



*Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

## Preliminary Plan

**4-03006**

Application	General Data
<b>Project Name:</b> <b>HENSON MANOR</b>  <b>Location:</b> End of Henson Lane, approximately 400 feet southwest of its intersection with Temple Hills Road.  <b>Applicant/Address:</b> Bannister, Jack 5801 Allentown Road, Suite #106 Suitland, MD 20746	Date Accepted: 02/06/03
	Planning Board Action Limit: 06/26/03
	Plan Acreage: 3.2
	Zone: R-80
	Lots: 3
	Parcels: 1
	Planning Area: 76B
	Council District: 08
	Municipality: N/A
	200-Scale Base Map: 208SE04

Purpose of Application	Notice Dates
<b>RESIDENTIAL SUBDIVISION</b>	Adjoining Property Owners: (CB-15-1998) N/A
	Previous Parties of Record: (CB-13-1997) N/A
	Sign(s) Posted on Site: 06/03/03
	Variance(s): Adjoining Property Owners: N/A

Staff Recommendation		Staff Reviewer: Whitney Chellis	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
		X	

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-03006  
Henson Manor Lots 5 – 7, Block B and Parcel A

OVERVIEW

The subject property is 3.26 acres, zoned R-80, and located on Tax Map 97 in Grid C-4. The property is known as Parcel 145 and Lot 10, Block H. Parcel 145 is 2.9 acres and has not been the subject of a record plat of subdivision. Lot 10, Block B, is .31 acre and is the subject of record plat CH 192 @ 1, recorded in land records in 2001. The applicant is proposing to resubdivide this property into three lots and one parcel for the construction of single-family dwelling units.

The property is located at the terminus of Henson Lane, an existing 40-foot-wide public right-of-way. Henson Lane stubs in to Parcel 145 to the south of Lot 10. The Department of Public Works and Transportation (DPW&T) has requested that the preliminary plan be revised to demonstrate a standard cul-de-sac at the end of Henson Lane to serve the proposed lots. DPW&T has stated that they would request an increase in the width of Henson Lane to 50 feet within the limits of the subdivision. This would require a standard 100-foot-wide diameter cul-de-sac. Even if the applicant provided 40 feet of dedication along Henson Lane, a standard cul-de-sac would require an 80-foot diameter. A cul-de-sac has not been proposed on the preliminary plan and the Tree Conservation Plan delineates a 45-foot diameter cul-de-sac within the square proposed for the right-of-way. The plan as proposed is not acceptable.

The applicant submitted a revised preliminary plan on April 18, 2003, that did not alter the right-of-way from what was originally submitted. Then on May 2, 2003, the applicant submitted a revised Tree Conservation Plan that did not alter the ultimate right-of-way but showed a substandard cul-de-sac design (45 feet in diameter) within the right-of-way, as discussed above. The preliminary plan does not address the original comments regarding the provision of an inadequate right-of-way to serve the development.

Staff contacted DPW&T on June 5, 2003, and was again advised that the right-of-way proposed to be dedicated to DPW&T is not acceptable as shown on the revised plan. The preliminary plan must be revised and then reviewed by DPW&T. The proposed subdivision contains a significant amount of floodplain that cannot be utilized for net lot area. An alteration in the proposed right-of way will impact the lot frontage, lot width, and net lot areas of the proposed lots. A revision to the plan in accordance with DPW&T comments will reduce the buildable area and could result in the loss of a lot.

In addition, the applicant has not provided the disposition of Parcel A, as originally requested. Parcel A is a 2-acre parcel that will contain primarily 100-year floodplain. If Parcel A is to be retained by a homeowners association, one will have to be created through the preliminary plan process. Staff would have concerns over the creation of an HOA given only three lot owners and the nature of the land to be conveyed. However, staff has not evaluated this issue or any options in any detail because the applicant has not made a proposal for the disposition of Parcel A.

Staff is recommending disapproval of the preliminary plan because of the unknown nature of impacts to the layout based on the required right-of-way and due to the inadequate information provided regarding Parcel A.

## SETTING

The property is located at the terminus of Henson Lane in the Camp Springs Community. To the east, south and west are the Henson Manor and Brinkley Manor Subdivisions, zoned R-80 and generally developed with single-family dwelling units. To the north is the Henson Creek Recreation area owned by M-NCPPC and zoned R-O-S. The property is located west of Old Temple Hills Road and north of Brinkley Manor Road

## FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	R-80	R-80
Use(s)	Vacant	Single-family residential
Acreage	3.26	3.26
Lots	1	3
Parcels	1	1
Dwelling Units:		
Detached	0	3

2. **Environmental**—This site is subject to the provisions of the Woodland Conservation Ordinance because the entire site is more than 40,000 square feet in size, has more than 10,000 square feet of woodland, and has a previously approved Tree Conservation Plan for a portion of the total area. The plan proposes clearing 0.72 acre of the exiting upland woodland and no clearing of any floodplain woodland. The woodland conservation requirement has been correctly calculated as 0.44 acre. The plan proposes to meet the requirement by providing 0.45 acre of on-site preservation. The clearing proposed provides adequate usable side and rear yard areas for the proposed structures.

A Type II Tree Conservation Plan, TCPII/102/01, was approved by staff as part of a grading permit. A Type I Tree Conservation Plan, TCPI/17/03, has been submitted with this application. The Environmental Planning Section recommends approval of TCPI/17/03 subject to the conditions.

There is a stream and 100-year floodplain on the property. The site drains into Henson Creek in the Potomac River watershed. Current air photos indicate that all of the site is forested. The Subregion VII Master Plan indicates that there is a stream and 100-year floodplain on the site. No designated scenic or historic roads are affected by this proposal. There are no nearby sources of traffic-generated noise. The proposed use is not expected to be a noise generator.

According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled “Ecologically Significant Areas in Anne Arundel and Prince George’s Counties,” December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. The *Prince George’s County Soils Survey* indicates that the principal soils on the site are in the Bibb, Iuka and Sassafras soils series. Marlboro Clay does not occur in this area.

This site contains natural features that are required to be protected under Section 24-130 of the Subdivision Regulations. The Subregion VII Master Plan indicates that there is a stream and 100-year floodplain on the site. The preliminary plan of subdivision shows the 100-year floodplain on the site, a stream and minimum 50-foot stream buffer. No impacts to these areas are proposed. Staff notes that proposed Lot 7 may pose difficulties in development because of the extensive 100-year floodplain and the 25-foot setback required by Section 24-129 of the Subdivision Regulations. At time of final plat, a conservation easement should be described by bearings and distances. The conservation easement should contain the stream and its expanded stream buffer and be reviewed by the Environmental Planning Section prior to certification.

3. **Community Planning**—The property is located within the limits of the 1981 Subregion VII Master Plan in Planning Area 76B in the Camp Springs community. The 2002 General Plan locates the property in the Developed Tier. The land use recommendation is for Suburban Residential at a density up to 3.5 dwelling units per acre. The proposed preliminary plan of subdivision is consistent with the recommendations of the master plan and General Plan.
4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the Park Planning and Development Division recommends that the applicant pay a fee-in-lieu of parkland dedication because the land available for dedication is unsuitable due to its size and location. Lot 10, Block B, is exempt from the payment of a fee-in-lieu of parkland dedication, having previously been the subject of a preliminary plan of subdivision and subsequent final plat.
5. **Trails**—There are no master plan trails issues associated with this application.
6. **Transportation**—The application is a preliminary plan of subdivision for a residential development consisting of two new single-family dwelling unit lots (a total of three lots are proposed; one platted lot is within the area being subdivided). The proposed additional development would generate 2 AM and 2 PM peak hour vehicle trips as determined using the *Guidelines for the Analysis of the Traffic Impact of Development Proposals* (April 1989).

The site is within the Developed 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) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

**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.

The traffic generated by the proposed preliminary plan would impact the intersection of Temple Hill Road and Weldon Drive. This intersection is not programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program.

Staff has no recent counts at the critical intersection of Temple Hill Road and Weldon Drive, which is an unsignalized intersection. Due to the limited trip generation of the site, the Prince George's County Planning Board could deem the site's impact at this location to be de minimus. Given these facts, staff would therefore recommend that the Planning Board find that 2 AM and 2 PM peak hour trips will have a de minimus impact upon delay in the critical movements at the intersection of Temple Hill Road and Weldon Drive.

Henson Lane is substandard, and the plan suggests dedication of 30 feet from the centerline along the portion of Henson Lane within the site. The Department of Public Works and Transportation has recommended that the 40-foot-wide right-of-way be expanded to 50 feet at the cul-de-sac and require a 100-foot standard radius cul-de-sac be constructed. The preliminary plan has not been revised appropriately.

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required by Section 24-124 of the Subdivision Regulations if the application is approved with conditions.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001 and CR-38-2002) and concluded that the subdivision is exempt from APF test for schools because it is located in the Developed Tier.
8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of fire and rescue facilities and concluded the following:
  - a. The existing fire engine service at Silver Hill Fire Station, Company 29, located at 3900 Silver Hill Road, has a service travel time of 6.16 minutes, which is beyond the 5.25-minute travel time guideline.
  - b. The existing ambulance service at Silver Hill Fire Station, Company 29, located at 3900 Silver Hill Road, has a service travel time of 6.16 minutes, which is within the 6.25-minute travel time guideline.
  - c. The existing paramedic service at Silver Hill Fire Station, Company 29, located at 3900 Silver Hill Road, has a service travel time of 6.16 minutes, which is within the 7.25-minute travel time guideline.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, the Fire Department recommends that a fire suppression system be installed in all residential structures in accordance with National Fire Protection Association Standard 13D and all applicable Prince George's County laws. Since this is a matter of existing law, no condition is necessary.

9. **Police Facilities**—The proposed development is within the service area for Police District IV-Oxon Hill. In accordance with Section 24-122.01(c) of the Subdivision Regulations, the existing county police facilities will be adequate to serve the proposed Henson Manor development. This police facility will adequately serve the population generated by the proposed subdivision.
10. **Health Department**—The Health Department notes that numerous tires were found on the property. 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 the Health Department. All other trash, including discarded roofing shingles and empty tar buckets, must be removed and properly discarded.
11. **Stormwater Management**—The Department of Environmental Resources, Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, # 24620-2002-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.

## RECOMMENDATION

STAFF RECOMMENDS DISAPPROVAL.