

COMPREHENSIVE DESIGN PLAN CDP-0201

Application	General Data
Project Name BALK HILL Location ONE-HALF MILE NORTH OF INTERSECTION OF LOTTSFORD ROAD AND CAMPUS WAY NORTH Applicant/Address ROCKY GORGE HOMES 7611 LITTLE RIVER TURNPIKE, STE. 101E ANNANDALE, VIRGINIA 22003	Date Accepted 04/02/2002
	Planning Board Action Limit NA
	ZHE Hearing Date NA
	Plan Acreage 180
	Zone R-S
	Dwelling Units 326
	Square Footage NA
	Planning Area 73
	Council District 05
	Municipality NA
	200-Scale Base Map 204NE09

Purpose of Application	Notice Dates
CONSTRUCTION OF 326 SINGLE-FAMILY HOMES	Adjoining Property Owners 04/02/02 (CB-15-1998)
	Previous Parties of RecordNA (CB-13-1997)
	Sign(s) Posted on Site 04/05/02
	Variance(s): Adjoining NA Property Owners

Staff Recommendation			Staff Reviewer: SRINIVAS, LAXMI
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

May 1, 2002

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steven Adams, Urban Design Supervisor

FROM: Laxmi Srinivas, Senior Planner

SUBJECT: Balk Hill
Comprehensive Design Plan CDP-0201

PUBLIC HEARING

In accordance with the Comprehensive Design Plan provisions of Section 27-520, Subtitle 27-Zoning, of the Prince George's County Code, a Public Hearing is scheduled before the Prince George's County Planning Board at 10:00 a.m., on May 9, 2002. The purpose of this hearing is to consider the Comprehensive Design Plan for Balk Hill, CDP-0201. Notice of this Public Hearing has been published in the *Enquirer-Gazette*, the *Journal Newspaper* and the *Prince George's Post*, on or before April 11, 2002.

INTRODUCTION

The Development Review Division of the Prince George's County Planning Department has coordinated a review of the subject application with all offices having any planning activities that might be affected by the proposed development. This staff report documents that process and presents findings and a recommendation to be acted upon by the Prince George's County Planning Board.

RECOMMENDATION SUMMARY

The staff recommends APPROVAL of the Comprehensive Design Plan, with the conditions listed in the recommendation section of this report.

COMPREHENSIVE DESIGN ZONES

The Comprehensive Design Plan (CDP) phase of the three-phase Comprehensive Design Zone (CDZ) process requires the submittal of a plan which establishes the general location, distribution and sizes of buildings and roads. The plan includes several drawings and a text which includes the schedule for development of all or portions of the proposal and standards for height, open space, public improvements and other design features. The regulations for any of the Comprehensive Design Zones are at the

same time more flexible and more rigid than are those of other zones in Prince George's County. The zones are more flexible in terms of permitted uses, residential densities and building intensities. They are more rigid because some of the commitments made by a developer carry the force and effect of law upon approval by the Planning Board.

The principle difference between Comprehensive Design Zones and conventional zones is that the Comprehensive Design Zone includes a list of public benefit features and density or intensity increment factors. If a development proposes to include a public benefit feature, the Planning Board, at this stage of the process, may grant an increment factor which increases the dwelling unit density or building intensity. The value of the public benefit feature or density-intensity increment proposal determines the size of the increase. A public benefit feature is an item which will improve the environment or lessen the public cost of a development. The intent is to create a development, through the granting of incremental density increases, which will result in a better quality residential, commercial and industrial environment.

EVALUATION CRITERIA

This Comprehensive Design Plan was reviewed and evaluated for compliance with the following criteria:

1. Conformance with the Basic Plans A-9635-C and A-9638-C
2. Conformance with Sectional Map Amendment CR-71-1990 for the Largo Lottsford Area
(Basic Plan A-9637-C was incorporated into this SMA)
3. The requirements of the Zoning Ordinance for the R-S Zone and Comprehensive Design Plans.
4. The requirements of the Woodland Conservation Ordinance.
5. Referral agency comments.

FINDINGS

Based on an analysis of the subject application, the Urban Design Review Section recommends the following findings. Finding 4 below is required by Section 27-521 before the Planning Board may approve a Comprehensive Design Plan.

1. The subject Comprehensive Design Plan is for Balk Hill. The project is currently identified as Parcel 53, located on tax map 60, grid F-1 and F-2. The original Basic Plan approvals (A-9635-C and A-9638-C and the SMA CR-71-1990) rezoned the property to R-S.

Location - The property is located one-half mile north of the intersection of Lottsford Road and Campus Way North. The subject property is bordered on the west by the Town of Glenarden and on the north, east and south by existing subdivisions in the Largo-Lottsford area. The site has road frontage and is accessed via Campus Way North and St. Joseph's Drive. The adjacent properties are as follows:

North - Ladova Heights zoned R-80 and R-R

Bellehaven Estates zoned R-S
Enterprise Forest zoned R-80

South - southwest - vacant property zoned I-3
southeast - Tartan South zoned R-S

East - Collington Subdivision zoned R-R

West - Vacant property zoned M-X-T

2. Two Basic Plan approvals, A-9635-C and A-9638-C, rezoned the subject property to the R-S Zone. Another Basic Plan, A-9637-C, also recommended rezoning the property to R-S. This Basic Plan was incorporated into a Sectional Map Amendment, CR-71-1990.

On April 11, 1988, the Prince George's County District Council approved Zoning Map Amendment A-9635-C and the accompanying Basic Plan for the subject site (Zoning Ordinance No. 21-1988) for approximately 84 acres of land in the southeast portion of Balk Hill with two conditions and five considerations and with the following land use types and quantities:

Land Use Types (R-S Zone):

Single-family detached dwellings
Associated Recreation and Open Space

Land Use Quantities (R-S Zone):

Gross Area: 81+ acres
Base Density: 1.6 dwelling units per acre (129 units)
Maximum Density: 2.6 dwelling units per acre (210 units)*

*The actual number of dwelling units will be determined at the time of Comprehensive Design Plan approval after an analysis of public benefit features set forth in Section 27-513 (b) of the Zoning Ordinance.

On April 11, 1988, the Prince George's County District Council approved Zoning Map Amendment A-9638-C and accompanying Basic Plan for the subject site (Zoning Ordinance No. 22-1988) for approximately 36 acres of land in the northwest portion of Balk Hill with one condition and five considerations and with the following land use types and quantities:

Land Use Types (R-S Zone):

Single-family detached dwellings
Associated Recreation and Open Space

Land Use Quantities (R-S Zone):

Gross Area: 36+ acres
Base Density: 1.6 dwelling units per acre (58 units)
Maximum Density: 2.6 dwelling units per acre (95 units)*

*The actual number of dwelling units will be determined at the time of Comprehensive Design Plan approval after an analysis of public benefit features set forth in Section 27-513 (b) of the Zoning Ordinance.

On April 26, 1990, the Planning Board recommended approval of Zoning Map Amendment A-9637 and accompanying Basic Plan for the subject site (PGCPB No. 90-168) for approximately 67 acres of land in the northeast portion of Balk Hill with four conditions and four considerations and with the following land use types and quantities:

Land Use Types (R-S Zone):

Single-family detached dwellings
Associated Recreation and Open Space

Land Use Quantities (R-S Zone):

Gross Area: 67+ acres
Base Density: 1.6 dwelling units per acre (107 units)
Maximum Density: 2.6 dwelling units per acre (174 units)*

*The actual number of dwelling units will be determined at the time of Comprehensive Design Plan approval after an analysis of public benefit features set forth in Section 27-513 (b) of the Zoning Ordinance.

This Basic Plan was withdrawn by the adoption of a Sectional Map Amendment (CR-71-1990) per Section 27-225 (G), Pending Zoning Map Amendment Applications, of the Zoning Ordinance.

On July 24, 1990, the District Council adopted Sectional Map Amendment (CR-71-1990) for the Largo-Lottsford area of Prince George's County. The area covered by Basic Plan Amendment A-9637 was incorporated into the Sectional Map Amendment (CDZ Amendment 3) with three conditions and six considerations and with the following land use types and quantities:

Land Use Types (R-S Zone):

Single-family detached dwellings
Garages and other accessory structures
Home occupations
Parks, playgrounds and other outdoor recreational areas

Land Use Quantities (R-S Zone):

Gross Area: 67+ acres
Base Density: 1.6 dwelling units per acre (107 units)
Maximum Density: 2.6 dwelling units per acre (174 units)*

*The actual number of dwelling units will be determined at the time of Comprehensive Design Plan approval after an analysis of public benefit features set forth in Section 27-513 (b) of the Zoning Ordinance.

3. The Balk Hill project, consisting of approximately 180 gross acres, is projected to be developed with 326 single-family lots. Balk Hill is planned to be a high-quality community of single-family houses which will provide executive-level housing that will prevent some of the outward migration of county residents seeking such housing. The development will preserve natural features of

the land to fulfill the environmental goals of the county and provide public and private open space for active and passive recreation to serve the community recreational needs. It will also provide a pleasing setting for the residents of the development. Easy access to transportation routes and the proposed Largo transit station will be provided via Campus Way North. The base density approved by the Basic Plan for the R-S Zone is 1.6 acres. The applicant is seeking an increase in density under the public benefit program.

Through the center of the Balk Hill site is a stream valley with several branches and partially wooded slopes. This stream valley divides the property into the east and the west portions. The stream valley is a significant feature in the entire development. Another smaller stream valley is located in the northwestern portion of the property.

Balk Hill will be served by two county transportation arteries, Campus Way North and St. Joseph's Drive. Extension of these roads to serve the proposed Balk Hill development and other developments is underway. Deductions along these streets are included in the Balk Hill development. Two access points to the development are proposed along Campus Way for the western side of the property. Two additional access points originate on St. Joseph's Drive for the development on the east and west sides of St. Joseph's Drive. These access points on both of the streets are interconnected to form the circulation system for the development. A portion of the property immediately east of the stream valley is intended to be developed with exclusive large lots. Access to these lots will be from an access road connecting to Dunrobin Drive (a 60-foot, right-of-way road) to the south of this property in the Tartan South development. A portion of the access road will be on land currently owned by M-NCPPC.

The easternmost portion of the property is to be dedicated to M-NCPPC for parkland. This portion is intended to provide a continuous amount of parkland that ties into the parkland along the eastern portion of the Tartan South development to the south of this property.

The proposed lots on the western portion of the property are located along the stream valleys along cul-de-sacs and interconnected streets. The lots along St. Joseph's Drive will front on St. Joseph's Drive. A one-way street or alley is proposed at the rear of some of these lots to provide access to these properties fronting on St. Joseph's Drive. A circular green open space area is proposed in the western portion of the property as a focal point for the community. Stormwater management ponds are proposed to be included in the western portion of the property.

An extensive pedestrian system with sidewalks and trails are proposed for this development. In addition to sidewalks along dedicated public streets, a trail along Campus Way North will act as a link within an east-west trail system. The landscape theme for the development focuses on the creation of open space with the preservation of woodlands. Native species will be used for overall reforestation and ornamental trees will be used for focal points. Street trees will be provided along public roads to provide shaded curvilinear streets. Landscape buffers will be provided wherever applicable. The rear yards of lots will face open space and stream valleys to the extent possible and a 75-foot landscape buffer will be pro-

vided along Campus Way North and a 50-foot landscape buffer will be provided between the subject property and adjacent properties with residential uses. The proposed lighting will conform to Prince George's County standards. Signs for easy pedestrian and vehicular orientation will be used throughout the development and the entrance monuments will blend with the settings and character of the entry location.

4. **COMPREHENSIVE DESIGN PLAN**

Findings Required by Section 27-521, Required findings for approval of a Comprehensive Development 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.**

The following conditions and considerations of the approved Basic Plans and the Sectional Map Amendment are applicable to the subject Comprehensive Design Plan:

A-9635-C and A-9638-C

Conditions

1. **There shall be no grading or cutting of trees on the site prior to the approval of the Comprehensive Design Plan, except on a selective basis with written permission of the Prince George's County Planning Board.**

The Environmental Planning Section has recommended conditions of approval for compliance with this condition. Compliance with this condition is discussed in detail in Finding 10.

Considerations

1. **The applicant shall prepare a tree stand delineation plan for approval by the Planning Board. Where possible, major stands of trees shall be preserved, especially along streams, adjoining roads and property lines.**

The Environmental Planning Section has addressed compliance with this consideration in Finding 10.

2. **In addition to the adequate public facilities test prescribed by the Zoning Ordinance, the applicant shall demonstrate the adequacy of transportation facilities as follows:**

- a. **A comprehensive traffic study shall be submitted for Planning Board approval with both the Comprehensive Design Plan and Preliminary Plat of Subdivision applications.**

- b. The traffic study shall include a staging plan that will identify what specific highway improvements are necessary for each stage of development. The traffic study and staging plan shall also address how the various development proposals and highway improvements in the Route 202 corridor (Beltway to Central Avenue) will be coordinated.**
- c. As part of its Comprehensive Design Plan and Preliminary Plat of Subdivision review, the Planning Board shall specifically find that existing public facilities and/or planned public facilities (to be constructed by the state, county or developer) are then adequate or will be adequate prior to any building permits being issued at all stages of development.**
- d. The Specific Design Plan shall include a status report identifying the amount of approved development and status of corresponding required highway improvements. To approve a Plan, the Planning Board shall find the Plan is in conformance with the approved staging requirements.**

The Transportation Planning Section and the Countywide Public Facilities Section have addressed compliance with this consideration in Findings 11 and 12.

- 3. The applicant shall prepare a 100-year floodplain study and a stormwater management concept plan for approval by the Department of Environmental Resources.**
- 4. A 50-foot minimum undisturbed buffer shall be retained along all streams. This area shall also be expanded to include the 100-year floodplain, non-tidal wetlands, steep slopes and areas of erodible soils.**
- 5. The applicant shall prepare a noise study for approval by the Planning Board. The study shall specify the site and structural mitigation measures that will be incorporated into the development to minimize noise intrusions and prevent exceeding a maximum 45 dBA interior noise level.**

The Environmental Planning Section has addressed compliance with these considerations in Finding 10.

Sectional Map Amendment (CR-71-90) for the Largo-Lottsford Area

The conditions and considerations are identical to the conditions and considerations in the above Basic Plan Amendments. The following additional conditions and considerations of the Sectional Map Amendment are applicable to the subject Comprehensive Design Plan:

Conditions

3. **The applicant shall become a member of the Maryland Route 202 Road Club and the development of the property shall be subject to the Road Club agreement.**

The Transportation Planning Section has addressed compliance with this condition in Finding 12.

Considerations

5. **The applicant shall dedicate a total of at least 20 acres to the Parks Department for active recreation use in lieu of mandatory dedications for Zoning Map applications A-9635, A-9637 and A-9638. The location of this acreage may be on any one or more of the three subject properties, but shall be contiguous and useable for the intended purpose. The location of this acreage and its suitability for the intended uses shall be determined by the Planning Board during CDP review.**

The applicant proposes to dedicate 27 acres of land in the easternmost portion of the property to M-NCPPC. These 27 acres contain a minimum of 20 acres of land for active recreation.

6. **The Comprehensive Design Plan shall also:**
 - a. **illustrate a continuous open space network, incorporating pedestrian connections and linking residential areas, recreation areas and adjacent employment areas;**
 - b. **reflect the means for preservation and protection of the open space network including appropriate setbacks and buffers based on existing soil conditions, slopes, water courses, vegetation, and related natural features;**
 - c. **address the provision of appropriate buffers and interconnections with adjacent residential and nonresidential properties; and**
 - d. **provide for the construction of its share of countywide hiker/biker trail system.**

The applicant has to the extent possible preserved the stream valley and provided adequate buffers along the stream valley. The easternmost portion of the property is to be dedicated to M-NCPPC Department of Parks and Recreation. This portion is intended to provide a continuous amount of parkland that ties into the parkland along the eastern portion of the Tartan South development to the south of this property. The applicant has also provided green areas in the western portion of the development to provide a continuous open space network. Appropriate landscape buffers have been provided along the property lines. Trails will be provided along the stream valley to provide pedestrian connections between residential areas, recreation areas and adjacent employment areas. A combination

of sidewalks and hiker/biker trails will be provided along the streets to tie into the countywide hiker/biker trail system.

Although the applicant has proposed several design elements to make the subject development a superior development, staff recommends the following design elements to enhance the preservation of the existing natural features and provision of recreational amenities in the development:

- A trail should be proposed along the stream valley that connects with the hiker/biker and sidewalk system along the streets. The trail should extend to the east side of the development with minimum stream crossings. The trail can further connect to the existing trail network through the dedicated parkland property. Crosswalks should be provided along the streets to make the trails accessible from the surrounding properties. The entrance to the trails along the streets should be designed as an entrance feature with extensive landscaping and signs leading to the trails. The trails should be developed in HOA open space with public access easements. The lot layout and orientation in the vicinity of the trails must ensure that the rears of the lots are not immediately adjacent to the trails.
- Low-impact development (LID) techniques should be utilized for the design of the stormwater management system by utilizing a combination of rain gardens and stormwater management ponds for compliance with the LID techniques approved by the Department of Environmental Resources. LID techniques are more environmentally friendly than conventional techniques and are suitable for developments with large lots like the subject development.
- The proposed lots immediately east of the stream valley should be designed as large exclusive lots with maximum preservation of existing features. The access road for these lots should if possible be designed as a rural road to further enhance the “estate lot” character of these lots. The access road should be a reduced section road with a narrower width, no sidewalks, etc.. according to the requirements of the Department of Public Works and Transportation and the Subdivision regulations
- At present, access to detached lots by means of private streets or alleys is not allowed by the Subdivision regulations in the R-S Zone. A one-way private street would provide an exclusive access road for the large lots facing St. Joseph’s Drive and would avoid providing access on St. Joseph’s Drive. Although private streets are appropriate for accessing the lots along St. Joseph’s Drive, they can be approved only if the Subdivision Regulations are amended to allow them.
- Triangularly shaped lots and lots with rear yards abutting trails should be eliminated to the extent possible

Conditions of approval have been added for incorporating the above design elements. The Environmental Planning Section, the Department of Parks and Recreation and the Trails Planning Section have also provided recommendations and conditions for compliance with this consideration in Findings 9-13. With

the proposed conditions, the subject Comprehensive Design Plan complies with the above consideration.

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

The proposal includes approximately 32 acres of homeowners' open space and approximately 27 acres of land dedicated to M-NCPPC (public open space). Therefore, approximately 30 percent of the 180-acre parcel is proposed to be public and private open space. The site layout is designed to minimize impacts to environmentally sensitive areas such as wetlands, floodplains and streams. The design of the development preserves the significant and aesthetic qualities of the stream valley and surrounding features and takes advantage of the opportunities provided by the natural features to provide amenities like trails to enhance the quality of life for the residents. A range of lot sizes has been provided for promoting executive houses. The lot layout ensures to the extent possible that the rears of lots are oriented towards open space and that there is adequate buffering between the lots and adjacent streets, etc., to avoid noise and privacy impacts. A combination of hiker/biker trails and sidewalks ensures pedestrian connectivity between the subject development, recreational areas and surrounding properties. With the proposed conditions, the proposed plan would result in a development with a better environment than could be achieved under other regulations. It is unlikely that as much open space would be preserved under a conventional development scenario. Other features of the development which are not likely to have materialized under conventional regulations include a continuous trail network along the stream valleys, larger landscape buffers along the property lines, and larger lots along the streets and stream valleys to provide executive housing.

(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.

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

Design elements: The main design element of this development is the preservation of the stream valley to the extent possible. The lot layout and orientation take maximum advantage of the stream valley as a design feature. The other design elements include large lots along the streets and stream valleys, a continuous trail network along the stream valleys, provision of a continuous area of parkland, and preservation of existing natural features and larger landscape buffers along the property lines.

Facilities: With the development of the proposed lots, all public utilities plus electric, telephone and gas will be available on site. Water and sewer will be provided by WSSC. Stormwater management for the site will incorporate LID techniques. A stormwater management facility is to be constructed downstream from the subject development on a tributary that joins Balk Hill Branch, west of Lottsford Vista Road. Existing stormwater easements in the adjacent residential subdivision to the east, Enterprise Forest, will also be utilized for stormwater purposes. The applicant intends to utilize these two off-site facilities for quanti-

ty control and LID techniques for quality control of on-site and road run-off. The Environmental Planning Section has added conditions of approval regarding stormwater management for the subject development which are discussed in Finding 10.

Amenities - The applicant is providing a continuous network of a combination trail and sidewalk system along the stream valley and the streets for recreational purposes. The applicant will be dedicating the easternmost portion of the property to M-NCPPC for recreational purposes.

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

The site is bounded to the north, east and south by existing residential development. The subject Balk Hill residential development will be compatible with the surrounding residential development. The proposed trails, sidewalks and parkland development will tie into the existing trails, sidewalks and parkland. The proposed internal street network will tie into the existing and proposed streets. Therefore, 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**
- (C) Circulation access points**

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 proposed development standards will ensure adequate open space in the lotted areas comparable to that provided in other contemporary residential developments. Large lots along the stream valley and the streets will provide opportunities for executive housing. Approximately 32 acres of open space along the stream valleys, within landscape buffers and green areas in the development, will provide significant open space on the site for use by the homeowners. Approximately 27 acres of land in the easternmost portion of the property will be dedicated to M-NCPPC to provide a continuous area of parkland that ties into existing parkland.

- (b) Building setbacks from streets and abutting land uses.

The proposed development standards propose adequate building setbacks from streets and abutting land uses. A 75-foot landscape buffer will be provided along Campus Way North and a 50-foot landscape buffer will be provided along the adjacent residential developments.

- c. Circulation access points.

Balk Hill will be served by two county transportation arteries, Campus Way North and St. Joseph's Drive. Two access points to the development are proposed along Campus Way for the western side of the property. Two additional access points to the development originate on St. Joseph's Drive for the development on either side of St. Joseph's Drive. These access points on both the streets are interconnected to form the circulation system for the development. The proposed lots on a portion of the property immediately east of the stream valley will have access from an access road connecting to Dunrobin Drive (a 60-foot, right-of-way road) to the south of this property in the Tartan South development.

(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.

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. As each of the residential development pods is constructed, the necessary infrastructure to support it will also be built. The development will be constructed in the following four phases to identify groups of houses that may proceed to record plat at any time:

Phase I-	72 units
Phase II -	115 units
Phase III -	46 units
Phase IV -	93 units

The area to be dedicated will be deeded prior to obtaining building permits. The trails and other recreational facilities will be constructed in the second phase. Since the trails and sidewalks are significant amenities in this development, a condition of approval has been added to ensure completion of construction of these amenities reasonably early in the course of the overall development.

(7) The staging of development will not be an unreasonable burden on available public facilities.

Findings 11 and 12 address compliance with this requirement.

(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.

This section is not applicable to this proposal.

- (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).**

The plan incorporates several design guidelines set forth in Section 27-274 regarding green areas, public spaces and architecture. A combination trail and sidewalk system will be proposed along the streets and the stream valley. Internal green areas will be provided to create open spaces within the development. The development standards for the proposed lots ensure adequate setbacks for the proposed housing. The lot layout and sizes facilitate the provision of executive housing. The proposed architecture incorporates various superior design elements like porches, brick facing, entrance features, etc.

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

The Plan is in conformance with a Type I Tree Conservation Plan TCPI/16/02 subject to conditions of approval. TCPI/16/02 is recommended for approval in conjunction with the subject CDP.

5. Density Increment Analysis

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 which increases the dwelling unit density or building intensity. The value of the public benefit feature determines the size of the density or intensity increase.

Total gross area: 180 acres
 Total acres in the floodplain: 13.3 acres
 Total gross acres for density calculations: $180 - (13.33 \times 50/100) = 173.33$ acres

(Density is based on an average number of dwelling units per gross acre, minus 50 percent of the density attributed to any land located within a 100-year floodplain according to the requirements of Section 27-486, Density and Intensity Calculations, of the Zoning Ordinance)

Density in the R-S (Residential Suburban) Zone:

	<u>du/acre</u>	<u>Total Dwelling Units</u>
Base Density:	1.6 du/gross acre	278
Permitted maximum (with public benefit features)	2.6 du/gross acre	450
Proposed Density	1.88 du/gross acre	326

The applicant is proposing 48 additional units above the total number of units allowed by the base density. In order to achieve the proposed 326 dwelling units, the applicant must earn a 17.2 percent density bonus based on public benefit features provided. The following summarizes the applicant's proposal regarding the public benefit features and the staff's response to their proposal:

- a. For open space land at a ratio of at least 3.5 acres per 100 dwelling units (with a minimum size of one acre). Maximum increment factor: 25 percent.
 - Applicant requests 25 percent (70 units).
 - Staff disagrees. The applicant has provided approximately 32 acres of HOA open space which includes the proposed circular open space and two other open spaces within the development, the landscape buffers along the streets and adjacent properties, and the floodplain, wetland and wetland buffers. A very small portion of the 32 acres will be useable land outside the floodplain and wetland areas. This land will consist of HOA areas for active and passive recreation. The above density increment factor requires approximately 11.4 acres of useable open space for a total of 326 units. As proposed, approximately one acre of open space in the proposed circular green area is useable. The applicant has therefore provided approximately ten percent of the above open space area required for a 25 percent density increase. The applicant can be granted a 2.5 percent density increase (seven units) for the proposed open space.
- b. For enhancing existing physical features (such as break-front treatment of waterways, sodding of slopes susceptible to erosive action, thinning and grubbing of growth, and the like). Maximum increment factor: 2.5 percent.
 - Applicant requests 2.5 percent (seven lots).
 - Staff disagrees. The applicant is not proposing any specific enhancements of existing physical features nor providing any details regarding the location or type of enhancements. Retaining existing physical features to the extent possible does not qualify as enhancement of physical features. The applicant should be granted no density increase in this category.
- c. For a pedestrian system separated from vehicular rights-of-way. Maximum increment factor: 5 percent.
 - Applicant does not request any increment.
 - Staff disagrees and is of the opinion that the applicant should request a five percent increase (14 units). The applicant is proposing an extensive system of pedestrian trails along the stream valley and a combination trail and sidewalk system along the streets to pro-

vide a pedestrian network within the development. The pedestrian network will also provide connectivity with existing pedestrian systems.

- d. For recreational development of open space. Maximum increment factor: 10 percent.
 - Applicant does not request any increment.
 - Staff disagrees and is of the opinion that the applicant should request a ten percent increase (28 units). Staff believes that the applicant can qualify for a total ten percent increase provided the applicant agrees to the recreational development of open space as listed below. The applicant will be providing an access road to the lots immediately east of the stream valley. The proposed road will also provide access to the land dedicated for parks along the easternmost portion of the property. The proposed road will contribute to some amount of recreational development of open space because it facilitates access to the recreational open space. Staff is of the opinion that the access road will qualify for 25 percent of the total increment requested above. Therefore, the applicant will qualify for seven additional units under the above increment. The applicant can qualify for the remaining 75 percent of the above increment (20 lots) if the applicant develops the dedicated parkland according to the requirements of the Department of Parks and Recreation. The recreational development of parkland will include minimum grading of the areas proposed for active recreation as specified by the Department of Parks and Recreation. A condition of approval has been added regarding the density increment for the additional 20 lots.
- e. For public facilities (except streets and open space areas). Maximum increment factor: 30 percent.
 - Applicant requests 30 percent (64 units)
 - Staff disagrees. The applicant is not proposing any public facilities. The parkland dedication does not qualify as a public facility because it is open space.

Summary: As outlined in the staff's analysis, the applicant is providing enough public benefit features to earn a total of 10 percent in density increments, which is equivalent to 28 dwelling units. The applicant needs density increments of approximately 7.5 percent, which translates into 20 dwelling units. A condition of approval has been added to require the applicant to amend the CDP text to reflect the additional benefit features necessary to justify the additional 20 units.

In the Comprehensive Design Zones, the applicant proposes development standards and standards for architectural massing, style and detail as part of the Comprehensive Design Plan.

Development Data

Total Gross Tract Area:	180 acres
Total 100-Year Floodplain:	13.3 acres
Total Net Tract Area:	166.6 acres
Dedicated Public Open Space (Parks):	27 acres
HOA Open Space:	32.2 acres

Development Standards

Minimum Lot Size	
Standard Lot	9,000 sq. ft.-13,999 sq. ft.
Estate Lot	14,000 sq. ft.-19,999 sq. ft.
Large Lot	20,000 sq. ft. and above

Total number of standard lots-	approximately 212
Total number of estate lots-	approximately 92
Total number of large lots-	approximately 22

Maximum Lot Coverage Allowed:	40 percent
Maximum Building Height:	30 feet

Minimum lot width at front street line:	100 feet for lots along St. Joseph's Drive
	25 feet for all cul-de-sac lots
	75 feet along all other lots

Minimum Building Setbacks

Standard Lot-	Front -	20 feet
	Side -	5 feet/combined 10 feet
	Rear -	20 feet
Estate Lot-	Front -	20 feet
	Side -	6 feet/combined 12 feet
	Rear -	20 feet
Large Lot-	Front -	20 feet
	Side -	7 feet/combined 14 feet
	Rear -	20 feet

Architectural features such as chimneys, bay windows, porches, overlays, and brick may project beyond building restriction lines. Side sunrooms may project up to three feet beyond building restriction lines.

The proposed architecture will strive to attain the formality of “traditional architecture” to the extent possible.

The houses will be comprised of main blocks consisting of the main entry and other areas and sub-blocks consisting of garages and sunrooms. The proposed design features will include windows with trim, lintels with keystones, arches,

dormers, paneled entry doors, decorative porches, paneled garage doors, brick facing or superior siding, porches, decks, sunrooms, chimneys etc.

The rear elevations of some of the houses may be visible from Campus Way North, the open spaces, and the trails in the proposed development. The rear elevations of these houses should have more design articulation than the rest of the houses so that they are as attractive as the front elevations with respect to details, colors, design elements and articulation. A minimum of 75 percent of the houses must have brick fronts to ensure the use of superior building materials in the development. The minimum house size must be 2,400 square feet. Conditions of approval have been added to ensure these requirements during the Specific Design phase.

Referral Responses

7. The Department of Environmental Resources (De Guzman to Srinivas, April 17, 2002) has stated that stormwater management concept #34861-2001 must be revised to reflect the subject layout of the Comprehensive Design Plan.
8. The Community Planning Division (Fields to Srinivas, April 22, 2002) has stated that there are no master plan issues associated with the proposal. The proposed open space and development setbacks comply with the master plan guidelines. The trails coordinator must determine whether the proposal satisfies the intent of the master plan's trail network.
9. The Transportation Planning Section (Shaffer to Srinivas, April 25, 2002) has stated that hiker-biker trails should be constructed along Campus Way North and St. Joseph's Drive to meet the requirements of the adopted and approved Largo-Lottsford Master Plan. In order to meet the requirements of a master plan trail to the parkland and to take maximum advantage of the scenic qualities of the site, a trail should be constructed along the stream valley extending from St. Joseph's Drive or Campus Way North. All trails and sidewalks must be ADA compatible. Conditions of approval have been added to ensure these requirements.
10. The Environmental Planning Section (Ingrum to Srinivas, April 26, 2002) has stated that there are extensive areas of woodlands, streams, wetlands, flood plains, steep slopes and severe slopes on this property. There are no rare, threatened or endangered species on the property. The majority of soils for the subject site are in hydrologic soil group 'B,' which are suitable for residential development. The subject property is in water service category 4 and sewer category 4. There are existing water mains along St. Joseph's Drive and on the residential development on the northeast portion of the property. An existing 15-inch outfall sewer runs along the northeast section of the site. Electric service will be supplied by Potomac Electric Power Company. Gas service will be supplied by Washington Gas, and telephone service will be supplied by Verizon. The site is within the Patuxent River watershed and existing environmental features are protected as part of the Primary Management Area (PMA).

The applicant has submitted a Type I Tree Conservation Plan TCPI/16/02. In order to meet the requirements of the conditions and considerations of the ap-

proved Basic Plans and the Sectional Map Amendment for the subject property, the following conditions of approval have been added for revision of TCPI/16/02 and CDP-0201:

- revisions to the tree-stand delineation plan
- revisions regarding existing site features, priority woodlands and specimen trees
- revisions regarding accurate PMA boundaries and conservation easements

Conditions of approval have also been proposed for the following:

- the design of the lots immediately east of the stream valley to reduce the impacts on existing features and allow for woodland conservation outside the minimum requirements of the PMA
- the design of the other lots adjacent to the PMA to avoid impacts to the PMA
- the design of the stormwater management ponds so that they can be used for reforestation and afforestation
- the location of the landscape buffers so that they do not encroach into the building restriction lines of the smaller lots
- noise mitigation measures at the Specific Design Plan stage

The memorandum from the Environmental Planning Section states that:

“The Environmental Planning Section has reviewed the above referenced revised Comprehensive Design Plan stamped as received by the Countywide Planning Division on April 5, 2002. A revised Tree Conservation Plan was not submitted as part of this application. The Environmental Planning Section recommends approval of CDP-0201 and TCPI/16/02 subject to the conditions at the end of this memo. This memo supercedes all previous memos on this case.

“Background

“The Environmental Planning Section previously reviewed this site for Basic Plans A-9635, A-9637, and A-9738. Preliminary Plan of Subdivision 4-02016 has recently been submitted and is currently under review.

“Site Description

“The 180-acre R-S zoned site is located east of the Capital Beltway, south of Ardwick-Ardmore Road, and north of Lottsford Road. There are extensive areas of woodlands, streams, wetlands, 100-year floodplain, steep slopes, and severe slopes on the property. The streams and wetlands are associated with tributaries to Bald Hill Branch, which is part of the Patuxent River watershed. According to the Prince George’s County Soil Survey, the soils found on the property include Collington fine sandy loam, Adelphia fine sandy loam, Shrewsbury fine Sandy loam, Ochlockonee sandy loam, and in small areas, Mixed Alluvial land. The Collington, Adelphia and Ochlockonee soils do not present any problems for development. The Shrewsbury and Mixed Alluvial land soils have limitations with respect to seasonally high water tables and flood hazard. According to in-

formation from the Department of Environmental Resources dated November 1, 2001, the sewer and water service categories are S-4 and W-4. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication, entitled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. Campus Way North, a planned arterial highway, will be a future noise source. Marlboro clay does not occur in the area and there are no scenic or historic roads in the vicinity of this property.

"Summary of Related Cases and Conditions

"Basic Plans A-9635, A-9637, and A-9638 were approved to rezone the property. These approvals contain conditions that require the numerous environmental features on this site to be protected. The text in BOLD indicates the approved condition text. All three plans contain the following conditions:

- "1. The applicant shall prepare a tree-stand delineation plan for approval by the Planning Board. Where possible, major stands of trees shall be preserved, especially along streams, adjoining roads, and property lines.**

"Section 27-518(b)(11) of the Zoning Ordinance requires the submission of a Forest Stand Delineation and Proposed Tree Conservation Plan as part of any Comprehensive Design Plan.

"A Forest Stand Delineation and Type I Tree Conservation Plan were submitted with the original Comprehensive Design Plan Submission. Substantial revisions to these plans are required and are outlined in the Environmental Review section of this memo. For the most part the design concept addresses this condition. The CDP shows the preservation of trees along property lines, but they are preserved in a 50-foot buffer which is located on some of the smaller lots in the northwest portion of the property. These lots may need to be redesigned so the 50-foot buffer does not encumber any lot so as to make it unbuildable.

- "1. A 50-foot minimum undisturbed buffer shall be retained along all streams. This area shall be expanded to include the 100-year floodplain, non-tidal wetlands, steep slopes, and areas of erodible soils.**

"This site is within the Patuxent River watershed and as such the environmental features noted in the above condition are protected as part of the Primary Management Area (PMA). Comments concerning this area are outlined in the Environmental Review section of this memo.

- "3. The applicant shall prepare a noise study for approval by the Planning Board. The study shall specify the site and structural mitigation measures that will be incorporated into the development to minimize noise intrusion and prevent exceeding a maximum 45 dBA interior noise level.**

“This condition does not contain a timing mechanism, however, staff recommends that it be implemented at time of Preliminary Plan review.

Environmental Review

“1. This site is subject to the provisions of the Woodland Conservation Ordinance because it is more than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A Tree Conservation Plan (TCP) and Forest Stand Delineation (FSD) are required to satisfy the requirements of the Woodland Conservation Ordinance.

“The FSD does not show the location of all the specimen trees that have been identified on the site and it does not reflect the actual locations of the trees that were shown. At the time of submission of the FSD, the actual topography of the site was not known. This information needs to be updated. The streams on the FSD are called “drainage swales.” There are symbols on the plan that appear to represent specimen trees but no symbol is provided in the legend.

“The only TCP that has been submitted for review was based on the original submission which showed proposed lots throughout the PMA and did not show the priority woodlands being preserved. A revised TCP was requested but was never provided during the review period. Substantial revisions are needed to the TCPI in order for it to be approved. The TCP also shows areas of wetlands and a stream that do not appear on any of the other submissions.

“Recommended Condition: Prior to certification of the CDP, the FSD shall be revised to:

- a. Include the location of all the specimen trees on the site and a table indicating their species, size and condition and add the symbol used to the legend.*
- b. Change the name of the streams in the legend from “drainage swales” to “streams.”*
- c. Show all of the existing site features accurately including all the areas of steep slopes based on the existing topography.*

“Recommended Condition: Prior to certification of the CDP, the TCPI shall be revised

to:

- a. Be in conformance with the Woodland Conservation Ordinance to preserve priority woodlands, have a correct worksheet, and show how all the requirements are being met.*
- a. Include the location of all the specimen trees on the site and a table indicating their species, size, condition, and proposed disposition.*
- c. Show all of the existing site features correctly including wetlands and streams.*

“2. This site is within the Patuxent River watershed and the Patuxent River Primary Management Area (PMA) must be indicated on the plan. The

PMA on this site includes 50-foot stream buffers, 100-year floodplain, nontidal wetlands adjacent to streams, 25-foot wetland buffers, and severe slopes adjacent to the stream. Highly erodible soils do not exist on this site, so slopes from 15 to 25 percent are not required to be shown on the plan. The Comprehensive Design Plan (CDP) shows two different PMA delineations. One is based on the applicant's first submission of the the CDP and the other is based on field run topography. The CDP should be revised to reflect only one PMA boundary. The PMA should be shown as a smooth line so it can be recorded with metes and bounds in a conservation easement. The streams and 50-foot stream buffers have not been shown on the Comprehensive Design Plan and must be indicated on the plan as they are part of the PMA.

“Recommended Condition: Prior to certification of the CDP, the CDP and the TCPI shall be revised to show the PMA boundary as defined by Sec. 24-101 of the Subdivision Regulations and as shown on Staff Exhibit A. Each element of the PMA must be indicated with a separate line. The PMA line will encompass all of the environmental features within the PMA and their associated buffers. The PMA shall be shown as a smooth line so it can be recorded with metes and bounds in a conservation easement. The CDP shall be further revised to show an accurate depiction of proposed lotting areas based on the revised PMA.

“Recommended Condition: At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain all of the Patuxent River Primary Management Area except for impacts approved by the Planning Board and the 50 foot-wide buffers along the northern and southern property lines. The easement shall be reviewed by the Environmental Planning Section prior to certificate approval.

“Recommended Condition: The following note shall be placed on the final plat:

‘Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation is prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is permitted.’

- “2. The original ‘PMA Conceptual Grading Exhibit,’ submitted as part of the CDP review package, proposed 12 lots on the eastern portion of the property in a separate area of the property with access through another subdivision and existing parkland. This plan has recently been revised to show a different road entrance to this section and the number of lots has been increased to 14.

“The proposed lots are adjacent to a ravine that has a depth of 50 feet. The development of these lots will have a substantial impact on the ravine and the surrounding priority woodland. In some places grade changes of 20 feet or more will be required to construct the homes as shown in the 14-lot scenario. The review criteria for a development proposal in a Comprehensive Design Zone requires that the project result in a better environment than what would have resulted from a conventional design. This is not the case with these isolated lots

that would impact the nearby water resources from grading and subsequent stormwater run-off. The group of lots east of the large ravine should either be removed from the CDP or designed on much larger lots to reduce the impacts and allow for woodland conservation outside the minimum requirements of the PMA. The resulting land should become part of the adjacent existing and proposed parkland.

“Recommended Condition: Prior to certification of the CDP, a conceptual grading plan shall be submitted for the area east of the large ravine that is accessed through park property. The conceptual grading plan shall show a configuration of lots a minimum of 35,000 square feet in size, in a configuration that preserves the steep slopes to the fullest extent possible, minimizes the use of impervious surfaces, allows woodland conservation on lots within conservation easements, and does not consume more land area than that currently shown on the PMA Conceptual Grading Exhibit that shows 14 lots.

- “2. There are 28 lots on the remainder of the project (west of the large ravine) shown on the PMA Conceptual Grading Exhibit that are questionable with regard to the feasibility of the Limit of Disturbance shown. Some have rear yards as small as 10 feet and some result in rear yards that drop off on steep grades from 15 to 25 percent. These grades are considered to be steep (15 percent) to severe (25 percent). Grade changes of this magnitude make construction and erosion control during construction very difficult and pose possible safety hazards for future residents.

“Recommended Condition: At time of Preliminary Plan review, the feasibility of the lot layout and sizes adjacent to the PMA shall be reviewed in detail. A conceptual grading plan using two-foot contours shall be submitted for review.

- “2. The PMA has not been shown to be preserved to the fullest extent possible on the CDP. The headwaters of the stream system that originates on the subject property is shown to be crossed twice with roads and filled and eliminated. This tributary contains an extensive area of 100-year floodplain. To be in conformance with one of the conditions of rezoning, this tributary should be preserved as much as possible and shouldn’t be crossed with roads twice. There are impacts proposed at the southern end of this tributary that are necessary due to the construction of Campus Way North, however, it is not possible at this time to predict the magnitude of the impact on the tributary.

“Recommended Condition: As part of the Preliminary Plan submission, a conceptual grading plan shall be submitted for portions of the Campus Way North road construction and the road crossing proposed over the tributary to the east of St. Joseph’s Drive. If the construction of Campus Way North and the proposed road crossing result in the retention of less than 350 linear feet of the stream, this area may be lotted out. If the construction of the two roads result in the ability to retain 350 or more linear feet of the stream, then the PMA shall be preserved in its entirety in this area except for the necessary impacts for road construction.

- “2. The CDP shows six proposed stormwater management ponds. This is more than on the original design where low-impact development techniques were recommended. One of the ponds is shown on the CDP to be in a location that on the PMA Concept Grading Exhibit is on a 30 percent slope and the grading for the pond is not shown. This design is not feasible. Two of the ponds are shown on the CDP in the same locations as houses are proposed on the PMA Concept Grading Exhibit. Clearly this issue needs further study and review.

“Recommended Condition: Thirty days prior to the Planning Board hearing on the Preliminary Plan, a proposed Stormwater Management Concept Approval plan shall be submitted to the Planning Department for review, even if it has already been submitted to the Department of Environmental Resources. After comment by Planning Department staff it shall be submitted to the Department of Environmental Resources for review and approval. The approved Stormwater Management Concept Approval Letter shall be obtained prior to signature approval on the Preliminary Plan.

“Recommended Condition: To the extent possible, any proposed stormwater management ponds or bioretention areas shall be used for reforestation and afforestation at stocking levels that meet the requirements of the Woodland Conservation Ordinance. Prior to approval of the Type II TCP, evidence that DER has approved the planting plan shall be submitted.

- “2. The CDP shows the preservation of a 50-foot-wide buffer between adjacent lots with residential uses and the proposed residential units in conformance with a condition of rezoning. Some are shown to be on lots and some are shown to be in open space. As shown on the CDP, the 50 foot-wide buffer is proposed to be located on lots from the far northwestern corner of the property to proposed St. Joseph’s Drive. A plan showing the conceptual lotting pattern for this area showed that the 50-foot-wide buffer precludes the placement of a house on some of the lots.

“Recommended Condition: Prior to certification of the CDP, the Tree Conservation Plan shall be revised to show the preservation of the entire 50-foot-wide perimeter buffer in its entirety for all areas shown on the CDP. The proposed 75-foot-wide buffer along Campus Way shall be heavily landscaped, and, if the stocking levels meet the requirements of the Woodland Conservation Ordinance, this area may be counted toward meeting the conservation requirement.

- “2. One of the conditions of the rezoning of the property was that noise issues would be addressed. The appropriate time for the determination of the level of impact is initially during the review of the Preliminary Plan and then in detail during future reviews.

“Recommended Condition: As part of the Preliminary Plan submission, the Plan shall show the location of the unmitigated 65 dBA Ldn noise contour for projected traffic from Campus Way North. Noise mitigation measures as needed shall be shown conceptually on the Preliminary Plan. As part of the Specific Design Plan review, the SDP shall show the location of the unmitigated 65 dBA Ldn, and shall provide detailed information regarding how noise levels will be mitigated

to 65 dBA Ldn or less on the exterior and 45 dBA Ldn or less interior of proposed residential units.

“Summary of Recommended Conditions

“The Environmental Planning Section recommends approval of CDP-0201 and TCP I/16/02 subject to proposed conditions in the recommendation section of this report.”

11. The Growth Policy and Public Facilities Planning Section (Williams to Srinivas, April 8, 2002) has stated that the applicant must participate in providing a fair share contribution towards the provision of the programmed St. Joseph’s Drive Fire Station and ambulance. The applicant must provide a fee prior to issuance of building permits. The existing police services will be adequate to serve the proposed development. In order to alleviate the overcrowding of schools, the subject development can be approved with a three-year waiting period. With the proposed fees and conditions, the proposal will be consistent with the finding required for approval of a Comprehensive Design Plan, which states that the staging of the development will not be an unreasonable burden on available public facilities.

The memorandum from the Growth Policy and Public Facilities Planning Section states that:

“The Growth Policy and Public Facilities Planning Section has reviewed this plan and concluded the following:

“Fire Service

“The existing fire engine at Kentland Fire Station, Company 46, located at 10400 Campus Way South has a service response time of 5.25 minutes, which is within the 5.25- minute response time guideline for Block A Lots 1-15; Block C Lots 1-20, Lots 29-31, and Lot 135; Block D Lots 72-79, and Lots 128-130; Block F Lots 32-35. All other lots are beyond.

“The existing ambulance at Kentland Fire Station, Company 46, located at 10400 Campus Way South has a service response time of 6.25 minutes, which is within the 6.25- minute response time guideline for Block A Lots 1-26; Block B Lots 1-25, and Lots 41-69; Block C Lots 1-64, and Lots 68-135; Block D Lots 1-130; Block E Lots 1-36. Block F Lots 1-36. All other lots are beyond.

“The existing paramedic at Kentland Fire Station, Company 46, located at 10400 Campus Way South has a service response time of 6.50 minutes, which is within the 7.25-minute response 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 above, the fire department recommends that all residential structures beyond the recommended response times be fully sprinklered in

accordance with National Fire Protection Association Standard 13D and all applicable Prince George's County laws.

“FEE-IN-LIEU/Contribution

“The applicant indicates that they require a density bonus to accommodate the number of dwelling units currently proposed. However, should the applicant not require the additional density provided by a fee-in-lieu, staff recommends that the applicant participate in providing this facility by making a fair share contribution towards the provision of the programmed St. Joseph’s Drive Fire Station, ambulance and truck. In this regard, we recommend that the applicant provide a fee prior to issuance of a building permit. The contribution is based upon a fee and an inflation factor from this date to permit date for each of the residents or employees proposed. The fee amount is based upon the construction cost of the station (\$3,500,000) and the purchase price of the ambulance and engine service, divided by the total amount of population, residential and employees, (69,700) within the service area in 2005. The service area includes those areas that will be served within the response time standards of the proposed St. Joseph’s Drive Fire Station.

“Police Services

“The proposed development is within the service area of District II-Bowie. Staff of the Growth Policy and Public Facilities Planning Section conclude that the existing police facilities will be adequate to serve the proposed Balk Hill development. In addition, police service to the subject site should benefit from the proposed Woodmore Glenn Dale station that is programmed in the Capital Improvement Program FY 2000-2007 to open in 2005.

“Public Schools

“The Growth Policy and Public Facilities Planning Section has reviewed this plan and concludes the following based on the assigned school clusters identified by the Pupil Accounting, School Boundaries and Student Transfers Office, Prince George’s County Public Schools.

Projected Impact on Affected Public Schools

Affected School Cluster	D.U. by Type	Pupil Yield Factor	Subdivision Enrollment	Actual Enrollment	Completion Enrollment	Wait Enrollment	Cumulative Enrollment	State-Rated Capacity	Percent Capacity	Funded School
Elementary School Cluster 2	434 SFD	0.24	104.16	7114	224	36	7478.16	6435	116.28%	Lake Arbor
Middle School Cluster 2	434 SFD	0.06	26.04	4397	201	189	4813.04	3648	131.94%	East Central
High School Cluster 2	434 SFD	0.12	52.08	12045	412	377	12886.08	10811	119.19%	Douglass Add

Source: Prince George's County Planning Department, M-NCPPC, March 2002

“The affected elementary school cluster percent capacity is greater than 105 percent. Lake Arbor is the funded school in the affected elementary school cluster. The affected middle school cluster percent of capacity is greater than 105 percent. East Central is the funded school in the middle school cluster. The affected high school cluster percent of capacity is greater than 105 percent. The Frederick Douglass addition is the funded school in the affected school cluster. Therefore, this development can be approved with a three-year waiting period. Based upon this information, staff finds that the comprehensive design plan may be approved subject to conditions, in accordance with Section 27-195(b) of the Zoning Ordinance.

“Proposed Condition for Schools

“No building permits shall be issued for this comprehensive design plan until the percent of capacity at all the affected school clusters are less than or equal to 105 percent or three years have elapsed since the time of the approval of the preliminary plan of subdivision; or pursuant to the terms of an executed school facilities agreement where 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.

“Proposed Condition for Fire and Rescue Services

“The applicant shall provide a fee to Prince George’s County, which shall serve as a fair share contribution towards the provision of the St Joseph’s Fire Station, its ambulance and engine service. The fee shall be paid prior to the issuance of building permits. The contribution is based upon a fee and an inflation factor from this date to permit date. The fee amount is based upon the construction cost of the station (\$3,500,000 to date) and the purchase price of the engine and ambulance (\$460,000), divided by the total amount of population and employees within the proposed service area at projected buildout in 2005 (69,700) by the projected population of the Balk Hill Project. Hence, in today’s dollars, the fair share fee is \$57 per resident or employee. Thus, in today’s dollars, this section of Balk Hill’s fee is projected to generate 1,233 residents with a total fee of \$70,281 or \$162 per dwelling unit.”

12. The Transportation Planning Section (Masog to Srinivas, April 29, 2002) has stated that the applicant prepared a traffic impact study dated March 2002, generally prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The study has been referred to the County Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA).

This area covered by the traffic study was studied extensively by transportation planning staff during the MD 202 Corridor Study. This study was a part of the Planning Department’s FY 1997 work program, and was completed in 1997. An important conclusion of the MD 202 Corridor Study is that the cost of the needed future transportation improvements in the area should be shared by government and by private developers. The study indicated that further review would be

needed to determine the appropriate costs to be borne by private developers and a means of dividing those costs among the various properties.

With the development of the subject property and using the MD 202 Corridor Study as a basis, the traffic consultant has determined that adequate transportation facilities in the area can be attained. The traffic study includes a recommendation to pay a pro-rata share for improvements along MD 202 based on the recommendations of the MD 202 Corridor Study. The issues to be considered in staff's recommendation are that the applicant's findings are based upon the use of a pro-rata share in obtaining adequacy, upon an assumption that the overall cost will be shared by the public and private sectors and that one of the intersections (MD 202/McCormick Drive/St. Joseph's Drive) does not provide adequacy under a LOS D standard.

Staff has also stated that adequate right-of-ways must be provided for Campus Way and St. Joseph's Drive. Adequate rights-of-way must also be provided for the internal streets and the access road for the lots immediately east of the stream valley must meet the requirements of the Department of Public Works and Transportation. Conditions of approval have been added for the above requirements.

The memorandum from the Transportation Planning Section states that:

"The Transportation Planning Section has reviewed the Comprehensive Design Plan application referenced above. The subject property consists of approximately 180 acres of land in the R-S zone. The property is located along both sides of proposed St. Joseph's Drive and on the north side of proposed Campus Way, and is approximately one-half mile north of the existing Campus Way/Lottsford Road intersection. The applicant proposes to develop the property with 364 residences.

"The applicant prepared a traffic impact study dated March 2002, generally prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The study has been referred to the county Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA), and comments from both agencies are attached. The Transportation Planning Section has reviewed the application and the study, and the findings and recommendations outlined below are based upon a review of these materials, consistent with the *Guidelines*.

"An industrial property to the southwest of the subject property is also known by the name "Balk Hill"; that property has filed an application for a rezoning to the M-X-T zone. Also, the subject property includes a subdivision plan which is currently under review. The traffic study filed for the subject case is identical to the one filed for the rezoning and the subdivision cases; as such, it fully accounts for the development of the subject plan through the subdivision process and the development of the adjacent property under a mixed-use zone.

"Summary of Traffic Impact Study

“The applicant has prepared a traffic impact study in support of the application using new counts taken in October 2001. The traffic impact study prepared and submitted on behalf of the applicant reviews the following intersections:

“MD 202/I-95 SB on-ramp
 MD 202/I-95 NB on-ramp (unsignalized)
 MD 202/McCormick Drive/St. Joseph’s Drive
 MD 202/Lottsford Road
 MD 202/Technology Way
 MD 202/Lake Arbor Way/Arena Drive
 Lottsford Road/Campus Way
 Lottsford Road/Lottsford Vista Road

“This area was studied extensively by transportation planning staff during the MD 202 Corridor Study. This study was a part of the Planning Department’s FY 1997 work program, and was completed in 1997. The study originally began as a study in support of a Sectional Map Amendment generally including properties within an area bounded by MD 202, the Capital Beltway, Lake Arbor Way and the proposed alignment of Campus Way. During the course of the study, it evolved into a visioning and implementation study. Much of the direction of the study during its duration was the result of collaborative discussions within a series of study group meetings, with the study group composed of technical staff, citizen representatives and development interests. From a transportation perspective, the MD 202 Corridor Study involved a comprehensive study of transportation in the MD 202 corridor. This comprehensive study included:

- Traffic analyses of intersections within a study area along MD 202 adjacent to the properties forming the focus of the study.
- Consideration of the development of the study area properties along with the development of other undeveloped zoned properties in the area.
- Identification of the transportation facilities which would be needed in the future to provide adequate transportation facilities.
- Development of a plan for staging necessary transportation improvements to occur coincidentally with development on the subject property and other undeveloped zoned properties in the area.

“The traffic analysis indicated that the transportation network identified in the 1990 Largo-Lottsford Master Plan, as modified by a 1996 amendment to the plan adding a special-use interchange at I-95 and Arena Drive, was required to serve a buildout level exceeding 5.0 million square feet within the MD 202 Corridor Study Area. The Planning Group, after considering the transportation facility requirements for several development scenarios and the likely development patterns which could occur, indicated their support for a cap of 2.7 million square feet within the study area properties.

“An important conclusion of the MD 202 Corridor Study is that the cost of the needed future transportation improvements in the area should be shared by government and by private developers. The study indicated that further review

would be needed to determine the appropriate costs to be borne by private developers and a means of dividing those costs among the various properties. The major improvements considered to be necessary for future development, up to the development cap, are:

1. Four lanes (each direction) along MD 202
2. Extension of Campus Way over the Beltway to Brightseat Road
2. Full-time operations at I-95/Arena Drive interchange
2. Overpass and partial interchange at MD 202 and St. Joseph's Drive/McCormick Drive

“Another important conclusion was that the comprehensive study of transportation staging done as part of the MD 202 Corridor Study would be considered part of the empirical evidence in support of development applications in the area for a period of ten years. As this study is currently five years old, it will provide a suitable basis for the transportation recommendations for the subject application.

“With the development of the subject property and using the MD 202 Corridor Study as a basis, the traffic consultant has determined that adequate transportation facilities in the area can be attained. The study recommends that the applicant pay a pro-rata share of improvements along MD 202 and construct, to full section, on-site portions of St. Joseph's Drive and Campus Way. The methodology is based upon needed adequacy improvements to MD 202 being funded approximately 18 percent by the applicant.

“Staff Analysis of Traffic Study

“Existing conditions in the vicinity of the subject property are summarized as follows:

EXISTING CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 202/I-95 SB on-ramp	862	1,475	A	E
MD 202/I-95 NB on-ramp	34.8*	14.6*	--	--
MD 202/McCormick Drive/St. Joseph's Drive	1,462	1,381	E	D
MD 202/Lottsford Road	1,267	1,192	C	C
MD 202/Technology Way	1,013	1,255	B	C
MD 202/Lake Arbor Way/Arena Drive	1,306	1,089	D	B
Lottsford Road/Campus Way	+999*	78.5*	--	--
Lottsford Road/Lottsford Vista Road	25.9*	378.5*	--	--

*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 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.

“Under existing conditions, the analysis indicates operational issues at the two existing signalized intersections along MD 202. Also, issues are noted at two unsignalized intersections along Lottsford Road.

“A review of background operating conditions in the area was conducted by the applicant. Given the limited time available for review, staff was unable to modify numbers in the report. However, the methodology used appears to be based on growth factors, instead of consideration of growth factors and approved development, which is the more conventional method required by the *Guidelines*. It is important to note that the original MD 202 Corridor Study explicitly considered approved background developments in the area, and analyses were done based on this data. It would have been better had the study followed a methodology more like this, although staff would add that many of the developments considered in the 1997 study are significantly built out. As background traffic was based only upon through-traffic growth along MD 202, there is no change in the turning movement estimates entering or leaving MD 202, nor is there a change in traffic conditions at the two intersections along Lottsford Road. On-going analyses, particularly once agency comments are available, may greatly modify the results of the background analysis.

“Background traffic conditions are summarized below:

BACKGROUND CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 202/I-95 SB on-ramp	909	1,558	A	E
MD 202/I-95 NB on-ramp	41.7*	15.7*	--	--
MD 202/McCormick Drive/St. Joseph's Drive	1,550	1,462	E	E
MD 202/Lottsford Road	1,356	1,272	D	C
MD 202/Technology Way	1,101	1,335	B	D
MD 202/Lake Arbor Way/Arena Drive	1,395	1,169	D	C
Lottsford Road/Campus Way	+999*	78.5*	--	--
Lottsford Road/Lottsford Vista Road	25.9*	378.5*	--	--
*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 <i>Guidelines</i> , an average 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.				

“According to the traffic study, the area known as Balk Hill is proposed to contain up to 261,360 square feet of R&D space and 833 single family detached residences, with 433 within the subject property and 400 within the mixed-use proposal. This is very different from the current proposals for the rezoning and the subject plans, as is shown in the following table:

Site Trip Generation - Comparison of Traffic Study and Current Rezoning/CDP Proposals						
	Traffic Study			Proposals		
Use	Quantity	AM Trips	PM Trips	Quantity	AM Trips	PM Trips
Residential - Single Family Detached	833	625	750	719 (326 in CDP; 393 in mixed-use)	539	647
R&D	261,360 sq feet	315	296	0 sq feet	0	0
General Office	0 sq feet	0	0	328,480 sq feet	657	608
Retail	0 sq feet	0	0	20,000 sq feet	61	96
TOTAL		940	1,044		1,257	1,351
Difference - Proposals vs Traffic Study		--	--		+317	+307

“The study was accepted for review and referred to the operating agencies prior to all applications being available. To be fair, the CDP has been modified in accordance with staff comments during its review, and the total trip yield in the area covered by the CDP has decreased.

“Staff is in agreement with the trip distributions assumed in the traffic study. The trip assignments are another question, however. The development termed “Balk Hill I” in the traffic (which is the CDP/subdivision under separate review) has access to Lottsford Road via Campus Way and to Ardwick Ardmore Road via St. Joseph’s Drive. Assuming that “Balk Hill I” occurs first (due to its more advanced point in the development review process), the following trip assignment is being used by staff:

“Balk Hill I (initial)

25% south on I-95

10% inside Beltway

25% north on I-95

5% south Lottsford Road

15% east

20% south on MD 202

100% via Campus Way to Lottsford Road

40% via Campus Way to Lottsford Road

60% via St. Joseph’s Drive to Ardwick Ardmore Road

30% via Campus Way to Lottsford Road

70% via St. Joseph’s Drive to Ardwick Ardmore Road

100% via Campus Way to Lottsford Road

40% via Campus Way to Lottsford Road

60% via St. Joseph’s Drive to Ardwick Ardmore Road

100% via Campus Way to Lottsford Road

“The development termed “Balk Hill II” includes separate distributions for residential and commercial uses. This development will be able to have access to St. Joseph’s Drive north or south, and also Campus Way. Furthermore, once St. Joseph’s Drive is completed between Balk Hill I and MD 202, traffic from that development would be expected to reassign itself. The study did not adequately

consider this, and therefore the following assignments are being considered by staff:

“Balk Hill I (ultimate)	
25% south on I-95	70% via St. Joseph’s Drive to MD 202 30% via Campus Way to Lottsford Road
10% inside Beltway	50% via St. Joseph’s Drive to MD 202 50% via St. Joseph’s Drive to Ardwick Ardmore Road
25% north on I-95	40% via St. Joseph’s Drive to MD 202 60% via St. Joseph’s Drive to Ardwick Ardmore Road
5% south Lottsford Road	100% via St. Joseph’s Drive to MD 202
15% east	40% via Campus Way to Lottsford Road 60% via St. Joseph’s Drive to Ardwick Ardmore Road
20% south on MD 202	100% via St. Joseph’s Drive to MD 202
Balk Hill II (residential)	
25% south on I-95	90% via St. Joseph’s Drive to MD 202 10% via Campus Way to Lottsford Road
10% inside Beltway	70% via St. Joseph’s Drive to MD 202 30% via St. Joseph’s Drive to Ardwick Ardmore Road
25% north on I-95	60% via St. Joseph’s Drive to MD 202 40% via St. Joseph’s Drive to Ardwick Ardmore Road
5% south Lottsford Road	100% via St. Joseph’s Drive to MD 202
15% east	80% via Campus Way to Lottsford Road 20% via St. Joseph’s Drive to Ardwick Ardmore Road
20% south on MD 202	100% via St. Joseph’s Drive to MD 202
Balk Hill II (commercial)	
20% south on I-95	100% via St. Joseph’s Drive to MD 202
10% inside Beltway	90% via St. Joseph’s Drive to MD 202 10% via St. Joseph’s Drive to Ardwick Ardmore Road
20% north on I-95	90% via St. Joseph’s Drive to MD 202 10% via St. Joseph’s Drive to Ardwick Ardmore Road
20% east	40% via Campus Way to Lottsford Road 40% via St. Joseph’s Drive to MD 202 20% via St. Joseph’s Drive to Ardwick Ardmore Road
30% south on MD 202	100% via St. Joseph’s Drive to MD 202

“With the revised trip generation per the actual proposals and the trip assignments as described above, the following results are obtained:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 202/I-95 SB on-ramp	1,073	1,747	B	F
MD 202/I-95 NB on-ramp	49.6*	19.9*	--	--
MD 202/McCormick Drive/St. Joseph’s Drive	2,232	1,817	F	F
MD 202/Lottsford Road	1,439	1,344	D	D

MD 202/Technology Way	1,179	1,412	C	D
MD 202/Lake Arbor Way/Arena Drive	1,446	1,226	D	C
Lottsford Road/Campus Way	+999*	+999*	--	--
Lottsford Road/Lottsford Vista Road	53.9*	+999*	--	--
*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 <i>Guidelines</i> , an average 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.				

“Several inadequacies are noted in the traffic study and the table above:

- “1. MD 202/I-95 SB On-Ramp: *The traffic study recommends the addition of an eastbound through lane along MD 202. This improvement would result in the following operating conditions: AM, critical lane volume of 866 (LOS A); PM, critical lane volume of 1,375 (LOS D). Acceptable for adequacy.*
- “2. MD 202/McCormick Drive/St. Joseph’s Drive: *The traffic study recommends the addition of an additional through lane each way along MD 202, and a second eastbound left-turn lane. This improvement would result in the following operating conditions: AM, critical lane volume of 1,718 (LOS F); PM, critical lane volume of 1,550 (LOS E). NOT acceptable for adequacy, and this requires further discussion below in consideration of the MD 202 Corridor Study.*
- “3. Lottsford Road/Campus Way: *Other parties have bonded a traffic signal at this location, but it has not yet been installed. Also, the county is constructing the second half of the planned arterial facility at this location. Both improvements should be considered part of background for the purpose of analyzing the subject development. With a signal in place and the lane configuration under construction, the intersection would operate as follows: AM, critical lane volume of 1,037 (LOS B); PM, critical lane volume of 1,275 (LOS C). Acceptable for adequacy.*
- “4. Lottsford Road/Lottsford Vista Road: *The applicant proposes performing a signal warrant study at this location, with installation if warranted. With a signal in place and the current lane configuration, the intersection would operate as follows: AM, critical lane volume of 1,084 (LOS B); PM, critical lane volume of 1,148 (LOS B). Acceptable for adequacy.*

“The traffic study includes a recommendation to pay a pro-rata share for improvements along MD 202, This has arisen from a conclusion of the MD 202 Corridor Study, which indicated the appropriateness of a cost-sharing methodology for the purpose of funding regional improvements needed for the whole area. However, the study has not even considered two of the four major improvements (and a major cost component of a third).

“The MD 202 Corridor Study determined that a number of improvements were needed in the area. Appendix D of the traffic study, along with the body of the report, contains cost information which should be helpful in estimating the costs of the improvements:

- a. “Four lanes (each direction) along MD 202: Needed widening within I-95/MD 202 interchange estimated at \$375,000. Along MD 202 between Arena Drive and I-95, at \$500 per linear foot and 7,500 feet, cost is estimated at \$3,750,000. Total cost: \$4.125 million.
- a. “Extension of Campus Way over the Beltway to Brightseat Road: New road construction over 7,000 feet at \$900 per linear foot, or \$6,300,000. Beltway overpass estimated at \$6,700,000. Total cost: \$13 million.
- a. “Full-time operations at I-95/Arena Drive interchange: State’s Option 1 has an estimated cost of \$18 million. It was determined that FHWA will not approve low-cost improvements (i.e., less than \$1 million) for opening the interchange to full-time traffic.
- a. “Overpass and partial interchange at MD 202 and St. Joseph’s Drive/McCormick Drive: Estimated in traffic study at \$10 million.
- a. “All four major improvements have a total cost of \$45.1 million.

“The traffic study indicates that this applicant is funding approximately \$7.1 million in road improvement costs, including a direct fair share payment of \$400,000, toward the MD 202 widening. However, this figure includes the construction of St. Joseph’s Drive, which was assumed to be constructed under Subtitle 23 of the County Code, and not an improvement which was assumed to provide regional capacity for development. Excluding the \$3.8 million cost of the St. Joseph’s Drive construction, staff must determine whether \$3.3 million is a fair amount for the subject property to pay toward road improvements in the area. This number represents about 7.32 percent of the cost of area road improvements.

“The MD 202 Corridor Study assumed land uses on five area properties with a total peak-hour trip impact of 4,900 peak-hour trips (the average of AM and PM peak-hour trips). This included a 200-room hotel on the Rouse property, 149 residences on the Leonnig property, and 450 residences on the Balk Hill property. The study also assumed a maximum of 2.7 million square feet of commercial space (a mix of general office and R&D space) on the Rouse, Balk Hill, Addison-King, and Campus Way properties. The subject property would have an impact of 1,336 peak-hour trips (the average of AM and PM peak-hour trips), which is 27.27 percent of the projected trips to be generated by new land uses in the area. This percentage represents an upper limit on the cost responsibility of the subject property, since the MD 202 Corridor Study assumes that the cost of area road improvements would be shared by government and private developers.

“The MD 202 Corridor Study provides a reasonable estimate of the degree to which developers in the area should incur major costs versus government. Throughout the MD 202 Corridor analyses, the MD 202/McCormick Drive/St. Joseph’s Drive intersection proved to be the critical intersection in terms of establishing capacity for development in the study area. Figure 9 of the Transportation Study indicates that an average of 6,315 peak-hour vehicles from development in the study area would use this intersection. Similarly, Figure 10 indicates that an average of 15,740 peak-hour vehicles, in total, would use this intersection. However, it is important to recall that these trips are based upon full buildout per approved zoning; in fact, the study participants—which included representatives of all five study area properties—agreed to a cap of 2.7 million square feet of commercial space. This cap serves to reduce the peak-hour impact of the properties by approximately 1,535 trips at the critical intersection. This leaves an average of 4,780 vehicles from study area development at the critical intersection, with a total of 14,205 vehicles using the intersection. This suggests that traffic generated within the study area is 33.65 percent of the total traffic, and staff would reason that developers in the area should be responsible for the same percentage of the costs of the regional transportation improvements.

“Given that the subject property (the CDP and the mixed-use portions of Balk Hill) generates 27.27 percent of the trip impact, the Balk Hill development should be responsible for $(33.65\%) \times (27.27\%)$ or 9.17 percent of the costs. Given the total price tag of \$45.1 million, this applicant should fund improvements or pay toward improvements a total of \$4.14 million. Given that \$2.9 million of this amount is contained within the extension of Campus Way, this leaves \$1.24 million that is required to fulfill the requirements for this proposal.

“In order to fund this amount, the applicant should pay $(\$1.24 \text{ million}) / (1,336 \text{ peak hour trips})$, or \$928.20 per peak-hour trip (the average of AM and PM peak-hour trips) in addition to constructing the extension of Campus Way (and, needless to say, the extension of St. Joseph’s Drive). By type of development, this would be:

- a. Residential: \$765.75 per residence
- b. General office: \$1.79 per square foot
- c. Retail: \$3.64 per square foot

“An outstanding issue at this time concerns the Campus Way/St. Joseph’s Drive intersection and the possible need for traffic controls at that location. It is probably unlikely that the subject development alone would trigger the need for costlier controls such as signalization, but staff has requested that the mixed-use portion should study that intersection for potential signal warrants at the time of preliminary plan of subdivision. It is premature to study this intersection now; there is little knowledge of the final street layout in the area of the intersection nor the potential uses in the area.

“As noted earlier, the traffic study has been referred to DPW&T and SHA. Comments have been received from both agencies, and are summarized below:

“DPW&T: The memorandum indicates a general dissatisfaction with the study. Staff has addressed DPW&T’s objections to the methodology used to analyze background traffic. With a particular concern of the redevelopment of the near-

by arena site, staff has not been provided a concept for the redevelopment or its staging. Finally, staff does believe that a full study of the area has been conducted, and the recommendations provided in this memorandum are consistent with that study.

SHA: This memorandum also suggests some dissatisfaction with the recommendations in the traffic study. In particular, SHA did object to the recommendation that the Balk Hill only fund approximately 18 percent of the cost of needed improvements along MD 202 adjacent to the site. Staff's recommendations have increased this \$400,000 payment to \$1,240,000. Much of this payment is attributable to the development proposed in the mixed-use proposal, and this is fair since the impact of that proposal (versus the subject CDP) on MD 202 will be much greater and much more direct.

"Plan Comments

"Based on the review of the plan submitted, staff has the following comments:

1. "Campus Way is an arterial facility with a right-of-way of 120 feet. Future plans should provide adequate right-of-way for this facility. Also, due to the nature of an arterial facility with its use of a median, direct driveway access is rarely desirable. As the plan proposes residential uses adjacent to Campus Way, any potential driveway access to a lot should utilize internal streets rather than Campus Way, and will be fully studied at the time of preliminary plan.
1. "St. Joseph's Drive is a collector facility with a right-of-way of 80 feet. Future plans should provide adequate right-of-way for this facility.
1. "The CDP does not set right-of-way sizes, but there may be a need for a 60-foot right-of-way street along the street connecting St. Joseph's to a circular park shown on the plan.
1. "A portion of the development utilizes an existing platted street within Tartan South which has a platted width of 50 feet. The applicant must demonstrate DPW&T approval of a modified street section within the platted right-of-way, or otherwise determine a means to obtain a larger right-of-way, at the time of preliminary plan.

"Recommendations

"Based on the preceding comments and findings, the Transportation Planning Section concludes that the requirements pertaining to transportation facilities under Section 27-521 of the Prince George's County Code would be met. There are three issues which must be considered in staff's recommendation:

- "1. The applicant's finding is based, in part, upon the use of a pro-rata share in obtaining adequacy in the area. Notwithstanding the language in the Zoning Ordinance, the MD 202 Corridor Study was approved with a

recommendation stating that, ‘We (the planning group) recommend that fair share funding allocations be determined on a case by case basis....’

- “2. The applicant’s finding is based, in part, upon improvements not being entirely developer-funded, consistent with the recommendation that ‘The overall cost of identified road improvements must be shared by the public and private sectors.’
- “3. The applicant’s finding is made in spite of the fact that at-grade staged improvements at the MD 202/McCormick Drive/St. Joseph’s Drive intersection do not provide adequacy under a LOS D standard. However, the traffic analysis for the MD 202 Corridor Study was based upon a comprehensive set of improvements being in place. Lacking that full set of improvements, there could be localized inadequacies. Recognizing this issue, the study included a recommendation that states that, as long as development proposals are consistent with the MD 202 Corridor Study, no further comprehensive traffic studies or staging plans would be required for the development of individual properties. As an adequacy finding is, at its basis, a staging plan, this recommendation suggests that consistency with the MD 202 Corridor Study, from the aspect of appropriately funding needed transportation improvements, is sufficient to show adequacy.

“Given the apparent conflict between the precise language of the finding and the statements and intent expressed in the MD 202 Corridor Study, the transportation staff believes that the MD 202 Corridor Study, with its focus on enabling development of the area, including the subject property, provides the appropriate basis for recommending approval of the subject application. This recommendation is subject to the following conditions:

- “1. The following improvements shall be funded by the applicant, with the timing to be determined at the time of preliminary plan of subdivision:
 - 1. The construction of Campus Way as an arterial facility within the limits of the subject property.
 - 2. The construction of St. Joseph’s Drive as a collector facility within the limits of the subject property.
- “2. The applicant will provide an additional eastbound through lane along MD 202 through the I-95 interchange, and additional eastbound and westbound through lanes along MD 202 between the I-95 interchange and Lottsford Road. Additionally, the applicant will provide a second eastbound left-turn lane along MD 202 at the McCormick Drive/St. Joseph’s Drive intersection. These improvements will be either directly provided by the applicant, or will be funded by the applicant by payment of a fee, not to exceed \$1.24 million (in 2002 dollars) for the entire Balk Hill property to be paid on a pro-rata basis to be determined at the time of preliminary plan.
- “3. Future submitted plans shall demonstrate provision of adequate right-of-way for the following facilities:

- A. Campus Way, an arterial facility with a right-of-way of 120 feet.
- B. St. Joseph's Drive, a collector facility with a right-of-way of 80 feet.

2. "At the time of preliminary plan of subdivision, the following concerns shall be more fully studied:

- A. The potential need for a 60-foot right-of-way street along the street connecting St. Joseph's to the circular park shown on the plan.
- B. A portion of the development utilizes an existing platted street within Tartan South for access which has a platted width of 50 feet. The applicant must demonstrate DPW&T approval of a modified street section within the platted right-of-way, or otherwise determine a means to obtain a larger right-of-way."

13. The Department of Parks and Recreation (Asan to Srinivas, April 29, 2002) has stated that the Largo-Lottsford Master Plan identifies the following two parks in the vicinity of the subject property:

- 40-acre-park between St. Joseph's Drive and the Beltway south of the subject property
- 30 acres near St. Joseph's Drive located east of the subject property

The applicant proposes to dedicate 27 acres of land in the easternmost portion of the property to the M-NCPPC for parkland. Twenty acres of this land will be used for active recreation and seven acres will remain in the Primary Management Area (PMA).

A small portion of parkland dedicated in the Tartan South subdivision will be used for road access to the development on the eastern side of the stream valley. This portion of land has already been platted as Parcel F (8.6 acres) and has been dedicated for parkland. The applicant proposed a replatting of this land to accommodate the proposed access. This will require the relocation of the recreational facilities on parkland planned for the Tartan South subdivision. The Department has added conditions of approval for appropriate land exchanges for accommodating the access road and relocating the planned recreational facilities in the Tartan South development.

In order to meet the master plan recommendations for trails and qualify for density increments, the Urban Design Review Section and the Trails Section have recommended construction of a trail extending either from St. Joseph's Drive or Campus Way North to the eastern end of the dedicated parkland. In order to qualify for additional density increments, the applicant must grade a portion of the dedicated parkland for construction of ballfields. Conditions of approval have also been added for this grading of parkland.

The Department has stated that the 27 acres of dedication for parkland, improved access to the parkland, construction of the master plan trail on the parkland, and the proposed grading of the dedicated parkland will satisfy the master plan recommendations pertaining to Parks and Recreation for the proposed development.

14. A referral was sent to the Town of Glenarden. No comments have been received as of this date.
15. The applicant will be required to submit Preliminary Plan applications and Specific Design Plan applications for each phase of the development. The applicant has already filed a Preliminary Plat application. A condition of approval has been added to revise the Comprehensive Design Plan to incorporate all the approved changes.

RECOMMENDATION

Based upon the preceding evaluation, the Urban Design Review Section recommends that the Planning Board adopt the findings of this report and APPROVE CDP-0201 and TCPI/16/02 for Balk Hill, with the following conditions:

1. Prior to certification of the Comprehensive Design Plan, the Comprehensive Design Plan drawings and text shall be revised to incorporate the following:
 - a. “Low impact development” techniques shall be used to the degree feasible for the design of the stormwater management system by utilizing a combination of rain gardens, stormwater management ponds, and other techniques approved by the Department of Environmental Resources.
 - b. The proposed lots immediately east of the stream valley shall be designed as large lots with maximum preservation of existing features. The access road for these lots shall be designed as an open-section road with a reduced width, no sidewalks, etc., if approved by the Department of Public Works and Transportation and allowed by the Subdivision regulations
 - c. A private street shall be proposed along the rear of the lots facing St. Joseph’s Drive to provide access to these lots, if allowed by the Subdivision Regulations.
 - d. Triangularly shaped lots and lots with rear yards directly abutting public trails shall be eliminated to the extent possible.
 - e. The approved density increments shall be shown on the CDP text and drawings.
 - f. The applicant shall provide all the information regarding the recreational development of parkland that will include minimum grading of areas proposed for active recreation as specified by the Department of Parks and Recreation to qualify for a density increment for the additional 20 lots.
 - g. All approved changes and approved development standards shall be reflected on the CDP text and drawings.

- h. An eight-foot-wide, asphalt, hiker-biker trail shall be shown along the subject property's entire frontage on the east side of Campus Way North.
- i. An eight-foot-wide, asphalt, hiker-biker trail shall be proposed along St. Joseph's Drive to provide for the master plan trail connection from Campus Way North towards the west side of the existing high school on Ardmore Road.
- j. A master plan trail shall be located along the stream valley extending either from St. Joseph's Drive or Campus Way North to and through the M-NCPPC parkland. This trail shall be located within a public use easement on HOA land and on M-NCPPC parkland (for the eastern segment). This trail shall also be a minimum of eight feet wide, asphalted, and shall be constructed by the applicant prior to the issuance of the 163rd building permit. The exact location of the trail shall be determined at the time of preliminary plan. An attractive trailhead shall be provided along either St. Joseph's Drive or Campus Way.
- k. All other internal, HOA trails shall be six feet wide and asphalted.
- l. As indicated on the CDP, all internal roads (except for the large lots east of the stream valley) shall have standard sidewalks on both sides. Where master plan trails are recommended along roads, the trail shall be constructed in place of the standard sidewalk on that side of the road, with a standard sidewalk still being constructed on the opposite side.
- m. All trails and sidewalks shall be ADA-compatible and free of above ground utilities and street trees.
- n. All trails shall be assured of dry passage. If wet areas must be traversed, suitable structures shall be constructed.
- o. The Forest Stand Delineation Plan shall be revised to:
 - (1) Include the location of all the specimen trees on the site and a table indicating their species, size and condition and add the symbol used to the legend.
 - (2) Change the name of the streams in the legend from "drainage swales" to "streams."
 - (3) Show all of the existing site features accurately including all the areas of steep slopes based on the existing topography.
- p. The Type I Tree Conservation Plan shall be revised to:
 - (1) Be in conformance with the Woodland Conservation Ordinance to preserve priority woodlands, have a correct worksheet, and show how all the requirements are being met.
 - (2) Include the location of all the specimen trees on the site and a table indicating their species, size, condition, and proposed disposition.

- (3) Show all of the existing site features correctly including wetlands and streams.
 - (4) Show the preservation of the entire 50-foot-wide perimeter buffer in its entirety for all areas shown on the CDP. The proposed 75-foot-wide buffer along Campus Way shall be heavily landscaped and, if the stocking levels meet the requirements of the Woodland Conservation Ordinance, this area may be counted toward meeting the conservation requirement.
- q. The CDP and the TCPI shall be revised to show the PMA boundary as defined by Sec. 24-101 of the Subdivision Regulations and as shown on Staff Exhibit A. Each element of the PMA shall be indicated with a separate line. The PMA line will encompass all of the environmental features within the PMA and their associated buffers. The PMA shall be shown as a smooth line so it can be recorded with metes and bounds in a conservation easement. The CDP shall be further revised to show an accurate depiction of proposed lotting areas based on the revised PMA.
 - r. A conceptual grading plan shall be submitted for the area east of the large ravine that is accessed through park property. The conceptual grading plan shall show a configuration of lots at a minimum of 35,000 square feet in size, in a configuration that preserves the steep slopes to the fullest extent possible, minimizes the use of impervious surfaces, allows woodland conservation on lots within conservation easements, and does not consume more land area than that currently shown on the PMA Conceptual Grading Exhibit that shows 14 lots.
2. As part of the Preliminary Plan submission, the following shall be submitted:
- a. A plan shall show the location of the unmitigated 65 dBA Ldn noise contour for projected traffic from Campus Way North. Noise mitigation measures as needed shall be shown conceptually on the Preliminary Plan. As part of the Specific Design Plan review, the SDP shall show the location of the unmitigated 65 dBA Ldn, and shall provide detailed information regarding how noise levels will be mitigated to 65 dBA Ldn or less on the exterior and 45 dBA Ldn or less interior of proposed residential units.
 - b. A conceptual grading plan shall be submitted for portions of the Campus Way North road construction and the road crossing proposed over the tributary to the east of St. Joseph's Drive. If the construction of Campus Way North and the proposed road crossing result in the retention of less than 350 linear feet of the stream, this area may be lotted out. If the construction of the two roads result in the ability to retain 350 or more linear feet of the stream, then the PMA shall be preserved in its entirety in this area except for the necessary impacts for road construction.
 - c. A plan showing Campus Way, an arterial facility, with a minimum right-of-way of 120 feet or more if necessary to accommodate the eight-foot-wide hiker/biker trail and St. Joseph's Drive, a collector facility, with a minimum right-of-way of 80 feet or more if necessary to accommodate the eight-foot-wide hiker/biker trail.
3. Prior to approval of the Preliminary Plan, the proposed Stormwater Management Concept Approval plan shall be submitted to the Planning Department for review and coordination

with the Department of Environmental Resources. The approved Stormwater Management Concept Approval Letter shall be obtained prior to signature approval on the Preliminary Plan.

4. At time of Preliminary Plan review, the feasibility of the lot layout and sizes adjacent to the PMA shall be reviewed in detail. A conceptual grading plan using two-foot contours shall be submitted for review.
5. The following improvements shall be funded by the applicant, with the timing to be determined at the time of preliminary plan of subdivision:
 - a. The construction of Campus Way as an arterial facility within the limits of the subject property.
 - b. The construction of St. Joseph's Drive as a collector facility within the limits of the subject property.
6. The applicant shall provide an additional eastbound through lane along MD 202 through the I-95 interchange, and additional eastbound and westbound through lanes along MD 202 between the I-95 interchange and Lottsford Road. Additionally, the applicant shall provide a second eastbound left-turn lane along MD 202 at the McCormick Drive/St. Joseph's Drive intersection. These improvements shall be either directly provided by the applicant, or shall be funded by the applicant by payment of a fee, not to exceed \$1.24 million (in 2002 dollars) for the entire Balk Hill property to be paid on a pro-rata basis to be determined at the time of preliminary plan.
7. At the time of Preliminary Plan of Subdivision, the following concerns shall be more fully studied:
 - a. The potential need for a 60-foot right-of-way street along the street connecting St. Josephs to the circular park shown on the plan.
 - b. A portion of the development utilizes an existing platted street within Tartan South for access which has a platted width of 50 feet. The applicant must demonstrate DPW&T approval of a modified street section within the platted right-of-way, or otherwise determine a means to obtain a larger right-of-way.
8. Prior to approval of the Preliminary Plan of Subdivision, the applicant shall:
 - a. Prepare plats showing the property to be exchanged to provide access to the expanded park. Those plats shall be approved by DPR prior to approval of the preliminary plan of subdivision.
 - b. submit a new plan for the relocation of recreational facilities previously approved for the Tartan South development in Balk Hill Community Park to Department of Parks and Recreation. Following approval by the DPR, the applicant shall revise the SDP-9702, for Tartan South and the related RFA recorded in Liber 13925 Folio 733 to reflect those changes.
 - c. prepare a concept plan for grading a portion of the parkland as shown on the Department of Parks and Recreation Exhibit 'A' to be reviewed and approved by

the DPR staff. The timing of grading on parkland shall be determined at the time of preliminary plan.

9. The recreational facilities shall be constructed in accordance with the applicable standards in the Parks and Recreation Facilities Guidelines.
10. The applicant shall construct an eight foot wide asphalt hiker-biker trail in the stream valley within the Balk Hill development as shown on Department of Parks and Recreation Exhibit "A." All trails shall be constructed to assured of dry passage. If wet areas must be traversed, suitable structures shall be constructed. The location and timing of the trail shall be determined at the time of preliminary plan.
11. At the time of the Specific Design Plan, the applicant shall submit additional rear elevations for the houses with rear yards facing Campus Way North. The design of these houses shall be as attractive as the front elevations with respect to details, number of design features, and articulation. The proposed architecture shall ensure that a minimum of 75 percent of the total units have brick facing on the front. The minimum size of the proposed houses shall be 2,400 square feet.
12. To the extent possible, any proposed stormwater management ponds or bioretention areas shall be used for reforestation and afforestation at stocking levels that meet the requirements of the Woodland Conservation Ordinance. Prior to approval of the Type II TCP evidence that DER has approved the planting plan shall be submitted to the Urban Design Review Section and the Environmental Planning Section.
13. Prior to approval of the first Specific Design Plan, detailed construction drawings for recreational facilities on park property including grading plan and trail alignment and details shall be submitted to the Department of Parks and Recreation for review and approval.
14. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain all of the Patuxent River Primary Management Area except for impacts approved by the Planning Board and the 50 foot-wide buffers along the northern and southern property lines. The easement shall be reviewed by the Environmental Planning Section prior to certificate approval.
15. The following note shall be placed on the final plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation is prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is permitted."
16. Prior to submission of any final plat of subdivision for this development, the applicant shall enter into a public Recreational Facilities Agreements (RFA) for the construction and grading on dedicated parkland; and the applicant shall enter into a private RFA (or other appropriate agreement) for the construction of the trail on homeowners' open space.
17. Prior to approval of any Final Plats for this development, the applicant shall:
 - a. Dedicate approximately 27 acres of land to M-NCPPC as shown on the Department of Parks and Recreation Exhibit 'A.'

- b. Land to be dedicated shall subject to the following conditions:
- (1) An original, special warranty deed for the property to be conveyed (signed by the WSSC Assessment Supervisor), shall be submitted to the Subdivision Section of the Development Review Division, The Maryland-National Capital Park and Planning Commission (M-NCPPC), along with the Final Plat.
 - (2) M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalks, curbs and gutters, and front-foot benefit charges prior to and subsequent to Final Plat.
 - (3) The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.
 - (4) The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Department of Parks and Recreation (DPR). If the land is to be disturbed, the DPR shall require that a performance bond be posted to warrant restoration, repair or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, M-NCPPC) shall be submitted to the DPR within two weeks prior to applying for grading permits.
 - (5) Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by M-NCPPC, DPR shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.
 - (6) All waste matter of any kind shall be removed from the property to be conveyed. DPR shall inspect the site and verify that it is in acceptable condition for conveyance, prior to Final Plat approval.
 - (7) No stormwater management facilities, or tree conservation or utility easements shall be proposed on lands owned by or to be conveyed to M-NCPPC without the prior written consent of DPR. DPR shall review and approve the location and/or design of these features. If such proposals are approved by DPR, a performance bond and an easement agreement may be required prior to the issuance of grading permits.
18. No building permits shall be issued for this comprehensive design plan until the percent of capacity at all the affected school clusters are less than or equal to 105 percent or three years have elapsed since the time of the approval of the preliminary plan of subdivision; or pursuant to the terms of an executed school facilities agreement where 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.

19. Prior to issuance of building permits, the applicant shall provide a fee to Prince George's County, which shall serve as a fair share contribution towards the provision of the St Joseph's Fire Station, its ambulance and engine service. The applicant shall pay a total fee of \$70,281 or \$162 per dwelling unit. (The contribution is based upon a fee and a inflation factor from this date to permit date. The fee amount is based upon the construction cost of the station (\$3,500,000 to date) and the purchase price of the engine and ambulance(\$460,000) divided by the total amount of population and employees within the proposed service area at projected buildout in 2005 (69,700) by the projected population of the Balk Hill Project Hence, in today's dollars, the fair share fee is \$57 per resident or employee Thus, in today's dollars, this section of Balk Hill's fee is projected to generate 1,233 residents with a total fee of \$70,281 or \$162 per dwelling unit).
20. Prior to issuance of any building permits, the applicant shall submit performance bonds, letters of credit or other suitable financial guarantees as follows:
 - a. To DPR to secure the grading and construction of the recreational facilities on park property, in an amount to be determined by the Department of Parks and Recreation; and
 - b. To the Planning Department to secure the construction of the master plan trail in the stream valley owned by the homeowners' association, in an amount to be determined by the Planning Department.