

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Comprehensive Design Plan 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 June 19, 2003, regarding Comprehensive Design Plan CDP-9705/03 for Cameron Grove - The Palisades at Oak Creek, the Planning Board finds:

1. **Location:** The subject property is the R-L-zoned portion of a larger development known as Cameron Grove. It is located at the southwest corner of the intersection of Central Avenue (MD 214) and Church Road. The site is bounded to the east by Church Road, to the north by the Evangel Church property, and to the west and south by a development known as Oak Creek Club. In between the subject site and the Oak Creek Club property to the west, there is a linear 14-acre park and recreational facility. The subject site has approximately 3,850 linear feet of frontage along Church Road. Directly across Church Road from the subject site are existing single-family detached houses and undeveloped property in the R-A Zone.
2. **The Proposed Development:** The subject Comprehensive Design Plan application is for the development of 166 single-family detached lots that were approved in Basic Plan A-9839-C. The total acreage of the R-L-zoned tract is approximately 200.3. Of the 200.3-acre property, over 100 acres of the site will be preserved as open space or recreation areas. Approximately 80 acres are proposed for a single-family detached residential community of 166 units. The proposed density is 0.96 dwelling units per acre, which is less than the approved base density of one dwelling unit per acre. The development data is summarized as follows:

DEVELOPABLE AREA

Use	Acreage	Percentage of Total Acreage
Single-family lots	65.5	33
Public right-of-way	11	5
100-foot-wide landscape buffer	3.3	2
Recreational area	1.2	1
Landscape terminus	1.5	1
Stormwater management ponds	2.8	1

UNDEVELOPABLE AREA

Open space	115	57
TOTAL	200.3	100

SINGLE-FAMILY DETACHED LOT STANDARDS

Minimum Lot Size (Square Feet)	10,000
Minimum Cumulative Yard Area (Square Feet)	2,000
Maximum Lot Coverage (%)	60
Maximum Height (Feet)	46
Minimum Lot Width at Front Building Line (Feet)	70
Minimum Side Yard Setback (Feet)	8
Minimum Total Side Yard (Feet)	17
Minimum Lot Width at Street Line (Feet)	25
Minimum Setback from Street Line (Feet)	20
Minimum Rear Yard Setback (Feet)	20

The subject CDP proposes three development pods delineated by the sensitive features on the site. Pod A is located in the north of the site and consists of 134 lots that are accessed from Church Road through a proposed monumental entrance. Pod A constitutes the majority of the upland area of the site in the center of the property. Pods B and C are located side by side in the south portion of the site that is abutting the Oak Creek Club development and are separated from Pod A by the stream valley and major wetland areas on the site. Pod B contains 30 lots and Pod C contains two lots. Pod B will be accessed from the existing Oak Creek Club development and Pod C will be accessed from Church Road. The proposed lot size varies from 10,000 square feet to 2.5 acres. Lot width at front building line ranges from 70 feet to 120 feet.

3. **Background:** On November 26, 1991, the District Council approved Zoning Map Amendment and accompanying Basic Plan Application No. A-9839 to rezone the approximately 305.3-acre property from the R-A Zone to the R-L Zone as part of the 1991 *Bowie-Collington-Mitchellville and Vicinity Sectional Map Amendment* (CR-120-1991: CDZ Amendment 2).
4. **The Approved Comprehensive Design Plans:** On February 19, 1998, the Planning Board approved Comprehensive Design Plan CDP-9705 (Resolution PGCPB No.98-35) for the easterly portion of the property for a Mixed Retirement Community. CDP-9705 also identified, defined and secured a dedication agreement on the 14±±-acre park and recreational facility to The Maryland-National Capital Park and Planning Commission. This CDP reaffirmed the single-family detached use for the subject site and showed, for the first time, a gross tract area of site, which was 305.3 acres as covered both in A-9839 and A-9839-C, as 372.08 acres and the Standard R-L Development (the subject site), which was 147.5 acres in A-9839 and A-9839-C, as 200.3 acres. CDP-9705 is subject to the following land use types and qualities:

Total Tract Area	372.09 Acres
Zone	Mixed Retirement Development/R-L
Mixed Retirement Development Gross Tract Area	157.76 Acres
Plus Park Dedicated to M-NCPPC	14 Acres
Subtotal	171.76 Acres
Proposed Development	Mixed Retirement Development
Adjusted Gross Tract Area	155.16 Acres

Base Density	4 Dwelling Units per Acre
Density Proposed	5.51 Dwelling Units per Acre (856 Units)
R-L Gross Tract Area	200.33 Acres
Residue Development	Single-Family Detached Homes
Adjusted Gross Tract Area	129.40 Acres

On April 13, 2002, the Planning Board approved Comprehensive Design Plan CDP-9705/01 (Resolution PGCPB No.00-49) to allow an auxiliary parking lot for Evangel Temple on the designated residue development portion of the approved CDP-9705, for the purposes of providing additional on-site parking to support an increasing church congregation. All of the designated residue development approved per CDP-9705 is owned by Evangel Temple Church. No additional development was proposed in the residue development area at that time.

On May 4, 2002, the Planning Board approved Comprehensive Design Plan CDP-9705/02 (Resolution PGCPB No.00-63) to add single-family detached housing type and revise distribution of the units in the proposed three phases. Once again, this revision did not have any impact on the subject site.

5. **The Approved Basic Plan:** On November 24, 1997, the District Council approved the amended Basic Plan Application No.A-9839-C to revise the previously approved A-9839 to allow a Mixed Retirement Development on the westerly portion of the property (156 \pm acres). The subject property of Cameron Grove—The Palisades at Oak Creek remained unaffected in A-9839-C except for setting the dwelling unit limitation of 166 single-family detached lots for the site. The Basic Plan is subject to 40 conditions of approval and the following land use types and qualities that govern the subject application:

Land Use Qualities

Total acreage	305.3
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Mixed Retirement Development

Gross acreage	157.8
Half the floodplain (Acre)	-2.2
Adjusted gross acreage	155.6
Base Density (4.0 x 155.6 acres)	622 dwelling units
Approved Density (6.45 x 155.6 acres)	1,004 dwelling units
Maximum allowed (8 x 155.6 acres)	1,245 dwelling units

Land Use Types

Single-family detached and attached dwellings
Multifamily dwellings
Assisted living
Recreation center or other recreational facilities

Accessory uses

Standard R-L Development

Gross acreage	147.5
Half of floodplain (Acre)	-15.5
Adjusted gross acreage	132
Base density (1.0x132 acres)	132 dwelling units
Approved density (1.3 x132 acres)	166 dwelling units
Maximum density allowed (1.5 X132 acres)	198 dwelling units

Land Use Types

Single-family detached dwellings
Recreation center or other recreational facilities
Accessory uses

6. Findings Required by Section 27-521, Required Findings for Approval of a Comprehensive Design Plan:

(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.

Comment: Basic Plan A-9839 was initially approved by the District Council on November 26, 1991, to rezone approximately 305.3 acres of land from the R-A Zone to the R-L Zone. Subsequently, A-9839 was amended in 1997 by Basic Plan A-9839-C because CB-78-1996 amended the Comprehensive Design Zone Ordinance to permit the approval of a Basic Plan for Mixed Retirement Developments within the R-L category of the Comprehensive Design Zone. Basic Plan A-9839-C is subject to 40 conditions of approval. The approved basic plan provides many criteria for review of this Comprehensive Design Plan. Specific conditions that warrant discussion regarding conformance of the subject Comprehensive Design Plan with the Basic Plan are considered below:

“1. In no event shall the maximum density exceed 1,004 dwelling units in the Mixed Retirement Development and 166 dwelling units in the standard R-L Development portion.”

The subject application proposes the construction of 166 single-family detached dwellings in the R-L Zone. The subject Comprehensive Design Plan is consistent with the approved Basic Plan in terms of both the use and the density.

“3. At each access point off of Church Road and Central Avenue, the amended Basic Plan will provide entrance buffers 100 feet wide on each side of the access road and 100 feet deep along the access road.”

The subject Comprehensive Design Plan complies with this condition by providing a 100-foot-wide bufferyard along the entire frontage of the property along Church Road and both sides of the site access point off Church Road.

- “6. Prior to the issuance of any building permits for the balance of the property which is not developed as a Mixed Retirement Development (i.e. the 150+A portion fronting on Church Road), the applicant shall dedicate the 200-foot right-of-way from the proposed future baseline of Church Road along the proposed development’s frontage to provide a four-lane, divided collector to rural parkway standards with an open median of varying width. Construction will be in accordance with DPW&T requirements and may utilize the existing roadbed when appropriate.”**

The subject Comprehensive Design Plan reflects the required 200-foot right-of-way dedication along Church Road. The construction of this road section will be in accordance with Department of Public Works and Transportation (DPW&T) requirements.

- “7. Prior to the issuance of any building permits for the balance of the property which is not developed as a Mixed Retirement Development (i.e. the 150+A. portion fronting on Church Road), the applicant shall bond to construct access improvements at the site access on Church Road to provide for separate right and left turn lanes on the eastbound approach.”**

It is recommended that this condition be carried forward to the subject CDP to ensure compliance at the time of Specific Design Plan.

- “8. The limits of the existing 100-year floodplain shall be approved by the Watershed Protection Branch of the Department of Environmental Resources prior to the approval of the Specific Design Plan (SDP).”**

A preliminary 100-year floodplain study of Black Branch has been delineated on the Comprehensive Design Plan. Technical approval of the floodplain area by the Watershed Protection Branch, Department of Environmental Resources, should be obtained at time of Specific Design Plan.

- “9. The applicant shall provide proof that the U.S Army Corps of Engineers or the appropriate State or local wetlands permitting authority agrees with the nontidal wetlands delineation along with the submittal of the SDP.”**

It is recommended that this condition be carried forward to the subject CDP to ensure compliance at the time of Specific Design Plan.

- “10. All nontidal wetland mitigation areas shall be shown on the Comprehensive Design Plan (CDP) or Specific Design Plan (SDP).”**

The subject Comprehensive Design Plan shows the nontidal wetland mitigation areas, but

according to the review by the Environmental Planning Section, the nontidal wetland mitigation area is labeled differently on each of the plans. None of the plan is labeled by using the required terminology "Wetland Mitigation Area." A condition of approval has been proposed to revise the Comprehensive Design Plan in the recommendation section of this report.

"11. Technical approval of the location and sizes of Stormwater Management Facilities is required prior to the approval of any SDP."

It is recommended that this condition be carried forward to the subject CDP, to ensure compliance at the time of Specific Design Plan.

"12. Prior to submittal of a CDP, the applicant and M-NCPPC Natural Resources Division staff shall determine if a noise study which considers the impact of Central Avenue and Church Road on the subject property, is necessary. If such a study is required it shall be submitted with the CDP."

The applicant has met with the Environmental Planning staff prior to the submittal of this Comprehensive Design Plan and it was agreed that a noise study would not be required prior to submittal and that the Natural Resources Division, using its newly acquired software, would first determine whether there was an issue with the 65 dBA contour along Church Road. If such a determination were made, the applicant agreed to perform a detailed noise study to resolve any noise impact issues.

The Environmental Planning Section, in a memorandum (Markovich to Zhang) dated April 8, 2003, indicated that Church Road is classified as a collector and has an estimated 65 dBA Ldn noise contour at approximately 60 feet from the road centerline. It should be noted that although no residential areas will be adversely impacted by the noise, the location of the noise contours should be shown on the Comprehensive Design Plan.

"13. All nondisturbed nontidal wetlands shall have at least a 25-foot nondisturbance buffer around their perimeters."

The delineated wetlands have been shown with a 25-foot nondisturbance buffer around their perimeters.

"14. All streams and drainage courses shall comply with the buffer guidelines for the Patuxent River Primary Management Areas."

The subject Comprehensive Design Plan shows each of the components of the Patuxent River Primary Management Area (PMA) and the ultimate PMA limits. According to the review by the Environmental Planning Section, the subject CDP complies with the buffer guidelines for the current stage of the proposal and further evaluation will be required at the time of the Preliminary Plan of Subdivision.

"15. As part of the submittal of the CDP, the applicant shall include a conceptual layout

of water and sewerage service to the site, and an analysis of the impact of the constriction of water and sewer lines on the subject property.”

A sewer and water concept plan has been proposed as part of the subject Comprehensive Design Plan. The conceptual layout of water and sewerage service includes the proposed on-site alignments and the off-site connections. The on-site alignments have avoided PMA impacts as much as possible with only one single crossing necessary to link the northern and southern portion of the site, which also connects with the proposed sewer in Oak Creek Club to the south. The Washington Suburban Sanitary Commission (WSSC), in a memorandum dated April 11, 2003 (Fricke to Zhang), recommended some revisions to both the CDP text and plans. The recommended revisions have been addressed by the applicant during the review process.

“16. As part of the submittal of the CDP, the applicant shall include a soil study which identifies the location and extent of the Marlboro Clay, if any.”

A preliminary investigation undertaken by the applicant indicates the presence of a small area of Marlboro Clay in the vicinity of the proposed entrance into the subject property at the intersection of Church Road and Jones Bridge Road. According to the review comments of the Environmental Planning Section, there is no threat of slope failure because the Marlboro Clay area is essentially level and is located within the proposed 100-foot-wide landscape buffer along Church Road. The limitations associated with the Marlboro Clay will be dealt with by the Department of Public Works and Transportation in association with their review of the proposed road construction.

“18. All residential structures shall be fully sprinklered in accordance with National Fire Protection Standard (NFPA) 13D and all applicable County laws.”

It is recommended that this condition be carried forward to the subject CDP, to ensure compliance at the time of Specific Design Plan.

“19. The floodplain (with the exception of road crossings) and adjoining buffer area along Black Branch shall be dedicated to the M-NCPPC.”

As shown on the subject Comprehensive Design Plan, all floodplain and adjoining buffer area along Black Branch will be dedicated to M-NCPPC.

“20. The applicant’s amended Basic Plan shall show the Class I trail along Church Road.”

A Class I trail along Church Road was one of the master plan recommendations. The *Adopted and Approved Bowie-Collington-Mitchellville and Vicinity Master Plan* also recommended the provision of a trail network within the subject property. The approved preliminary plan for Oak Creek Club (4-01032) contains several conditions requiring trail improvements. The Class I Trail is required along the east side of Church Road through the Oak Creek Club property. No construction of this master plan trail is recommended for the subject property. The trail will ultimately be located on the other side of Church Road from the subject site’s frontage. However,

per the concurrence of DPW &T, a standard sidewalk is recommended along the subject site's frontage of Church Road.

"22. All development pods, parks, recreational and historical features shall be connected into the main trail network, feeder trails, and/or sidewalks."

The subject Comprehensive Design Plan proposes three separated development pods. Pod A contains the majority of the proposed 166 lots and will be connected directly to the Class I trail on the east side of Church Road. Pods B and C will also be connected to the Class I trail but indirectly through Oak Creek Club to their south. All the internal streets in Pods A, B and C will have sidewalks on both sides of the street. Meanwhile, the construction of the master plan trail along Back Branch is required within the land dedicated to The Maryland-National Capital Park and Planning Commission. The CDP also proposes connection among the three development pods and the master plan trails.

A 14 \pm -acre park and recreation area previously dedicated to M-NCPPC, which is under construction, is located to the southwest of the subject property. A connection to this regional recreational facility has been proposed in the CDP. The subject CDP shows on-site recreational facilities, such as a tot-lot and preteen playground. These recreational facilities will be connected through either sidewalks or trails to the entire pedestrian network.

"23. All trails within the proposed development shall be handicapped accessible."

As shown on the subject Comprehensive Design Plan, all trails within the proposed development will be handicapped accessible.

"24. At the time of the Comprehensive Design Plan review, the locations of the trails, paths and sidewalks proposed will be evaluated on their interrelationships within the entire development site with respect to pedestrian movement."

The Transportation Section has reviewed the locations and dimensions of the trails, paths and sidewalks proposed in the Comprehensive Design Plan for their interrelationships with the pedestrian movement within the subject site and their connectivity with regional trails and recreational facilities. The trail planner's recommendations have been incorporated into the recommendation section of this report.

"26. Prior to Comprehensive Design Plan approval, the applicant shall demonstrate that all CIP sized water and sewer facilities have been funded for construction."

The applicant will fund and construct all water and sewer facilities that will serve the development.

"33. The applicant shall include in the Comprehensive Design Plan (CDP) for the R-L portion of this site abutting Church Road a visual assessment of the scenic character of Church Road sufficient details on the plans to determine if the scenic character of

the road is being protected.”

A visual assessment of the Church Road frontage has been submitted with this application as an appendix. The visual assessment report includes 15 photographs and one guide sheet showing the views of the existing vegetation from selected locations. The existing frontage of the subject site along Church Road is generally composed of existing woodland and a narrow hedgerow of trees. The master plan calls for the improvement of Church Road to a four-lane rural collector of a 90-foot-wide right-of-way within an open section with six-foot-wide paved shoulders and a drainage ditch. The proposed improvement has been incorporated into the proposed CDP, which will dedicate an additional 30 feet from the Church Road baseline to a total of 45 feet. The proposed Church Road improvement will require the removal of the existing hedgerow because of its closeness to the existing pavement. The CDP is proposing to retain the remaining woodland outside of the Church Road right-of-way by providing a 100-foot-wide landscape buffer along the entire frontage of Church Road with the exception of the entrance for the access road. The scenic and historic character of Church Road will thus be maintained.

“35. The applicant shall identify with the CDP application the approximate location of impacts to the PMA. If impacts to the PMA are proposed the applicant shall provide justification for the disturbances which includes an estimate of the total area of disturbance, the features to be impacted and other alternatives that were considered to avoid these disturbances.”

The subject Comprehensive Design Plan proposes six PMA disturbances generally associated with the infrastructure that are necessary to the development of this property. These impacts include one combination sewer alignment and trail crossing, one trail crossing, two stormdrain outfalls and two driveway connections. These impacts are essential to the development of the property.

“36. At the time of CDP the applicant shall provide the Natural Resources Division with a conceptual alignment of the off-site sewer and water alignments which considers significant environmental features such as streams, wetlands, floodplains and steep and severe slopes. This alignment shall be further refined in conjunction with the Preliminary Plan of Subdivision and Specific Design Plans as more detailed information is available. Prior to signature approval of the Specific Design Plan the applicant shall provide the Natural Resources Division with an approved sewer alignment from WSSC.”

The subject Comprehensive Design Plan contains a Sewer and Water Concept Plan that has limited the proposed PMA impacts significantly from those originally proposed and approved with the Basic Plan. The plan proposes one PMA impact connecting Pods A and B, each with its own independent internal streets, so that the entire site may then be connected into the proposed sewer in Oak Creek Club to the south of the subject property. Per the review of the Environmental Planning Section, additional details and information will be required with subsequent applications. The final approval from WSSC will be required at the time of the first Specific Design Plan.

- “37. Stormwater management ponds and water quality ponds shall be located outside the PMA unless determined by the Site Development Section of the Department of Environmental Resources to be unfeasible if located outside the PMA.”**

The subject Comprehensive Design Plan shows two stormwater management ponds, which are all located outside the PMA.

- “38. Access to this site from public right-of-way will be afforded by:**

- b) An access road onto Church Road from the R-L zoned parcel.”**

The subject Comprehensive Design Plan proposes 166 lots for single-family detached houses on the R-L-zoned parcel of the Cameron Grove development. The CDP consists of three pods: Pod A is the majority of the upland area of the site in the center of the tract; Pods B and C are severed from Pod A by the existing stream valley and major wetlands. The CDP proposes two access roads onto Church Road from the Pods A and C. Pod B will be accessed through Street A-A of the Oak Creek Club development.

- (2) The proposed plan would result in a development with a better environment than could be achieved under other regulations.**

Comment: The subject CDP proposes three development pods of 166 lots for single-family detached houses in a 200.3-acre, R-L-zoned property. Over 100 acres, or 50 percent of the site, are proposed for preservation as open space or recreational areas. Only approximately 80 acres are proposed to be used for the 166 lots. With the dedication of the on-site floodplain area to M-NCPPC, the adjusted gross acreage for the subject tract would be approximately 173.3 acres, which results in a density of 0.96 dwelling unit per acre, which is less than the approved base density of one dwelling unit per acre for this property.

The subject CDP is particularly sensitive to environmental features and minimizes impacts on the PMA as much as possible by limiting the proposed stream crossing to those that are essential to the development. The plan also provides a deep bufferyard of 100 feet along the site's frontage of Church Road, a rural collector. The landscape and recreation plan also shows on-site recreational facilities, such as tot lots and preteen playgrounds, which are not required by the Zoning Ordinance. A complete pedestrian network consisting of stream valley trails, bike lanes, and sidewalks on both sides of the internal streets that will be connected to the off-site regional trail system and recreational facilities has been proposed. Therefore, the proposed development in the subject CDP will in all likelihood preserve much more open space than in a conventional development scenario and 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.**

Comment: The subject CDP includes the following design elements, facilities and amenities that satisfy the needs of the residents, employees and guests:

Design Elements: The four main design features in the subject CDP are three development pods with internal streets of 50, 60 and 80-foot-wide rights-of-way consisting of sidewalks and bike lanes; the preservation of Black Branch (on-site portion), its adjacent wetlands and stream valley trails; on-site recreational facilities including one tot lot and two preteen playgrounds; and an entrance feature and 100-foot-wide bufferyard along Church Road. Parking will be provided through on-street spaces and private garages attached to each single-family detached house. The design elements will be completed in four stages. The combination of the proposed design elements well serves the function of this site and the needs of the future residents and their guests.

Facilities: The facilities are applicable to the needs of the proposed 166 lots for single-family detached houses. With the development of this project, all public utilities including electric, telephone, gas and cable TV will be available on site and funded 100 percent by the applicant. Per the Water and Sewer Concept Plan and WSSC referral comments, water service will be provided by WSSC through connection to the 16-inch water main that has already been installed on Church Road. Sewer service will also be provided by the existing sewer line on Church Road. Per WSSC comments, adequate transmission and treatment capacity is available in the Western Branch drainage basin and the treatment plant service area. Two stormwater management ponds have been proposed on the property.

Other services including fire engine service, ambulance service, paramedic service, school, and police service will be available and provided by the existing facilities in the area.

(4) The proposed development will be compatible with existing land use, zoning, and facilities in the immediate surroundings;

Comment: The proposed development will be compatible with the existing land use, zoning and facilities in the immediate surroundings. The site is bounded to the east by Church Road; to the north by the Evangel Church property, zoned R-A (Residential-Agricultural); to the west and south by a development known as Oak Creek Club in the R-L (Residential Low Development) Zone. In between the subject site and Oak Creek Club property to the west, there is a linear 14-acre park and recreational facility, which was dedicated to M-NCPPC during the development of the Mixed Retirement Community known as Cameron Grove. The subject site has approximately 3,850 linear feet of frontage along Church Road. Directly across Church Road are existing single-family houses and undeveloped property in the R-A Zone.

The proposed single-family detached residential use of 166 lots will be in the middle of the green space and Black Branch stream valley and will be compatible with the existing residential zones, facilities, and the existing amenities like open spaces and trails 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.
- (C) Circulation access points.

Comment: The subject Comprehensive Design Plan proposes single-family detached residential use on a 200.3-acre site in the R-L Zone. Significantly more than 50 percent, or more than 100 acres of the site, will be preserved as open spaces and recreational areas. The proposed density is below the approved base density for the site. The maximum lot coverage is proposed at 60 percent. The proposed development standards for the site in general will be compatible with the development standards for this site as dictated in Zoning Map Amendment A-9839-C with respect to development density and uses.

The subject CDP proposes residential standards for setbacks as the following: a minimum of 20 feet from internal subdivision roads, a minimum side yard setback of eight feet with a combined side yard setback of 17 feet, and a rear yard setback of 20 feet. Meanwhile, the CDP proposes a 100-foot-wide bufferyard between Church Road and the subject property. This 100-foot-wide bufferyard is approximately 3,850 feet in length parallel to Church Road.

The proposed development for the subject site has two access points to Church Road for Pods A and C. Pods B will be accessed through the internal street, Street A-A of the existing Oak Creek Club. Land uses and facilities covered by the Comprehensive Design Plan will be compatible with each other.

- (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.

Comment: The Basic Plan limits the number of single-family detached dwelling units permitted in this CDP to 166. The subject CDP proposes three development pods to be developed in four stages. The staging and unit information are as follows:

DWELLING UNIT STAGING

Phase	Pod	Number of lots	Housing type
1	A	67	Single-family detached
2	A	67	Single-family detached
3	B	30	Single-family detached
4	C	2	Single-family detached

Total number of lots 166

The applicant also intends to link the staging of the on-site recreational facilities to the percentage of units built. One tot lot and one preteen playground will be installed by the time 50 percent of the development has been completed. The remainder of the proposed recreational facilities will be installed prior to the completion of 80 percent of the development. As of the writing of this staff

report, a purchasing contract has been signed between the applicant and Oak Creek Club to sell Pods B and C to the existing Oak Creek Club subdivision. As a result, the 134-unit Pod A will be developed in two different stages. Each staged unit of the development can exist as a unit that is 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.

Comment: The staging of Cameron Grove—The Palisades at Oak Creek will not be an unreasonable burden on available public facilities as discussed in the following text, if the application is approved subject to the proposed conditions in the recommendation section of this report.

Transportation Facilities: The applicant has submitted a Traffic Impact Study in support of the Comprehensive Design Plan application for the proposed 166 units of single-family detached residences. The Transportation Planning Section provides the following review comments in support of the above conclusion:

The applicant prepared a traffic impact study dated January 2003 in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The traffic study includes an addendum dated April 2003. A June 2003 revision merely incorporates the addendum into the study and reprints the original study. The findings and recommendations outlined below are based upon a review of relevant materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the guidelines. Comments from the county Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA) are attached.

Growth Policy—Service Level Standards

The subject property is located within the Developing Tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the guidelines.

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

Staff Analysis of Traffic Impacts

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

- MD 214 and MD 193 (signalized)
- MD 214 and Church Road (signalized)
- Church Road and Oak Grove Road (unsignalized)
- Church Road and site entrance/Jones Bridge Road (unsignalized)
- Church Road and Oak Creek entrance (planned)

Existing traffic conditions were based on traffic counts done in February 2002. Existing conditions within the study area are summarized as follows:

EXISTING CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214/MD 193	1,433	1,260	D	C
MD 214 and Church Road	1,229	968	C	A
Church Road and site entrance/Jones Bridge Road	11.0*	10.7*	--	--
Church Road and Oak Creek entrance		Planned	--	--
Church Road and Oak Grove Road	15.0*	11.6*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.				

The submitted traffic study provides an analysis for assessing the background traffic situation. The applicant has taken the following steps to develop background traffic, including:

- Using a two percent annual growth factor for through traffic along MD 193, and MD 214, consistent with past studies in the area. It is also consistent with historical data.
- Adding background development in the area.

Under background traffic, two of the signalized intersections in the study area would show unacceptable operations during at least one peak hour. It should be noted that the applicant's traffic studies analyzed the Church Road/Oak Creek entrance roadway as a stop-controlled intersection. It was proposed (and continues to be proposed) by the Oak Creek Club to be constructed as a roundabout. Therefore, it is analyzed as a roundabout.

Background conditions are summarized as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214/MD 193	1,523	1,461	E	E
MD 214 and Church Road	1,347	1,254	D	C
Church Road and site entrance/Jones Bridge Rd.	18.5*	12.6*	--	--
Church Road and Oak Creek entrance (roundabout)	0.59*	0.82*	--	--
Church Road and Oak Grove Road	24.2*	35.7*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive. At the roundabout, the maximum volume to capacity ratio (V/C) is presented, with a value of 0.80, as an example, indicating that the roundabout is operating at 80 percent of capacity.				

The site is proposed for residential development. The site is proposed to be developed with 166 single family detached residences. The site trip generation would be 125 AM peak hour trips (25 in, 100 out) and 149 PM peak hour trips (98 in, 51 out). The site trip distribution used in the traffic study has been deemed acceptable for the evaluation of site impacts. Therefore, we obtain the following results under total traffic:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 214/MD 193	1,533	1,479	E	E
MD 214 and Church Road	1,424	1,298	D	C
Church Rd. and site entrance/Jones Bridge Rd.	31.8*	43.8*	--	--
Church Rd. and Oak Creek entrance (roundabout)	0.61*	0.83*	--	--
Church Road and Oak Grove Road	33.7*	43.3*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, an average vehicle delay exceeding 50.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive. At the roundabout, the maximum volume to capacity ratio (V/C) is presented, with a value of 0.80, as an example, indicating that the roundabout is operating at 80 percent of capacity.				

Under total traffic as done in the traffic study, one of the signalized intersections, the MD 193/ MD 214 intersection, operates unacceptably. At the MD 214/MD 193 intersection, the applicant

has proposed an improvement that would provide adequacy. The proposed improvement is:

Construction of a second northbound left-turn lane along the MD 193 approach to MD 214. This would allow the northbound MD 193 approach to function with two left-turn lanes, two through lanes, and a right-turn lane.

With this improvement in place, the intersection would operate at LOS D, with a CLV of 1,444 in the AM peak hour. Similarly, the intersection would operate at LOS D with a CLV of 1,429 in the PM peak hour.

Conceptual Site Plan CSP-02004 for Karington is proposed approximately two miles east of the subject property and has at least one critical intersection in common with the subject property. Karington has approximately seven times the number of residences proposed for the subject property, and it will include other uses as well. Along MD 214, the impact of this development would degrade service levels at the MD 193 and Church Road intersections to LOS F and LOS E in both peak hours. CSP-02004 is currently pending Planning Board action, and at this time we cannot consider Karington to be an approved development, particularly given the preliminary nature of the application. Nonetheless, at the time of preliminary plan approval, the subject property will be required to consider all developments having subdivision approval, and will receive appropriate conditions.

Comments – Operating Agencies

Both DPW&T and SHA have provided comments on the traffic study, and the comments are attached.

DPW&T indicated a need for a southbound acceleration lane along Church Road at the site entrance. This will be required at the time of requirements for dedication of right-of-way along Church Road, which will be done at the time of preliminary plan.

SHA was concerned about the needed improvements at the MD 193/MD 214 intersection. The latest submission has addressed this need.

Plan Comments

The conceptual site plan does not provide large-scale plans on which future rights-of-way can be noted and determined. MD 214 is a master plan expressway, and Church Road is a master plan collector facility. While it appears that existing right-of-way along the through lanes of MD 214 is sufficient to accommodate future recommendations, it appears that a right-of-way of 100 feet from the existing center line of pavement along southbound Church Road will be required in accordance with Condition 6 of the Basic Plan approval. These right-of-way requirements will be determined at the time of preliminary plan.

The current layout is acceptable from the standpoint of transportation.

Conformance to Basic Plan

This site was reviewed as Basic Plan A-9839-C, which was approved with several transportation-related conditions. The status of these conditions is summarized below:

A-9839-C:

Condition 4: This condition requires LOS D operations at MD 214/Church Road prior to preliminary plan approval. This service level was shown in the traffic study; however, it will be enforced at the time of preliminary plan.

Condition 5: This condition is enforceable at the time of building permit.

Condition 6: Compliance with this condition will be established at preliminary plan, when specific right-of-way needs are identified.

Condition 7: This condition is enforceable at the time of building permit.

Condition 38: Access is generally consistent with this condition.

Transportation Staff Conclusions:

Based on the preceding findings, the Transportation Planning Section concludes that the proposed development will not be an unreasonable burden on transportation facilities that are existing, under construction, or for which 100 percent construction funding is contained in the county CIP or the state CIP. Therefore, the transportation staff believes that the requirements pertaining to transportation facilities under Section 27-521 of the Prince George's County Code would be met if the application is approved with the condition contained in the recommendation section of this report.

Other Public Facilities:

As further stated in Findings 13 to 16 below, the proposed development will not generate an unreasonable burden on other public facilities either.

Fire Services: The Historic Preservation and Public Facilities Planning Section has reviewed fire engine service, ambulance service, and paramedic service for the development and found that the development will be within the required response time guidelines, with the exception of the existing fire engine service, which is beyond the response time guideline. The Historic Preservation and Public Facilities Planning Section has concluded that in order to alleviate the negative impact on fire and rescue services due to the inadequate service, an automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate. The staff has recommended a condition of approval to alleviate the negative impact on fire and rescue services.

Police Services: The Historic Preservation and Public Facilities Planning Section has also reviewed the existing police facilities and concluded that the facilities will be adequate to serve the proposed Cameron Grove—The Palisade at Oak Creek development. Police facility adequacy is based on the amount of space available for officers on a countywide basis. Presently there is

enough facility space on a countywide basis to accommodate all the officers.

Public Schools: The Historic Preservation and Public Facilities Planning Section has reviewed the comprehensive design plan in accordance with the Adequate Public Facilities Regulations for Schools (CR-23-2001 and CR-38-2002) and concluded the following.

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 3	Middle School Cluster 2	High School Cluster 2
Dwelling Units	166 sfd	166 sfd	166 sfd
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	39.84	9.96	19.92
Actual Enrollment	5619	4896	9660
Completion Enrollment	276	197	393
Wait Enrollment	202	225	451
Cumulative Enrollment	7.92	5.52	11.04
Total Enrollment	6144.76	5333.48	10534.96
State Rated Capacity	5094	4638	8770
Percent Capacity	120.63	115.00	120.12
Funded School	Bowie, Whitehall	N/A	Frederick Douglass addition

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

The affected elementary, middle and high school cluster percent capacities are greater than 105 percent. Bowie and Whitehall are the funded schools in the affected elementary school cluster. There is no funded school in the affected middle school cluster. Frederick Douglass addition is the funded school in the affected high school cluster. Therefore, this comprehensive design plan can be approved with a six-year waiting period. This plan will be tested again for adequacy for public schools at the time of preliminary plan of subdivision and a new adequacy finding will be made at that time.

The staff recommends that because the affected elementary, middle and high school cluster percentage capacities are greater than 105 percent, no building permits should be issued for this plan until the percent capacity, as adjusted pursuant to the School Regulations, at all affected school clusters is less than or equal to 105 percent or six years have elapsed since the time of the approval of this plan; or pursuant to the terms of an executed school facilities agreement whereby the subdivision applicant, to avoid a waiting period, agrees with the County Executive and County Council to construct or secure funding for construction of all or part of a school to advance capacity.

(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.**

Comment: This section is not applicable to this Comprehensive Design Plan since there is no historic resource identified on or adjacent to the subject site.

(9) The Plan incorporates the applicable design guidelines set forth in Section 27-274 of Part 3, Division 9, of this Subtitle, and 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).

Comment: The subject Comprehensive Design Plan in general conforms to the applicable design guidelines set forth in Section 27-274, Design Guidelines.

The proposed use of this Comprehensive Design Plan is single-family detached residential use. No townhouses are proposed in this Comprehensive Design Plan. The second part of this section is not applicable to this Comprehensive Design Plan.

(10) The Plan is in conformance with an approved Tree Conservation Plan.

Comment: The Comprehensive Design Plan, in general, is in conformance with a Type I Tree Conservation Plan, TCPI/24/03. The Environmental Planning Section recommends approval of TCPI/24/03 in conjunction with the Comprehensive Design Plan subject to conditions as written in the recommendation section of this report.

7. **Density Increment Analysis:** Most of the Comprehensive Design Zones include a list of public benefit features and density or intensity increment factors. If a development proposes to include a public benefit feature in a development, the Planning Board may grant a density increment factor that increases the dwelling unit density or building intensity. The value of the public benefit feature determines the size of the density or intensity increase.

In this case, the applicant is not requesting any density increments. Section 27-514.1 of the Zoning Ordinance provides criteria and guidelines for calculating increases in density for the R-L Zone. Since the proposed amenities in the subject CDP are intended to enhance the quality of the

proposed community and are not intended to earn additional density beyond the minimum permitted by the zoning classification, the density for the subject CDP will remain at 0.96 dwelling units or 166 single-family detached units as approved in the Basic Plan, A-9839-C.

8. **Development Standards:** The subject CDP incorporates the applicable design guidelines set forth in Section 27-274 of the Zoning Ordinance in the proposed design guidelines (Chapter 4 Design Guidelines). The proposed design guidelines regarding design intentions, design framework, residential lot performance standards, architectural standards, grading, recreational design goals and standards, landscape design standards, pedestrian circulation, streetscape, intersections, signs, and lighting will govern development for all Specific Design Plans within the subject Comprehensive Design Plan.

The proposed design guidelines as documented in Chapter 4 of the CDP text are comprehensive but are insufficient in areas such as lot standards and architectural standards to guide the future development. Since the entire project is for single-family detached houses, the design guidelines and standards should focus on single-family house design and lot standards. The staff has recommended additional house design guidelines and lot standards regarding the development of single-family detached house in the recommendation section of this report.

9. **Woodland Conservation Ordinance:** The site is subject to the provisions of the Woodland Conservation Ordinance because the entire site is more than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland. A Tree Conservation Plan is required. A Type I Tree Conservation Plan and a Forest Stand Delineation (FSD) were submitted with the application. The Environmental Planning Section recommends approval of the Type I Tree Conservation Plan, TCPI/24/03, subject to conditions as written in the recommendation section of this report.

REFERRAL COMMENTS

Referral requests concerning sufficiency of public facilities and compliance with current ordinances and regulations of the subject CDP have been sent to both the internal divisions and sections of The Maryland-National Capital Park and Planning Commission and other governmental agencies that have planning jurisdiction over the subject site. The following text summarizes major comments and responses.

Internal Divisions and Sections: The following are summaries of major comments regarding this application from these internal divisions and sections:

- Department of Parks and Recreation
- Planning and Preservation Section, Community Planning Division
- Environmental Planning Section, Countywide Planning Division
- Historic Preservation and Public Facilities Planning Section, Countywide Planning Division
- Transportation Planning Section, Countywide Planning Division

10. The Department of Parks and Recreation (Asan to Zhang, June 5, 2003) has identified the need to provide pedestrian access to the adjoining new park to the west of the subject property and to construct a restroom facility on the parkland. The Parks and Recreation staff believes that:

“...the construction of a restroom facility on the adjacent parkland and the construction of a trail connector for pedestrian access to the recreation amenities in the new park will satisfy master plan recommendations for this area and meet future requirements for the mandatory dedication of parkland.”

The Department of Parks and Recreation recommends approval of the subject CDP with several conditions that have been incorporated into the recommendation section of this report.

11. The Community Planning Division (D'Ambrosi to Zhang, April 24, 2003) has stated that the subject CDP application is in conformance with both the General Plan and area master plan. The planner notes that:

“A single-family, detached, residential plan in this part of the Bowie-Collington community is not inconsistent with the 2002 General Plan Developing Tier Policy.”

“The proposed conceptual design plan for 166 single-family detached dwelling units is in conformance with the residential land use recommendations of the Bowie-Collington-Mitchellville & Vicinity Master Plan (1991). However, the trail alignments and stormwater management facility indicated on the master plan land use map are not shown on the submitted CDP.”

Staff Comment: The *Bowie-Collington-Mitchellville & Vicinity Master Plan (1991)* recommends the provision of a Class I trail along Church Road. The approved preliminary plan for Oak Creek Club (4-01032) contains several conditions requiring trail improvements. The Class I Trail is required along the east side of Church Road through the Oak Creek Club property (Condition 44a). According to the referral comments of Trails planner (Shaffer to Zhang, May 1, 2003), no construction of the master plan trail is recommended for the subject site. The trail will ultimately be located on the other side of Church Road from the subject site's frontage. However, a standard sidewalk is recommended along the subject site's frontage of Church Road per the concurrence of DPW&T.

The *Bowie-Collington-Mitchellville & Vicinity Master Plan (1991)* recommends one stormwater management pond that is located in the northwestern portion of the property. The subject Comprehensive Design Plan shows two ponds that are in locations different from the master plan in order to meet the one-year extended detention requirement. According to the CDP text, Stormdrain and Stormwater Management Plan (Chapter 5-Environmental Considerations), the rear yard and rear portion of the houses on approximately 70 percent of the lot area on the conceptual layout would drain to the natural vegetative buffers behind the lots.

12. The Environmental Planning Section (Markovich to Zhang, May 27, 2003) has stated that CDP-9705/03 and TCPI/24/03 generally address the environmental constraints for this site and are recommended for approval subject to conditions that have been incorporated in the

recommendation section of this report.

13. The Transportation Planning Section (Masog to Zhang, June 9, 2003) has concluded that the proposed development will not be an unreasonable burden on transportation facilities that exist, are under construction, or for which 100 percent construction funding is contained in the county CIP or the state CTP. The Transportation planner recommends the approval of the subject CDP subject to one condition that has been incorporated in the recommendation section of this report.

The Transportation Planning Section (Shaffer to Zhang, May 1, 2003, regarding Comprehensive Design Plan review for master plan trail compliance) has provided a detailed background review and analysis of trails and pedestrian circulation in the subject Comprehensive Design Plan. The trails planner recommends seven improvements that have either been addressed in the revised CDP or been incorporated as conditions of approval in the recommendation section of this report.

14. The Historic Preservation and Public Facilities Planning Section (Izzo and White to Zhang, April 25, 2003) has concluded the following:

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

“The existing ambulance service at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive has a service travel time of 6.25 minutes, which is within the 6.25-minute travel time guideline.

“The existing paramedic service at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive has a service travel time of 6.25 minutes, which is within the 7.25-minute travel time guideline.

“Police: The existing county police facilities will be adequate to serve the proposed Palisades at Oak Creek.

“Schools: This comprehensive design plan can be approved with a six-year waiting period. This plan will be tested again for adequacy for public schools at the time of preliminary plan of subdivision and a new adequacy finding will be made at that time.”

Staff Comment: The existing fire engine service is one minute beyond the travel time guideline. The affected elementary, middle and high school cluster percentage capacities are all greater than 105 percent. One condition to require an automatic fire suppression system to be installed in all buildings and another condition regarding school capacity in order to mitigate, respectively, the negative impacts on fire and rescue and on public schools have been proposed in the recommendation section of this report.

The Historic Preservation and Public Facilities Planning Section has concluded, in a second memorandum (Rothrock to Zhang, March 25, 2003), that the proposed CDP has no effect on

historic resources.

Other agencies include:

- Maryland State Highway Administration (SHA)
- Washington Suburban Sanitary Commission (WSSC)
- Prince George's County Health Department
- Prince George's County Department of Environmental Resources
- Prince George's County Board of Education
- Prince George's County Department of Public Works and Transportation
- The City of Bowie

15. The Maryland State Highway Administration (Bailey to Zhang, April 17, 2003) reviewed the Traffic Impact Study Report for the proposed development. The staff is in general agreement with the study and notices that the traffic consultant failed to identify any mitigation actions. SHA requires that the applicant submit the mitigating roadway improvements for review and approval.
16. The Washington Suburban Sanitary Commission (Dixon to Zhang, April 11, 2003) has concluded that the proposed development will be adequately served by the existing sewer facilities. But the staff indicates that

“Water system adequacy will be subject to WSSC hydraulic review during the application for the extension of water mains to the property.”

17. The Health Department (Maki to Zhang, April 24, 2003) has no objection to approval of Comprehensive Design Plan CDP-9705/03, for Cameron Grove—The Palisades at Oak Creek. The staff offers the following comments:

“Numerous tires (between four to five dozen) were found on the northeast corner of the property, nearly opposite Jones Bridge Road. The tires must be hauled away by a licensed scrap tire hauler to a licensed scrap tire disposal/recycling facility and a receipt for tire disposal must be submitted to this office.”

Staff Comment: A condition of approval that requires the applicant to provide evidence of tire disposal prior to issuance of a grading permit has been proposed in the recommendation section of this report.

18. The Department of Environmental Resources (DER) (De Guzman to Zhang, April 24, 2003) has stated that the stormwater management concept plan (#5298-2003) for the site has not been approved yet. The applicant has been informed that low impact development (LID) techniques should be incorporated in the proposal. A condition has been proposed to require the approval of a stormwater management concept plan by DER at the time of Preliminary Plan of Subdivision.
19. Prince George's County Board of Education (Lee to Zhang, April 28, 2003) has no objection to the approval of Comprehensive Design Plan CDP-9705/03, for Cameron Grove—The Palisades

at Oak Creek. The staff has the following concerns:

“... there will be schools nearby that may generate ‘walkers.’ We would ask that the development have adequate sidewalks and school bus turn-around areas.”

Staff Comment: The CDP proposes sidewalks on both sides of the internal streets. The internal streets have three different rights-of-way in various widths of 50, 60 and 120 feet. All the internal streets will be improved according to the established standards of the Department of Public Works and Transportation that will accommodate pedestrian traffic and allow school buses to negotiate turns when entering the subdivision.

20. The Department of Public Works and Transportation (Hijazi to Zhang, May 01, 2003) has no objection to the approval of Comprehensive Design Plan CDP-9705/03 for Cameron Grove—The Palisades at Oak Creek. The staff has provided standard conditions on issues such as commercial driveway entrance road dedication, frontage improvement, sidewalks, street trees and lighting, and soil investigation, etc., in order to be in accordance with requirements of DPW&T and the Department of Environmental Resources (DER).

In a separate memorandum on review of the Traffic Impact Study Report dated April 22, 2003, (Issayans to Masog), the traffic engineering staff offered the following comments:

“In addition to the southbound right turn lane, the developer should provide a separate acceleration lane of sufficient length along the southbound Church Road.

“Proposed modifications at the intersection of MD 214 and MD 193 shall be reviewed and approved by Maryland State Highway Administration.”

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21. The City of Bowie (Robinson, Mayor of the City of Bowie to Hewlett, Chairman of the Prince George’s County Planning Board, June 18, 2003) has recommended disapproval of the subject CDP citing the overburdened existing public facilities that serve the site as the reason for their decision.
22. The local community in general does not oppose the approval of this CDP but has expressed concerns on issues such as transportation, buffering and screening. The Collington Manor Homeowners Association (HOA), in a letter dated April 23, 2003 (Iredia B. Hutchison, President of the Collington Manor Homeowners Association, to Zhang), indicated that the proposed development appears to be of the same character as the existing communities in the immediate area of Church Road. The concerns raised by the Collington Manor HOA have either been addressed during the review process or will be addressed by the conditions of approval in the recommendation section of this report.
23. Additional findings relating to Urban Design concerns:

- a. The subject CDP proposes a landscaped terminus within the public right-of-way (ROW). The landscape plans and planting schedules for the proposed terminus within the public ROWs should be reviewed for conformance with the standards of both the Department of Public Works and Transportation and the Department of Environmental Resources at the time of Specific Design Plan.
 - b. The most visible side elevations of single-family detached units on corner and other lots whose side elevation is highly visible to significant amounts of passing traffic should have a minimum of three architectural features such as windows, doors, fireplace chimneys, and so forth, and these features should form a reasonably balanced and harmonious composition.
24. The applicant will be required to submit Preliminary Plan applications and Specific Design Plan applications for each phase of the development.
25. Approval of CDP-9705/03 modifies, but does not supercede CDP-9705, CDP-9705/01 and CDP-9705/02. Except as explicitly modified by CDP-9705/03, the approved CDP-9705 (as expressed in PGCPB No. 98-35(c)), CDP-9705/01 (as expressed in PGCPB No. 00-49) and CDP-9705/02 (as expressed in PGCPB No. 00-63) remain in full force and effect.

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 Comprehensive Design Plan CDP-9705/03, subject to the following conditions:

1. Prior to certificate approval of Comprehensive Design Plan CDP-9705/03 for Cameron Grove—The Palisades at Oak Creek, the following revisions shall be made to the plans:
 - a. Revise the TCPI to show the access into Pod "C" from Church Road.
 - b. Revise the Woodland Conservation Worksheet as necessary per the other revisions.
 - c. Revise the TCPI to show the new location of the trail connection to the park.
 - d. The revised TCPI shall be signed and dated by the licensed landscape architect, licensed forester, or qualified professional who prepared the plan.
 - e. Revise and coordinate the CDP plans and text to reflect the same development information and nomenclature. Delete those terms, text and illustrations that are no longer relevant, such as open section roadways.
2. At the time of the Preliminary Plan of Subdivision, the applicant shall:
 - a. Obtain stormwater management conceptual approval from DER.

- b. Prepare the Type I Tree Conservation Plan at a scale that clearly shows each of the components of the PMA and the proposed impacts to be evaluated in more detail at that time.
 - c. Submit a wetland study and an approved 100-year floodplain study.
3. At the time of the Preliminary Plan of Subdivision and Specific Design Plan submittals, larger scale plans shall be submitted with greater detail and the Patuxent River Primary Management Area and proposed PMA impacts shall be further evaluated and refined at each submittal.
4. The TCPI submittal with the Preliminary Plan of Subdivision shall provide detailed information on the proposed "Natural Regeneration Areas," including a detailed survey of existing vegetation, photographs of the area, and existing hydrologic conditions for each of the proposed Natural Regeneration Areas.
5. The following note shall be placed on the final plat:

“Prior to the issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans shall be submitted to the M-NCPPC Planning Department.”
6. The location of the 65 dBA Ldn noise contour, which is approximately 250 feet from the centerline of Central Avenue and 60 feet from the centerline of Church Road on the subject Comprehensive Design Plan, shall be shown on all subsequent plan submittals.
7. At the time of Specific Design Plan, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following trails improvements and comply with the following trail specifications:
 - a. Provide a connection through the subject site immediately to the south as the Master Plan connection to the Black Branch Stream Valley Trail by constructing a “Modified Urban Primary Residential Road” within a sixty-foot right-of-way with bikeway per agreement of M-NCPPC, DPW&T and the applicant.
 - b. Submit a comprehensive map showing all trail, feeder trail, and sidewalk facilities being proposed. Additional feeder trails may be recommended.
 - c. The applicant shall ensure dry passage for all pathways and sidewalks. If wet areas must be traversed, suitable structures shall be constructed.
 - d. All landscape materials shall be at least five feet from the asphalt pathway, where feasible and practical.
 - e. All pathways and sidewalks shall be free of above ground utilities and utility boxes.

- f. All pathways and sidewalks shall be handicapped accessible unless due to abrupt changes in grades which result in the creation of safety hazards. All walking surfaces exclusive of boardwalks and access to stormwater facilities, shall be concrete or asphalt.
 - g. HOA feeder trails provided shall be a minimum of six feet wide and made of asphalt.
- 8. At the time of Specific Design Plan, the applicant shall:
 - a. Provide a large scale (1" = 10') landscape drawings of the proposed landscaped terminus within the public right-of-way (ROW) for review and approval by the Department of Public Works and Transportation.
 - b. Submit detailed construction drawings for trail construction on the HOA land for review and approval by the Urban Design Section.
- 9. The applicant shall provide proof that the U.S Army Corps of Engineers or the appropriate state or local wetlands permitting authority agrees with the nontidal wetlands delineation along with the submittal of the SDP.
- 10. At the time of submission of the Specific Design Plan, documentation shall be provided to demonstrate that the 100-foot-wide buffer shown on the Comprehensive Design Plan shall be covenanted in a manner to prevent any building or structure within its limits or removal of vegetation required as part of the buffer. The buffer shall include berms and plantings, including preservation of existing vegetation where appropriate, sufficient to filter the view of dwelling units from the road. The buffer shall vary in height and width and setback from the road right-of-way to provide visual variety and a more naturalistic appearance.
- 11. Technical approval of the location and sizes of stormwater management facilities is required prior to the approval of any Specific Design Plan. The consideration and evaluation of the use of low impact development techniques shall be addressed during the review of the Specific Design Plan. The applicant shall incorporate as much as possible the low impact development techniques in consultation with the Department of Environmental Resources in the stormwater management design for the site.
- 12. Prior to issuance of any grading permits (within a least two weeks), the applicant shall submit to the Department of Parks and recreation a fee-in-lieu in the amount of \$75,000 for construction of the restroom facility on the adjacent parkland .
- 13. Prior to issuance of any permits for any of the parcels included in the Type I Tree Conservation Plan, including the church parcels, the off-site mitigation requirements shall be satisfied.
- 14. Prior to issuance of building permits, the applicant, his heirs, successors and/or assignees shall ensure that all new buildings will be fully sprinklered in accordance with the National Fire Protection Association Standard 13D and all applicable Prince George's County laws in order to

alleviate the negative impact on fire and rescue services due to the inadequate service.

15. Prior to the issuance of any building permits within the subject property, the following road improvements shall have full financial assurances, have been permitted for construction, and have an agreed-upon timetable for construction with SHA/DPW&T:

At the MD 193/MD 214 intersection, construction of a second northbound left-turn lane along the MD 193 approach to MD 214. This would allow the northbound MD 193 approach to function with two left-turn lanes, two through lanes, and a right-turn lane.

16. All play equipment shall comply with the requirements of the Consumer Product Safety Commission (CPSC) and the American Society for Testing and Materials (ASTM). All play area shall comply with the requirements of the Americans with Disabilities Act and with the *Parks and Recreation Facilities Guidelines*.
17. The following lot standards shall guide the development of single-family detached houses in Cameron Grove—The Palisades at Oak Creek:

Minimum Lot Size (Square Feet)	10,000
Minimum Cumulative Yard Area (Square Feet)	2,000
Maximum Lot Coverage (%)	40*
Maximum Height (Feet)	35
Minimum Lot Width at Front Building Line (Feet)	70
Minimum Lot Width at Street Line (Feet)	25
Deck Setbacks	
Side yard (Feet)	5
Rear Yard (Feet)	15
Yard Requirements	
Minimum Side Yard Setback (Feet)	8
Minimum Total Side Yard Setbacks (Feet)	17
Minimum Setback from Street Line (Feet)	20
Minimum Rear Yard Setback (Feet)	20

Notes: Variations to the above standards may be permitted on a case-by-case basis by the Planning Board at the time of Specific Design Plan if circumstances warrant.

*Excludes patios and decks

18. The Specific Design Plan shall include attractively and creatively designed residential architecture with an emphasis on high quality and natural materials. The following housing design guidelines shall be added to Comprehensive Design Plan CDP-9705/03 for Cameron

Grove - The Palisades at Oak Creek:

- The minimum residential square footage shall be 2,200 square feet.
 - The minimum roof pitch for all dwelling units shall generally be 8/12.
 - At least 60 percent of houses shall have brick fronts or the equivalent.
 - All side and rear elevations visible from roads shall have a high level of detail comparable to that of the fronts and shall demonstrate a pattern of fenestration which is orderly and harmonious. A minimum of three architectural features shall be provided on highly visible end walls; all others shall have at least two end wall features.
 - All buildings shall have a combination of steeply pitched roofs (with architectural grade roof materials such as standing seam metal, cedar shake shingles, imitation slate, Certainteed Horizon Asphalt Shingle, or the highest quality dimensional asphalt shingles), reverse gables and dormers.
 - All facade materials are to be low maintenance and provide a long life cycle.
 - Building orientation shall be directed toward open space and amenities where possible to provide views, privacy and convenient access.
 - Style of architecture shall be harmonious with surrounding community.
19. No building permit shall be issued until the percent capacity, as adjusted pursuant to the school regulations, at all the affected school clusters is less than or equal to 105 percent or six years have elapsed since the time of the approval of this plan; or pursuant to the terms of an executed school facilities agreement whereby the subdivision applicant, to avoid a waiting period, agrees with the County Executive and County Council to construct or secure funding for construction of all or part of a school to advance capacity.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

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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 Lowe, seconded by Commissioner Eley, with Commissioners Lowe, Eley, Scott and Hewlett voting in favor of the motion, and with Commissioner Vaughns abstaining at its regular meeting held on Thursday, June 19, 2003, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 10th day of July 2003.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:RG:rmk