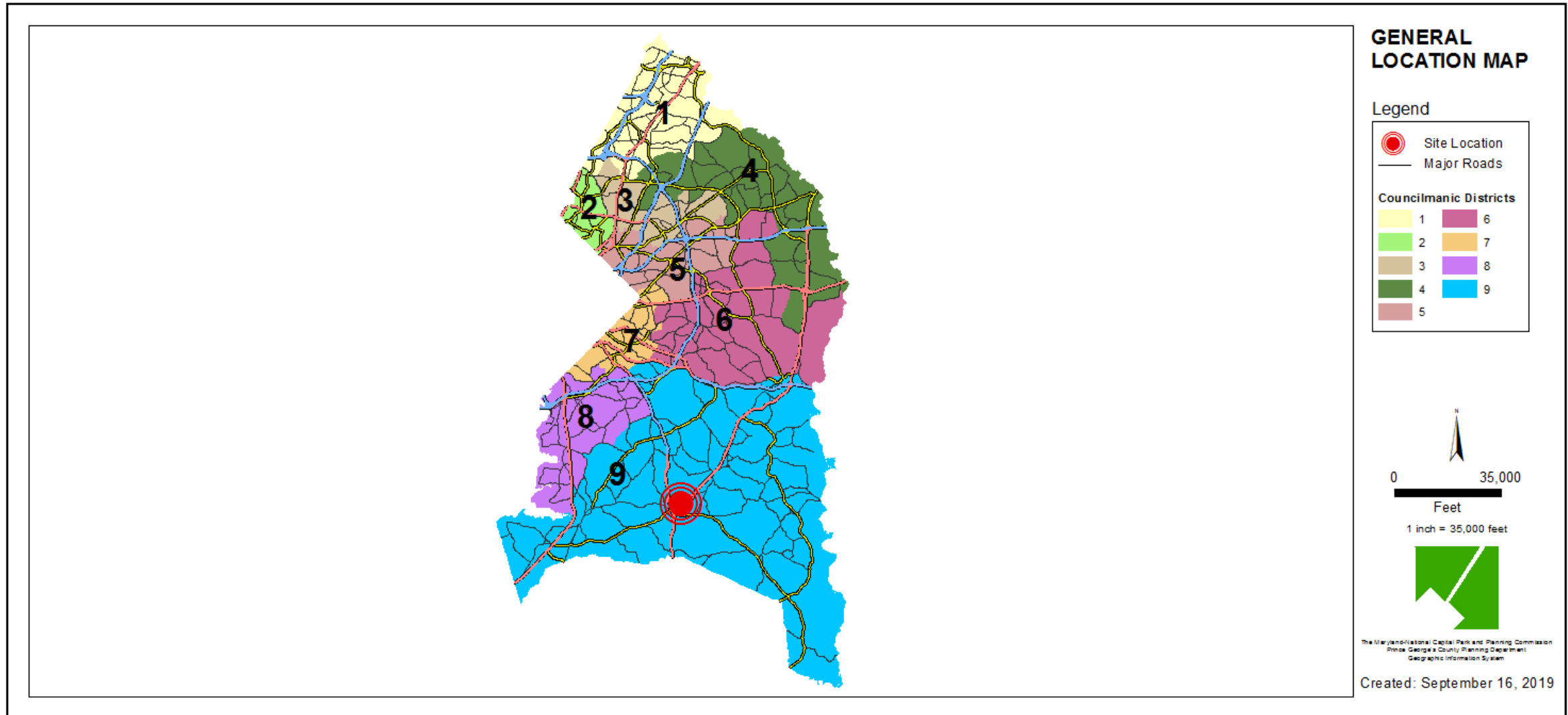
Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Homeowner's Minor Amendment to a Comprehensive Design Plan CDP-9403-H1 for Hampton Subdivision Lot 40, Block H (Davis Sunroom).

ITEM: 5

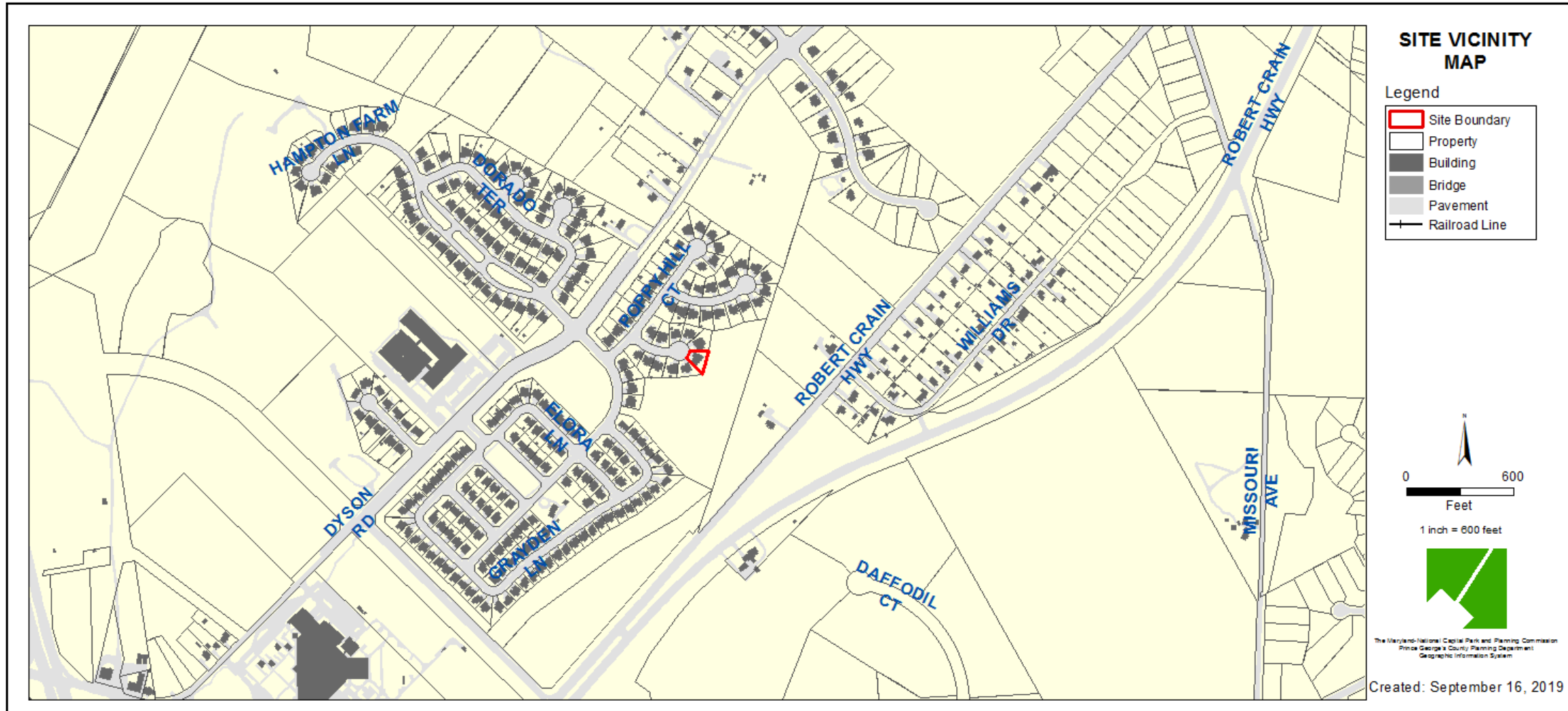
CASE: CDP-9403-H1

**HAMPTON SUBDIVISION
LOT 40, BLOCK H (DAVIS SUNROOM)**

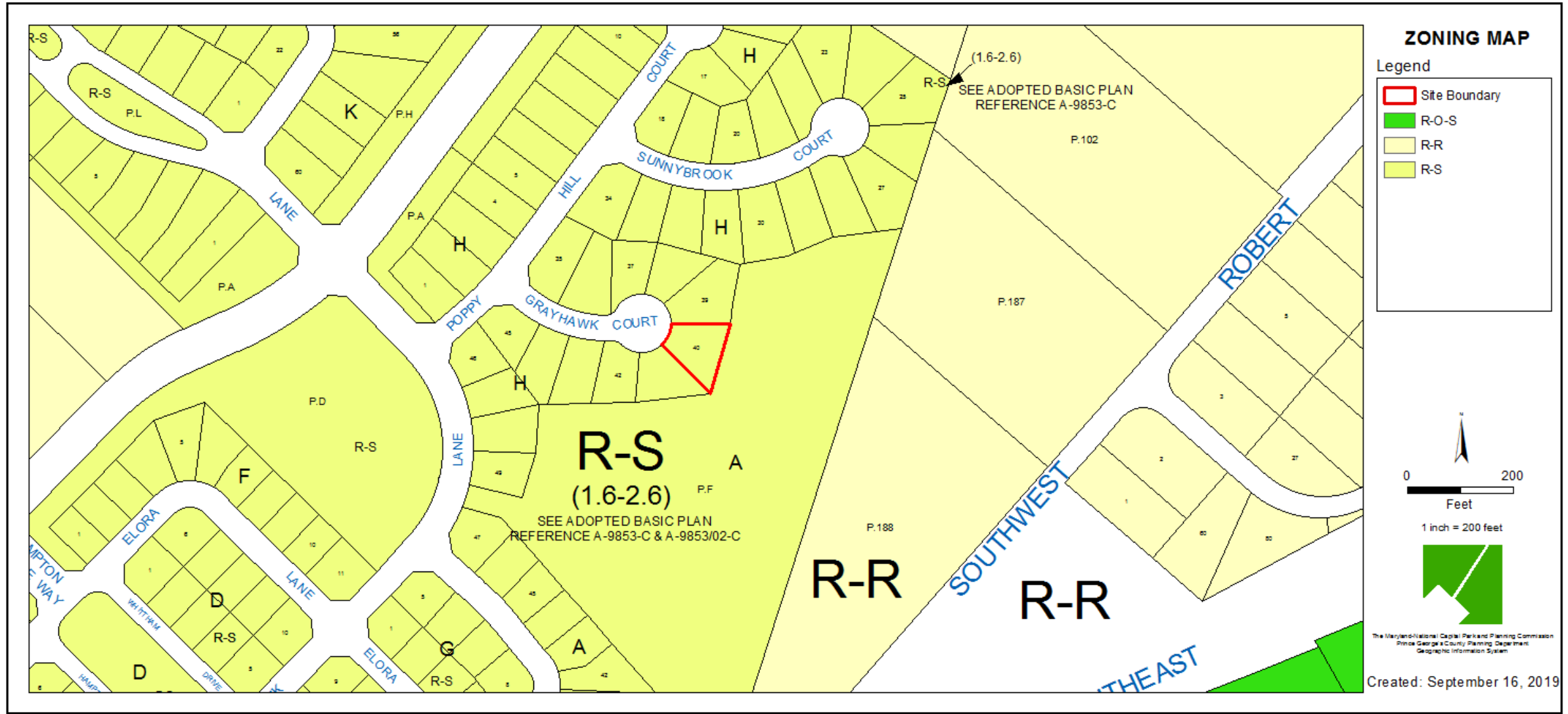
GENERAL LOCATION MAP



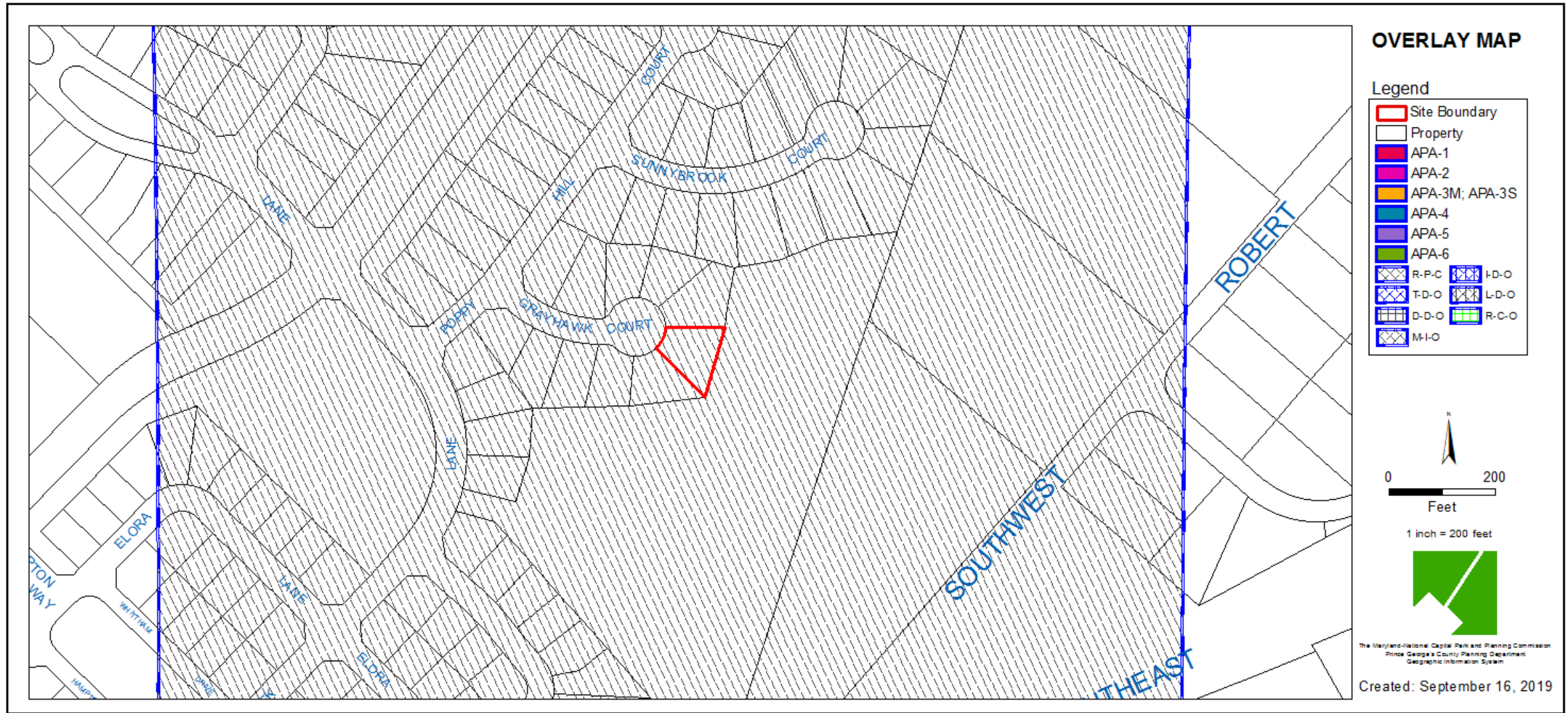
SITE VICINITY



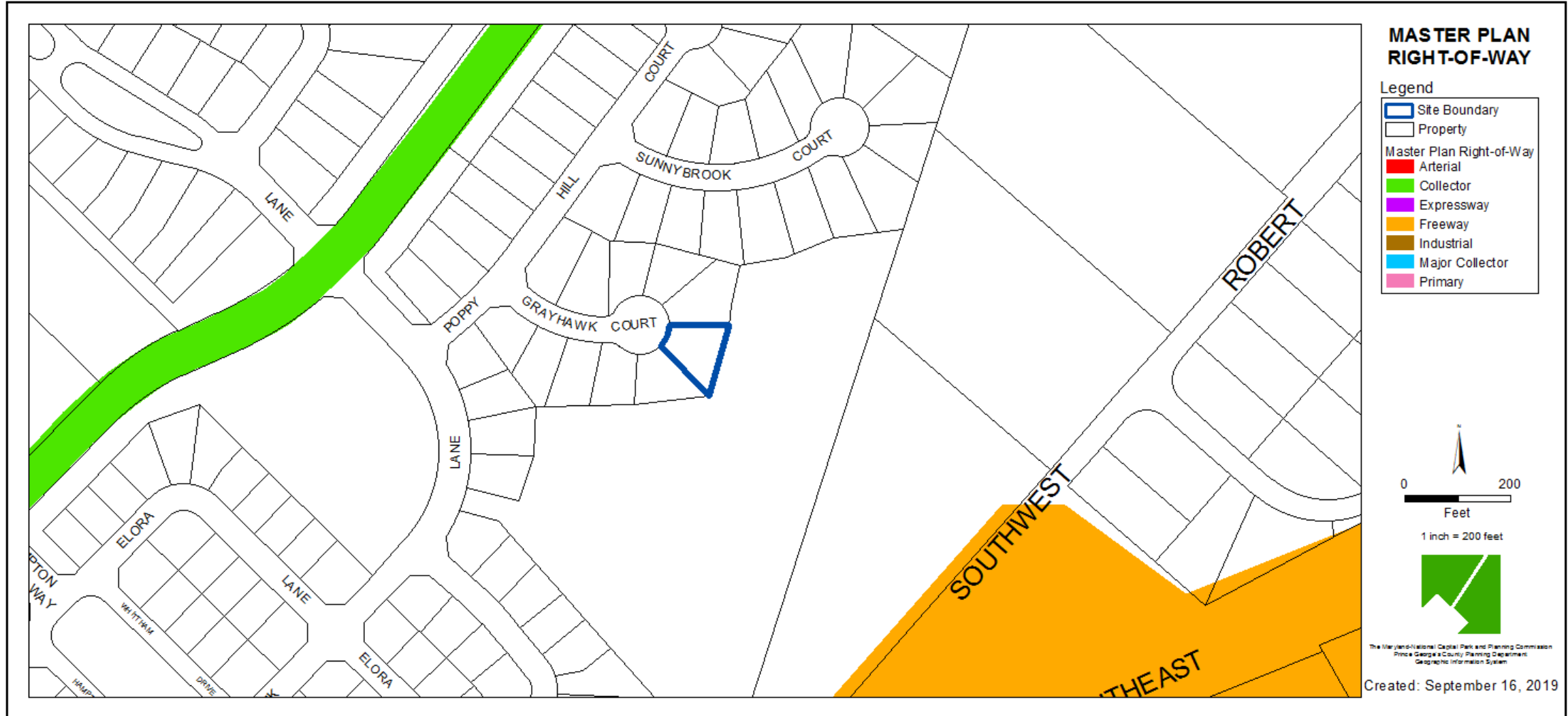
ZONING MAP



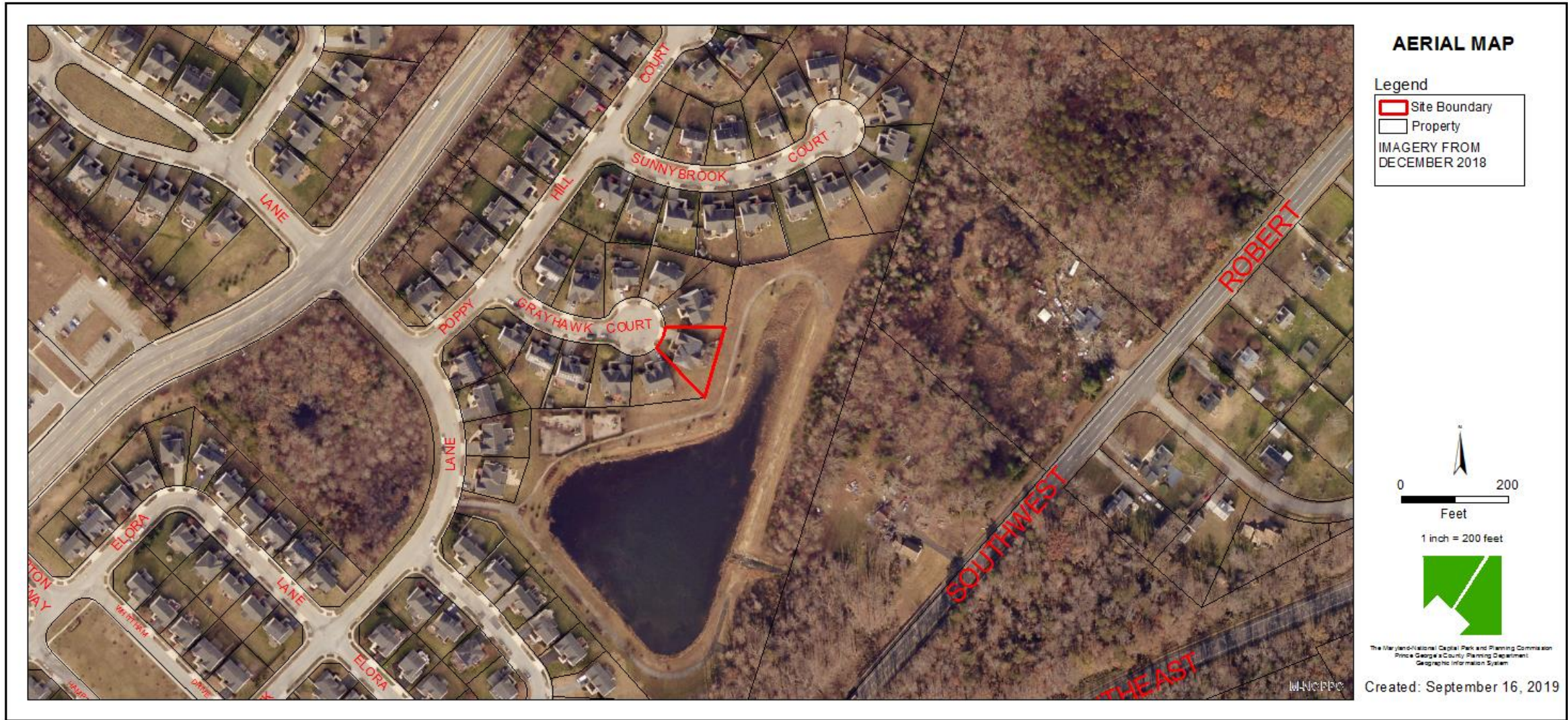
OVERLAY MAP



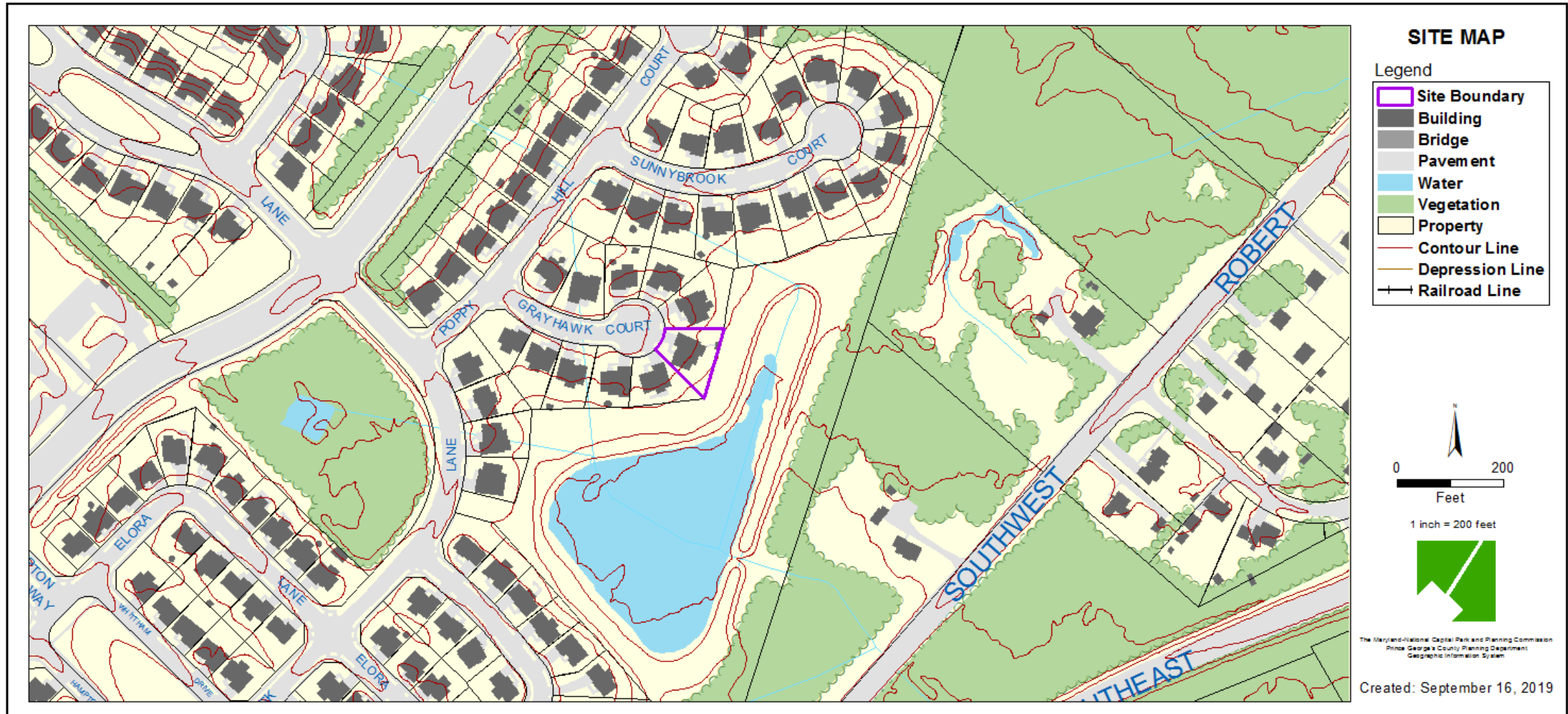
MASTER PLAN RIGHT-OF-WAY MAP



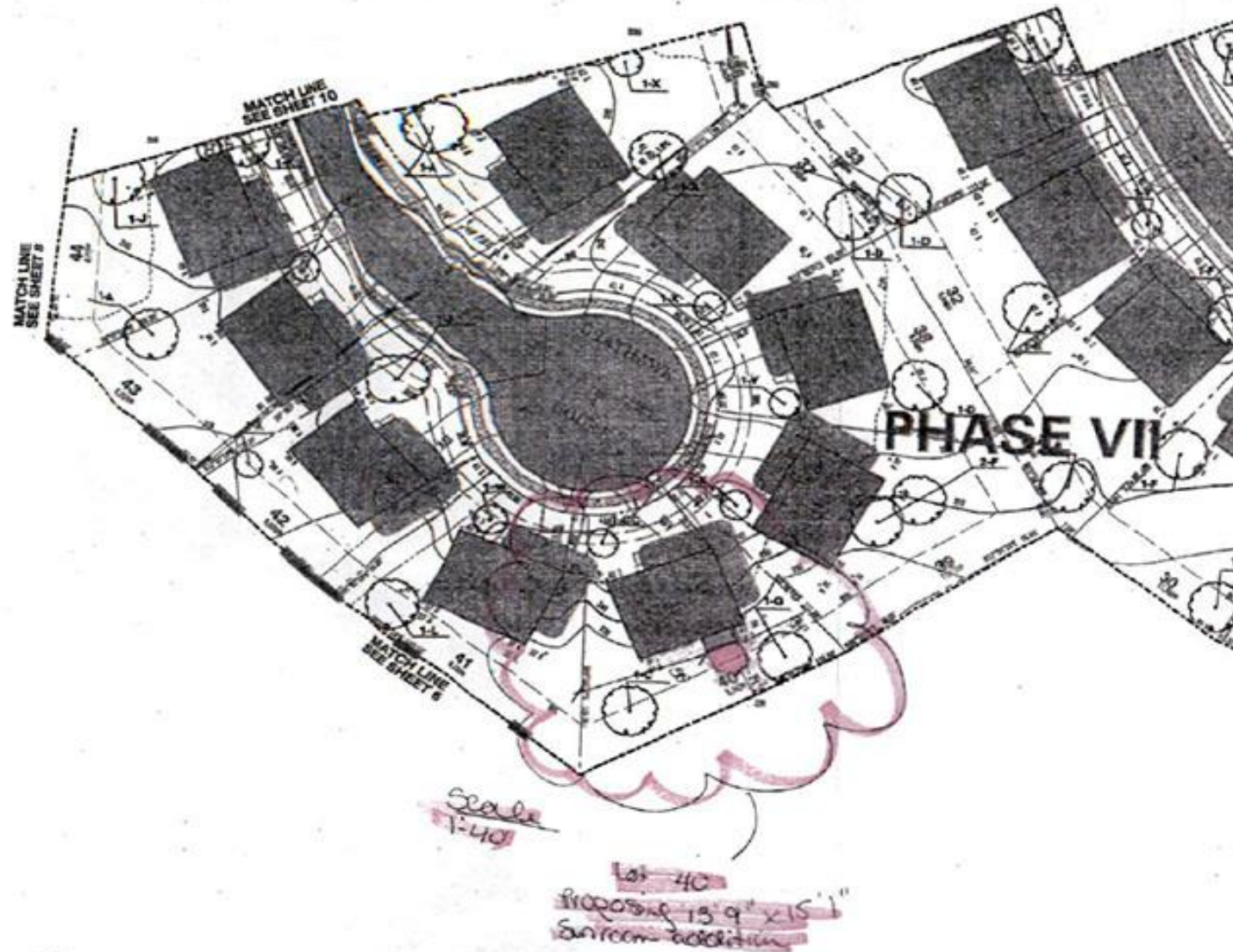
AERIAL MAP



SITE MAP



SITE PLAN



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



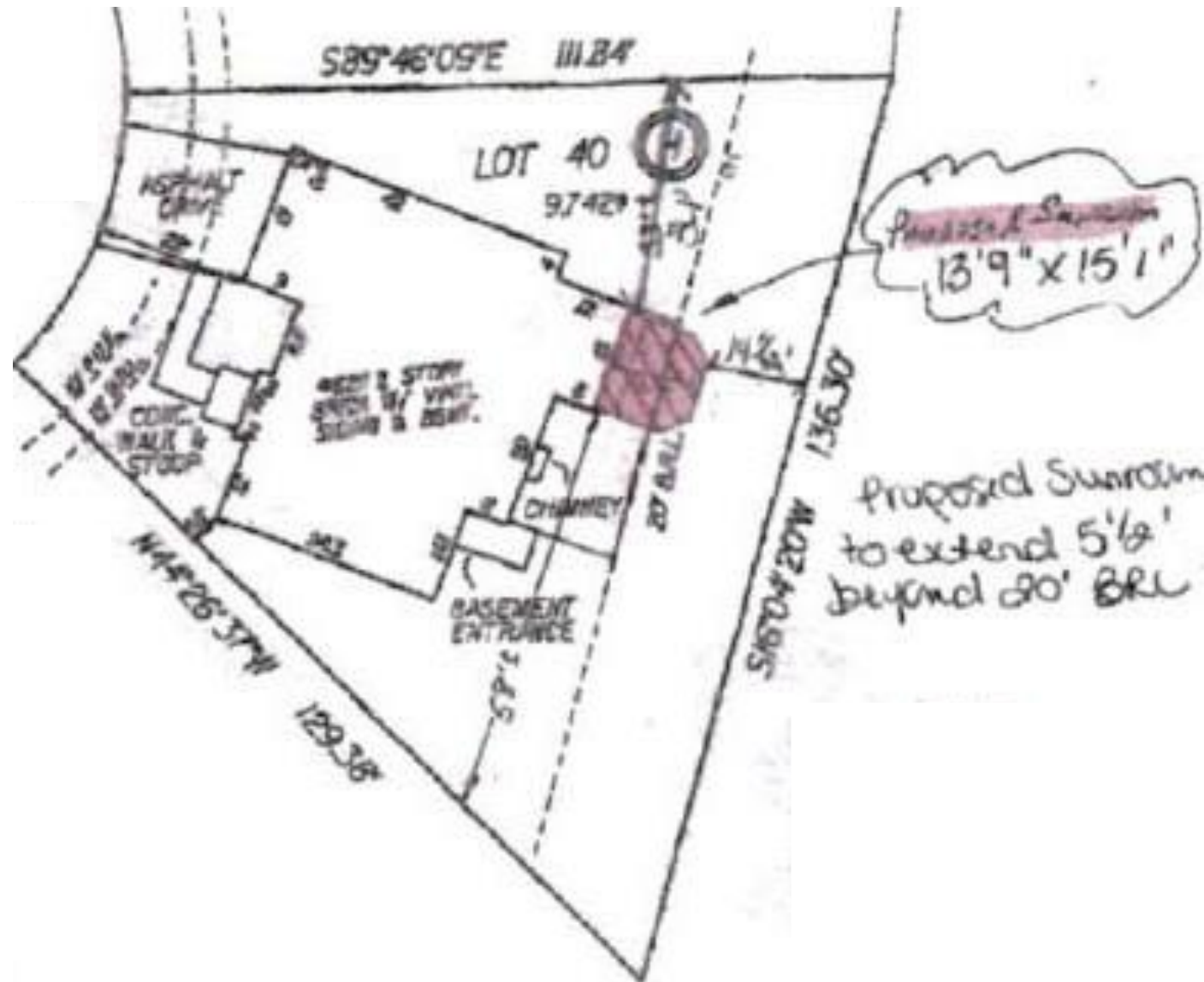
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED - VIEW WEST



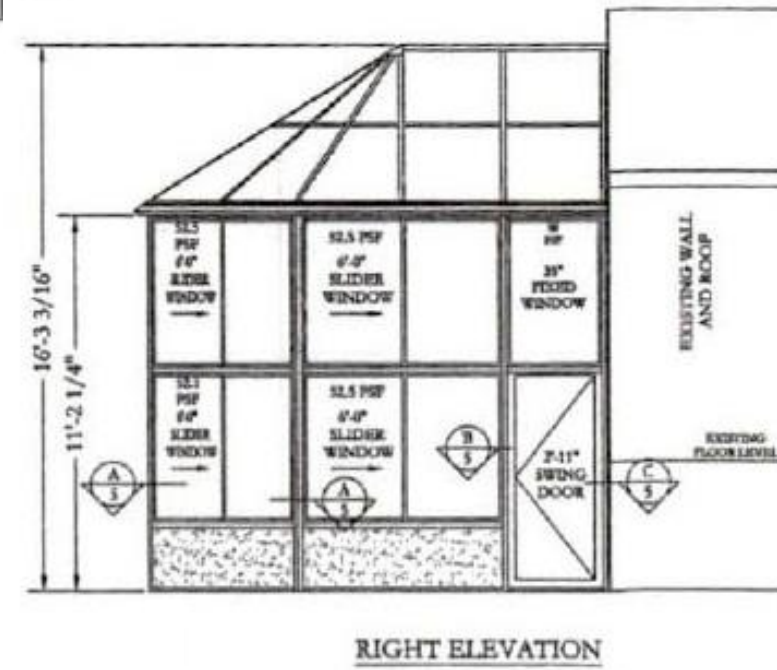
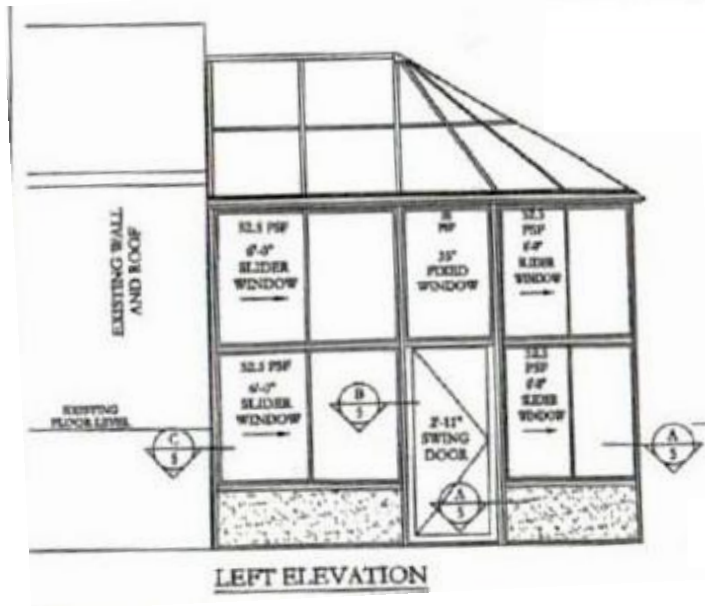
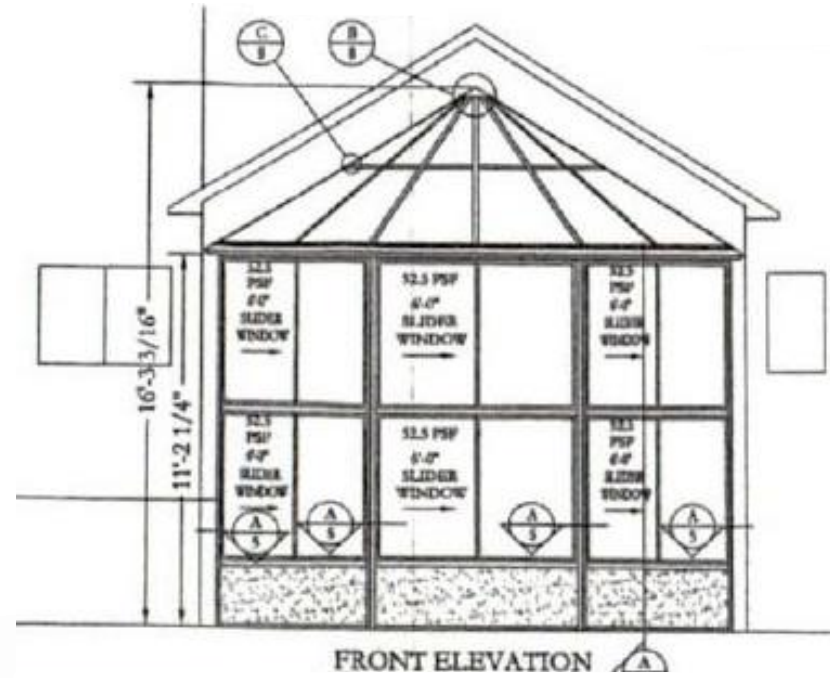
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED - VIEW NORTH



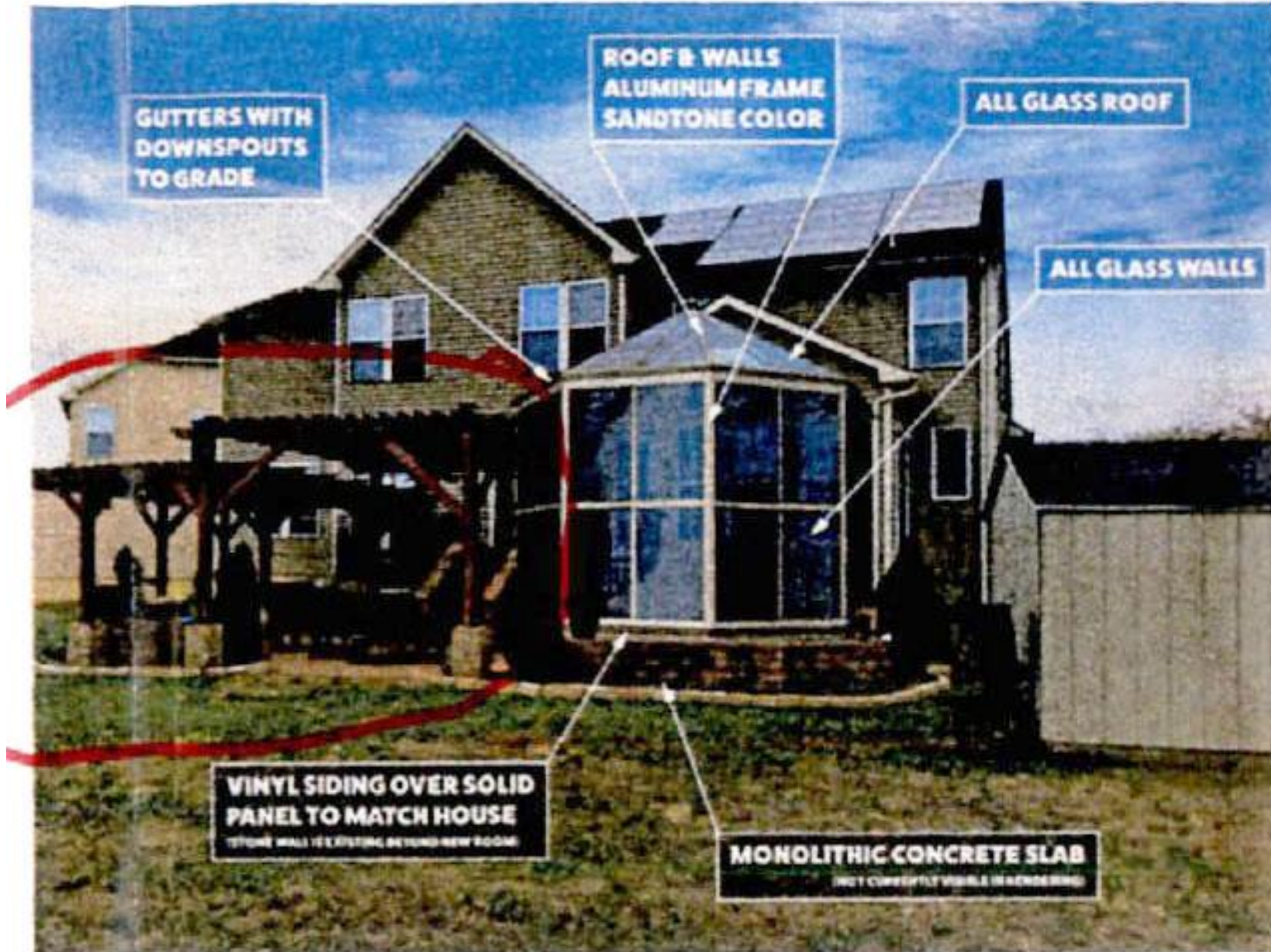
LOCATION OF PROPOSED SUNROOM



ELEVATIONS



EXAMPLE OF PROPOSED SUNROOM



Statement of Justification

Case Name, Application (Case) Number:

Hampton Property (Davis Sunroom Addition) SDP-9910-H1 (HMA) Lot 40H

Description of proposed use/request:

Construction of 13'-9" x 15'-1" sunroom addition on the rear of an existing single family dwelling.

8211
~~Grayhawk~~
Grayhawk
Ct.

Description and location of the subject property:

The subject property is located on the east side of Grayhawk Court, approximately 250 feet east of Poppy Hill Court, block H, parcel 0000, lot 40. The subject address is 8211 Grayhawk Court, Brandywine MD 20613. Also found in section 4 of the Hampton subdivision. The zoning of this property is RS.

Description of each required finding:

No code section to reference since this property is governed by an SDP. The specific guidelines attributed to this SDP is the precipice for the required homeowner minor amendment. Because the setback here is due to the SDP guidelines and going past that setback is the only request, there is no variation to the standard zoning code.

Variance Request and required findings for each request:

The request is for a very modest in size sunroom addition to be added onto the rear of the single family dwelling. The subject property backs to open space and then a water feature. There are no other residences in over 500 feet away. The proposed location of the addition on the house is being planned in the only location where there is an existing door on the main level. While moving the addition to another location on the house would require extensive construction and alteration of the first floor, there is actually no other location on the rear of the house that would *not* require a variance. The existing house only has 7' at the close point to the building restriction line.

The proposed sunroom is for desperately needed space needed for our growing family. As you see, we have proposed this to be modest in size. We have also decided to angle the front walls as to minimize the impact of distance past the BRL. We have attempted to keep this request to the absolute minimum necessary.

Summary/conclusion of request:

This request is for a minor sunroom addition totaling less than 210 square feet. The proposed addition will go 5.5' beyond the building restriction line. There will still be more than 14' to the property line and another 500 feet beyond the property line. This addition is not in any way in conflict of the master plan and clearly meets the intent of the minimum required.

October 22, 2019

MEMORANDUM

TO: Adam Bossi, Urban Design Division

FROM: Joanna Glascoe, Permit Review Section *mt for JB.*

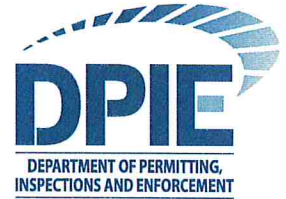
SUBJECT: Referral Comments for CDP-9403-H1, Hampton property (Davis Sunroom)

1. The plans that was submit need to be more legible there is a site plan which can be obtain in Dam's SDP-9910/08 pages 11 of 23SDP and 8 of 23SDP.
2. Also provide exhibit of the purposed Deck which need to include Setback and Distance of dwelling to each property line and Bearings and distances that match record plat.



Angela D. Alsbrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

November 5, 2019

TO: Adam Bossi, Urban Design
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director
Site/Road Plan Review Division, DPIE *by 11-5-19*

RE: Hampton Subdivision (Davis Sunroom)
Comprehensive Design Plan No. CDP-9403-H1, Lot 40H

CR: 8211 Grayhawk Court

In response to the Comprehensive Design Plan No. CDP-9403- H1, Lot 40H, referral requesting variance to the building set back of 14 feet. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

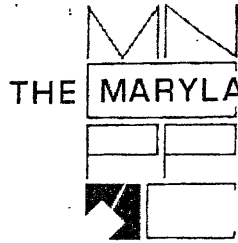
- The property is zoned R-S, located on the east side of Grayhawk Court, approximately 305 feet east of Poppy Hill Court.
- This request is for a 210 square foot sunroom addition at the rear of this house, that will extend 5.5 feet within the building restriction line.
- This addition is not impacting existing stormwater management devices; it will be reviewed for compliance with the County's grading ordinance at the time of building permit.
- DPIE has no objection to CDP-9403.

If you have any questions or require additional information, please contact Mr. Nanji Formukong, District Engineer for the area, at 301.636.2060.

MG:NF:csw

cc: Nanji Formukong, District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Clancy, Michele P.O. Box 310 Perry Hall, Maryland 21128

9400 Peppercorn Place, Suite 230, Largo, Maryland 20774
Phone: 301.636.2060 ♦ <http://dpi.e.mypgc.us> ♦ FAX: 301.925.8510



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TDD: (301) 952-3796

PGCPB No. 94-345

File No. CDP-9403

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Comprehensive Design Plans pursuant to Part 8, Division 4 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on November 3, 1994, regarding Comprehensive Design Plan CDP-9403 for Hampton Property, the Planning Board finds:

1. On May 22, 1992, the County Council, sitting as the District Council for the part of the Maryland-Washington Regional District in Prince George's County, adopted Z.O.-19-92 (Application No. A-9853-C) and amended the Zoning Map by rezoning the subject property consisting of 189.32 acres from the R-R and R-A Zones to the R-S (1.6-2.6) Zone. The rezoning was approved with 32 conditions and 3 considerations.
2. The Hampton Property is located in Planning Area 85A on the east and west sides of Dyson Road, a master planned collector, and approximately 500 feet north of its intersection with Brandywine Road (MD 381). The property is also bounded by US 301 to the east. The Brandywine Industrial Spine Road, A-63 on the Subregion V Master Plan, bisects the southern portion of the site with proposed interchanges at US 301 and MD 5, off-site. The site includes an historic house, Gwynn Park, in the middle of an agricultural field on the east side of Dyson Road. The property surrounds the existing Gwynn Park Middle School on the west side of Dyson Road and abuts the Gwynn Park Senior High School to the south. The Hampton Property is included in the new Subregion V Master Plan approved by the District Council on September 14, 1993.
3. The following table lists the land use quantities approved by the Basic Plan:

Zone	R-S
Gross Tract Area	189.32 acres
Area Within 100-Year Floodplain	9.75 acres
Net Area (Gross Area less 50% of floodplain)	184.46 acres
Base Density (1.6 du x 184.46)	295 DUs
Approved Basic Plan Density (max.)	450 DUs

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4. The following table summarizes the proposed land uses for all the parcels in Hampton as proposed by CDP-9403:

<u>PARCEL</u>	<u>DENSITY</u>	<u>MINIMUM LOT SIZE</u>
<u>Stage 1</u>		
A	175 DUs approx. 20-30 SFD (min. of 20 SFD)	6,000 SF min.* 8,000 SF of greater
	145 SFA approx.	1,200 SF
B	60 SFD approx.	8,000 SF
G	42 SFA approx.	1,200 SF
* Mix of 6,000 SF and 8,000 SF lots with an emphasis on 8,000 SF lots fronting the historic house.		
<u>Stage 2</u>		
C & D	90 SFD approx.	8,000 SF
F	102 SFA approx.	1,200 SF
<u>Stage 3</u>		
H	Park and Ride Facility or Public/Quasi-public use	
I	Park and Ride Facility or Public/Quasi-public use or Open Space	

5. PUBLIC BENEFIT FEATURES

The following is a discussion of the Public Benefit Features proposed by the applicant in order to achieve a density increment of 52.5 percent over the base density. There are two possible scenarios which will enable the applicant to achieve the 52.5 percent density increment. In Scenario 1, the State Highway Administration would utilize Parcels H and/or I for a park and ride facility and density credit would be given to the applicant for a Public Facility. In Scenario 2, in case the SHA or DPW&T is not interested in Parcels H and/or I, a maximum of five acres from H & I could be used for a public/quasi-public use and the balance of the parcels would be converted to Open Space.

Open Space

For open space at a ratio of at least 3.5 acres per dwelling unit (with a minimum size of one acre), an increment factor may be granted not to exceed 25 percent in dwelling units.

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In scenario 1, the Urban Design staff recommends that an increment factor of 10 percent be granted for the provision of open space. At a proposed maximum of 450 units, 3.5 acres of open space per 100 units would result in a requirement of a minimum of 14 acres of open space. Although there is an abundance of open space throughout the development, most of the open space is either inaccessible or contained in 100-year floodplain, wetlands and areas of steep topography. These areas cannot be counted towards the public benefit features, as they would remain open areas under standard Euclidean zoning. However, vernal pool drainage areas are being retained not because it is legally required to do so under State regulations but because these areas are being used for density bonuses. Only those areas over and above what would be required in a standard or Euclidean zone may count as a benefit feature. In scenario 2, the Urban Design staff recommends that an increment factor of 15.5 percent be granted for the provision of open space. In this scenario, 2.7 acres of additional open space would be provided in Parcel I if it is determined that a park and ride facility is not desirable. A quasi-public use would be provided on Parcel H and part of Parcel I. Density credit would not be given for the quasi-public use since the applicant would be able to sell the land for a profit. The following is a parcel-by-parcel breakdown of open space that can be used for density credit:

<u>Parcel</u>	<u>Acres</u>	<u>Comments</u>
Parcel A	7.5 acres	Includes 1.5 ac. in irreplaceable natural feature (vernal pool area), 5.0 acre lot for preservation of historic site, and a one acre village green
Parcel B	0.0 acres	
Parcel C	0.0 acres	
Parcel D	0.0 acres	
Parcel E	6.0 acres	Area of previous development to be used for tree conservation purposes
Parcel F	1.0 acre	
Parcel G	1.0 acre	Vernal pools
Parcel H	0.0 acres	
Parcel I	0.0 acres	2.7 acres additional under scenario 2
Parcel J	2.5 acres	To be used for tree conservation purposes (shown as developed area on Basic Plan)

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Total 18.0 acres
 under Scenario 1

 20.7 acres
 under Scenario 2

ENHANCEMENT OF EXISTING PHYSICAL FEATURES

For enhancement of existing physical features, an increment factor may be granted not to exceed 2.5 percent in dwelling units. The Urban Design staff recommends that an increment factor of 2 percent be granted for the provision of a nature trail, boardwalk, observation deck and sitting areas associated with the vernal pools and wetland areas. Other enhancements include cleaning of dumping areas and stabilization of eroding or exposed drainage courses.

PEDESTRIAN SYSTEMS

For pedestrian systems separated from vehicular rights-of-ways, an increment factor may be granted not to exceed 5 percent in dwelling units. The Urban Design staff recommends that an increment factor of 5 percent be granted based on the provision of a six-foot asphalt trail that connects the nature trail on Parcels F & G to Parcels C & D via the regional SWM pond embankment. Additionally, the applicant will construct a master plan eight-foot-wide hiker/biker trail outside the right-of-way of Dyson Road along the west side.

RECREATIONAL DEVELOPMENT

For recreational development of open space, an increment factor may be granted not to exceed 10 percent in dwelling units. The Urban Design staff recommends that an increment factor of 10 percent be granted for the provision of the following recreational features on homeowners open space:

Parcel A (In area of Community Building)

- (1) open play area
- (1) multiage play area
- (2) tennis courts (lighted)
- (2) picnic areas (equivalent of)
- (2) sitting areas

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Parcel F

- (1) picnic pavilion (min. 35 feet in diameter, or equivalent with
- (2) grills, (2) trash receptacles and (6) picnic tables
- (1) tot lot
- (1) preteen lot
- (2) sitting areas

Parcel G

- (1) tot lot

The following are recreational facilities that are required, but which have received density credit from other categories:

Parcel A

Community Building (converted historic house) with meeting rooms, office space, upgraded kitchen and outdoor patio area for Homeowners Association.

Parcel F

Approximately 2,600 linear feet of 6-foot-wide asphalt trail from Parcel C to nature trail.

Parcel G

Approximately 700 linear feet of nature trail with no more than eight interpretive signs that identify ecological systems, trees and/or small woodlands plants. Approximately 150 linear feet of boardwalk six feet in width maximum.

- (1) observation deck (overlooking wetland area)
- (1) sitting area

PUBLIC FACILITIES

For Public Facilities, an increment factor may be granted not to exceed 30 percent in dwelling units. The Urban Design staff recommends that a 5.5 percent density increment be granted based on the provision of land dedicated to either to the Prince George's County DPW&T or the SHA for a park and ride facility on Parcels H & I. If it is determined that this land is not desirable for a park and ride facility, five developable acres from Parcels H & I may be used for a quasi-public use and the balance closest to the major drainage course to the west shall revert to tree conservation.

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QUASI-PUBLIC USES

For creating activity centers with space for quasi-public services, an increment factor may be granted not to exceed 10 percent in dwelling units. The Urban Design staff recommends that a 10 percent density increment be granted based on the conversion of the historic house to a community building with meeting space, upgraded kitchen, bathrooms and outdoor patio area, that are all handicap accessible.

MPDUs

For providing moderately priced dwelling units, an increment factor may be granted not to exceed 10 percent in dwelling units. The Urban Design staff recommends that a 10 percent density increment be granted based on the provision of MPDUs throughout the project.

In summary, the applicant has requested approval of 52.5 percent density increment over and above the base density. The Urban Design staff supports the density increase of 52.5 percent which will allow an increase of 155 dwelling units above the base density of 295 units for a total of 450 dwelling units in the R-S Zone. The following table is a summary of the two possible scenarios for which the full density increment can be achieved:

Scenario 1 (With Park and Ride Facility)

FEATURE	MAXIMUM ALLOW-ABLE IN-CREMENT FACTOR	EARNED INCRE-MENT FACTOR	INCREASED AL-LOWED IN DWE-LLING UNITS
1. For open space land at ratio of at least 3.5 acres per 100 DU	25.0%	10.0%	29.5
2. For enhancing physical features	2.5%	2.0%	6.0
3. For pedestrian system separat-ed from vehicular rights-of-way	5.0%	5.0%	14.8
4. For recreational development of open space	10.0%	10.0%	29.5
5. For public facilities	30.0%	5.5%	16.2
6. For creating activity centers with space provided for quasi-public services	10.0%	10.0%	29.5

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7. For providing Moderately Priced Dwelling Units	10.0%	10.0%	29.5
DENSITY INCREASE EARNED:	10.0%	52.5%	155.0

Scenario 2 (Quasi-public use on Parcel H, 5.0 acre maximum. The balance of land in Parcel I reverts to open space)

FEATURE	MAXIMUM ALLOWABLE INCREMENT FACTOR	EARNED INCREMENT FACTOR	INCREASED ALLOWED IN DWELLING UNITS
1. For open space land at ratio of at least 3.5 acres per 100 DU	25.0%	15.5%	45.7
2. For enhancing physical features	2.5%	2.0%	6.0
3. For pedestrian system separated from vehicular rights-of-way	5.0%	5.0%	14.8
4. For recreational development of open space	10.0%	10.0%	29.5
5. For public facilities	30.0%	0.0%	0.0
6. For creating activity centers with space provided for quasi-public services	10.0%	10.0%	29.5
7. For providing Moderately Priced Dwelling Units	10.0%	10.0%	29.5
DENSITY INCREASE EARNED:	10.0%	52.5%	155.0

6. **Sec. 27-521. Required findings for approval.**

(a) **Prior to approving a Comprehensive Design Plan, the Planning Board shall find that:**

(1) The plan is in conformance with the approved Basic Plan;

The Basic Plan, A-9853-C, was approved by the District Council with 32 conditions and 3 considerations. In general, the Comprehensive Design Plan conforms to the Basic Plan conditions. Below are specific conditions of the Basic Plan that warrant discussion:

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3. **A minimum 50-foot buffer shall be provided around the proposed regional stormwater management facility.**

This condition has been satisfactorily addressed in the CDP.

4. **An updated Forest Stand Delineation Study shall be submitted for review and approval by the Natural Resources Division with the CDP application.**

This condition has been satisfactorily addressed in the CDP.

6. **A minimum 50-foot buffer shall be shown along the banks of all streams within the property and shall be expanded to include the 100-year floodplain, nontidal wetlands, steep slopes of 25 percent and greater, and slopes of 15 to 25 percent having soil erodibility factor of 0.35 and greater. This shall not apply to approved road crossings. Such a buffer shall be approved by the Natural Resources division prior to CDP approval.**

The applicant has proposed a revision on page 42 of the CDP text as requested by NRD, with which we are in agreement. Please note that because this area is not in the Patuxent River Watershed, but instead drains to the Piscataway and the Potomac, this buffer is not actually a "primary management area" (PMA) as it is referred to by the applicant, but is a stream buffer. We are willing to accept the applicant's use of PMA as a mutual convention for the required stream buffer, to avoid numerous revisions.

We are not in agreement with the "current policy interpretation" put forth by Greenhorne and O'Mara with regards to the stream buffer. The condition placed on this property at the time of Basic Plan is stronger than the Subdivision Ordinance condition, in that it requires (shall) the inclusion of 15 percent slopes with erodible soils in the stream buffer.

The stream buffer shown on the plan should include all areas of steep slopes, and severe slopes with erodible soils in accordance with this condition. Disturbances to this area are then treated as variation requests at the time of Preliminary Plan, and must meet the requirements of Section 24-113(a). At the time of Preliminary Plan the approved stream buffer line as adjusted by any variances that have been granted will define a conservation easement, which will be recorded on the Final Plat of Subdivision.

The development envelopes proposed should only include those areas of the stream buffer which the applicant anticipates requesting variations for at the time of Preliminary Plan. The approval of a development envelope which intrudes into the stream buffer does not necessarily imply that a variation will be granted. At

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Preliminary Plan, the applicant will have to provide sufficient justification as to why the variation is necessary, and each variation will be reviewed and considered on its merits.

7. **To protect residences along US 301 from potential noise intrusion, a noise study shall be submitted with the CDP and reviewed by the Natural Resources Division prior to CDP approval showing a typical cross-section along the noise transmission path, with appropriate noise attenuation measures, as necessary, such as building materials, screening, buffering and fencing.**

The applicant has addressed the request for a noise study and a typical cross-section along the noise transmission path. In accordance with the noise study, the applicant shows a 10-foot retaining wall along the Spine Road east of Dyson Road, and an extensive berm system with landscaping adjacent to US 301.

The recommendations included in the noise study shall be carried forward to the Specific Design Plan, at which time a final determination can be made as to the effectiveness of the mitigation measures proposed. The appearance of the wall should also be reviewed and approved by the Urban Design Review Section at the time of SDP for design compatibility.

Because US 301 is defined as a freeway, a 300-foot lot depth from the right-of-way is required by the Subdivision Regulations. The Urban Design staff has had discussions with the applicant about the possibility of reducing the 300-foot lot depth requirement from US 301 to 200 feet. The staff will support a variation of the lot depth requirement if a minimum 100-foot buffer were maintained between the right-of-way and the lots and if appropriate and attractive noise attenuation measures were provided to the satisfaction of the NRD and the Urban Design Section.

8. **An internal loop trail shall be provided within the proposed development for the purpose of providing a neighborhood circuit for running, jogging, walking and biking. Development pods, schools, recreation, and historical features shall be connected into the main trail network by feeder trails. Trails within the proposed development shall be handicapped accessible to the extent feasible.**

Included in the recreational package, an internal loop trail system has been provided which consists of a combination of six-foot asphalt trails, eight-foot hiker/biker trails, nature trails and public sidewalks. At the time of Specific Design Plan review the trail system should be reviewed to ensure that development pods, schools, recreational and historical features are adequately connected

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into the main trail network by feeder trails. All trails within the development shall be handicapped accessible to the extent feasible.

9. **At the time of CDP review, the locations of the trails, paths and sidewalks proposed shall be evaluated on their interrelationship within the entire development site with respect to pedestrian movement.**

This condition has been satisfactorily addressed.

10. **The environmental setting surrounding Gwynn Park shall be a minimum of 3.5 acres including the barns on both the north and south sides of the dwelling and the tree-shaded lawn.**

This condition has been satisfactorily addressed.

11. **In light of the desire to continue the residential use of the historic home, Gwynn Park, the applicant and/or his successors and assigns shall endeavor to keep a tenant in the historic home throughout all phases of the development project. If the current tenants leave, the applicant shall consult with the Historic Preservation Commission, as needed, to ensure that a suitable tenant is found.**

The applicant has decided to convert the historic house to a community building. The applicants' proposal has been reviewed by the Historic Preservation Commission at a meeting on October 18, 1994, and was recommended for approval. For additional information, see Finding 9.

13. **The applicant's CDP shall propose a cross-section for Dyson Road which meets the functional requirements of a collector road (if so designated in the Master Plan). The streetscape for Dyson Road shall propose ways to unify the eastern and western portions of the development through the use of treatments which may include techniques such as sidewalks, landscaping, lighting, signage, street furniture, street width or other design elements. The cross-section shall be designed in consultation with the Urban Design staff, Transportation Planning staff, and the Department of Public Works and Transportation.**

A cross-section for Dyson Road has been reviewed in consultation with the Urban Design staff, Transportation Planning staff and the Department of Public Works and Transportation. The cross-section meets the functional requirements to the satisfaction of the DPW&T while proposed landscape treatments adequately address the need to unify the eastern and western portions of the development.

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One of the concerns of the Urban Design staff at the Basic Plan stage was that the parcels are so segmented by manmade and natural features that much care must be taken in order to provide an overall comprehensive plan that provides a sense of place and is cohesive in nature. One way to provide some cohesion in the development is to provide a unified streetscape for Dyson Road as recommended by Condition 13 of the Basic Plan. Since Dyson Road is to be upgraded to a collector, there was concern that the street section be kept to a minimum while still meeting the functional requirements of a collector. This criteria has been met. However, staff feels that more could be done to satisfy the condition of the Basic Plan to provide a unified streetscape other than meeting the functional requirements and providing landscaping, which is typical for standard subdivisions. The Urban Design staff recommends that, instead of using plant materials to screen backs of lots or parking lots in front of townhouse units along Dyson Road, low 3-4 foot high freestanding brick walls should be used as a screening device rather than plant material. Brick walls are suggested in an attempt to imitate more historical development patterns which would compliment the historic house. This could be looked at as an amenity that has the overall effect of providing a unified streetscape along Dyson Road and giving the development a strong sense of place.

Dyson Road is proposed to be an urban collector with a right-of-way width of 80 feet. Because of the location of the existing Gwynn Park Middle School, it was determined that every effort should be made to keep the width of the street to a minimum for safety reasons. The DPW&T has determined that traffic counts do not warrant turn lanes and that the street section would be a maximum of four lanes. It was also decided that the eight-foot master planned hiker/biker trail should be outside the right-of-way to further keep the street width to a minimum.

14. **The applicant's CDP shall include a comprehensive streetscape for the industrial spine road. Particular attention shall be paid to landscaping, signage, lighting, and pedestrian crossings at intersections. The cross-section shall be designed in consultation with the Urban Design staff, Transportation Planning staff and the Department of Public Works and Transportation.**

A streetscape plan for the industrial spine road was reviewed by the Urban Design staff and found to be acceptable.

15. **Buffer requirements along US 301 shall be determined at the CDP. Particular attention shall be paid to views to and from US 301. The 50-foot buffer shown on the Basic Plan shall be considered as a minimum standard.**

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Buffer requirements along US 301 shall consist of a combination of berming, landscaping to conform to the minimum requirements of the *Landscape Manual*, and possibly noise attenuation measures.

16. **A seventy-five (75) foot buffer shall be retained between the stormwater management facility and the Kelk property.**

In establishing this required buffer, staff suggests that the boundary of the stormwater management facility be defined as the downslope edge of the embankment. Using this approach, the 75 buffer would include the 25-foot 'clear area' and a minimum of 50 feet of landscaped buffer, which staff recommends to be in woodland preservation. If landscaped, this area can be used to increase on-site woodland conservation. This would require an adjustment to the location of the stormwater management pond from the Kelk property line.

17. **The residential development surrounding the Historic Site shall be designed in consideration with the character of the existing historic house and include such design elements as a variety of lots sizes, setbacks and special landscaping treatments.**

The applicants' initial layout for the area around the historic house (Parcel A) consisted of all townhouses. The character of the historic house is that it is a single-family detached house. The decision to convert the historic house to a community building will not alter its character or appearance as a single-family house for as long as the house remains an integral part of the community. To surround the historic house with townhouses is out of character with the historic house and would not be in context with historical development patterns. In addition, 100 percent townhouses in Parcel A does not fulfill the part of the Basic Plan condition which requires a variety of lot sizes and setbacks. The applicant did revise the plan to add a small amount of single-family lots (16 - 6,000-square-foot lots). The applicants' reluctance to provide more SFD in Parcel A stems from their concern that they would not be able to achieve the overall maximum density of 450 dwelling units. However, alternate layouts that were done on all the parcels by the Urban Design staff and reviewed by the applicants' engineer have shown that it is possible to achieve the maximum density and provide a minimum of 30 SFD lots of various sizes ranging from 6,000 to 10,000 square feet in Parcel A around the historic house. Furthermore, this variety in lot sizes will also encourage a variety of front yard setbacks since the front yard setback standards are different for 6,000-square-foot lots, 8,000-square-foot lots and townhouses. SFD lots should be located between the historic house and Dyson Road and should front on the main residential street which enters Parcel A from the north. This would help to strengthen the compatibility issue since views to and from the front of the historic house, which is the most important facade, would be of single-family detached homes. The single-family attached units should be

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located primarily off to the sides of the historic house, where they will be less obtrusive. All lots should front or side onto the historic house.

18. **Parcel "F" on the Basic Plan shall be considered for a potential commuter parking lot south of the spine road in the general vicinity of the PEPCO right-of-way. If approved by the County's DPW&T, such a facility would be eligible for density increments as a public benefit feature.**

Discussions between M-NCPPC staff, the DPW&T and SHA have concluded that Parcel J is not adequate for a park and ride facility due its size. However, the SHA and the DPW&T recognize that there is a need for a park-and-ride facility in the vicinity of Hampton. The Master Plan identified at least one other site besides Hampton as a possible park-and-ride location, and the SHA/DPW&T are currently evaluating several area sites, including Hampton, for a future commuter lot.

19. **The CDP shall depict a right-of-way for US 301 of 150 feet from center line, with dedication of the right-of-way to be shown on the preliminary plat of subdivision. The applicant shall indicate a right-of-way of 150 feet from the existing centerline of US 301. No direct access shall be permitted from any lot or parcel to US 301.**

The CDP complies with this condition.

20. **The Basic Plan shall be revised to include a note that requires the CDP to accommodate a planned exit ramp from southbound US 301 to the spine road and slope easements for the US 301/Spine Road overpass, with dedication of the right-of-way and easements as required by SHA to be shown on the approved preliminary plat.**

The CDP complies with this condition.

Comprehensive Design Plan Considerations

1. The following is a discussion of the Comprehensive Design Plan considerations in the Basic Plan:
 1. **A "village green" shall be provided on an axis with the historic house that is an appropriate size and configuration to ensure views to Gwynn Park from Dyson Road. An appropriate means for maintenance of such an amenity shall be determined at time of CDP.**

The CDP complies with this consideration.

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2. **Lots within Parcels B and C shall be developed to provide tree preservation area where possible, including on-lot preservation. Streets should be designed to be as close to the existing grade as possible.**

The setting of street grades on Parcels B, C and D will be hard to discern until preliminary plan, with further refinements at SDP. Because of the gentle grades in this area, staff does not anticipate any difficulties in meeting this consideration. Staff suggests that this consideration be carried forward to these stages.

3. **The CDP Landscape Plan shall include a landscape concept around the boundaries of the environmental setting surrounding the Historic Site to provide a buffer from the surrounding residential development.**

Since the use of the historic house has changed from a SFD use to a community building, and other elements such as parking and recreational facilities will be added to the historic setting, landscaping to screen such uses will depend on their location. Also, it is not as important to provide a buffer from the surrounding residential development since the historic house will no longer be a single-family use.

- (2) **In general, the proposed CDP will result in a development with a better environment than could be achieved under other regulations for the following reasons:**
 - a. For the same reasons as discussed in Finding 1 regarding Basic Plan Condition 17, the CDP would result in a better environment if there were a minimum number of SFD around the historic house that would be more compatible and that would help provide a variety of lot sizes and setbacks.
 - b. If on-lot tree preservation is achieved on Parcels B, C, and D the plan would be better. However, it is not possible to determine at the CDP stage whether or not this is can be achieved. The Basic Plan condition for tree preservation on these parcels should also be reviewed at the Preliminary Plan and the Specific Design Plan stages.
 - c. The withdrawal of Parcel E as a residential parcel results in a better plan because it eliminates the need for a larger SWM embankment for vehicular access which is more environmentally sensitive. This, however, required the applicant to look for other opportunities to pick up that density elsewhere on the site. All parcels were reviewed and it was determined that by providing

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denser development patterns on the other parcels, areas that were more environmentally sensitive could be preserved.

- d. The preservation of vernal pools and their drainage areas on site, which are identified under the Maryland's Nontidal Wetlands Program (COMAR 08.05.04) as wetlands that exhibit "significant plant and wildlife value" results in a better environment because vernal pools are difficult to recreate.

- (3) **Approval is warranted by the way in which the Comprehensive Design Plan includes design elements, moderately priced dwelling units, or approved alternate methods of compliance with the requirement for moderately priced dwelling units, facilities and amenities, and satisfies the needs of the residents, employees or guests of the project;**
- (4) **The proposed development will be compatible with existing land use, zoning, and facilities in the immediate surroundings;**

The development is bounded to the east by US 301 and a proposed interchange with the Industrial Spine Road to the south. The proposed development will be compatible with these facilities if adequate noise attenuation measures are provided and if these features are designed to be attractive and compatible with the development.

- (5) **Land uses and facilities covered by the Comprehensive Design Plan will be compatible with each other in relation to:**
- (A) **Amounts of building coverage and open space;**

The CDP has provided adequate performance standards for building coverage and open space.

- (B) **Building setbacks from streets and abutting land uses; and**

The CDP has provided adequate performance standards for setbacks from streets. All adjacent land uses that are incompatible should be buffered by plant material that are equal to or better than the requirements of Section 4.7 of the *Landscape Manual*.

- (C) **Circulation access points;**

Circulation access points shown on the CDP are adequate.

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- (6) **Each staged unit of the development includes a proportionate amount of moderately priced dwelling units, unless an alternative method of compliance has been approved;**

A proportionate amount of MPDUs has been provided on the CDP within the townhouse parcels.

- (7) **Each staged unit of the development (as well as the total development) can exist as a unit capable of sustaining an environment of continuing quality and stability;**
- (8) **The staging of development will not be an unreasonable burden on available public facilities;**

The following information is taken from a memo from the T&PFPD, Masog to Huegel, 9/22/94:

The applicant prepared a traffic impact study dated April, 1994. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation and Public Facilities Planning Division, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals* (April 1989).

Applicant Analysis of Traffic Impacts

The traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections:

- MD 5 and Brandywine Road (signalized)
- MD 5 and MD 373 (signalized)
- US 301/MD 5 and Cedarville/McKendree Roads (signalized)
- MD 373 and Brandywine Road (unsignalized)
- US 301 and MD 381 (signalized)
- US 301 and A-63 (planned)
- MD 381 and A-63 (planned)

With traffic counts taken by the applicant's consultant, the study indicates that the MD 5/Brandywine, MD 5/MD 373, and US 301/MD 5/Cedarville/McKendree intersections operate unacceptably during at least one peak hour. The traffic study developed background traffic assuming the completion of A-63 northward from existing Cedarville Road to US 301, with a right-in right-out intersection at US 301. Since 1990, all approved subdivisions in the study area have conditions to contribute toward the funding of off-site road improvements in the Brandywine Planning Area. These improvements to be funded through a Road Club include

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improvements to MD 5 and US 301, and interchanges at the locations where A-63 intersects these highways. The traffic study has not assumed that these Road Club improvements are in place under background or total traffic. Under total traffic, A-63 is assumed to be extended across the subject property without a median break on US 301 (i.e., right-in right-out operations) and without an extension beyond the subject property to MD 5.

Upon adding background and site traffic and the growth in through traffic, the traffic study indicates that all intersections in the study area would operate unacceptably, and that the two planned intersections would operate unacceptably as unsignalized intersections. The study recommends that the subject property contribute a pro-rata payment toward the area Road Club improvements. Based upon the provision of these improvements, the study indicates that the area road system would be adequate to handle future traffic volumes.

Staff Analysis of Traffic Impacts

The traffic study, as submitted, has been reviewed in accordance with the *Guidelines*. The existing conditions at the study area intersections are summarized below:

<u>EXISTING CONDITIONS</u>		
<u>Intersection</u>	<u>Critical Lane Volume (AM/PM)</u>	<u>LOS (AM/PM)</u>
MD 5/Brandywine Road	1,748/1,663	F/F
MD 5/MD 373	1,471/1,692	E/F
US 301/MD 5/Cedarville/McKendree	1,441/1,677	D/F
MD 373/Brandywine Road	746*/471*	---
US 301/MD 381	1,090/1,254	B/C
US 301/A-63	planned	---
MD 381/A-63	planned	---

*In analyzing unsignalized intersections, reserve capacity of various movements through the intersection is measured. The numbers shown indicate the reserve capacity for the minor street left turn. According to the *Guidelines*, a negative reserve capacity indicates inadequate traffic operations.

Background development has been reviewed in the traffic study. Most of the background developments have conditions to contribute to several off-site road improvements. For most of these off-site improvements, the developer contribution is 25 percent of the total cost, based on findings at the time the Road Club

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was initially under consideration that Brandywine area development added 25 percent of the traffic to the critical intersections, with the remaining 75 percent of traffic generated outside the area (much of it in Charles and St. Mary's Counties).

With the future study area road network, as assumed in the traffic study and described previously in this memo, the background development and the growth in through traffic would overwhelm the existing signalized intersections in the study area. However, the Road Club improvements would provide interchanges or overpasses at the major intersections along US 301 and MD 5 and would correct the inadequacies in the study area. Background conditions (existing plus growth in through traffic plus traffic generated by background developments), under the assumptions in the traffic study, are summarized below:

<u>BACKGROUND CONDITIONS</u>		
<u>Intersection</u>	<u>Critical Lane Volume (AM/PM)</u>	<u>LOS (AM/PM)</u>
MD 5/Brandywine Road	3,685/2,423	F/F
MD 5/MD 373	2,137/2,310	F/F
US 301/MD 5/Cedarville/McKendree	3,802/4,075	F/F
MD 373/Brandywine Road	-85*/112*	---
US 301/MD 381	4,031/2,829	F/F
US 301/A-63	39*/-669*	---
MD 381/A-63	-363*/-764*	---

* In analyzing unsignalized intersections, reserve capacity of various movements through the intersection is measured. The numbers shown indicate the reserve capacity for the minor street left turn. According to the Guidelines, a negative reserve capacity indicates inadequate traffic operations.

Using the trip rates obtained from the *Guidelines*, the development of the site under the submitted CDP would generate 65 inbound and 257 outbound trips during the AM peak hour, and 244 inbound and 130 outbound trips during the PM peak hour. Total traffic under future conditions is summarized below:

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<u>TOTAL FUTURE TRAFFIC CONDITIONS</u>		
<u>Intersection</u>	<u>Critical Lane Volume (AM/PM)</u>	<u>LOS (AM/PM)</u>
MD 5/Brandywine Road	3,738/2,374	F/F
MD 5/MD 373	2,137/2,315	F/F
US 301/MD 5/Cedarville/McKendree	3,806/4,082	F/F
MD 373/Brandywine Road	-97*/34*	---
US 301/MD 381	4,198/2,883	F/F
US 301/A-63	20*/-679*	---
MD 381/A-63	-363*/-768*	---

*In analyzing unsignalized intersections, reserve capacity of various movements through the intersection is measured. The numbers shown indicate the reserve capacity for the minor street left turn. According to the Guidelines, a negative reserve capacity indicates inadequate traffic operations.

As noted above, future development overwhelms the existing signalized intersections in the study area. The improvements which are part of the Road Club would provide adequacy in the area by widening the major facilities and by replacing the signalized intersections with interchanges. All subdivisions approved in this area since 1990 have received Road Club conditions, and the applicant gives a strong indication of agreement to also participate in funding the required improvements using the Road Club. The traffic study states that the applicant "has agreed to participate" in the Road Club.

In developing conditions of approval for the subject property, there are several points that were discussed in reviewing the original Basic Plan. These points are as follow:

- The Road Club ratables for Hampton include the interchanges at MD 5/A-63 and US 301/A-63. Therefore, the subject property would be assessed the residential equivalent of a pro-rata cost of \$0.50 per square foot of industrial space toward the Road Club improvements. Using trips as a basis for translating square foot costs into per unit costs, the pro-rata share per single-family dwelling unit is \$594, and the pro-rata share per townhouse unit is \$540.
- The approved Basic Plan included findings that the applicant would construct an initial half-section of A-63 on-site between US 301 and Dyson Road, and would contribute the equivalent of \$0.66 per square foot of industrial space toward the construction of the remainder of A-63 as a regional improvement. Using trips as a basis for translating square foot

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costs into per unit costs, the pro-rata share per single-family dwelling unit is \$783, and the pro-rata share per townhouse unit is \$712.

- The subject property extends westward along A-63 to a point approximately 600 feet east of the planned MD 5/A-63 intersection. The Basic Plan approval included a condition that the applicant complete all documents for the acquisition (by the Road Club) of the right-of-way west of the subject property from Brandywine-Waldorf Medical-Dental Clinic, Inc., its successors, or assigns (L. 4020, F. 62 on Tax Map 144, Grid F-2) needed to complete A-63 to MD 5. Because this connection is essential to adequate public facilities findings for the subject property, this condition will be carried forward.
- The applicant is considering access to Parcels F and J from MD 5. This Division believes that any access to these parcels from MD 5 should occur within the A-63 right-of-way across the above-mentioned Brandywine-Waldorf Medical-Dental Clinic property. In the event that access to Parcels F and J is gained in this manner, the applicant will be required to demonstrate control of this access at the time of Preliminary Plat of Subdivision. The applicant will also be responsible for constructing the necessary half-section of the A-63 facility and any improvements required at the MD 5/A-63 intersection deemed necessary by SHA.

With the provision of Road Club improvements, the US 301/MD 5/Cedarville Road/McKendree Road intersection would be replaced by an interchange. Most traffic currently using the MD 5/Brandywine Road, MD 5/MD 373, and US 301/MD 381 intersections is diverted onto A-63 and its new interchanges at US 301 and MD 5. The traffic patterns at the MD 373/Brandywine Road intersection is greatly altered by the diversion of most traffic to A-63. Finally, the planned intersection of MD 381 and A-63 would be signalized when deemed warranted by DPW&T. Therefore, with the Road Club improvements in place (which would be funded by the applicant in participation with other parties), adequate transportation facilities would exist.

During the review of the CDP, there has been considerable discussion concerning the location of A-63 as it crosses the subject property. The Plan indicates that the A-63 alignment crosses an existing pond, and there was concern about the impact of the roadway on the pond, its associated wetlands, and other nearby environmental features. The applicant has provided materials which indicate that, due to the apparent lack of an inflow and outflow, the pond has a high probability of becoming eutrophied in the future. The applicant has also noted the high cost of mitigating the impact of the road (by placing the roadway on a structure), the difficulty of moving the alignment (because of impacts to other properties and/or more severe environmental impacts), and the need for the link of A-63 between

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Dyson Road and MD 5 (in meeting Adequate Public Facilities requirements as well as maintaining the integrity of the Subregion V Master Plan). The County's Department of Environmental Resources and the Natural Resources Division of M-NCPPC have indicated that they can support retaining A-63 within the alignment shown on the CDP. The Transportation and Public Facilities Planning Division supports the recommendations of these agencies that would mitigate the impact of A-63's arterial section on the stream crossing west of the existing pond.

Site Access and Design Issues

This Division has an issue regarding site access to Parcel E. The submitted CDP indicates that Parcel E would receive access via a cul-de-sac which crosses Parcels C and D. That cul-de-sac, from Dyson Road back to Parcel E, is over one-half mile in length and is the sole means of access for 113 residences, based on the illustrative plan provided as a part of the CDP. The approved Basic Plan showed a potential alternative access to Parcel E across Parcel F. However, this access would involve a stream crossing in addition to wetlands, forested areas, and steep slopes, and may not be feasible. Furthermore, the access that is shown to Parcel E utilizes an impoundment across an unnamed tributary of Piscataway Creek; this impoundment is proposed by the applicant to create an on-site dry stormwater management facility.

This Division does not normally support a cul-de-sac having the length and degree of development proposed in the CDP. We are particularly opposed to placing the densest development at the end of it -- nearly one-half mile from potential school bus service. And we wonder if there is a contingency plan for access to the 35 residences proposed for Parcel E in the event that the impoundment carrying the sole access road to this parcel is breached or in the event that stormwater outfall tops the impoundment. The CDP should be revised to indicate a feasible secondary point of access to Parcel E; in the event that no feasible access is available, Parcel E should not be developed. (N.B.: The applicant has agreed not to develop Parcel E, as long as the dwelling units can be absorbed in other parcels.)

A final issue concerns the commuter parking lot proposed by the applicant for Parcel J in the Basic Plan. The DPW&T has indicated Parcel J may not be adequate for a park-and-ride lot; they believe that a site of five acres is needed to accommodate a park-and-ride facility, and the developable envelope of Parcel J is estimated at less than two acres. However, the adjacent Parcels I or H are about four acres each, and may serve the needs for the area. As during the Basic Plan review, the Transportation and Public Facilities Planning Division believes that any strategies in this area which would encourage transit use and/or ridesharing are beneficial. We encourage the applicant to further pursue placement of a commuter parking lot on the subject property, and support its inclusion as a public benefit feature for the purpose of establishing density increments.

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Findings

The Transportation and Public Facilities Planning Division finds that the staging of the development proposed does not pose an unreasonable burden on available transportation facilities, as determined under the *Guidelines*. Facts which support this finding include:

1. A total of 450 dwelling units, including 137 single-family and 313 townhouse units, are planned for the 189-acre site, zoned R-S, at buildout.
2. This development would generate 322 trips (65 inbound, 257 outbound) trips during the AM peak hour and 374 trips (244 inbound, 130 outbound) during the PM peak hour.
3. The traffic generated by the proposed Comprehensive Design Plan would impact the following intersections in the transportation system:
 - a. MD 5 and Brandywine Road (signalized)
 - b. MD 5 and MD 373 (signalized)
 - c. US 301/MD 5 and Cedarville/McKendree Roads (signalized)
 - d. MD 373 and Brandywine Road (unsignalized)
 - e. US 301 and MD 381 (signalized)
 - f. US 301 and A-63 (planned)
 - g. MD 381 and A-63 (planned)
4. The Prince George's County Planning Board, in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals* has defined Level-of-Service D (LOS D) as the lowest acceptable operating condition for signalized intersections on the transportation system. All signalized intersections in the study area, when analyzed with total future traffic as developed using the *Guidelines*, were not found to be operating at LOS D or better.
5. The Prince George's County Planning Board, in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*, has defined a condition of no reserve capacity (i.e., zero or negative reserve capacity) as an unacceptable operating condition for unsignalized intersections on the transportation system. Using the unsignalized intersection method of analysis identified in *Guidelines for the Analysis of the Traffic Impact of Development Proposals* (April 1989), all unsignalized intersections in the study area were found not to be operating with reserve capacity under total traffic.

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6. A Road Club exists in the area of the subject property which would provide funding toward the widening of US 301 and MD 5, the construction of interchanges and/or grade separations at three major intersections in the study area, and the completion of ramp widening and signalization projects. Several property owners in the area have agreed, in principle, to participate in the Road Club. In each case, each property owner has agreed to build the entire A-63 facility to full six-lane arterial specifications on-site, or, in cases where the property does not have access to A-63 on-site, has agreed to pay \$0.66 per square foot as a means of ensuring that all properties are treated equally in terms of funding the A-63. The completion of the A-63 facility and all off-site road improvements to be funded by the Road Club would provide adequate transportation facilities in the area.
7. The applicant's traffic engineer has indicated that the proposed residential development on the subject property requires the construction of a half-section of A-63 between US 301 and Dyson Road for site access. Because the applicant would construct only the roads needed for access and not participate by constructing the full section of A-63, the applicant should be treated as having the second half-section of A-63 off-site.
8. Due to its location and trip distribution characteristics, the subject property should participate in the cost of the MD 5/A-63 and the US 301/A-63 interchanges to be funded in part by the Road Club.
9. Current and potential members of the Road Club located in the Brandywine Employment Area are paying \$0.50 per square foot of gross floor area to cover their share of the cost of building the MD 5/A-63 and the US 301/A-63 interchanges. On the average, this payment is \$719.39 per peak hour trip generated. Based on the peak hour trip generation rates associated with single-family detached and townhouse residences, a Road Club payment of \$594 per single-family dwelling unit and \$540 per townhouse unit is a fair and equitable pro-rata payment for the applicant toward these off-site improvements. Under the submitted CDP, the pro-rata payments would total \$260,398.
10. Current and potential members of the Road Club located in the Brandywine Employment Area are paying an additional \$0.66 per square foot of gross floor area as an equivalent cost of building A-63 on-site. On the average, this payment is \$949.60 per peak hour trip generated. Based on the peak hour trip generation rates associated with single-family detached and townhouse residences, a Road Club payment of \$783 per single-family detached dwelling unit and \$712 per townhouse unit is a fair and equitable pro rata payment for the applicant as an equivalent cost of

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building A-63 on-site. Under the submitted CDP, the pro-rata payments would total \$330,127.

11. The cost of off-site improvements plus the equivalent cost of building the second half-section of A-63 on-site results in a cost of \$594 plus \$783, or \$1,377 per single-family detached dwelling unit and a cost of \$540 plus \$712, or \$1,252 per townhouse unit. Under the submitted CDP, the pro-rata payments would total \$590,525.
12. The future completion of A-63 between the subject property and MD 5 is essential to meeting adequate public facility requirements for the subject property, as well as for the Brandywine Employment Area.
13. The single cul-de-sac serving Parcel E is over 2,500 feet in length and provides the sole access for 113 residences. To reach Parcel E, the roadway access must cross a stormwater impoundment across an unnamed tributary of Piscataway Creek. According to Institute of Transportation Engineers' guidelines for subdivision design, this cul-de-sac is of excessive length and it serves an excessive number of residences.
14. The provision of transit and/or ridesharing facilities on the site has potential future benefits in reducing automobile dependency, and should be encouraged.

The following information is taken from a memo from T&PFPD, Harrell to Huegel, 9/22/94:

The Transportation and Public Facilities Planning Division has reviewed the Comprehensive Design Plan Phase II Plan for Hampton (CDP-9403) and examined the adequacy of existing and programmed public facilities. This review's findings and subsequent recommendations are presented in this memorandum.

Referrals concerning the public facilities aspect of this proposal were sent to the following agencies:

1. Prince George's County Fire Department
2. Prince George's County Memorial Library System
3. Prince George's County Public Schools
4. Prince George's County Health Department
5. Prince George's County Police Department

The written responses received from these agencies are attached to this memorandum.

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Fire and Rescue Facilities and Services

Table 1 reports the required engine, ladder truck, ambulance and medic service delivery to the plan's proposed residential/commercial development. The table states whether or not the proposed development is adequately covered or if it is beyond the recommended travel time standard for the various required services.

Table 1

Engine, Ambulance and Medic
CDP-9403
Proposed Residential Development

Required Service	First Due Station	Adopted Travel Time Standard (Minutes)*	Actual Travel Time (Minutes)	Adequate/ Beyond Recommended Standard
Engine	Station #40	5.26	4.92	Within Recommended Standard
Ambulance	Station #40	6.25	4.92	Within Recommended Standard
Medic	Station #20	7.25	16.20	Beyond Recommended Standard

* Based on Prince George's County Planning Board's Adopted Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities, April 1989.

Source: Prince George's County Fire Department, Engineering Division, March 1992.

All fire and rescue services with the exception of paramedic service are within the recommended travel standards for the proposed residential land use. With regard to paramedic services, the current Capital Improvement Program contains a proposed medic unit for Company 40, Brandywine which would mitigate this inadequacy.

In a related matter, the Board of Directors of the Brandywine Volunteer Fire Department have voted in favor of accepting a four acre parcel from the subject

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site. This property which is located at the future intersection of the Spine Road and Brandywine Road would replace the existing station on Brandywine Road.

However, as far the County Fire Department is concerned, they are aware of the land offer which they view as a trade off to permit an increase in the density of housing units. Furthermore, at this time the Fire Chief has the proposal and other options "under evaluation". With regard to the technical staff, we find the proposed site questionable. In our judgement the coverage area assignments are duplicated because the proposed site is over one mile east of the location proposed within the subregion five master plan. Furthermore, besides the lack of master plan compliance the location proposed by the applicant would continue to leave the Accokeek Road corridor beyond adequate response time for fire station service.

Library Service

The subject site is served by the Surratts-Clinton Branch Library, which has a collection capacity of 125,000 volumes. According to the response issued by the Prince George's County Memorial Library System, existing and programmed library facilities can provide adequate services.

Public School Facilities

The Hampton tract is projected to yield 88 elementary students, 30 middle school students and 52 high school students. Table 2 shows that the affected high school does not have the capacity to support the proposed development. Also, the approved Capital Improvement Program does not provide a solution to the problem.

With regard to the issue of school capacity, staff has determined that over capacity does not become an issue (re: Adequate Public Facilities) unless the projected enrollment is over 120% of the rated capacity of the affected school. In this regard, the assigned high school (Bowie) is projected to be under this level including the subject yield by 1998.

Health Facilities and Services

According to the Health Department, the subject use will have a negligible impact on Health Department Services. In addition, the agency has determined that they can house the necessary staff in its existing facilities.

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Police Facilities and Services

According to the Adequate Public Facility Guidelines, the District IV Station will be adequate to accommodate the proposed development. However, it will require allocation of additional officers.

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Table 2

Projected Impact on Affected Public Schools

Affected School	Sept. 1994 Enrollment	Estimated Sept. 1998 Enrollment	Projected Pupil Yield From Proposed Development	Projected Pupil Yield From Proposed Development Plus Estimated Sept. 1998 Enrollment	Enrollment Capacity	Sept. 1996 Estimated Excess/Deficit Capacity (Including Proposed Development Pupil Yield)
Brandywine Elementary School	582	584	88	672	666	(.99% of capacity)
Gwynn Park Middle School	567	543	30	573	775	(74% of capacity)
Gwynn Park High School	1341	1326	52	1378	1160	(118% of capacity)

Source: Prince George's County Public Schools, Department of Pupil Accounting and School Boundaries, February, 1994.

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Summary

In conclusion, the County Library System, Schools, Health Department and Police Department have adequate facilities to support the proposed development. With regard to fire and rescue services, only paramedic facilities are beyond the recommended standards.

However, with regard to the proposed fire station site, staff recommends that the site not be taken. It does not comply with the location needing to serve the Accokeek Road corridor.

- (9) **Where a Comprehensive Design Plan proposal includes an adaptive use of a Historic Site, the Planning Board shall find that:**
- (A) **The proposed adaptive use will not adversely affect distinguishing exterior architectural features or important historic landscape features in the established environmental setting;**
 - (B) **Parking lot layout, materials, and landscaping are designed to preserve the integrity and character of the Historic Site;**
 - (C) **The design, materials, height, proportion, and scale of a proposed enlargement or extension of a Historic Site, or of a new structure within the environmental setting, are in keeping with the character of the Historic Site;**

Background

The applicant has requested that the HPC review revisions made to the Comprehensive Design Plan for the Hampton development, located along Dyson Road, just north of its intersection with Brandywine Road, in the vicinity of TB. The development includes an Historic Site, Gwynn Park (#85A-13).

The HPC reviewed this application at its July 19, 1994, meeting. At that time, the applicant had proposed to retain the Historic Site as a single-family residence. The Commission reviewed the layout of the proposed surrounding development, and evaluated the potential impact on the Historic Site. Because of numerous unresolved environmental issues, it was decided to defer consideration of the issue of the layout of the surrounding development until the Preliminary Subdivision Plan stage.

Since that meeting, the applicant has explored the idea of converting the Historic Site into the required community center for the development. Because this

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proposal represents a major change to the proposal, it was decided that this revision should be reviewed by the Historic Preservation Commission. The HPC reviewed the revised plans at its October 18, 1994, meeting.

Findings

- a. The applicant has proposed to convert the Gwynn Park Historic Site into the community center for the Hampton development. The center will provide meeting space for the Homeowners' Association (HOA), HOA offices, a site for special events and functions, tennis courts, tot lots, a picnic area and an open play area. In addition, a parking area will be provided for the facility. In all, the center will include approximately five acres surrounding the Historic Site.
- b. Changes to the historic structure will be minimal. The first level floor plan will be retained, and will be used as meeting space for the HOA. The second floor will be used as HOA office space and additional meeting space. The third floor will be closed to the public and will be used as storage space. The kitchen wing will be upgraded to provide kitchen space for catered events. The basement will serve as the mechanical room. An existing enclosed porch at the rear of the kitchen wing will be removed. A new addition will be constructed to the rear of the house in order to accommodate accessible bathrooms and an accessible entrance.
- c. The setting of the historic house will be changed substantially. However, the applicant's intention is to locate the majority of the new elements in the periphery of the site, leaving the immediate area surrounding the historic house essentially undisturbed. New elements will include a parking area, tennis courts, pre-teen and tot lots, a picnic area and an open play area. The significant elements of the site - the approach drive and the large trees - will remain. The two large barns, the corn crib and the garage will be razed; the smoke house will be restored and retained as a visual feature.
- d. The applicant has added a section, Historic Site Design Standards, to the text of the CDP. These standards provide general guidelines for future design work related to the adaptive reuse of the Historic Site. They are generally sensitive to the historic character of the site, but do not make reference to the adopted design guidelines of the HPC - The Secretary of the Interior's Standards for Rehabilitation.
- e. The applicant also included proposed Historical Architectural Guidelines for Surrounding Development and Historic Landscape Guidelines for Surrounding Development. Staff is continuing to work with the Urban Design Section staff in formulating recommendations regarding these sections.

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Staff Conclusions

Although it is always preferable to have an Historic Site utilized for its intended purpose (in this case, a private residence), there are some circumstances when an adaptive reuse should be considered. In this case, there are several such circumstances: the requirement for a community center for the development; the numerous environmental and other constraints which are unique to this site and have limited the available developable land within the development; and the ongoing concerns about the compatibility of the surrounding structures and uses, and how they would impact the marketability of an historic house of this size. Because of these factors, the applicant feels that the proposed adaptive reuse is an acceptable alternative.

The applicant's proposal is generally sympathetic to the historic and architectural character of the site. Minimal change is required to the historic structure, and care has been taken to keep all major new site improvements to the periphery of the site - away from the house. There are several minor concerns about the details of the proposal. For instance, the applicant proposes to provide handicapped parking off the historic circular drive in front of the house, but also proposes that the handicapped access would be provided at the rear of the house. In addition, the proposal to remove the secondary stair in the south rear parlor would eliminate a unique interior feature of the site. These details, as well as all other design details, can be resolved at the Specific Design Plan stage or at the time of an Historic Area Work Permit.

The omission of any reference to the Secretary of the Interior's Standards of Rehabilitation in the Historic Site Design Standards should be addressed at the CDP level, as the Secretary's Standards are meant to be general design guidelines. Mandating adherence to the Secretary's Standards will help to ensure that the proposed adaptive reuse will not adversely impact the character of the Historic Site.

Historic Preservation Commission Recommendations

At the October 18, 1994, Historic Preservation Commission meeting, the discussion focused on the proposed conversion of the Historic Site into a community center. The Commissioners were supportive of the staff recommendations, and encouraged the adaptive reuse as a way that the Historic Site could be made more available to the public, could help to ease some of the development constraints, and could be incorporated into the development in a compatible way. There were some concerns expressed about the ability for a homeowners' association to adequately maintain the site; the applicant informed the Commission that the review process would address the financial structure of the association and its ability to meet the anticipated needs of the site. The Commission also discussed

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the possibility that the applicant could donate a preservation easement on the property, which would provide tax advantages for the applicant, and offer more protection for the Historic Site once it is turned over to the homeowners' association. Staff informed the Commission about the remaining issues of the development layout surrounding the Historic Site, as well as the configuration of the community center improvements shown by the applicant. Staff stated that they were going to continue working with the Urban Design Section on these issues, and that more specific conditions may be recommended to the Planning Board.

- (10) **Notwithstanding the additional conditions recommended by staff in the Recommendation Section, the Plan incorporates the applicable design guidelines set forth in Section 27-274 of Part 3, Division 9, of this Subtitle.**

The design guidelines in the Zoning Ordinance are still appropriate to use as a minimum standard, particularly with regards to the review of Specific Design Plans for any Quasi-public use on Parcel H.

- (11) **The Plan is in conformance with an approved Tree Conservation Plan.**

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type I Tree Conservation Plan and further APPROVED the Comprehensive Design Plan for the above-described land, subject to the following conditions:

1. This CDP is subject to all conditions of the Basic Plan A-9853-C as approved or amended.
2. Prior to the approval of any SDPs for Stage II of the development, a SDP for the improvements to the historic site shall be reviewed and approved by the Historic Preservation Commission and the Planning Board or its designee. The plan shall include the following facilities (or equivalent facilities as approved at Specific Design Plan):
 - (1) open play area
 - (1) multi-age play area
 - (2) lighted tennis courts
 - (2) picnic areas (equivalent to)
 - (2) sitting areas
 - (1) outdoor patio area

The plan shall also describe any proposed additions or interior alterations to the historic house, adequate handicapped accessibility and recreational facilities.

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Stage 3

- H Park and Ride Facility or Public/Quasi-public use
- I Park and Ride Facility or Public/Quasi-public use or Open Space

At Preliminary Plat, the densities on parcels B, C, D, F and G shall be maximized in order to provide the maximum number of single-family detached lots on parcel A (e.g. a range of 20-30 single-family detached with a minimum of 20) for the purpose of creating an appropriate setting for and views from Dyson Road of the historic structure, Gwynn Park. The staging of all recreational facilities will be determined at Preliminary Plat.

- 6. The staging of all recreational facilities will be determined at Preliminary Plat.
- 7. The following table contains the development standards for SDP review:

LOT STANDARDS

MINIMUM LOT SIZE	SFD 6,000 SF	SFD 8,000 SF	SFA 1,200 SF
Maximum Lot Coverage	55%	50%	75%
Minimum Building Separation	10'	14'	20'
Maximum Height (Stories)	3	3	3
Minimum Lot Width at Building Line	50'	65'	--
Minimum Lot Width at Streetline (Except Flag Lots)	40'	45'	18'
Minimum Lot Width at Streetline for Cul-de-sac (Except Flag Lots)	25'	35'	--
Minimum Sideyard Setback	0'	0'	--
Minimum Front Yard	10'	15'	5'
Minimum Rear Yard*	20'	20'	15'

*Setback does not apply to detached accessory structures, walks, patios or decks (decks shall be a minimum of five feet from the rear property line).

- 1. MAXIMUM LOT COVERAGE - the maximum lot area occupied by all buildings and paved driveways.

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3. Prior to certificate approval of the CDP, the Recreational Plan shall be revised to show all recreational facilities as approved by the Planning Board.
4. The SDP for Parcel G shall include a design for a nature trail. The trail shall be designed to Parks and Recreation Facilities Guidelines. The trail shall include the following:
 - Approximately 700 linear feet of trail with no more than eight interpretive signs that identify ecological systems, trees, and/or small woodland plants.
 - Approximately 150 linear feet of boardwalk, six feet in width maximum.

(1) Observation deck (overlooking wetlands) not to exceed 100 square feet.

(1) Sitting area

The trail is to be sited in the field by an Engineer or Landscape Architect and a member of the Urban Design staff and/or Natural Resources Division of M-NCPPC.

5. The following table summarizes the proposed land uses for all the parcels in Hampton as proposed by CDP-9403:

<u>PARCEL</u>	<u>DENSITY</u>	<u>MINIMUM LOT SIZE</u>
<u>Stage 1</u>		
A	175 DUs approx.	
	20-30 SFD (min. of 20 SFD)	6,000 SF min.* 8,000 SF or greater
	145 SFA approx.	1,200 SF
B	60 SFD approx.	8,000 SF
G	42 SFA approx.	1,200 SF
* Mix of 6,000 SF and 8,000 SF lots with an emphasis on 8,000 SF lots fronting the historic house.		
<u>Stage 2</u>		
C & D	90 SFD approx.	8,000 SF
F	102 SFA approx.	1,200 SF

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2. **MINIMUM BUILDING SEPARATION** - the minimum distance between buildings on different lots irrespective of lot line location. Applicable fire codes may require additional building separation based on the fire ratings of walls, use of interior spaces, and the amount of windows in a particular wall. Minimum building separation does not apply to the required distance between accessory structures such as detached garages when two garages are adjacent to one another. Garages on separate lots may be attached.
3. **MINIMUM LOT WIDTH AT STREET LINE** - minimum frontage along public/private roadway that provides primary access to the dwelling.
 8. Prior to signature approval of the CPD, the following revisions shall be addressed:
 - a. The CDP narrative will be revised under *Environmental Management, Hydrology, Floodplain and Wetlands* to identify and describe the three vernal pools, and describe their drainage areas.
 - b. A note shall be added to the plans indicating that the line labeled as the PMA and/or SMA is a stream buffer which is required by a condition of the Basic Plan.
 - c. The stream buffer delineation shall be revised to include all appropriate areas as described in Basic Plan Condition 6 for approval by the Natural Resources Division.
 - d. The 75-foot buffer to be retained between the toe of the stormwater management facility embankment and the Kelk property shall be measured from the downslope toe of the embankment.
 - e. The development envelopes shall be revised so that stream buffers, nontidal wetlands and buffers, and vernal pools are protected from development, except where variation requests are anticipated.
 - f. The development envelope shall be removed from Parcel E.
 9. Prior to signature approval of the CDP, the following revisions to the TCP I shall be addressed to the satisfaction of the Natural Resources Division:
 - a. Woodland conservation shall not be shown on Board of Education property.
 - b. A minimum of 50 feet of the buffer between the Kelk property and the SWM facility shall be shown in woodland conservation.

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- c. Only one alternate shall be proposed for the parcels south of the Spine Road. A buffer strip with a minimum width of 35 feet shall be provided adjacent to the Dyson property to the south.
 - d. Landscape yards in required bufferyards shall be widened to 35 feet wherever possible in order to provide additional on-site opportunities for woodland conservation. Suggested areas include: in Parcel F, adjacent to the Brandywine-Waldorf Medical-Dental Clinic; and adjacent to the SMECO easement.
 - e. Parcel E shall be shown as an area of woodland preservation and natural regeneration.
 - f. Nontidal wetlands and wetland buffers in Parcel J may be allowed to naturally regenerate, exclusive of utility lines, if necessary.
 - g. The TCP and Woodland Conservation Worksheet shall reflect additional on-site woodland conservation in accordance with the above conditions.
 - h. A note shall be added to the plan to indicate that tree preservation on private lots under 10,000 square feet in size does not fulfill woodland conservation requirements.
 - i. The acreage of woodland conservation areas shall be labeled.
10. The Preliminary Plat shall address the following conditions:
- a. The recommendations of the Noise Study prepared by Polysonics, Inc., and dated April 1994.
 - b. The Stormwater Management Concept Plan shall minimize the effects of water quality ponds on the stream buffer whenever possible.
 - c. A conservation easement shall be established by note over the three vernal pools, the adjacent 25-foot buffer and any adjacent woodland conservation area within their drainage area at time of Final Plat.
 - d. A conservation easement shall be established by note over the stream buffer delineated as a condition of Basic Plan, as revised by approved variations, at time of Final Plat.
 - e. The alignment of the Dyson Road right-of-way may be shifted to the west in order to minimize impacts on the vernal pool drainage area on the east side of Dyson Road when widening occurs, if approved by DPW&T.

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- f. The drainage area of the vernal pools may be reduced at the time of Preliminary Plan if approved by DER.
11. At the time of Specific Design Plan submittal for Parcels B and C, a soils study to address Leonardtown soils in the area shall be provided.
 12. The Specific Design Plans for this site shall address the following conditions:
 - a. The recommendations of the Noise Study prepared by Polysonics, Inc., and dated April 1994. Elements proposed for noise mitigation purposes shall be reviewed by the Natural Resources Division and the Urban Design Review Section.
 - b. When the first Specific Design Plan is submitted for Parcels A or B, a pre-treatment or intercept system for impervious surface run-off in the area of the vernal pool shall be shown per Department of Environmental Resources, Watershed Protection Branch regulations.
 13. The applicant, his heirs, successors and/or assigns, shall contribute toward and participate in the construction of certain additional off-site transportation improvements as identified in Basic Plan Condition 30. These improvements shall be funded and constructed through the formation of a Road Club which will include the applicant and any other properties for which Road Club participation is deemed necessary by the Planning Board.

For development of the subject property, the applicant's sole funding responsibility toward the construction of these off-site transportation improvements shall be the payment of the following:

For each single-family detached unit, a fee calculated as $\$1,377 X$ (the average Federal Highway Administration Federal-aid highway composite bid price index for the latest available four previous quarters at the time of payment) / (the average Federal Highway Administration Federal-aid highway composite bid price index for the four quarters preceding and including the first quarter of 1993).

For each single-family attached unit, a fee calculated as $\$1,252 X$ (the average Federal Highway Administration Federal-aid highway composite bid price index for the latest available four previous quarters at the time of payment) / (the average Federal Highway Administration Federal-aid highway composite bid price index for the four quarters preceding and including the first quarter of 1993).

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Payment is to be made in trust to the Road Club escrow agent and shall be due, on a pro rata basis, at the time of issuance of building permits. Prior to issuance of any building permit(s), the applicant shall provide written evidence to the M-NCPPC that the required payment has been made.

14. Parcels H and/or I on the CDP shall be considered as a site for a potential commuter parking lot. If approved by the DPW&T and/or SHA, the applicant shall dedicate the land required for the lot upon demand by the DPW&T and or the SHA. At the time of Preliminary Plat, there will be a further discussion and recommendations concerning the time limits for dedication on demand.
15. If Parcels H and I are not developed as a commuter parking lot, five acres of the total acreage of Parcels H and I may go towards a public or quasi-public use and the balance shall revert to open space.
16. The Historic Site Design Standards shall be amended to add the following:

The adaptive reuse of the Gwynn Park Historic Site (#85A-13) shall be in conformance with the Secretary of the Interior's Standards for Rehabilitation. In addition, any improvements to the historic house and its Environmental Setting shall be subject to the Historic Area Work Permit process, in accordance with the County Historic Preservation Ordinance.
17. The following additional conditions apply to Parcel A and shall be incorporated into the CDP text and concern issues of compatibility with the historic site and views from Dyson Road:
 - a. Fences that are visible from a public street or public open space shall be in a style compatible with the historic house.
 - b. To the extent possible, single-family detached lots shall be located between the historic house and Dyson Road and shall front on the main residential street which enters Parcel A from the north.
 - c. To the extent possible, single-family attached units shall be located primarily off to the sides of the historic house.
 - d. No lots shall back onto the historic house.
18. The following additional conditions apply to all of Hampton and shall be incorporated into the CDP text:

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- a. Gables atop brick facade walls shall be finished in brick, wood, stucco, or a dryvit type material. If siding is used, the design shall include an architectural feature such as a louvre or vent.
 - b. All residential lots shall comply with Section 4.1 (RESIDENTIAL REQUIREMENTS) of the *Landscape Manual*.
 - c. All Specific Design Plans shall comply with Section 4.7 (BUFFERING INCOMPATIBLE USES) of the *Landscape Manual* for all abutting external incompatible land uses. (Alternative Compliance may be requested as necessary.)
 - d. Streets in Parcels B and C should be designed to be as close to the existing grade as possible to preserve trees on lots where possible.
19. A 50-foot tree conservation area shall be maintained along the west side of Dyson Road. The eight-foot hiker/biker trail may be located in this buffer. ~~The trail shall be field located by a Landscape Architect or Engineer and a member of the M-NCPPC Urban Design, DNR or Trails staff.~~
 20. Construct and designate an eight-foot, hardsurface, hiker/biker trail required by the Master Plan along the entire frontage on the west side of Dyson Road.
 21. Construct and designate eight-foot, hardsurface, hiker/biker trail required by the Master Plan along the entire frontage on the north side of the Spine Road west of Dyson Road.
 22. Bollards, trail stop signs and ramps shall be located at all road and parking lot connections.
 23. The trail network shall be shown on the Preliminary Plat,
 24. The internal trail system shall be a minimum six feet wide and asphalt, per the Department of Parks and Recreation Design Guidelines.
 25. Assure dry passage for the entire internal trail system. If wet areas must be traversed, suitable structures shall be provided to ensure dry passage.
 26. In review of Specific Design Plans for individual parcels, in addition to the design guidelines established in the CDP text, the plans shall be reviewed per Section 27-274 of Part 3, Division 9, of the Prince George's County Zoning Ordinance.

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- 27. At the time of Specific Design Plan review the trail system should be reviewed to ensure that development pods, schools, recreational and historical features are adequately connected into the main trail network by feeder trails.
- 28. Screening of all off-street parking areas along Dyson Road within Parcels A and G and any single-family dwelling lots backing up to Dyson Road [within Parcel A] shall be accomplished through the use of low freestanding brick walls not to exceed a total of 1,000 linear feet with landscaping for accent. The formal plantings along Dyson shown on the Comprehensive Design Plan streetscape plan may be modified if the brick walls are used at the time of Specific Design Plan.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Brown, seconded by Commissioner McNeill, with Commissioners Brown, McNeill and Dabney voting in favor of the motion, with Commissioner Boone voting against the motion, and with one vacancy on the Planning Board, at its regular meeting held on Thursday, November 3, 1994, in Upper Marlboro, Maryland.

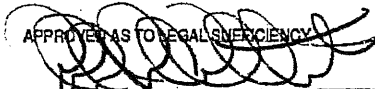
Adopted by the Prince George's County Planning Board this 1st day of December 1994.

LeRoy J. Hedgepeth
Executive Director



By Frances J. Guertin
Planning Board Administrator

LJH:FJG:GH:aj



GARLAND M. STILLWELL
M-NCPFC LEGAL DEPT.

DATE: 11/18/94